



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the May 6, 2015 Special Meeting**  
**City Hall, 1<sup>st</sup> Floor, Hearing Room 3**

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Meeting agenda at

[www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/OAK052979](http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/OAK052979)

Meeting was called to order at 6:05 by BPAC Chair Christopher Kidd.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, all Commission members were present except Royston Taylor and Kenya Wheeler (who arrived shortly thereafter). A quorum was established. Attendees introduced themselves.

*Attendees:*

*Commissioners:* Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz, Midori Tabata, Rosa Villalobos, Kenya Wheeler

*City staff:* Bruce Williams, Patrick Lane, Jason Patton, Jennifer Stanley, Iris Starr, Wladimir Wlassowsky, Kiran Bawa, Matt Nichols

*Other attendees:* Joanneke Verschuur, Jame Ervin, Brian Toy, Tom Holub, David Jaegers, Cathy DeLuca, Tom Willging, Garrett Gritz (consultant), Carol Levine, Dave Campbell, Robert Raburn

**Item 2. Open Forum**

No speakers.

**Item 3. [Mayor's Budget](#) Presentation - questions and answers**

Budget Director Kiran Bawa gave an overview of the budget including the process to date and the upcoming process for adoption. Seven Community Budget Forums are scheduled for public input (details on Budget Program web page). At the June 16 City Council meeting, Council members will propose amendments, and by law, the budget must be adopted by June 30.

Specific to bike/ped funding: two new staff positions are proposed, and a total of \$2.1 million in Measure B plus Measure BB funds are available over two years.

Specific to the proposal included in the budget to create a Department of Transportation (DOT): Matt Nichols, the Mayor's Infrastructure and Transportation Policy Director, explained that the DOT is a proposal but not yet a done deal. If the DOT proposal is adopted as part of the budget, a process to establish the DOT structure would be determined over 6 months, using a task force to be established. This proposed structure would return to Council for approval. Those interested in supporting creation of a DOT should attend and speak at public forums.

There was discussion about how to make sure an Oakland DOT would be effective; how to raise additional funds; how to improve internal coordination as well as coordination with external transit agencies; the pressures that parking revenue exerts on policy choices; the importance of forging connections with other organizations and departments to make the link between transportation and public health; and the need to state goals for the DOT.

Matt suggests that people review the department summaries in the budget to get a sense of the vision and framework.

Commissioner Kidd proposed that the BPAC draft a comment letter, and Commissioner McWilliams volunteered to help Chris on this task.

- Motion: **Have Commissioners Kidd and McWilliams draft a comment letter on the City Budget and submit that with the full back of the BPAC, no later than May 26 (date of the City Finance Committee meeting).**

Discussion: there is an intervening BPAC meeting, so should the letter come to BPAC for review? Consensus was that the earlier letter was preferable.

The motion was seconded (Prinz), and passed unanimously.

#### **Item 4. Presentation of Active Transportation Program Application**

Bruce Williams, Senior Transportation Planner, explained that there are six proposed grant applications, due June 1. Funding is largely federal money, with some from the state.

##### **a. 20th Street (see handout)**

Wladimir Wlassowsky, Transportation Services Manager, explained that the project on 20<sup>th</sup> St, Broadway to Harrison St, includes sidewalk widening, travel lane removal, and signal interconnect. A fuller presentation is planned for the BPAC's May meeting, and there is other outreach planned. The grant budget is \$3 million. The current project (paving and bike lanes) is still moving forward.

Commissioners had some specific design questions. Dave Campbell (Bike East Bay) suggested that more length of parking protected bikeway be installed, and that the median be painted (instead of hardscape) so as not to create an impediment to other future improvements. Wlad noted that both BART and Uptown Oakland Business Improvement District will be writing letters of support.

##### **b. Telegraph Avenue (see handout)**

Bruce Williams gave a short overview of the project description from the handout. The ATP grant would fund design and construction, and the amount being requested is approximately \$5 million (exact elements still tbd). Dave Campbell expressed strong support for the project and suggested that bicycle signal phasing be improved.

##### **c. Park Blvd Safe Routes to Schools (see handout)**

Wlad explained that this project includes two high-complaint intersections. The proposal includes closure of Excelsior Ave, creating a cul-de-sac for cars, but allowing bicycle access, and installing a bike signal for the bike movement heading onto Park Blvd towards downtown. Curb extensions would shorten crossing

distances, and high visibility crosswalks would be added. At E 38<sup>th</sup> St/13<sup>th</sup> Ave, the project closes off some pork chops islands; the installation of a traffic signal is being evaluated.

This proposal was submitted for ATP funding last year, but not funded. Since then, the City sought and received more community feedback and support ; a \$30,000 grant allowed for data collection and development of 35% plans. Staff will be presenting the proposal to the community at Glenview School later this week.

Discussion/questions/comments included:

- Joanneke Verschuur: cars go too fast on Park Blvd due to the signal timing. Wlad explained that another grant is evaluating travel lane removal to address the speeding issue.
- Park Blvd downhill approaching Grosvenor should have a protected bike lane.
- The visibility at the crest of Grosvenor approaching Park Blvd should be improved.
- A construction project closed a travel lane a couple of years ago with no problems; this could provide data to support the proposed lane reduction.
- What about closing off the Excelsior I-580 on-ramp?
- Carol Levine: the proposal to neck down Grosvenor at the top would be tough for cyclists.
- Robert Raburn agreed with Carol and suggested that the City build its first bike box at this location.

**d. 27th/24th/Harrison Sts (see handout)**

Patrick Lane, Development Program Manager, explained that this proposal is based on the outcomes of the Harrison-Oakland and Broadway Valdez planning processes. The proposal seeks \$2-3million for improvements at three intersections.

Discussion/questions/comments included:

- Can the westbound left turn from Harrison onto 27th St be improved for bicyclists?
- Can Harrison St, 27th St to Grand Ave, be included?
- Consider repurposing the slip lanes proposed for removal to bike only slip lanes; perhaps make them emergency vehicle + bike only.
- Jame Ervin: What about bicyclist improvements on Bay Place?
- Consider facilitating north-westbound bike travel from 27<sup>th</sup> St onto Webster St through the pedestrian plaza.
- Dave Campbell opined that the proposal is not quite a complete streets project yet.

