City of Oakland, Bicyclist & Pedestrian Advisory Commission
Final Minutes from the July 16, 2015 meeting
City Hall, Hearing Room 2

Meeting agenda at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak050725.pdf

Meeting called to order at 6:05pm by BPAC Vice-Chair, Ryan Chan

Item 1. Roll Call/Determination of Quorum/Introductions
At roll call, quorum was established: all Commissioners were present except Hwang and Kidd (excused) and McWilliams and Wheeler (who both arrived later). Introductions were made.

- Other attendees (that signed in): Diane Dohm, Tom Willging, Carol Levine, Robert Raburn, Tom Holub, Jennifer Anderson, Scott Amundson, Dave Campbell, Phoenix Mangnum [sp?], Brian Toy, Allison Logan
- Staff: Iris Starr, Jennifer Stanley, Nick Cartagena
- Consultant: Amanda Leahy (AECOM)

Item 2. Approval of meeting minutes
→ A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from June 18, 2015*** was made (Tabata), seconded (Villalobos), and passed unanimously. (Adopted minutes online at www.oaklandbikes.info/BPAC.)

Item 3. Open Forum / Public Comment
- Tom Gantsberry (sp?) who works downtown noted that Oakland's fines for double parking are less than that for expired meters. This results in blocked bike lanes and other dangerous behavior. He suggested that the BPAC add this issue to a future meeting agenda.

Item 4. Fruitvale Gap Closure Project
Nick Cartagena, Civil Engineer with Oakland's Transportation Planning & Funding Division, elaborated on the information in the agenda packet, and circulated conceptual design drawings for the project. A second community meeting will be held in the fall—stay tuned to oaklandnet.com/fruitvalealive.

Project Notes:
- The current project is funded though 35% design; future funding will be needed.
- Project boundaries are Alameda Ave to E 12th St. The existing condition includes narrow sidewalks, cluttered with signs, poles, etc.
- The project objective is to improve bike and ped facilities and two options are being considered: (1) cycletrack; or (2) median. The cycletrack option proposes curb-protected bike lanes from Alameda Ave to E 7th St, and from E 9th St to San Leandro. Outside these areas, green paint will be added for conflict zones.
- The project is evaluating underpass lighting improvements.
- The median option uses the width for trees in the middle. The cycletrack is more expensive but better for bicyclists and, because trees will be planted closer to the sidewalk, provides shade for pedestrians.

Summary of Comments:

- Consider improvements to the E 7th St intersection. If a full traffic signal isn't warranted, consider a hawk signal instead.
- What about RRX hazard improvements? A current project under construction @ E 10th St is addressing some of these issues. The City is also evaluating whether easements in UPRR ROW are feasible.
- Left turn from San Leandro Blvd needs improvement.
- Considering combining the E 12th St intersection/turning movements.
- Member of public (Tom Holub?): south of E 7th St, there is no residential frontage and this should factor into the improvements being considered. Also, look at the unnecessary bridge sidewalk riding prohibition at the City of Alameda border. (City of Alameda was considering bike lanes on the bridge, but it appears that this is not likely.)
- Robert Raburn: Fruitvale BART has very high bike mode share, yet connections to BART are hindered by problematic intersections. The City of Alameda should make room also on Tilden Wy. A median at E 7th St would impede visibility and shouldn't be considered.
- Amanda Leahy (AECOM consultant): What do people think about a two-stage left turn box (none currently installed in Oakland), for the turns at E 12th St? Also under consideration is converting the northbound, right turn slip lane onto E 12th St to bike only.
- Has the project considered "protected intersections" (a new concept, none currently installed in the U.S).
- This is an AC Transit corridor; what treatments would be provided for buses (e.g. signal priority)? Boardings and alightings are low in this section though frequency is high. Bus queue jump lane is under consideration, but wouldn't make a huge difference to travel times.
- What about the future? What about bus boarding islands near the cycletrack? Fruitvale Ave isn't wide enough to incorporate all treatments; at corner of Fruitvale and Alameda, a boarding island may be possible.
- Street sweeping is a challenge for cycletracks generally.

Please submit comments via website or email to Nick (ncartagena@oaklandnet.com). Please attend the next community meeting.

Item 5. Results of Budget Adoption

Iris Starr, Manager, Transportation Planning & Funding Division (TPFD) advised the BPAC on the status of the new budget and the proposed Department of Transportation (DOT).

