City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the May 21, 2015 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak050723.pdf

Meeting called to order at 6:05pm by Chair Christopher Kidd

Item 1. Roll Call/Determination of Quorum/Introductions
At roll call, Commissioners Chan, Kidd, McWilliams, Prinz, Tabata, and Hwang were present (quorum established).

Commissioners Taylor and Wheeler arrived shortly thereafter.

Commissioner Villalobos was excused.

Item 2. Approval of meeting minutes

→ A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 16, 2015 and the special meeting minutes from May 6, 2015*** was made (Tabata), seconded (Hwang), and passed unanimously. (Adopted minutes online at www.oaklandbikes.info/BPAC.)

Item 3. Open Forum / Public Comment

- Eric Fischer expressed thanks to the City for reconfiguring the traffic signals at Piedmont Ave and Linda Ave to better serve pedestrians. Wlad Wlassowsky, Transportation Services Division Manager, explained this was done based on a new traffic signal policy to put signals in busy pedestrian areas on pedestrian "recall" so the walk signal comes up with every cycle during busy pedestrian times.

Item 4. 20th St Bicycle/Pedestrian Project/ATP Grant Proposal
Wlad Wlassowsky, Transportation Services Division Manager, introduced Carrie Nielson (Fehr & Peers) who presented the item. 20th St from Broadway to Harrison St is an important downtown corridor because it connects to 19th St BART, Lake Merritt, and a number of large office buildings. In its current form, most of the right-of-way is dedicated to motor vehicle use, even though traffic volumes are light. The proposed project converts underused travel lanes to widened sidewalks and bike lanes. The proposal includes bus islands to eliminate the cross-over conflict between bicyclists and buses at bus stops. The project cost estimate is on the order of $5 million. If the grant application is successful, there will be additional opportunities to refine and enhance the conceptual design.

Comments

- What changes are proposed at the Kaiser entrance? It does include some access modifications to simplify ingress/egress and reduce conflicts with pedestrians.
- Did the project consider having the bike lane at the bus stop being raised halfway between the roadbed and the sidewalk? Yes. The factors to consider include sweeping and drainage as well as ADA access between the sidewalk and the boarding island.
- In locations with loading (westbound 20th St west of Franklin St), can the bike lane be kept curbside with the loading in the street? The BART portal creates a geometric issue. At some point, bicyclists need to be brought out along the travel lane.

- Consider replacing the advance limit lines with bike boxes. Give design attention to the bicyclist turns between 20th St and both Franklin St and Webster St.
- All of the extra sidewalk space is very important because the pedestrian volumes are high and the existing condition is very constrained. Consider high visibility crosswalks (even with the traffic signals) due to the high pedestrian volumes.
- Give more attention to bicyclists at the right turn trap lane from westbound 20th St onto northbound Franklin St.
- Consider relocating the bike racks near the BART entrance to free up space for the pedestrian flows.

Item 5. Resurfacing Overview

Gus Amirzehni, Engineering Design Division Manager, introduced Jimmy Mach, Supervising Civil Engineer for the Pavement Management Program, who presented the item. The program is responsible for "capital paving projects": the curb-to-curb rehabilitation of street pavement. (Another bureau is responsible for pothole repairs.) Mr. Mach's presentation emphasized the following points. Like many older cities across the state, Oakland's pavement is in poor condition (in comparison to the roughly 100 jurisdictions in the Bay Area). Cost-effective pavement maintenance addresses deterioration early in the pavement's life cycle. Once a street deteriorates significantly, it is no longer cost-effective to repair. There is a large backlog in maintenance, and the recent investments are less than what is needed to keep the overall network in its current (at risk) state of repair. As a result, City policy directs 80% of funds to preservation (the cost-effective streets to repair) and 20% to reconstruction (the severely deteriorated streets). Based on information from the City's proposed FY2015-2017 budget, funding for paving over the coming five years is anticipated to be less (by roughly 25%) than over the past five years. As a matter of course, paving projects include ADA improvements and bikeway implementation. The City now has a Complete Streets policy that will be implemented through the City's paving projects.

Comments

- How are streets chosen to be paved? The condition of all streets is surveyed on a periodic basis. Arterial and collector streets are chosen over local streets. Within these classifications, the streets within certain ranges of deterioration are chosen because they are the most cost-effective to repair.
- Are additional grant funds available? Generally not. The City goes after everything that is available. Most of the external funds come by formula. There are very few competitive grants that allow for paving as a major project component.
- Is a map available showing the condition (PCI) of the City's streets? Yes, the map is available on the web page of the Pavement Management Program: http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/STS/OAK030328.
- Will paving projects consider adding bike lanes to streets that aren't on the Bicycle Master Plan? Yes, but it is a question of resources and priorities. We are trying to match the available resources to the highest priorities, and that may not realize all of the opportunities that present themselves.
- The City is working to take a stronger position with utility companies, in recognition that trenching does compromise the life of the pavement. The intent is to have utility companies do their part to maintain and preserve the life of the pavement that they affect.
- Can more coordination be done with the railroads? Yes, but the coordination is challenging. Two recent successes are Embarcadero (in Jack London Square) and 26th St (at Mandela Pkwy).
- Is it feasible to do paint-and-bollard bulbouts to get greater benefit in conjunction with curb ramp upgrades? The main mandate is satisfying ADA, but staff will follow up with the Transportation Services Division.
- What's the best way to coordinate improvements with paving projects, given that some recent opportunities have been missed? The Five Year Paving Plan provides a good forward-looking time

horizon. But resources are needed to do that coordination (feasibility, design, community process) in advance of the paving projects.