**e. Upper Broadway (see handout)**

Wlad explained that the project on Broadway, Broadway Ter to Keith Ave, will remove a lane of traffic to allow for the installation of bike lanes, improved pedestrian crossings, some bulbouts, and some medians. The work compliments the Caldecott-settlement funded pedestrian signal improvements along the corridor, as well as the planned resurfacing of this stretch. The grant amount is \$1million. Attendees were very supportive of this project.

**f. International Blvd Ped Refuges (see handout)**

Garrett Gritz, Diablo Engineering Group, and Wlad explained that this project compliments Bus Rapid Transit (BRT) on International Blvd. It includes some right of way acquisition along International Blvd. The proposal was almost funded in the last ATP round. Questions included a request to lower the speed on Hegenberger; whether there would be pedestrian push buttons on the refuges (yes), and whether the signals were actuated—there is no BRT station at these two intersections, so there is no automatic pedestrian signal phase. There were also questions about why so many lanes were needed.

→ Motion (Commissioner Tabata): **Support the projects as presented.**

The motion was seconded (Chan) and passed unanimously.

**Item 5. Announcements**

- Bike to Work Day is on May 14. Please ride in a Pedal Pool. Take postcards! Take flyers!
- Flyers are available for a Fruitvale Ave community meeting on May 12.
- Commissioner Prinz will be attending a City of Oakland utility coordination meeting tomorrow.

Meeting adjourned at 8:21pm.

**Attachments**

- Handouts (4mb) from ATP presentations (16 pages); online in one .pdf document at [www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/OAK053115](http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/OAK053115)

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, and emailed to meeting attendees for review on May 7, 2015. Comments requested by 5 pm, Tuesday, May 12, 2015 to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Minutes were adopted at the May 21, 2015 BPAC meeting.

# 20<sup>th</sup> Street-Complete Streets Connections

## Harrison Street to Broadway

### Key Features

- **Widened Sidewalks**

Between Broadway and Harrison Street, the north side is widened by five to eight feet, and portions of the south side are widened by 3 to 8 feet. Improved connection to/from the new BART entrance, Lake Merritt, Kaiser Center and other office buildings.

- **Bicycle Lanes**

Bicycle lanes are proposed to connect to the proposed bike lanes east of Harrison Street. Between Broadway and Webster Street, a six foot bike lane is proposed in each direction. East of Webster Street, excess space is proposed as a striped buffer for the bicycle lanes.

- **Median**

A raised median is proposed between Broadway and Harrison Street.



## Summary of Proposed Telegraph Avenue Project Elements

Project Element	Description	Operational and Safety Challenge(s) Addressed
Reduce through travel lanes	Reduce through travel lanes from two lanes per direction to one lane per direction	<ul style="list-style-type: none"> <li>• “Multiple-threat” pedestrian crossings</li> <li>• Motor vehicle speeding</li> <li>• Motor vehicle weaving</li> </ul>
Dedicated bicycle facilities	Provide continuous bicycle facilities (e.g., protected and buffered bike lanes)	<ul style="list-style-type: none"> <li>• Eliminate existing shared-lane</li> <li>• Encourage cyclists to ride outside “door zone”</li> </ul>
Right-turn pockets	Add right-turn pockets at high-volume intersections	<ul style="list-style-type: none"> <li>• Reduce “right-hook” collisions between turning vehicles and cyclists by providing location guidance</li> </ul>
Protected left-turn phasing	Add left-turn phasing at high-volume intersections	<ul style="list-style-type: none"> <li>• Eliminating permitted left-turns has safety benefit for all modes</li> </ul>
Provide frequent crosswalks	Provide consistent and frequent crosswalk spacing (300-400 feet)	<ul style="list-style-type: none"> <li>• Encourage pedestrians to cross at marked crosswalks to improve visibility</li> <li>• Reduce pedestrian out-of-direction travel</li> </ul>
Protected bicycle signal phasing	Add bicycle signal phase at intersections with high right-turn volumes	<ul style="list-style-type: none"> <li>• Eliminate need for bicyclists to weave with right-turning vehicles at signals</li> <li>• Provide protected right-turn phase separate from cyclists and pedestrians</li> </ul>
Accessible signal upgrades	Install pedestrian countdown signals and accessible push-buttons where not already present	<ul style="list-style-type: none"> <li>• Increase crossing safety at signals</li> <li>• Accessible push-buttons provide audible and vibro-tactile messages to pedestrians with impaired vision</li> </ul>
Rectangular rapid flash beacons (RRFBs)	Add RRFBs at unsignalized crossings where median refuges are not feasible	<ul style="list-style-type: none"> <li>• Improve conspicuity of pedestrian crossings</li> <li>• Increase motorist yielding behavior</li> </ul>
Relocated bus stops	Relocate bus stops to correspond with pedestrian crossing locations	<ul style="list-style-type: none"> <li>• Ensure safe crossing opportunities at all bus stops</li> </ul>
Bus boarding islands	Install transit boarding islands, with separate bicycle facilities	<ul style="list-style-type: none"> <li>• Eliminate bus-bike weaving at bus stops</li> <li>• Allow articulated buses to easily enter/exit stops compared to curbside stops</li> </ul>
Curb extensions	Widen sidewalk at intersections	<ul style="list-style-type: none"> <li>• Reduce speeds of turning vehicles</li> <li>• Improve visibility of pedestrians</li> <li>• Provide space for sidewalk amenities</li> <li>• Opportunity for green infrastructure</li> </ul>

## ATP Project Summary Sheet

<b>Project Name:</b>	Telegraph Avenue Complete Streets	
<b>Project Limits:</b>	20 <sup>th</sup> Street – 41 <sup>st</sup> Street	
<b>Cost:</b>	\$5.0M	
<b>Funding Phases:</b>	Design and construction	
<b>Project Manager:</b>	TBD upon award	
<b>Project Summary:</b>	Install bicycle, pedestrian and transit access improvements along 1 mile of Telegraph Avenue, connecting multiple commercial districts and two BART station. Project will improve safety on high-crash corridor.	
<b>In Community of Concern?</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>City Council Approval?</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>CEQA Determination?</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No