Summary of discussion:

- The approved budget includes DOT funding for two years. This will fund new DOT director and the Mayor's Transportation staff person. Staff from other departments in the City will be part, but which specifically has not yet been decided. External and internal processes yet to be held will figure out how to establish the DOT, and official roll out is not likely until the end of this calendar year. Janette Sadik-Khan (New York City Transportation Commissioner), Ed Reiskin (San Francisco Municipal Transportation Agency) and Seleta Reynolds (Los Angeles DOT) have agreed to be part of the DOT Director search committee.
- Some have expressed concern that Measure BB paving allocation was reduced; some funding was used to backfill positions formerly funded by General Fund. The City is hoping to streamline project delivery to get more out of the paving budget.
- The budget includes two new positions for TPFD: a pedestrian planner and project developer.
- Both TPFD and the Transportation Services Division are likely to be part of the new DOT.
- People wish that bikeway projects were better coordinated with paving projects.

Item 6. Project Development Overview
Iris Starr briefed the Commission on this issue. See handout detailing project delivery steps.

Item 7. Countywide Plan Submittals

- Iris Starr briefed the Commission on this issue. Alameda County's plan, every two years, their deadline for all cities to submit programs and projects is July 31. See handout. The City is seeking funding for programs (e.g. bike plan implementation) and big-ticket discrete projects (e.g. Oakland Army Base).
- $1.3 billion is anticipated over 30 years, including both pass through to the cities and discretionary grants. Dave Campbell noted that, per population, Oakland should get $200 million over the first five years.
- BPAC can help by helping to set priorities. Individuals may talk to their Council members, too.

Item 8. Update from BPAC Strategic Planning Committee

- No update given.

Item 9. Three-month look-ahead, suggestions for meeting topics, announcements

Suggestions for next meeting topics:

- Update from the strategic planning committee.
- Oct or Sept: update on DOT creation process.
- LAAMPs project (it was noted that this has been delayed a number of times).
- New commissioners. Should the three termed-out Commissioners continue in hold-over capacity? Another three will need to be appointed for January 2016.
- Pedestrian plan report back.
- Downtown parking study
- Downtown circulation study

Jennifer reminded Commissioners to try the new form agenda item request form (URL in agenda packet: http://tinyurl.com/BPAC-agenda-requests)

Announcements:

- New racks installed in Frank Ogawa Plaza.
- PedalFest is July 25; Bike East Bay needs volunteers
- Brompton and Bay Area Bikes are holding scavenger hunt urban challenge w/ a Brompton bike as the prize
- On July 25, WOBO is leading a bike ride from Grand Ave bikeway project walk audit (which starts at 10am) to Pedal Fest.
- August 1-2 is the 15th anniversary of Oakland's Art & Soul Festival. Note that the BART Transbay tube will be closed that weekend. Bike East Bay's website will have information about this.

Meeting Adjourned at 8pm.

Attachments

- Fruitvale Alive conceptual plan (slides)
- Steps to Project Delivery (handout)
- County Wide Transportation Plan Approach (handout)

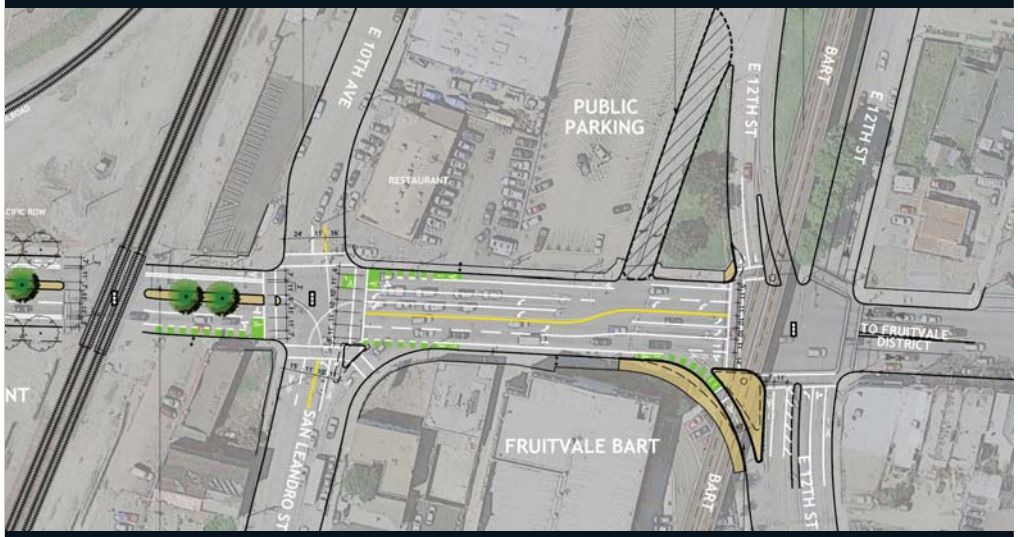
Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on July 20, 2015, with comments requested by 5pm, Monday, July 27, to jstanley@oaklandnet.com. Revised minutes were emailed to attendees and adopted at the August 20, 2015 meeting.

