

Bicycle and Pedestrian Advisory Committee, Monthly Meeting
Minutes of June 19, 2014
Oakland City Hall: Hearing Room 4, Second Floor

Attendees: Jennifer Anderson, Dave Campbell, Ryan Chan, Diane Dohm, Bob Fearman, Christina Ferracane, Sadie Graham, Chris Hwang, Stephanie Jim, Chris Kidd, Carol Levine, Fred McWilliams, Sandra Padilla, Jamie Parks, Robert Raburn, Jennifer Stanley, Midori Tabata, Royston Taylor, Rosa Villalobos

Topic	Discussion/Decisions/Action Items
1. Introductions, Appointment of note taker	Chris Hwang called the meeting to order at 7:38 p.m.
2. Approval of Meeting Minutes	Minutes were approved by consensus.
3. 19th St. Bart Station Modernization	<p>Director Robert Raburn of Bart and Sadie Graham, Senior Planner presented plans for the planned modernization of the 19th St. Bart Station. Several community meetings have been held in June. Bart is using Prop 1B funding and parking revenues to reinvest at stations.</p> <p>Bart plans to modernize 3 stations, 1 from each county: 19th St, el Cerrito Del Norte, and Powell. They had done 3 others previously. The modernization will cost \$10 to 15 M per station.</p> <p>The goal is to modernize, connect it to the surrounding neighborhood, and increase sustainability.</p> <p>At the 19th St station, bike stairway channels will be added at the southern entrance. Bart believes there is not enough room at the north entrance for such channels. Long term, a new elevator will be added toward the northern end and expand that entry.</p> <p>Bart will be relocating the double-layer bike racks, but bike rack capacity will not be decreased.</p> <p>The BPAC urged Bart to work with the City to coordinate traffic and add signage so that cyclists can be accommodated from all surrounding streets. It is crucial since many of the surrounding streets are one-way.</p>
1. California sidewalk bicycling laws	Chris Kidd presented his work on sidewalk riding laws in California and how each local jurisdiction has their own set of laws that differ widely from no sidewalk riding to at will.
2. Bicycle Friendly Communities Application input	Jennifer Stanley asked for input to the Bicycle Friendly Communities application. The application is due mid August. Jennifer will come back to the July meeting with further iterations from the June meeting.

	<p>15. What was your community's most significant achievement . . . , the BPAC suggested bike on Bart, Oklavia/Pedelfest as additions.</p> <p>17. What specific improvements do you have planned . . . , the BPAC suggested further work on the Bay Trail.</p> <p>88. What are the 3 aspects of your community most in need of improvement . . . , the BPAC liked the bike network, but wanted more connectivity throughout Oakland, and not shift focus from connectivity to upgrading existing bikeways. The BPAC felt that connectivity through Oakland, especially East Oakland had not been attained. The BPAC suggested removing the comment about CEQA.</p>
4. Telegraph Ave Complete Streets Implementation Plan update	<p>Jaime Parks presented the work to date on Telegraph Ave. Completes Sts plan. He stated that there is higher traffic volume north of 51st. He envisions a road diet up to 46th. Then there will be enough room for bike lanes. He wanted BPAC input on whether we preferred 1) protected, 2) buffered, 3) cycle tracks.</p> <p>The BPAC would like to see more accommodations for cyclists north of 46th. This becomes a city policy issue on how to treat traffic forecasts and modeling.</p> <p>Since this is a large project, it will be designed, funded, and built in sections. Jaime is going to apply for a Caltrans Active Transportation Projects grant. Applications are due July 24. He would like support from BPAC on the application. Chris Kidd approved, and Midori Tabata seconded a motion to have Chris Hwang and Chris Kidd draft a letter of support. The motion carried unanimously. The letter will be circulated to the BPAC mailing list before the next meeting.</p>
7. Announcements	<p>Chris Hwang announced the next Love Our Neighborhood Day on July 12. It will be in North Oakland.</p> <p>Dave Campbell announced the Telegraph St. Fair on July 6. He said that a bike lane demo will be at Telegraph and 41st and encouraged everyone to see it.</p> <p>The meeting adjourned at 7:30 p.m.</p>