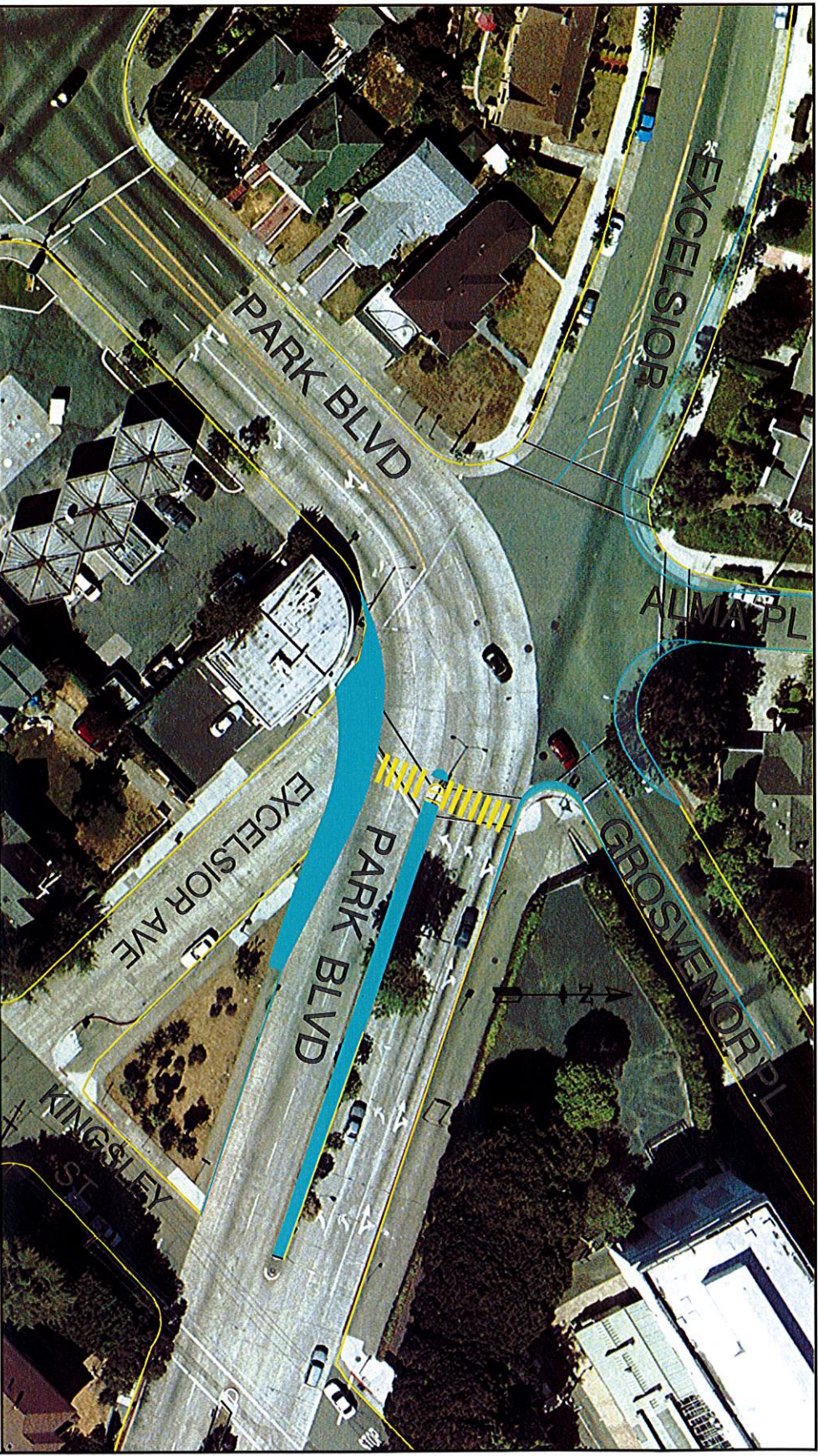


Figure A-8: Final Concept Plan Segment Drawings - 29th Street to 27th Street. The figure depicts a possible cycle track configuration.





PARK BL / EXCELSIOR AV, GROSVENOR PL and ALMA PL  
 Pedestrian Crossing and Bicycle Access Improvement