Median Concept – Layout Plan

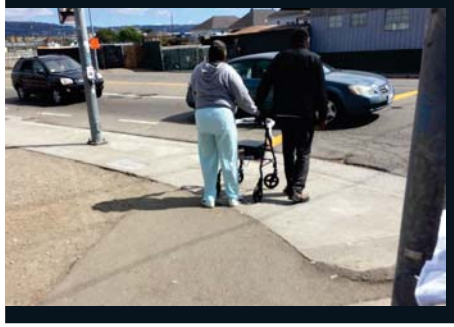
Cycle-Track Concept – Layout Plan

Project Area – Sweeney Bridge to E. 12th Street

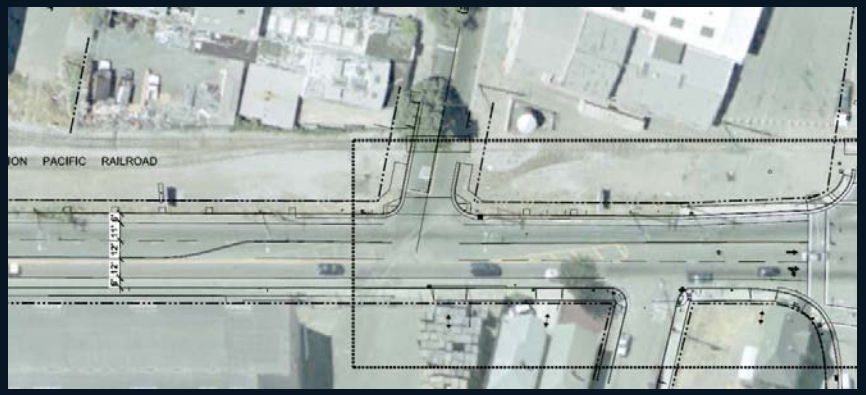
Both Concepts – Intersection Reconfigurations