Attachments

19th St. Bart Station Modernization

Handout: Synopsis of sidewalk riding in California

June 18, 2014

19th St/Oakland BART Station Modernization



Station Modernization Program

Gateway Station Investments

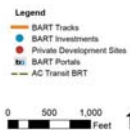


- On-going effort (dependent on funding)
- Vision: Gateway investments at all stations
- Initially: Select 4 – 6 Gateway Stations
- Create project pipeline
- Identify lessons learned (continuous improvement)

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19th St/Oakland Station Modernization

Surrounding Context

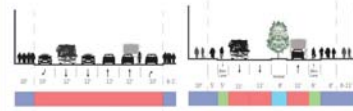


19th St/Oakland Station Modernization

City + Agency Coordination



- 20th Street Complete Streets Project
- AC Transit BRT
- Broadway-Valdez Specific Plan
- Wayfinding Signage – Uptown Pilot



19th St/Oakland Station Modernization

City + BART Initiatives

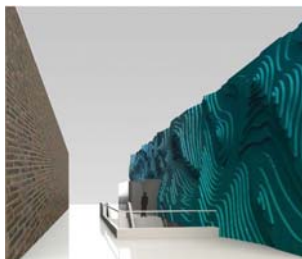


17th Street Alley

- Estimated completion June 30th

Bike Station

- Estimated to open by end of 2014



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19th St/Oakland Station Modernization

BART Initiatives



20th Street Entrance Enclosure

- On site construction August 2014
- Completion December 2014

Re-staff the 3rd Station agent booth

- Preliminary FY2015 budget



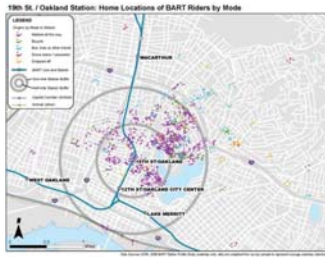
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Existing Conditions Overview



Station Access

- Home origins
 - Pedestrian – 70%
 - Bicycle – 6%
 - Bus and shuttle – 11%
 - Private auto (pick up/drop off, carpool, drive alone) – 13%
- Non-Home origins
 - Pedestrian – 93%
 - Bicycle – 1%
 - Bus and shuttle – 2%
 - Private auto (pick up/drop off, carpool, drive alone) – 4%



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Existing Conditions Overview



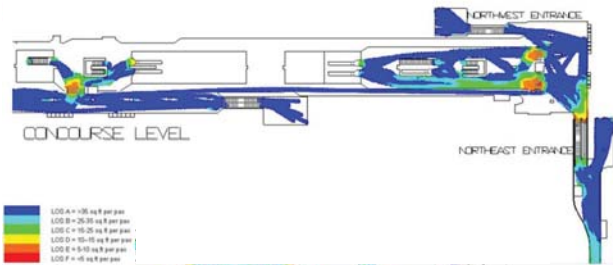
Existing and Forecasted Ridership (2040 BART Ridership Model Forecast)

	Existing Faregate Activity	Future Faregate Activity	% Increase over existing
Weekday AM Peak Hour (8:00 - 9:00 am)	3,423 entries/exits	5,291 entries/exits	55%
Weekday PM Peak Hour (4:30 - 5:30pm)	3,316 entries/exits	6,164 entries/exits	86%
Daily Ridership	24,219	44,711	85%

Existing Conditions Overview



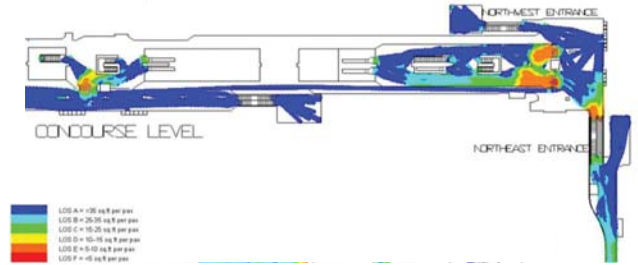
Existing AM Peak Hour – North Concourse Focus



Existing Conditions Overview



Future Year (2040) AM Peak Hour – North Concourse Focus



19th St/Oakland Station



Vision – to modernize the station so that it demonstrates BART's commitment to advancing transit ridership, improve the transit experience, enhance the quality of life around stations, and meets BART's need for the future.