CITY OF OAKLAND  
 OFFICE OF COMMUNITY DEVELOPMENT  
 200 THOMAS SQUARE, SUITE 504  
 OAKLAND, CA 94612

Park Boulevard at Excelsior Av and Grosvenor Pl

DESIGNED BY	
CHECKED BY	
DRAWN BY	

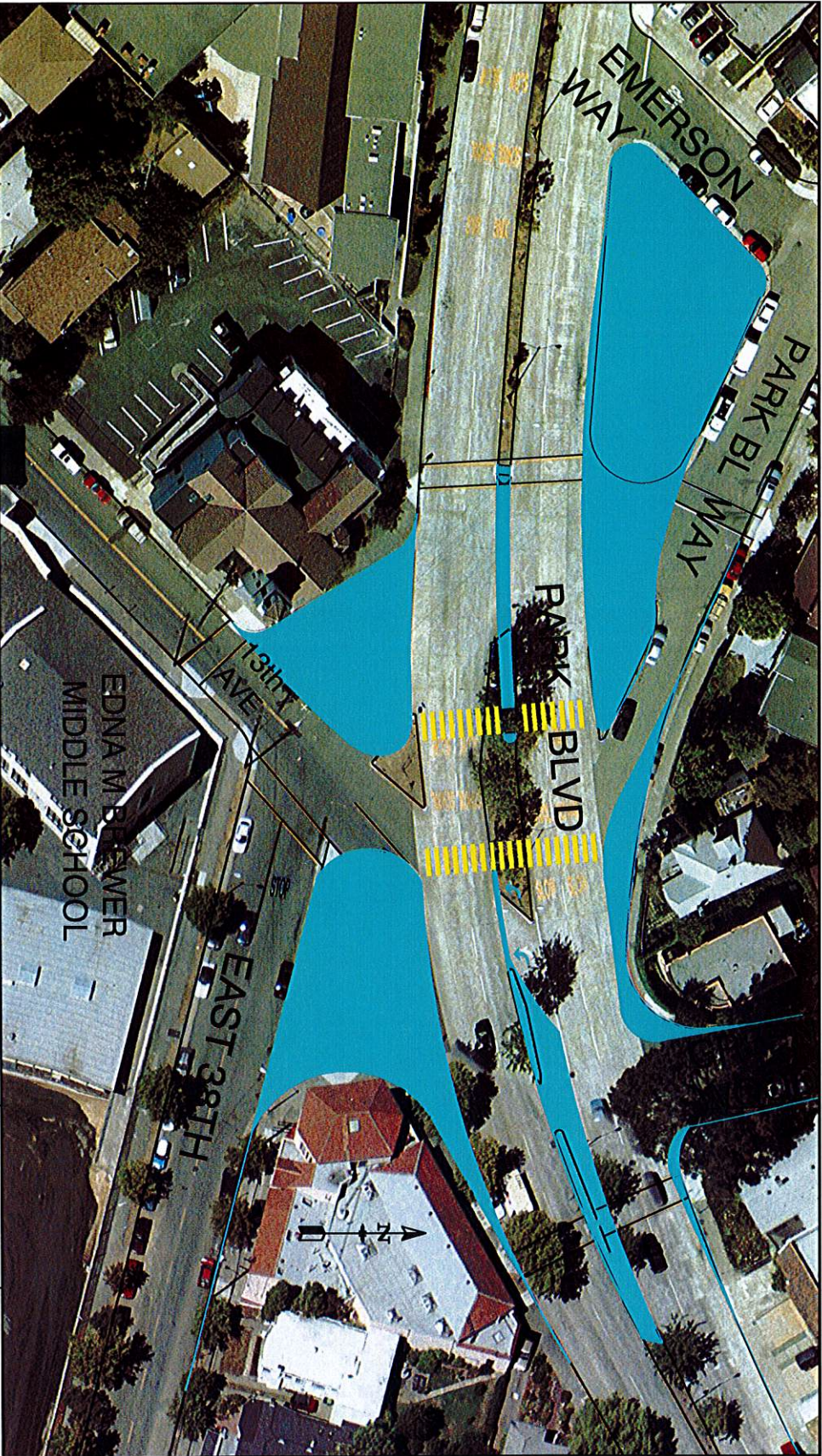
**DRAFT**

DATE: 5/8/15  
 SHEET: 1 OF 1



PARK BL / 13th Av & E. 38th St

Pedestrian Crossing and Intersection Improvement



CITY OF OAKLAND  
TRANSPORTATION SERVICES DIVISION  
280 FRANKLIN SQUARE, SUITE 400  
OAKLAND, CA 94612

Park Boulevard / 13th Av & E. 38th St

NO.	DATE	BY	REFERENCE

CREATED BY: [blank]  
DRAWN BY: [blank]  
CHECKED BY: [blank]  
DATE: [blank]

**DRAFT**

DATE: 5/5/15  
SHEET: 1 OF 1

# Bicyclist and Pedestrian Advisory Commission May 6<sup>th</sup>, 2015

## ATP Presentations – 24<sup>th</sup>/27<sup>th</sup> Street Project

The proposed 27<sup>th</sup> Street/24<sup>th</sup> Street /Harrison Street/Bay Place improvements focus on reallocating space at the intersections to pedestrians and bicyclists. The purpose of the improvement is to:

- 1) Facilitate crossings for pedestrians and bicyclists by shortening the crossing distance
- 2) Improve safety for pedestrians and bicyclists by eliminating conflicts with vehicles at the intersection
- 3) Improve safety for pedestrians and bicyclists by slowing turning vehicle speeds