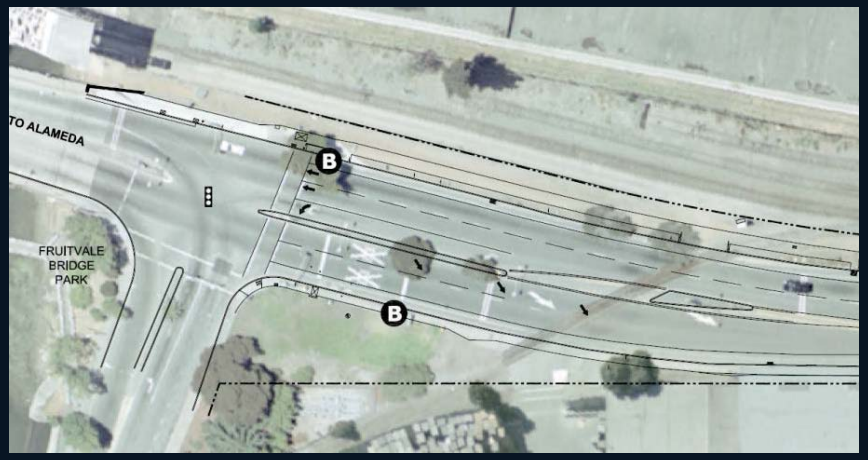
Existing Conditions



East 7th Street – Existing Conditions



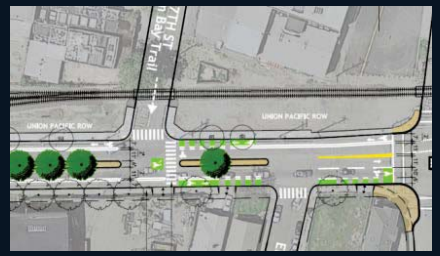
Alameda Avenue – Existing Conditions



East 7th Street – with Project

Cycle Track

Center Median



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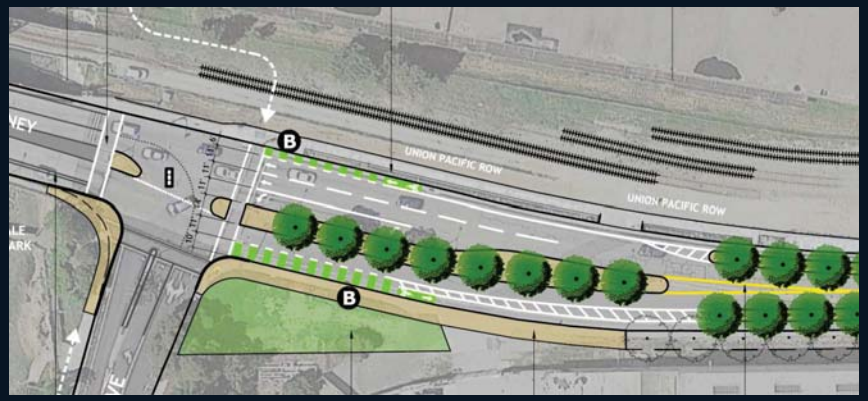
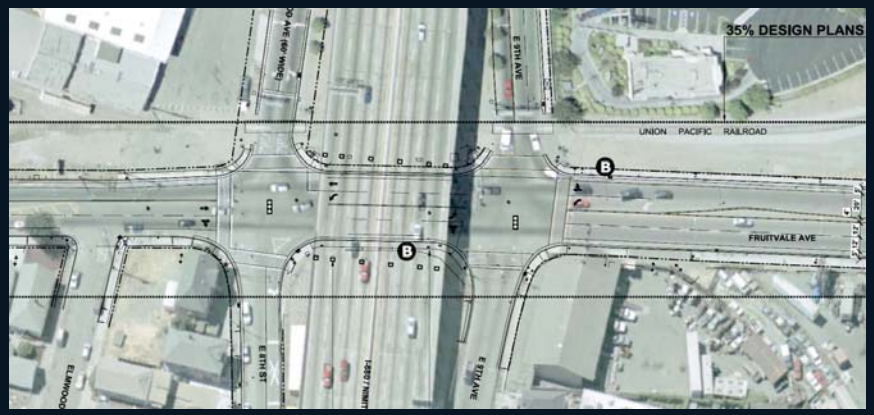


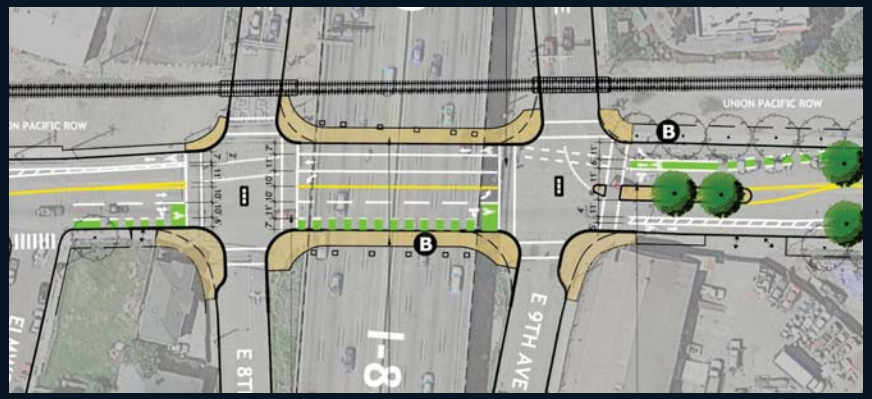
East 10th Street / San Leandro Street – Existing Conditions