- Vibrancy
- Connectivity
- Sustainability



Conceptual Improvements

Redistribution of Access





Access

Highlight southern end as the priority bike entrance point

- Bike stairway channels on south entrance
- New bike station (already planned)
- Street level signage



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Access

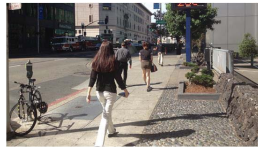
Bicycle Parking

- Consolidate and reduce visual clutter
- Relocation of existing double decker racks to 17th Street entrance
- Replace double tier racks in center with single tier to increase visibility



Access

- Formalize a passenger/shuttle drop-off
 - 20th Street (existing use)
- Work with City to improve pedestrian access at 20th Street entrance
 - Widen sidewalk
 - Crosswalk improvements



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Wayfinding

- **Existing Upgrades** – Existing signs need lighting replaced, repaired, etc.
- **Implement BART Station Wayfinding Program** – directional signage, platform ID, destination signs, street level pilons
- **Street Level Wayfinding –Station Wayfinding +PLUS** – above and beyond existing program to direct passenger flows toward specific access points from the platform level and identifies multi-modal connections, and local destinations – Coordinate with City of Oakland



Passenger Amenities

- Integrate LED pedestrian lighting at all station entrances
- New recycling and trash receptacles
- Upgrade concourse level seating to improve more efficient use of space and modern aesthetic
- Upgrade and reopen public bathrooms (pending outcome of pilot study)



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Passenger Amenities

Communication

- Develop a real-time multimodal transit display at the NW 20th Street Corner of the Concourse
- Real-time information at concourse, platform, and street level
- Upgrade and enhance platform identification signage

Retail

- Incorporate LED screen advertising
- Integrate small scale retail opportunities within the station



Aesthetics



- Replace ceiling panels with something more durable and modern
- New lighting fixtures
- Replace paid-area railing within station
 - to bring existing railing up to code,
 - reduce fare evasion and
 - improve aesthetics
 - Reduce bike parking on railings

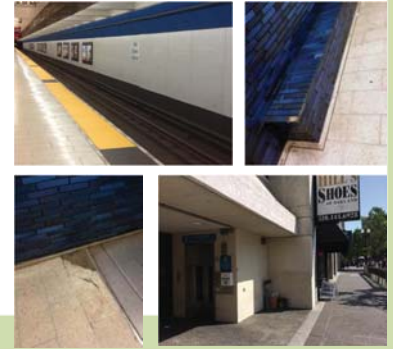


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Early Wins



- Refinish flooring
- Repaint ceiling
- Paint walls behind track
- Repair damaged brick
- Replace light fixtures
- Improve safety and visibility of existing street to concourse elevator entrance



Vertical Circulation



- New Vertical Circulation
- Bicycle Parking
- New Free Area
- New Fare Gate Array
- AC Transit BRT Stop Above
- Patron Restrooms
- Unused Vendor and Unassigned Space
- Paid Area
- Free Area

1. New Elevator to Street
2. New Fare Gate Array
3. New Elevator to Platforms
4. New Station Agent Booth
5. Relocated Fare Gate Array
- 6A. New Double Stair and Escalator
- 6B. New Stair and Escalator in New Portal
7. BRT Location Above
8. Relocated Bike Racks - Parallel to Station
9. Replace Stair with Elevator
10. New Secure Bike Station
11. New Free Area - Add Gates
12. Existing Public Restroom Locations
13. Unused Vendor and Unassigned Space
14. Free Area
15. New Free Area - Relocated Gates

Vertical Circulation



Street to Concourse Elevator (2 options)

- 20th and Broadway (Preferred)
 - Western sidewalk adjacent to Sears Building Entrance
- As Part of Sears Building Redevelopment



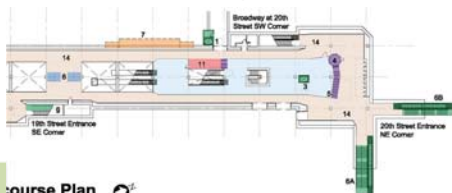
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Vertical Circulation