### SCOPE OF WORK

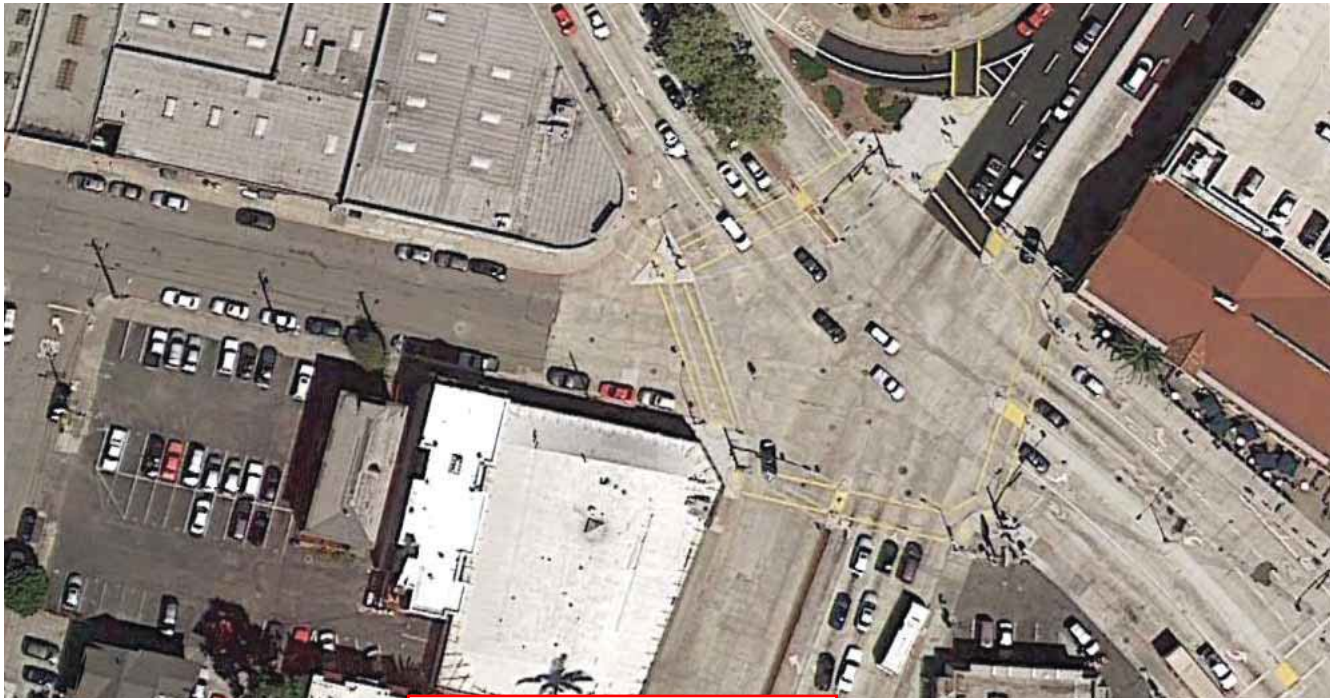
Broadway Valdez Specific Plan – Priority Improvement Area	Description	Cost Estimates from Fehr & Peers (to be confirmed)*
27 <sup>th</sup> St/ 24 <sup>th</sup> St/ Bay Place/ Harrison St  “5 spoke Intersection” - <b>Intersection # 1</b>	<b>1.</b> Reconfigure 24th St. at intersection to allow right turns only from 27th St	\$620,000
	<b>2a.</b> Convert 24th St. between Valdez and Harrison to two-way travel and allow right turns from 24th to southbound Harrison --OR--	
	<b>2b.</b> Alternative: Keep 24 <sup>th</sup> St as one-way west bound and close off 24th Street from Harrison <u>until</u> private property can be acquired to allow right turns from 24th to southbound Harrison	
	<b>3.</b> Realign pedestrian crosswalks to shorten pedestrian crossing distances	
	<b>4a.</b> Remove channelized right-turn lane from southbound Harrison St. to 27th St <b>4b.</b> Create pedestrian plaza at 27 <sup>th</sup> St & Harrison <b>4c.</b> Add right hand turn lane from Harrison to 27 <sup>th</sup> St	
	<b>5.</b> Create pedestrian plaza at 24 <sup>th</sup> St. approach	\$1,645,000
27 <sup>th</sup> St & Valdez - <b>Intersection # 2</b>	<b>6a.</b> Remove channelized right-turn lane from eastbound 27th Street to southbound Valdez Street <b>6b.</b> Remove channelized right-turn lane from northbound Valdez Street to eastbound 27th Street	\$820,000
27th St & Broadway - <b>Intersection #3</b>	<b>7.</b> Remove channelized right-turn lane from westbound 27th St. to northbound Broadway	\$240,000
27th St Improvements - b/w Harrison & Broadway	<b>8.</b> Tree plantings, widened landscaped median, tree grates, and street lighting	\$670,000
	<b>9.</b> Traffic calming elements and sidewalk reconstruction for enhanced pedestrian environment and safety	\$540,000
<b>Total Estimated Cost:</b>		<b>\$4,535,000</b>

\*Note that the cost estimate for last year’s ATP application for Items 1, 2b, and 3, 4a, 4b, 4c, and 5 totaled **\$850,000** for PS&E and Construction.



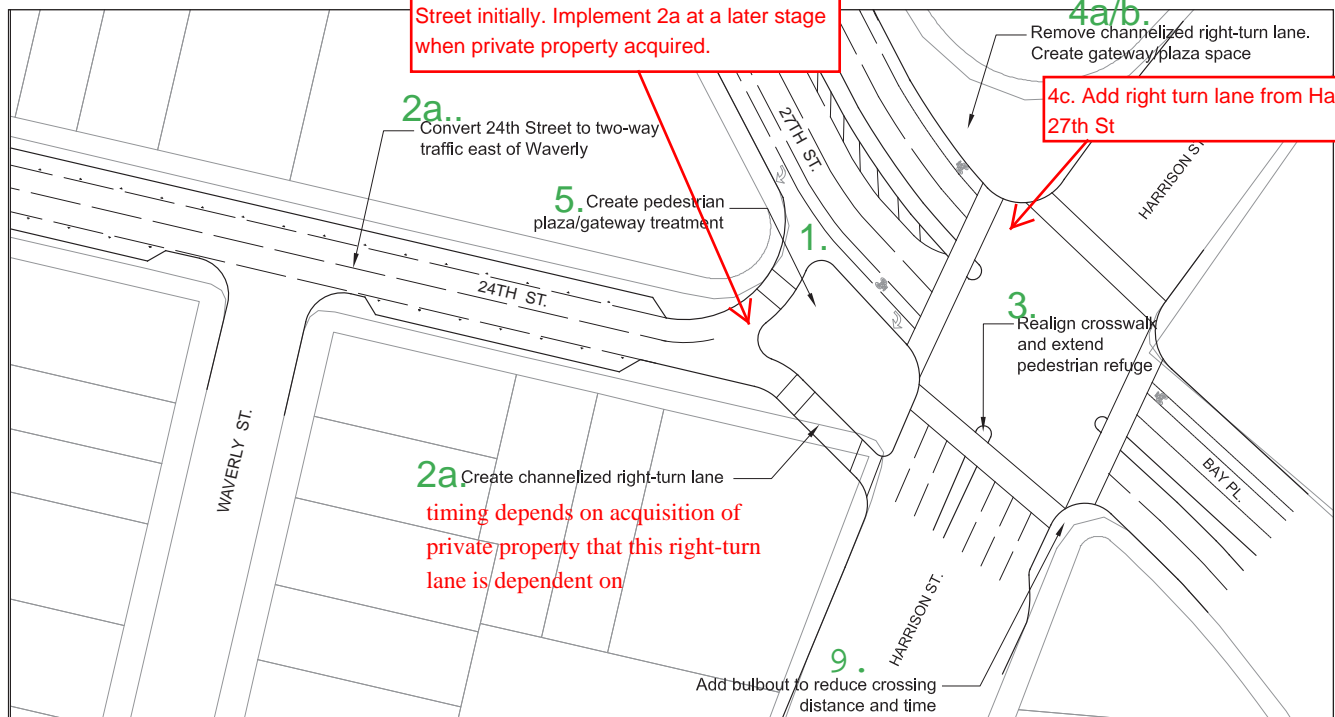
# INTERSECTION # 1

FIGURE 6.12: HARRISON, 27TH, 24TH & BAY PLACE INTERSECTION



Aerial View - Existing Configuration

2b. Alternative: Close 24th Street to all incoming traffic except right turn from 27th Street initially. Implement 2a at a later stage when private property acquired.