- Do the paving funds include sidewalk improvement costs, in addition to curb ramps? Yes, sidewalk repair and curb ramp installations/upgrades are part of the paving projects. Note there is a separate City program that focuses exclusively on sidewalks and curb ramps. Work is directed by an inventory completed in 2006. Most damage is caused by trees, and roughly two-thirds of that damage is the responsibility of the fronting property owners.

Item 6. Strategic Plan & Policy Goals Committee Update

Commissioner Kidd provided an update on the committee's work. The original impetus was to advocate for the creation of a department of transportation. Now that proposal is in the Mayor's proposed City budget. The remaining work of the committee is to focus on the operations and effectiveness of the Commission.

→ A following motion was made (Kidd), seconded (Chan), and passed unanimously: **The Committee is to return to BPAC in two months with a draft strategic plan and policy goals statement.**

Item 7. Bike to Work Day Reflections

Commissioner Hwang (speaking on behalf of Walk Oakland Bike Oakland) provided a report back. The Bike to Work Day proclamation did not happen due to the City Council meeting being shut down by protesters. Four councilmembers plus the Mayor road in pedal pools. Two additional councilmembers participated in the Frank Ogawa Plaza event. The routes – particularly the East Oakland routes – were long but fun. Commissioner Tabata underscored the importance of the pedal pools. At Frank Ogawa Plaza there were 521 attendees, lower than last year and likely because of the rain. Fifteen organizations participated. The Bike Share demonstration was a success. Cross Burger did an admirable job cooking pancakes. The Happy Hour events were distributed in multiple locations – something new for this year. Across the East Bay the numbers were down around 10% from last year, likely due to weather. However there was growth in other parts of the county that have historically seen less participation. Robert Prinz asked for feedback on the pros/cons of the tote bag as an ongoing signature giveaway for Bike to Work Day. Please send comments directly to Robert Prinz (Robert@bikeeastbay.org).

Item 8. Three-month Agenda Look-ahead, Suggestions for Meeting Topics, Announcements

Three-month look ahead/suggestions for meeting topics

- The Chair and Vice-chair will discuss priorities for the June agenda. Given constraints on time, four major items may be too much for a regular agenda.
- Debrief on 2015 ATP awards (tentatively for August, or after Caltrans announces the awards)
- DOT proposal details, if it is adopted as part of the City Budget (August)
- Annual report that the Chair will submit to the Public Works Committee (July)
- Report back from the Strategic Plan & Policy Goals Committee (July)

Announcements

- Love Our Neighborhood Day: May 30 on San Pablo Ave from Ashby Ave to Stanford Ave (Berkeley + Oakland)
- The Pedestrian Master Plan update is now underway. Four commissioners (Chan, Hwang, Tabata, Villalobos) are participating in the Citizens Advisory Committee. People are welcome to discuss pedestrian planning issues with these commissioners.
- Chris Kidd was recently featured in a Streetsblog podcast

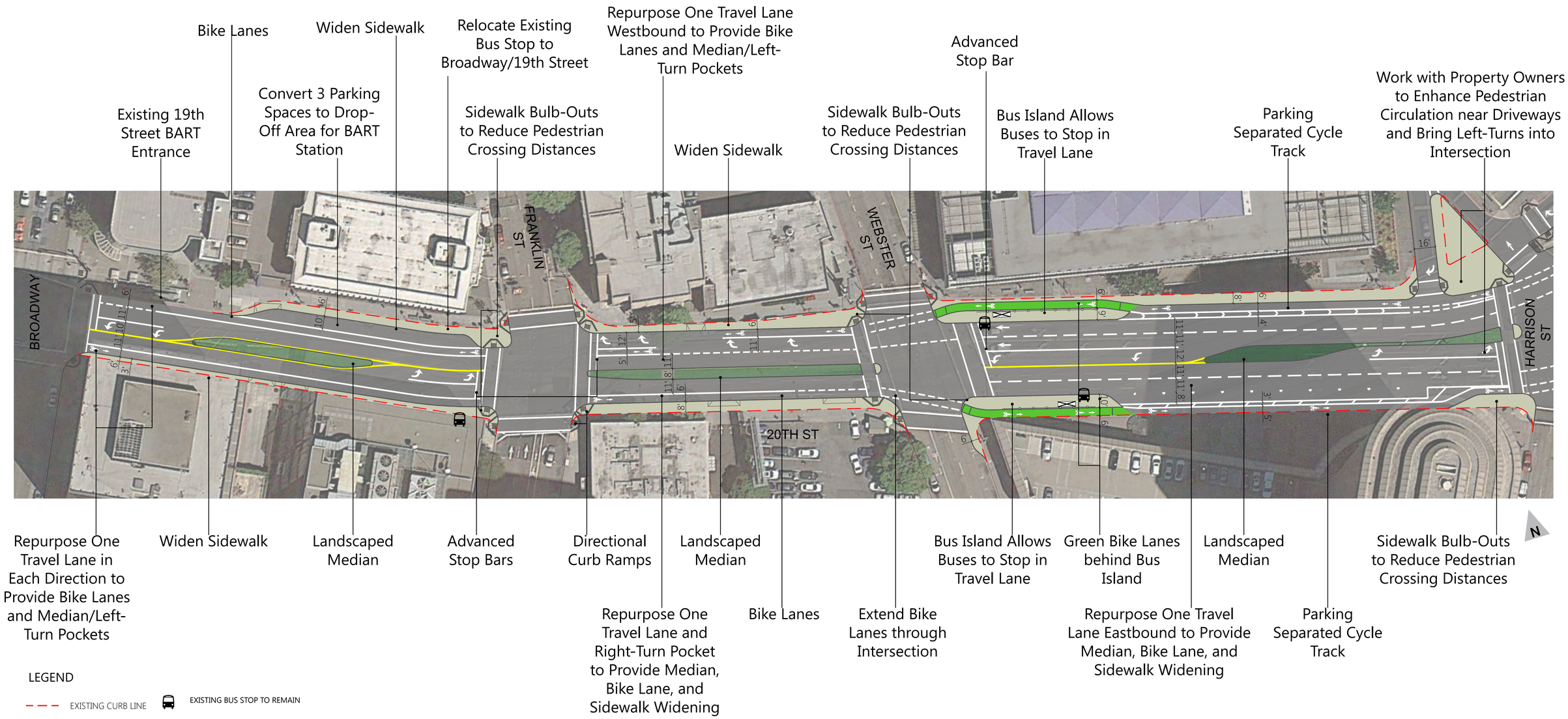
- Bike East Bay education classes are ongoing. Check the calendar here: https://bikeeastbay.org/education.
- The Main Library is accepting donations of bike parts through May 23 to support Cycles of Change.