Expanded Entry Capacity (3 options)

- New Escalator integrated into Northern Broadway Entrance
 - Requires in-station directional signage to encourage riders to use the entrance
- New Northern Broadway Portal
 - Coordination with AC Transit and City
- 20th Street Entrance Portal Expansion



Vertical Circulation



- New Vertical Circulation
- Bicycle Parking
- New Free Area
- New Fare Gate Array
- AC Transit BRT Stop Above
- Patron Restrooms
- Unused Vendor and Unassigned Space
- Paid Area
- Free Area

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Conceptual Improvements Station Capacity



Expanded paid area

- Additional and redesigned fare gates at northern end
- New faregate to coordinate with potential Sears building entrance
- Remove tile benches on exterior of stairs on concourse



Promote more efficient utilization of platform

- Platform interventions to expedite better boarding/alighting
- Art to direct passengers to ends of platform



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Conceptual Improvements Station Capacity



BART SVRT Core Stations Modification Study - 2010

- Platform doors
- Expand lower platform capacity - remove utility rooms, excavate alcoves

Fire & Life Safety

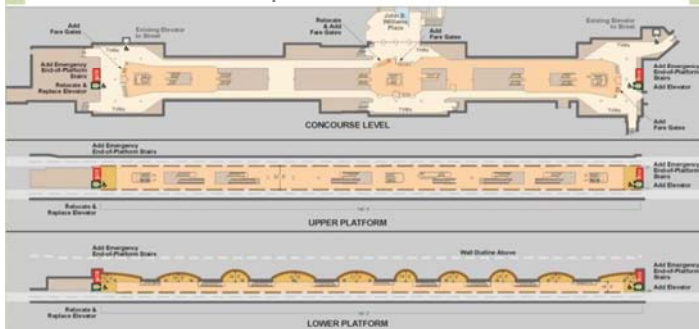
- End of Platform Stairs (Fire & Life Safety)

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Conceptual Improvements Station Capacity



12th Street Station – example



Conceptual Improvements Sustainability



Energy Efficiency

- Upgrade to variable speed escalators
- Replace florescent lights with LED lights (using appropriate lighting standards)

Water Efficiency

- Upgrade all plumbing fixtures to be water efficient

Education

- Real – time energy or GHG savings

Climate Change Adaptation Strategies

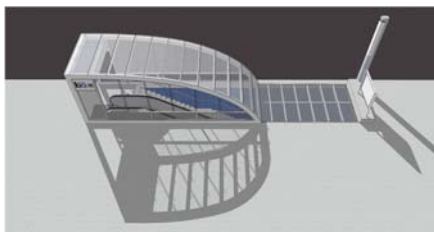
- Entrance enclosures on all entrances with escalators

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Conceptual Improvements Station Facility Upgrades



- Entrance enclosures for entrances with escalators (4)
- Upgrade or replace station agent booths (3)
- Consolidated storage area for maintenance equipment
- Upgrade and reopen public bathrooms (pending outcome of district study)



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Conceptual Improvements Art & Place-making



- Work with City of Oakland to develop a street level Gateway between BART and Uptown/Broadway Valdez neighborhoods



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Conceptual Improvements Art & Place-making



- Integrate art throughout the station, incorporating it into functional aspects of the station



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Conceptual Improvements

Art & Place-making



- Use art to encourage efficient use of the station platforms – interactive or constantly updating installations



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Conceptual Improvements

General Infrastructure Improvements



- Elevator water intrusion mitigation (CNI)
- Emergency lighting upgrade (CNI)
- Station platform train control antennae (CNI)
- Vandalism protection on elevators (CNI)
- Repair and replace station door hardware (CNI)
- Replace wood core escalator balustrades (CNI)

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Conceptual Improvements

Systemic Improvements



Require a system-wide decision and holistic investment

- Station Fire Alarm Replacement (\$1M per station)
- Public Address System Replacement (\$20m system-wide)
- Replace Single Board computer in gates/TVM/AFM (\$30m system-wide)
- Station AFC Network Switch replacement (\$350K system-wide)
- Coin Handling Unit obsolescence (\$500K system-wide)
- Fare Gate LED lights for direction lamp (\$180K system-wide)

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19th St/Oakland Station Modernization

Conceptual Vision



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19th St/Oakland Station Modernization

Conceptual Vision



Community Input



BART 19th Street Station Survey

BART is creating a long-term comprehensive vision for the 19th Street Station. There will be limited funds available in the near future for improvements. Currently BART is trying to identify and prioritize projects. The goal of this survey is to identify the improvements that the community thinks are the highest priority.