Proposed Configuration



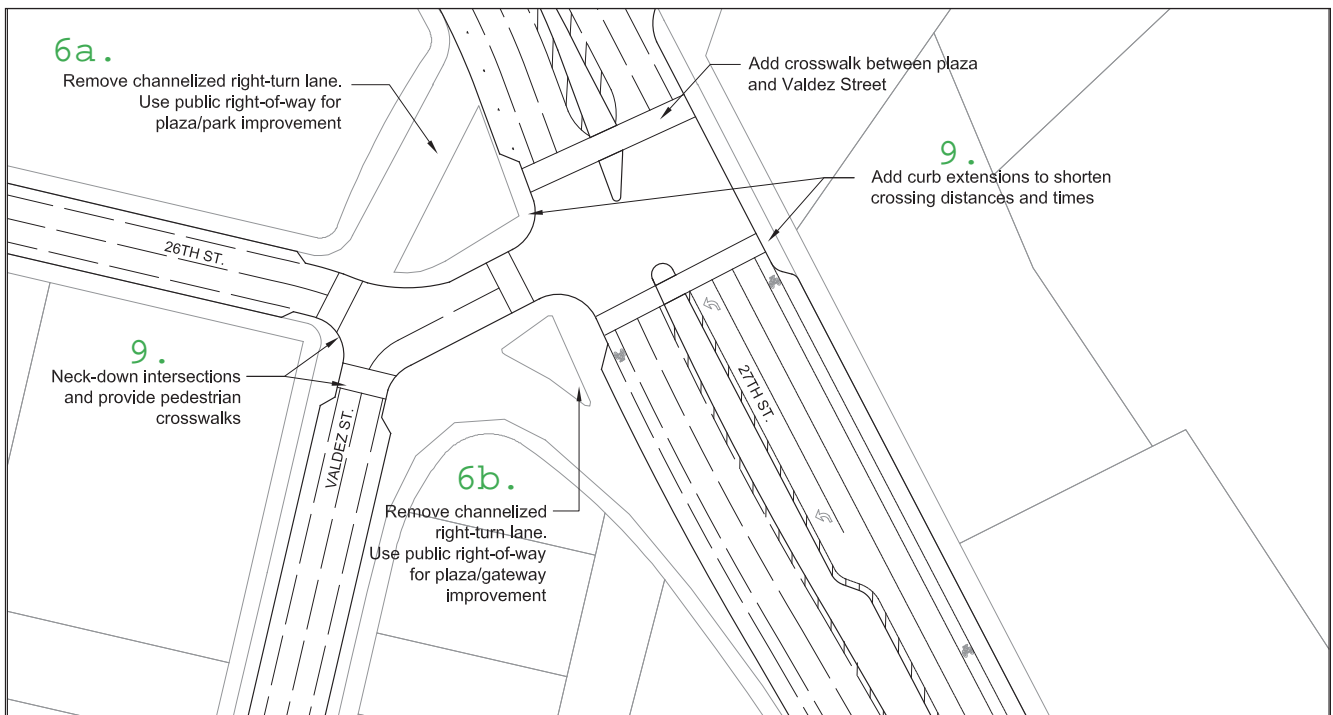
## 6. CIRCULATION

### INTERSECTION # 2

FIGURE 6.17: VALDEZ & 27TH INTERSECTION



Aerial View - Existing Configuration



Proposed Configuration





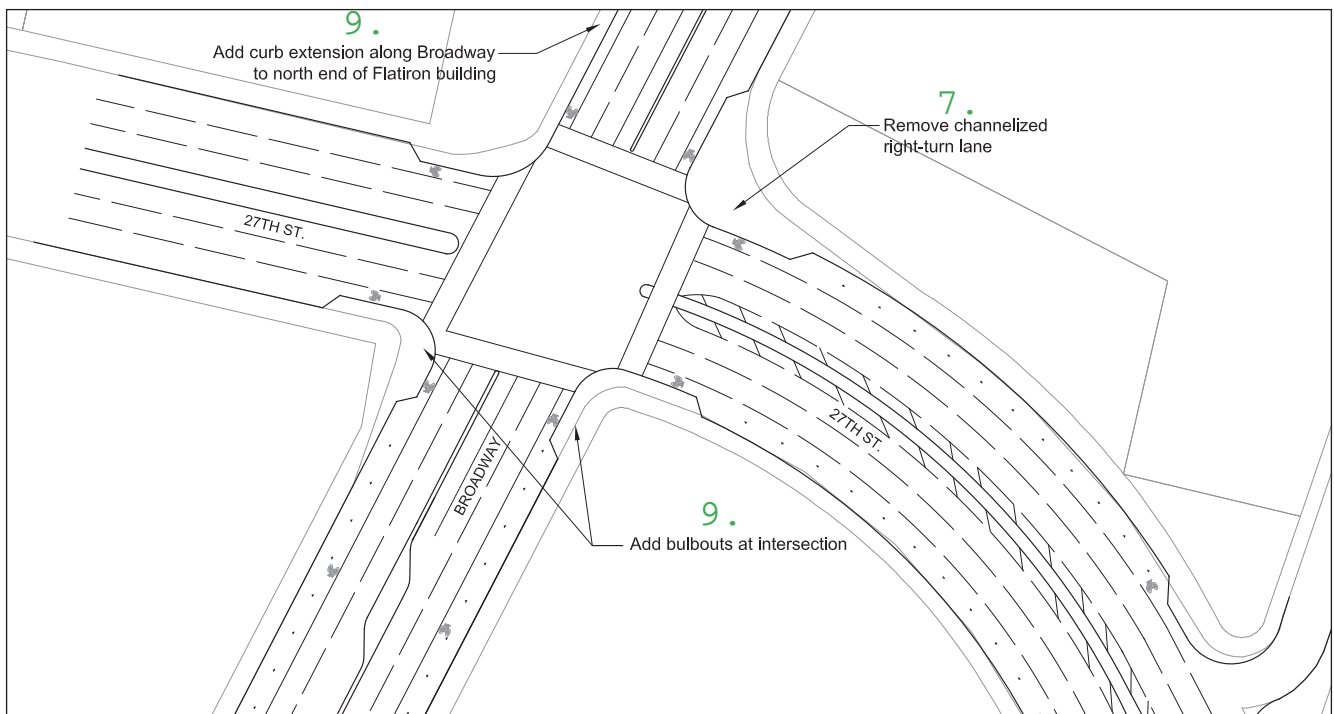
## 6. CIRCULATION

### INTERSECTION # 3

FIGURE 6.13: BROADWAY & 27TH INTERSECTION



Aerial View - Existing Configuration



Proposed Configuration

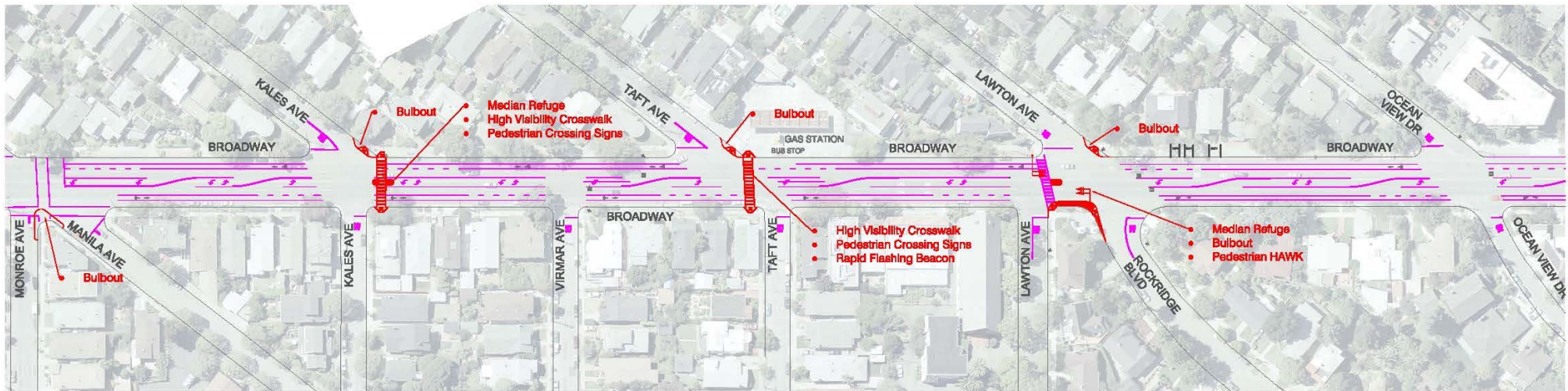


# Broadway Road Diet Project

- Resurfacing between Broadway Ter and Keith Av
- Reduce the number of traffic lanes from 4 to 3 (1 lane each direction with a center turn lane)
- Add bicycle lane on both side of the street
- Add high visibility crosswalk, median and/or bulb-out at key crossings (e.g. Ada St, Manila Av/Monroe Av, Kales Av, Taft Av, Lawton Av/Rockridge Bl)
- Install a Hawk signal at Lawton Av/Rockridge Bl to facilitate pedestrian crossing (Caldecott Tunnel Projects)