Meeting adjourned at 8:00pm

Attachments

- 20th St ATP conceptual plan and renderings
- Resurfacing overview (presentation slides)

Minutes recorded by Jason Patton, City of Oakland Bicycle & Pedestrian Program Manager, emailed to meeting attendees for review on May 26, with comments requested by June 2, to jpatton@oaklandnet.com. Revised minutes were emailed to attendees, and adopted at the June 18, 2015 meeting.

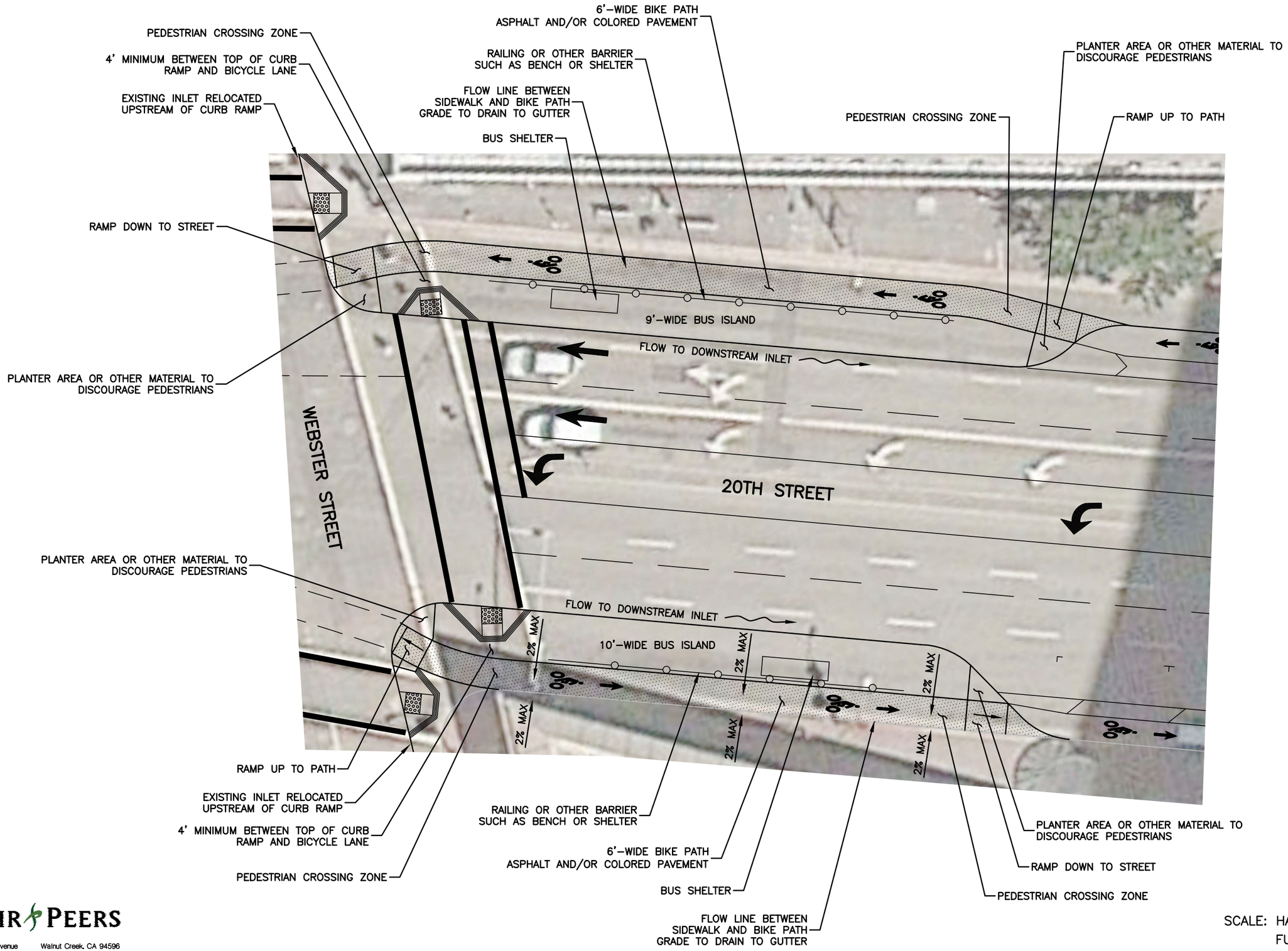


CITY OF OAKLAND

FEHR PEERS

Thomas L. Berkeley Way Transit to Parks Gap Closure Project

Proposed Bicycle and Pedestrian Improvements on Thomas L. Berkeley Way (20th Street) between Broadway and Harrison



SCALE: HALF SIZE 11x17 (1"=40')
FULL SIZE 22x34 (1"=20')

FEHR & PEERS
100 Pringle Avenue Suite 600
Walnut Creek, CA 94596 (925) 930-7100

Nov 19, 2013
N:\PROJECTS_WC10\WC10-2732.C0_20th_Street_Complete_Street_Project\CAD\20thStreet_CN\FINAL_08132013\20thStreet_101513.dwg