East 8th to East 9th Street – Existing Conditions



East 10th Street / San Leandro Street – with Project

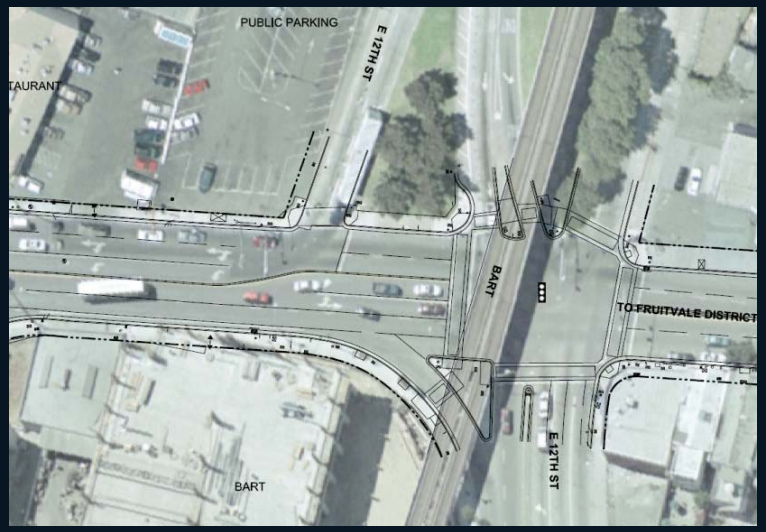
East 8th to East 9th Street – with Project



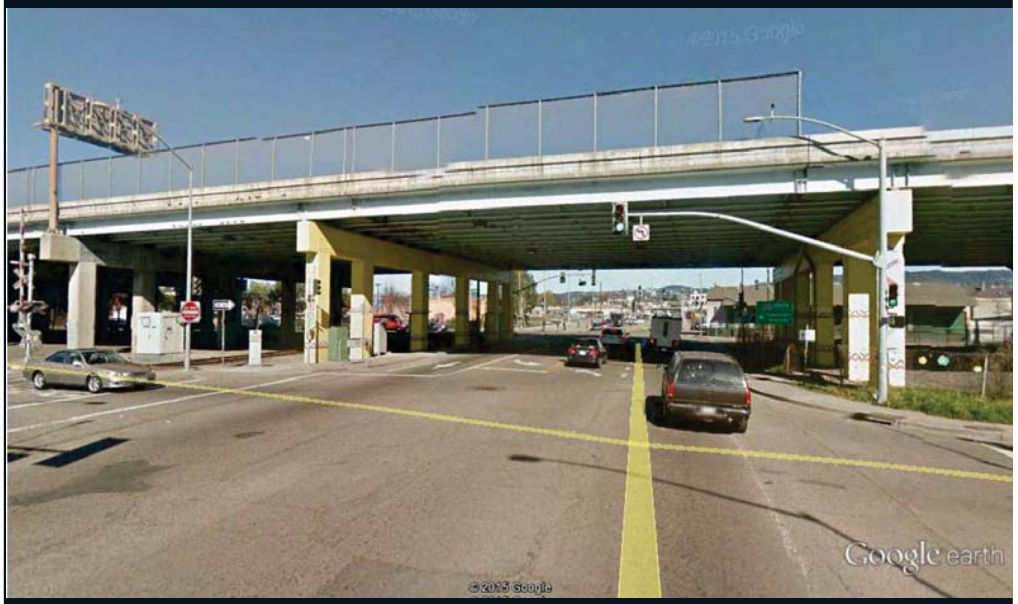
Median

Cycle-Track

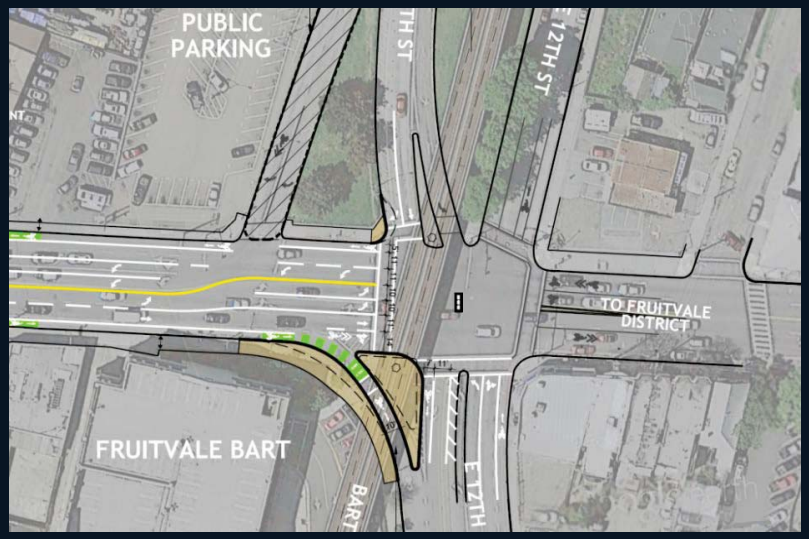
East 12th Street – Existing Conditions



I-880 Underpass



East 12th Street – with Project



South Bridge Gateway Area

I-880 Underpass

1. 6' sidewalks.
2. 5' bike lanes.
3. 4-leg crosswalks incomplete
4. No pedestrian-oriented lighting
5. Chain link fence
6. Weeds and gravel next to sidewalk
7. Underpass and column paint needs updating
8. Large curb radius

South Bridge Gateway Area

1. Median narrow and concrete.
2. Roadway wider than needed.
3. 6' sidewalk.
4. Large curb radius.
5. Bus stops unimproved.
6. City-owned area needs improvement.
7. Auto-oriented street lights.
8. Standard bike lanes.