- Estimated Construction Cost of \$1.4M



# Broadway Road Diet Project



## **International Boulevard Pedestrian Refuges**

### **Location**

- International Boulevard @ 73<sup>rd</sup> Avenue/Hegenberger,
- International Boulevard @ 98<sup>th</sup> Avenue

### **Project Description:**

Two locations are proposed for pedestrian refuges.

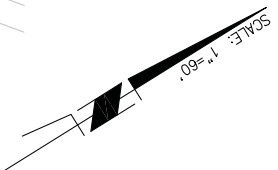
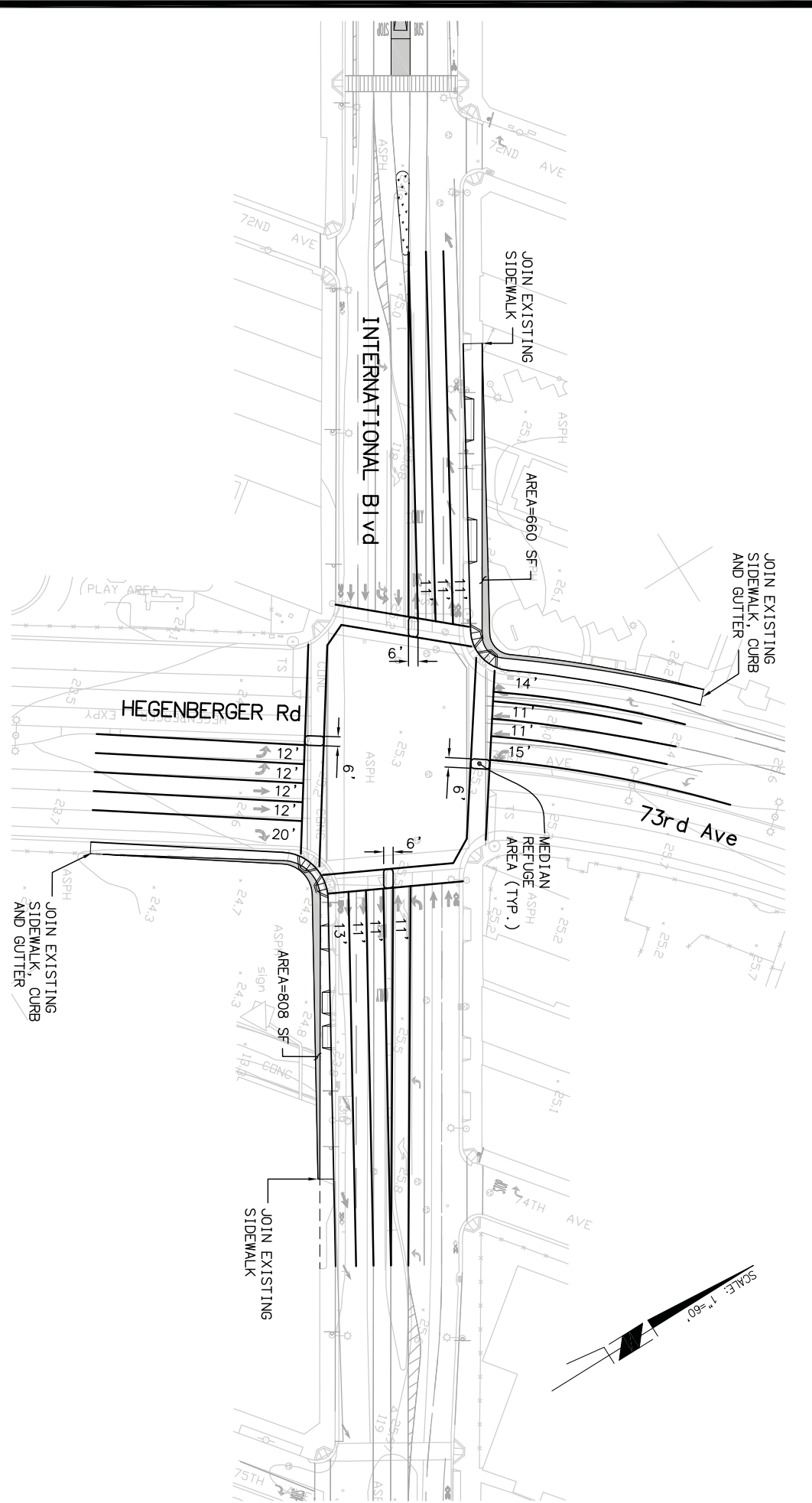
The first project at International @ 73<sup>rd</sup> will install a 6' wide median refuge areas at all four crosswalks. The second proposed project at International Boulevard @ 98<sup>th</sup> Avenue will install a 6' wide median refuge area crossing International Boulevard. Both projects propose a slight widening to accommodate the refuges, necessitating the acquisition of sliver right of way from adjacent private properties and reconstruction of median landscape areas. This work accompanies the fully funded East Bay Bus Rapid Transit Project.