20TH STREET: BUS ISLANDS
FIGURE 3

UPTOWN & DOWNTOWN
UPTOWN & DOWNTOWN
Lateeva's CAFE
OPEN

UPTOWN & DOWNTOWN
UPTOWN & DOWNTOWN
Lateeva's CAFE

UPTOWN & DOWNTOWN
Broadway
ALAMEDA
ALAMEDA
CB & TRUST
CALIFORNIA BANK & TRUST
Oakland Tribune
5SAV627

UPTOWN & DOWNTOWN
NO PARKING
PASSENGER LOADING ZONE
Broadway
ALAMEDA
ALAMEDA
CALIFORNIA BANK & TRUST
C B & TRUST

Pavement Prioritization Plan

2015 Report
Oakland's Pavement Program
BPAC
May 21, 2015

Highlights

- Pavement Prioritization Plan Success
- 80-20, Prioritized-Worst Streets
- Pavement Budget History and Forecast
- Pavement Treatment History
- Compliance Requirements
- Recommendation
- Questions / Discussion

Oakland ranks **89th** among 109 Bay Area jurisdictions.

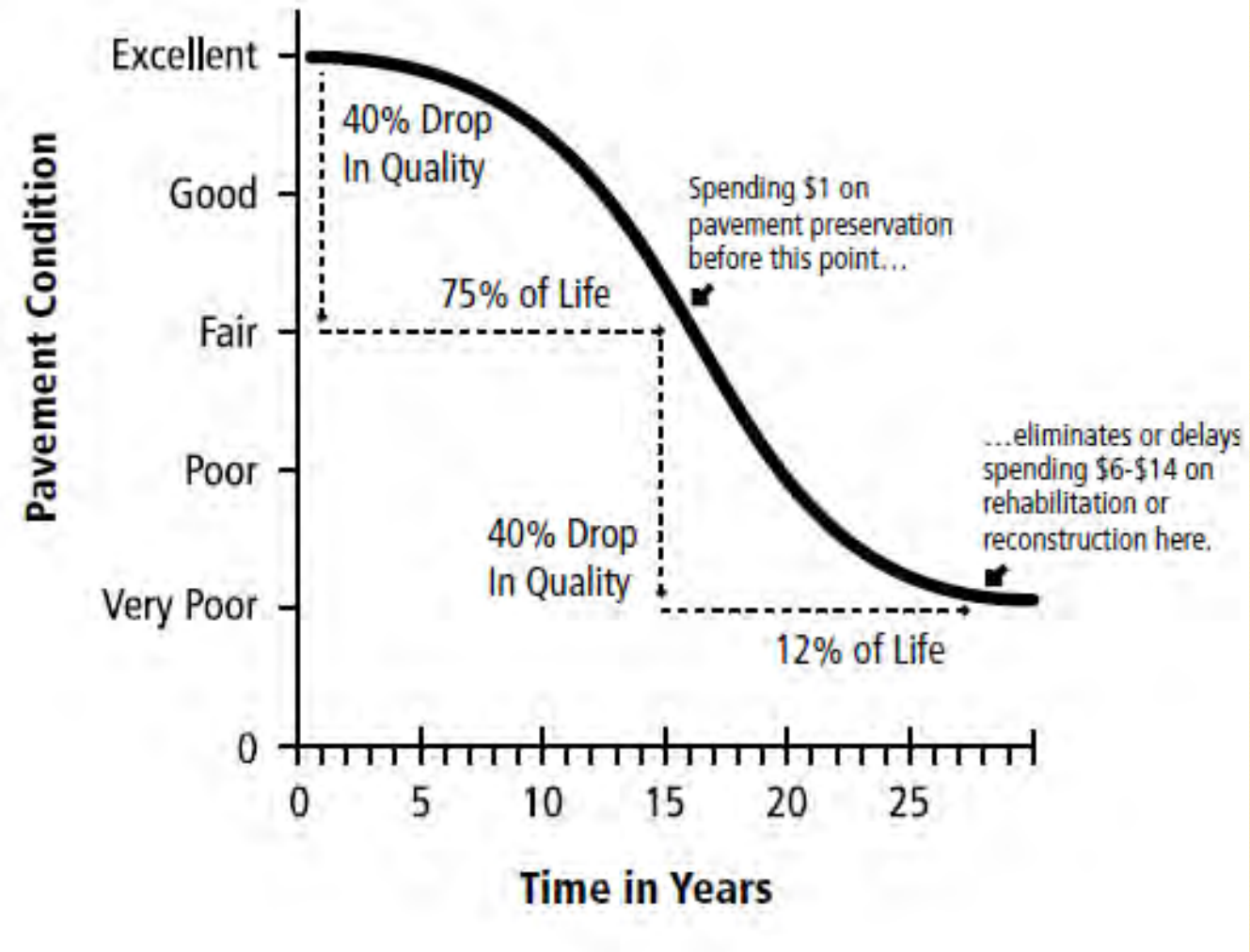
			3-Year Moving Average*		
Jurisdiction	**County**	**Total Lane Miles**	**2012**	**2013**	**2014**
At-Risk (PCI=50–59)					
San Anselmo	Marin	81	57	58	59
Marin County	Marin	846	55	57	59
Benicia	Solano	196	60	59	59
Suisun City	Solano	152	67	62	59
Oakland	Alameda	1,923	58	60	59
East Palo Alto	San Mateo	79	55	56	58

Grading the Pavement the "PCI"

- PCI = Pavement Condition Index
- Universal Standard
- Rating considers:
  - Distress type
  - Distress severity
  - Distress quantity

Very Good-Excellent (PCI = 80-100)
Good (PCI = 70-79)
Fair (PCI = 60-69)
At Risk (PCI = 50-59)
Poor (PCI = 25-49)
Failed (PCI = 0-24)