1. On a scale of 1-5 where 1 is "not at all important" and 5 is "extremely important," please rate how important each of the following improvements are to you:

Improve general station cleanliness and upkeep (repainting ceilings and floors, repairing damaged beds)					
Maintain and upgrade general infrastructure (ensure that escalators/elevators work, repair elevator beds, increased storage for cleaning equipment, replace worn out hardware)					
Install a new elevator at northern end of station near Broadway and 19th					
Improve capacity of the 19th street station, either by reconfiguring or create a new entry along Broadway					
Reconfigure and add fare gates to alleviate the congestion					
Improve bicycle access (bike racks, on the station platform, the parking on the upper level)					
Improve a reduced parking drop-off area near the 19th street entrance					
Install improved directional signage in and around the station					
Improve the most used pedestrian access to BART stations (current sidewalks, new lighting, landscaping)					
Update the passenger amenities within the station (new train times, maps, updated brochures)					
Improve the station that reflects the area's unique character					
Upgrade the lighting within the station, including more energy efficient lighting					
Design station entries to make the station more visible, inviting and reflective of the character of the surrounding area					

- In-Station Community Events
Friday June 6th (4-7pm)
Thursday June 12th (7-10am)
- 540 survey response



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Community Input



- Maintain and upgrade general infrastructure functionality (ensure that escalators/elevators work, repair elevator leaks, increased storage for cleaning equipment, replace worn out hardware) 75%
- Improve general station cleanliness and upkeep (repaint ceilings and repairing floors, repairing damaged bricks) 68%
- Upgrade the lighting within the station, including more energy efficient lighting 61%



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Community Input



"standing right, walk left" symbols on the escalator are GENIUS!

We need these in every station please!"

- Lots of comments regarding more real-time information about train arrival
- Many comments regarding safety, more police and station agent presence
- Numerous comments supporting the need to re-open the public bathrooms
- Positive feedback regarding the Entrance Enclosures
- Support for art and specifically integrating local art into the station



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Next Steps



- Stakeholder Meeting
- Project Prioritization
- Finalize Plan
- Define Project and Budget for Preliminary Engineering
- Begin Preliminary Engineering

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Step #2: Prioritization Criteria



Make Transit Work	Connect to Community	Create Place	Implementation
Maintain Reliability	Connect BART	Enhance Customer Experience	Project Readiness
Increase Station Capacity	Expand Universal Design	Ensure Safety & Security	Project Efficiency
Improve Employee Environment	Incorporate Community Input	Leverage Partnerships	
Advance Sustainability			

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Conceptual Project Scope



Task 1: Data Collection & Assessment

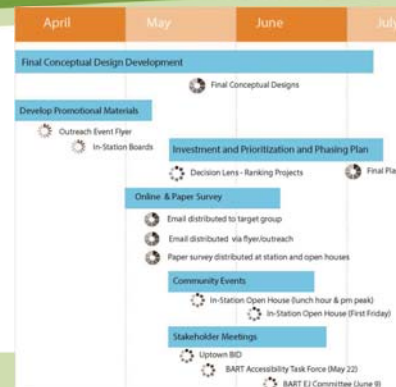
Task 2: Ridership Analysis

Task 3: Capacity & Circulation Analysis

Task 4: Initial Conceptual Design Development

Task 5: Final Conceptual Design Development

Task 6: Investment Prioritization and Phasing Plan



Synopsis of Sidewalk Riding in California

Riding a bicycle on the sidewalk in California is a legal gray area for most roadway users. Drivers often erroneously assume bicyclists should be on the sidewalk while pedestrians view bicyclists on the sidewalk as a safety hazard. Bicyclists themselves often assume it is legal or safe to ride on the sidewalk. The paucity of high-level bicycle infrastructure often contributes to bicyclists feeling safer when riding on the sidewalk.