### **Project benefits:**

- Improving pedestrian safety by providing pedestrian refuges between multiple lanes of traffic
- reducing vehicular speed by channelizing lanes, reducing width where possible
- better serving transit patrons

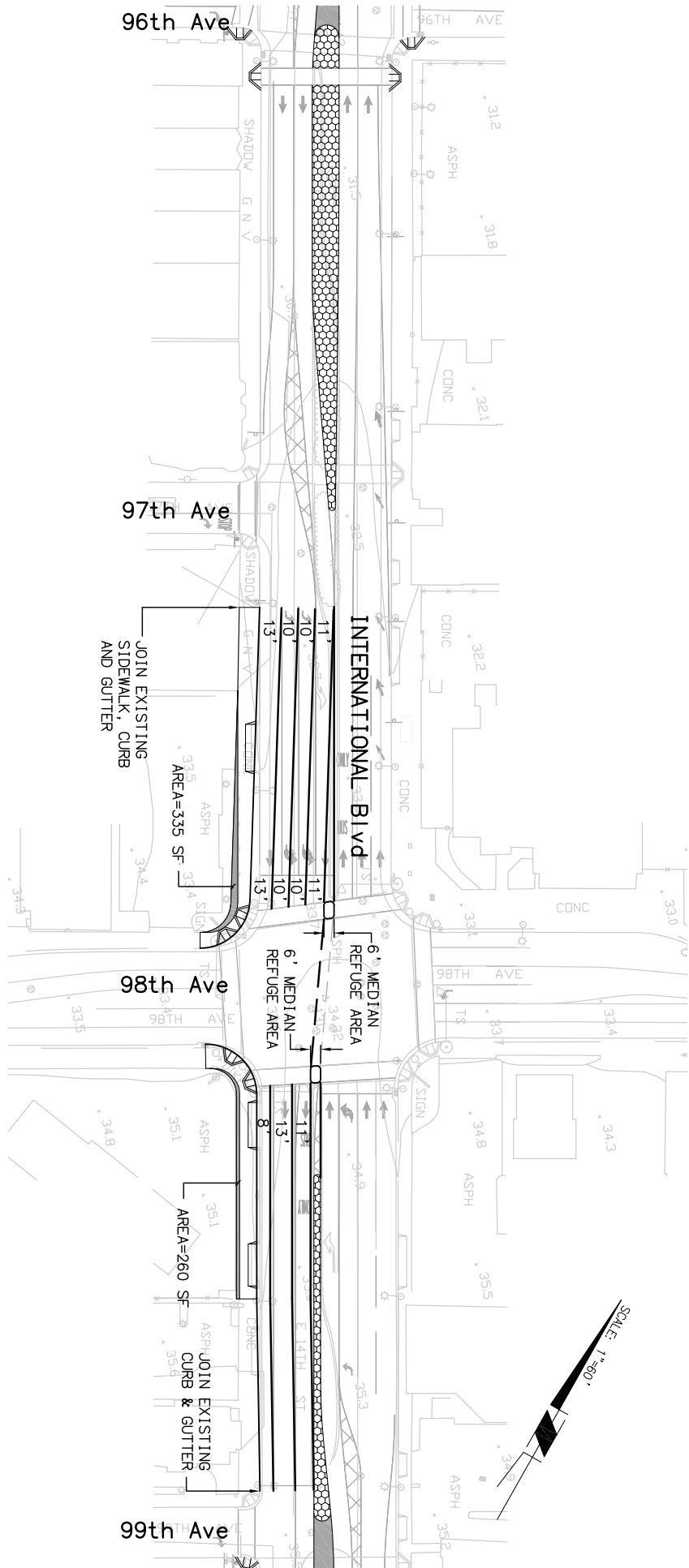
### **Project Cost:**

73<sup>rd</sup> - 530 K  
98<sup>th</sup> - 419 K  
Total - 949 K



1 ROBERT PLAZA, SUITE 1100  
OAKLAND, CALIFORNIA 94612-3071  
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SCALE: 1"=60'



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