Pavement Life Cycle (Deterioration Curve)



Oakland Pavement Facts

- At-Risk Category
- Over $440 million in Backlog
- $28 million is needed every year
- Past annual funding = $7.36 million
- Projected annual funding =$4.90 million

2007 Prioritization Plan Success

- Council Adopted Policy in 2007
  - Preservation rather than Reconstruction
  - 80-20
- As a Result, Oakland's Pavement Condition Index (PCI) stabilized
  - (**57** in 2011 and **59** currently)
- This number is a 3-year average to provide a good picture of how pavement condition is performing over time

80-20 is a Best Practice

- Optimizes available dollars
- Provides for cost-effective preventive treatments
- Allows to improve more streets
- Prevents further deterioration
- Reduces and prevents future liability

Table 1 – Historic Street Pavement Rehabilitation Funding ($Millions)

REVENUE SOURCE	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
Proposition 42 - State Sales Tax	2.3	2.3	2.6	0.0	0.0
Proposition 1 B – State Transportation Bond*	6.2	0.0	0.0	0.0	0.0
Federal Surface Transportation Program (STP) Fund	0.0	3.5	1.3	0.0	3.8
Measure B - Alameda County Transportation Improvement Authority (ACTIA)	0.0	0.6	0.6	3.3	2.6
Vehicle Registration Fees	0.0	0.0	0.0	1.5	1.5
General Fund*	0.0	0.0	0.0	0.0	0.9
TOTAL	8.5	6.4	4.5	4.8	8.8

$33 million over last 5 years

* One-time Funding

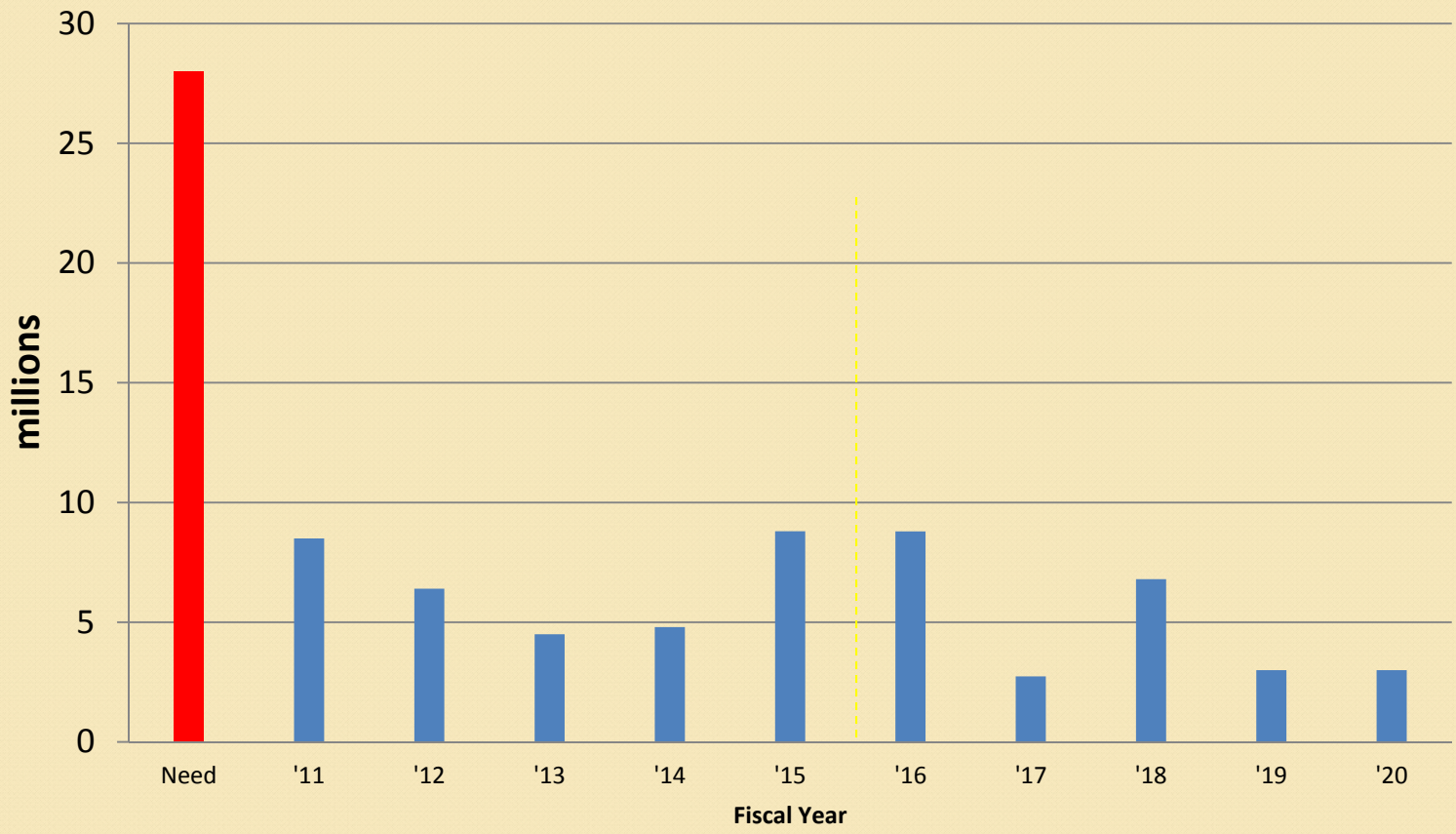
Table 2 – Projected Street Pavement Rehabilitation Funding ($Millions)

REVENUE SOURCE	FY 15/16	FY 16/17	FY 17/18	FY 17/18	FY 18/19
Measure B – ACTIA	1.13	0.55	0.00	0.00	0.00
Measure BB - ACTIA	7.66	2.19	3.00	3.00	3.00
Federal STP Fund	0.00	0.00	3.80	0.00	0.00
Vehicle Registration Fees	0.00	0.00	0.00	0.00	0.00
General Fund*	0.00	0.00	0.00	0.00	0.00
TOTAL	8.79	2.74	6.80	3.00	3.00

* One-time Funding

$24.3 million over next 5 years

Resurfacing Funding Comparison by Year



Backlog is $443 million.