The confusion surrounding the legality of riding a bicycle on the sidewalk stems largely from the California Vehicle Code (CVC). The CVC explicitly allows cities and municipalities to choose their own rules for riding a bicycle on the sidewalk and provides no guidance for those cities who do not pass an ordinance. This situation stems partly from a paternalistic view towards bicycling when the CVC code was originally passed in the 1970s.

In reality, this has created a patchwork of ordinances governing sidewalk riding across the state. There is little to no certainty of what is legally allowed from city to city, and there is almost never signage alerting bicyclists to changing legal conditions. Until a more uniform approach is adopted, all road users will be unsure of the status of bicycles on the sidewalk and sidewalk riding will occur regularly across the state.

Starting with research I did for the LADOT Bike Blog, I have slowly compiled laws on sidewalk riding for all cities and counties within the state of California. I have broken down the laws into the following seven categories:

- Bicycling on the sidewalk is allowed everywhere, unless prohibited by signage
- Bicycling on the sidewalk is prohibited only in business districts - "Business District" being defined by the CVC. This means at least 50% of the frontages on the street being considered a "business use", which includes apartment buildings, schools, churches, and other uses not traditionally considered a "business district" See [CVC 235](#) and [CVC 240](#) for source material.
- Bicycling on the sidewalk is prohibited in business districts - "Business District" being defined by cities. This usually is a geographic definition of listing streets as boundaries, but some cities designate a business district by zoning code.
- Bicycling on the sidewalk is allowed everywhere, but only for minors. Cities have listed either a specific age above which you cannot ride on the sidewalk or a specific wheel height above which you cannot ride on the sidewalk.
- Bicycling on sidewalks is allowed for minors, but not in business districts.
- Bicycling is not allowed on the sidewalk.
- The municipal code has no language on sidewalk riding. This could be taken as an implicit allowance of sidewalk riding, though it is not legally clear. Some cities have no sidewalks, and thus don't have an ordinance.

Oakland and Alameda County

Oakland allows bicyclists with wheels under 20" tall to ride bicycles on the sidewalk anywhere in the city. This means, technically, that you could ride a folding bike with very little wheels on the sidewalk legally. In reality, this ordinance is to allow minors to ride on the sidewalk.

In Alameda County, there are a wide range of rules:

City	Allowed	Biz District - CVC	Biz District - City	Minors Allowed	Minors Allowed, No Biz District	Not Allowed	No Language
County		XXX					
Alameda			XXX				
Albany					XXX		
Berkeley					XXX		
Dublin							XXX
Emeryville							XXX
Fremont					XXX		
Hayward			XXX				
Livermore		XXX					
Newark							XXX
Oakland				XXX			
Piedmont					XXX		
Pleasanton	XXX						
San Leandro					XXX		
Union City						XXX	

As you can see, the list is quite varied with numerous confusing rules. Especially confusing is that (1) “business districts” can mean different things in different cities depending on whether they use the CVC definition or not, and (2) different age/wheel size requirements for different cities.

The bay area is interesting in that, of all California’s regions, it has the most cities with ordinances allowing only minors on the sidewalk (banned in business districts or not). Fully 20% of bay area cities have an ordinance allowing minors on the sidewalk. In comparison 5% of Central Coast cities and 2% of LA Metro area cities have ordinances allowing minors on the sidewalk.

Across the state, **16%** of cities allow sidewalk riding everywhere, **4%** of cities restrict sidewalk riding to minors, **4%** of cities allow minors but ban everyone in business districts, **14%** of cities ban riding in a CVC-defined “business district, **14%** of cities ban riding in a city-defined “business district”, **17%** of cities prohibit sidewalk riding everywhere, and a whopping **31%** of cities have no ordinance on sidewalk riding.

LAWS FOR RIDING A BICYCLE ON THE SIDEWALK IN THE BAY AREA

- Bicycling Allowed Everywhere
- Only Minors Allowed
- Only Minors, *not in Business Districts*
- Business District Ban, *City Defined*
- Business District Ban, *CVC Defined*
- Prohibited Everywhere
- No Data