Paved Streets over past 5 Years

Moratorium Streets with Bikeway Overlap

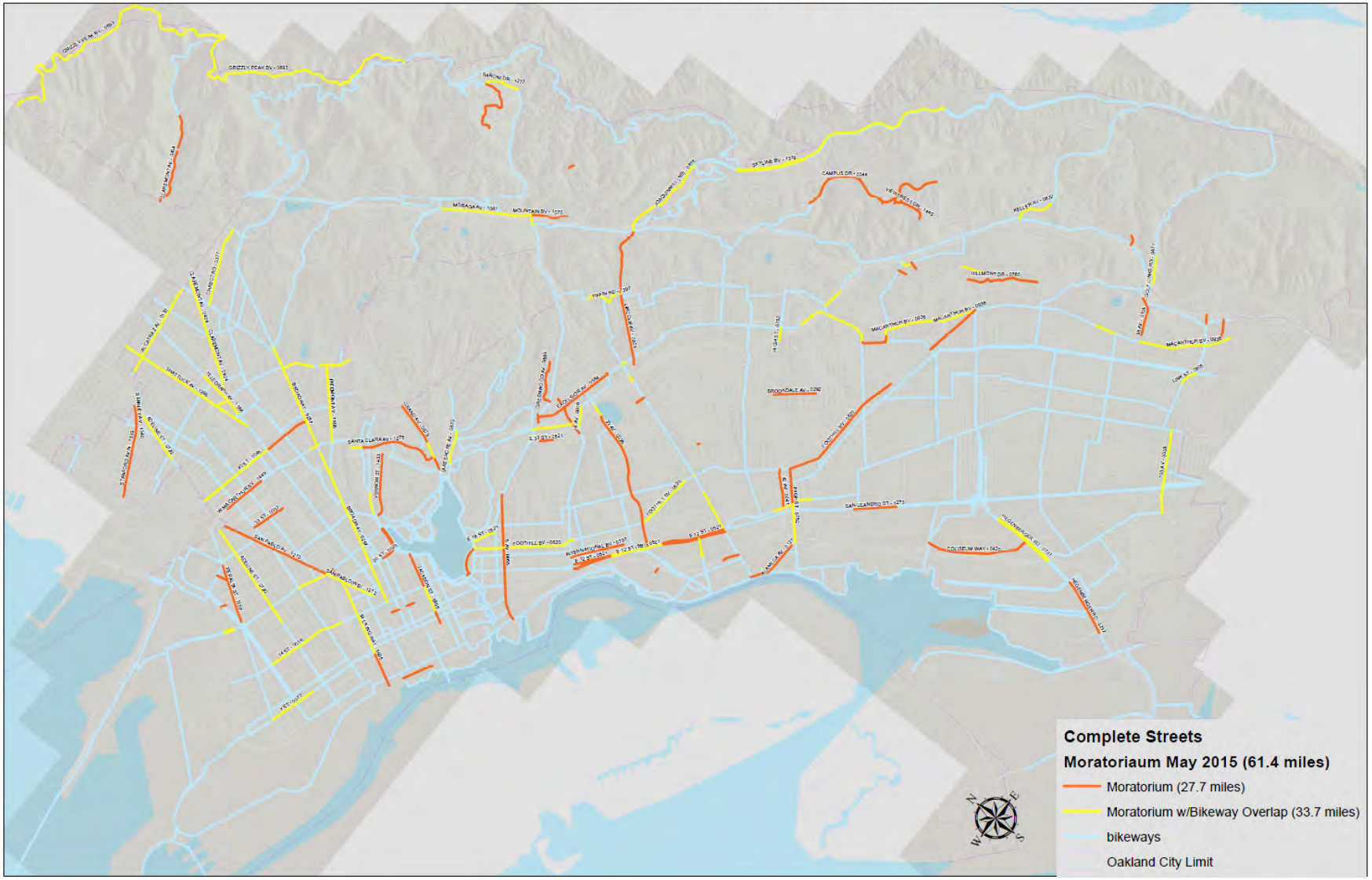
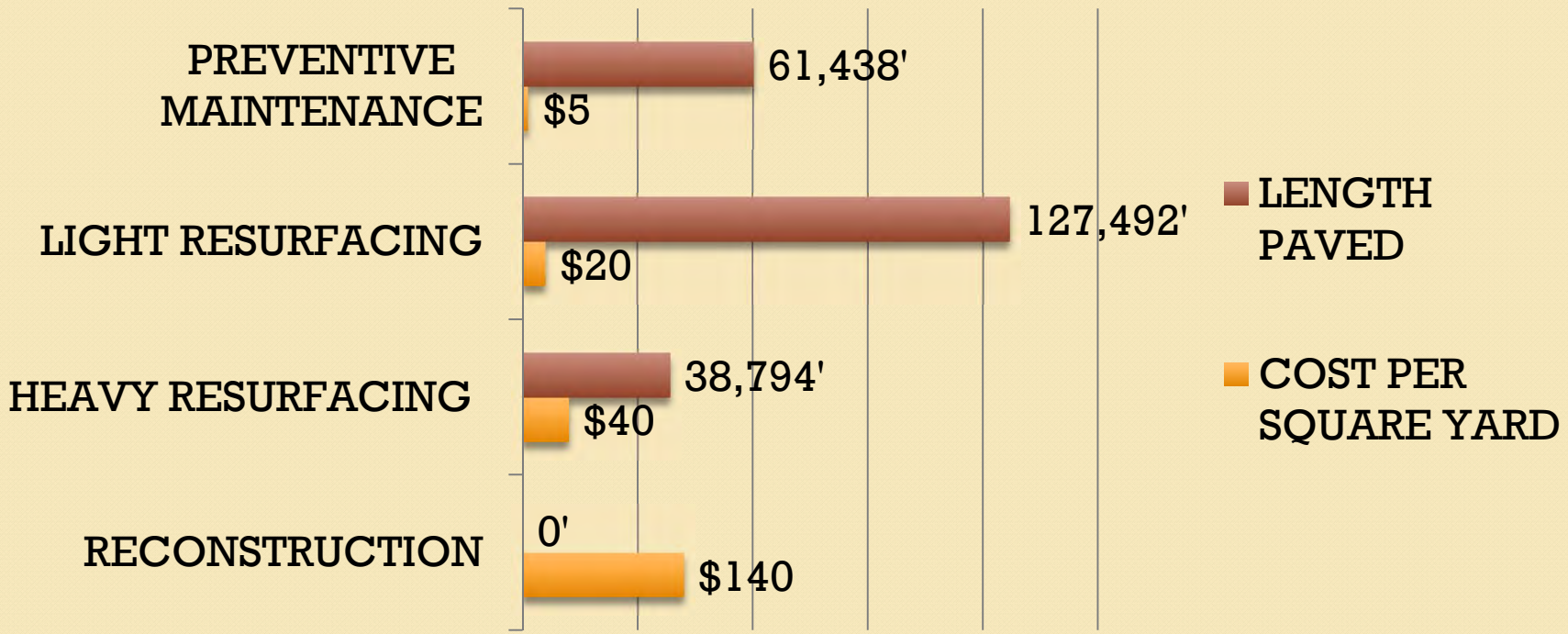


Chart 2 – Pavement Treatment History

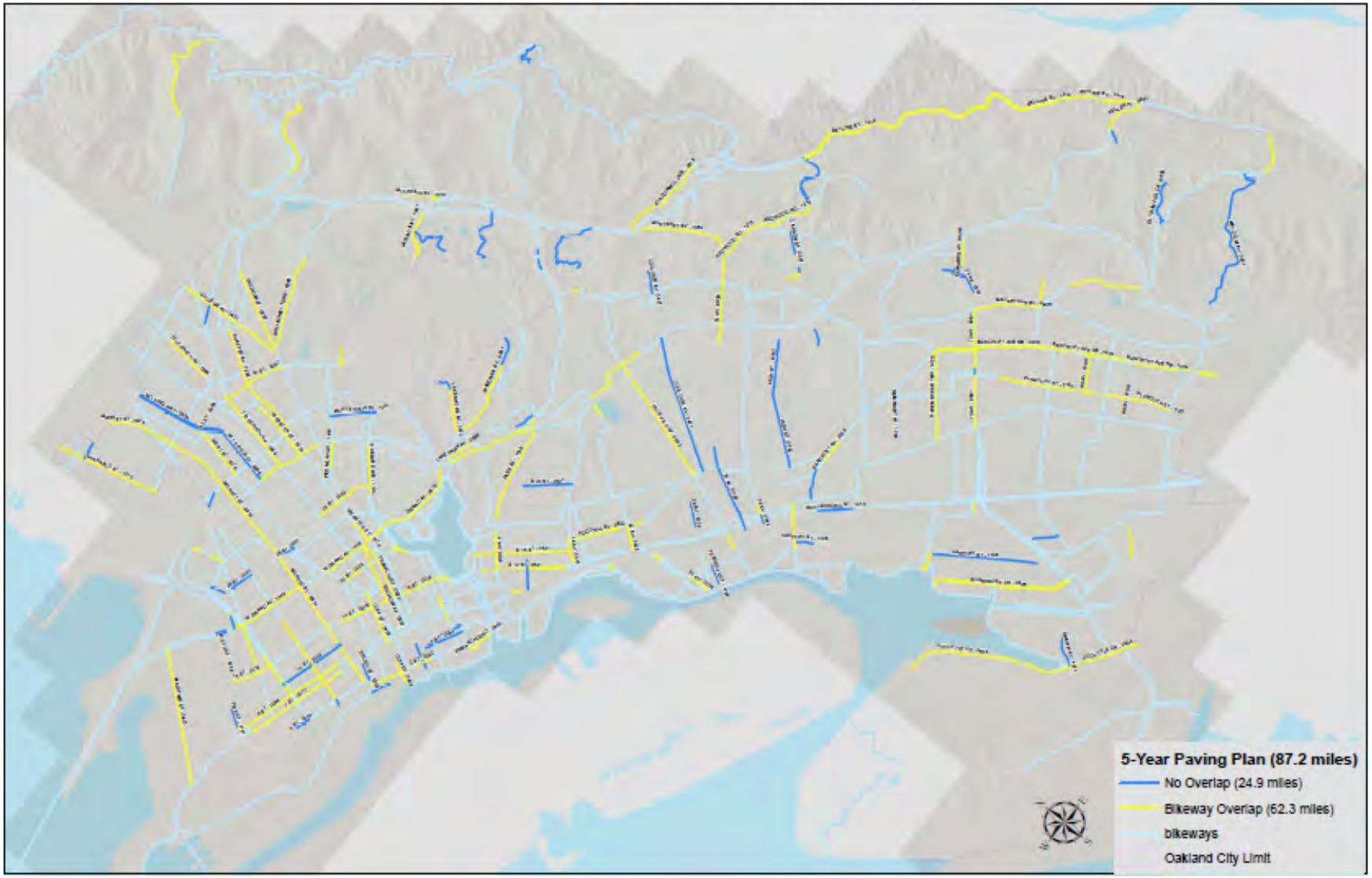


Compliance Requirements

- ADA
- Bicycle Routes
- Green Color Pavement
- *'Complete Streets'*

Pavement Priority Plan

5-Year Paving Plan with Bikeway Overlap



Next 5-Year Pavement

5-Yr Plan

- 88 miles of roadways
- 57 miles of bike routes (over 64%)
- 465 blocks of "worst streets"
- 2,240 Curb Ramps

Projected

- 22 miles of roadways
- 14 miles of bike routes
- 97 blocks of "worst streets"
- 680 Curb Ramps

Upcoming Projects

Current Paving Projects with Bikeway Overlap

Upcoming Projects

STREET	FROM	TO	BIKE ROUTE
11 ST	CASTRO ST	M L KING WAY	
11 ST	M L KING WAY	JEFFERSON ST	
11 ST	JEFFERSON ST	CLAY ST	
12 ST	CLAY ST	M.L. KING WAY	YES
12 ST	CLAY ST	BROADWAY	
2 ST	OAK ST	JACKSON ST	
52 ST	DOVER ST	M L KING WAY	
52 ST	SHATTUCK AV	DOVER ST	
8 ST	MADISON ST	HARRISON ST	YES
8 ST	M.L. KING WAY	CASTRO ST	
8 ST	FALLON ST	OAK ST	
8 ST	OAK ST	MADISON ST	
98 AV	MADDUX DR	RT 17 OFF RAMP	YES
98 AV	RT 17 OFF RAMP	WEST END	
98 AV	CARY CT	MADDUX DR	
98 AV	SAN LEANDRO ST	CARY CT	
98 AV	THERMAL ST	SAN LEANDRO ST	
ADELINE ST	3 ST	7 ST	YES
ADELINE ST	7 ST	10 ST	YES
ADELINE ST	10 ST	19 ST	YES
ADELINE ST	MIDDLE HARBOR	3 ST	
BROADWAY	W/O MONROE AV	KEITH AV	YES
BROADWAY	BROADWAY TERR	W/O MONROE AV	YES
BROADWAY	14 ST	GRAND AV	YES
BROADWAY	6 ST	14 ST	
BROADWAY	EMBARCADERO	6 ST	
BROADWAY TERR	CARLTON ST	HARBORD DR (PVT CH)	YES
BROADWAY TERR	BROADWAY	CARLTON ST	YES
BRUSH ST	W GRAND AV	20 ST	
CALDECOTT LN	EAST END	HILLER DR	YES
CLAREMONT AV	ALVARADO RD	GRIZZLY PEAK BV	YES
DOOLITTLE DR	LANGLEY RD	PVT CHNG	YES
DOOLITTLE DR	CITY LIMIT	HEGENBERGER RD	YES
DOOLITTLE DR	PVT CHNG	PVT CHNG	YES
DOOLITTLE DR	SWAN RD	LANGLEY RD	YES
DOOLITTLE DR	HEGENBERGER RD	SWAN RD	YES
E 8 ST	7 AV	6 AV	YES
E 8 ST	6 AV	5 AV	
EDGEWATER DR	EBG	HEGENBERGER RD	YES
EDGEWATER DR	NORTH END	SBG	YES

STREET	FROM	TO	BIKE ROUTE
FRUITVALE AV	E 9 ST	SAN LEANDRO ST	YES
FRUITVALE AV	MONTANA ST	MACARTHUR BV	YES
FRUITVALE AV	E 27 ST	HAROLD ST	YES
FRUITVALE AV	FOOTHILL BV	E 27 ST	YES
GOLF LINKS RD	SCOTIA AV	BURGOS AV	YES
GOLF LINKS RD	GRASS VALLEY RD	SCOTIA AV	
GOLF LINKS RD	82 AV	FONTAINE ST	
JOAQUINMILL (NB)	SANBORN DR	MONTEREY BV	YES
MADISON ST	7 ST	8 ST	YES
MADISON ST	9 ST	11 ST	YES
MARKET ST	36 ST	MACARTHUR BV	YES
MARKET ST	SAN PABLO AV	36 ST	YES
MARKET ST	18 ST	W GRAND AV	YES
MARKET ST	MACARTHUR BV	57 ST	YES
MARKET ST	W GRAND AV	SAN PABLO AV	YES
MARKET ST	3 ST	7 ST	YES
MARKET ST	57 ST	CITY LIMIT	YES
MARKET ST	7 ST	18 ST	YES
MORAGA AV	PVMT CHNG	FREEWAY EXIT	YES
MORAGA AV	MASONIC AV	CITY LIMIT	YES
MORAGA AV	ESTATES DR	MASONIC AV	YES
MORAGA AV	PLEASANT VALLEY AV	RAMONA AV	YES
SEMINARY AV	E 16 ST	AVENAL AV	
SEMINARY AV	AVENAL AV	FOOTHILL BV	
SHAFTER AV	CAVOUR ST	40 ST	YES
SHAFTER AV	FOREST ST	CAVOUR ST	YES
W MACARTHUR BV	BROADWAY	MANILA AV	YES
W MACARTHUR BV	MANILA AV	M L KING WAY	YES
WEBSTER ST	40 ST	MACARTHUR BV	YES
WEBSTER ST	45 ST	40 ST	YES
WEBSTER ST	BROADWAY	GRAND AV	YES
WOOD DR	LASALLE AV	FIRE PLUG	
WOOD ST	13 ST	16 ST	
WOOD ST	20 ST	W GRAND AV	
WOOD ST	16 ST	20 ST	

Recommendations

- More funding
- More funding
- More funding

Questions / Discussion