I-880 Underpass – Concept Improvements

1. Sidewalks widened to 10'.
2. Bike lane widened to 7'.
3. Crosswalks provided on all four intersection legs per Fruitvale Alive Community Transportation Plan.
4. Pedestrian-oriented lights improve pedestrian safety and match Fruitvale Alive lights.
5. Chain link fence replaced with decorative fencing and relocated to back of columns.
6. Cobble surfacing provides low maintenance edge band.
7. Underpass improvements cleaned and refurbished.
8. Curb radius reduced to shorten pedestrian crossing distance.
9. Gateway signage added to underpass.

A - Renovated Median

1. Median widened slightly and planted with trees and shrubs.
2. Roadway narrowed slightly to shorten pedestrian crossing distance.
3. Sidewalk widened to 10' and planted with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.
5. Bus stops improved.
6. City-owned area landscaped and improved.
7. Pedestrian- and auto-oriented street lights.
8. Bike lanes widened and buffered with paint stripe.
9. New gateway sign.

B - Widened Median

1. Median widened and planted with trees and shrubs.
2. Roadway narrowed to shorten pedestrian crossing distance.
3. Sidewalk widened to 10' and planted with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.
5. Bus stops improved.
6. City-owned area landscaped and improved.
7. Pedestrian- and auto-oriented street lights.
8. Bike lanes widened and buffered with paint stripe.
9. Salvaged Hegenberger Road gateway sign with new banner.

Steps to Project Delivery **7/16/15**

Staff has a long path toward implementation of any project. The following outline is intended to give BPAC an overview of the process. Depending on complexity, community opposition, and staffing levels, a project may take 2 to 3 or more years to complete.

1. A Project is identified. The project needs to be a priority in the Bike Master Plan, and it is often a project that meets the requests of bicycle and pedestrian advocates. It may or may not be on the paving plan.
2. A Project Manager is identified (for each project). For example, Jamie managed the outreach, preliminary design, consultant team, policy, and staff contributions to the Telegraph Avenue project. It involved over 40 meetings with community members. Jason managed the 40th Street project, which turned into an experimental treatment seeking approval from Caltrans, after opposition emerged to the road diet and bike lanes. These are still in process; they are multi-year projects.
3. There is Community Agreement that there is a problem. There needs to be community agreement on deficiencies (which we already have in most cases, but not in the case of 40th Street).
4. The Rough Project concept is scoped for buildability. Is it feasible- i.e., is there sufficient roadway width, what are the traffic, bike and pedestrian volumes/needs, is there truck delivery, driveways, what is the curvature of the street, are sightlines blocked, and what about parking? There can be no commitment to a type of facility until this study is done.
5. Community Outreach occurs. The affected community needs to be consulted about their views on the project. This can be done through meetings (one-to-one, small group, community-wide), surveys, website reports, etc. This process is the biggest variable in completion of a project. It can hold up a project for a considerable amount of time (i.e. Telegraph Avenue and 40th Street).
6. Environmental documentation is completed. Every project needs to be assessed for environmental impact. Today, the assessment is more complicated than it was because there are emerging interpretations of the California Environmental Quality Act. This means that, in order to protect the City from liability, we are doing two studies (the old complicated tried-and-true, and the new complicated unknown-result study) to cover ourselves. As the year goes on, we expect some decisions from Sacramento, but there will still be challenges to implementation.
7. Preliminary Design (35%- 65%) is completed. Once the concept has been vetted by the affected community and environmental documentation is largely complete, the project can begin to be engineered i.e., formally designed. This design process goes through several reviews from City civil and traffic engineers.
8. Final Design (100%) is completed. Final design includes preparation of any specifications (i.e., color of paint or thermoplastic to be used, width of stripes, etc.) and a bid package. If the project is part of a paving contract the process for submitting it into the contract can be fairly easy. If it is not within a paving contract, additional funding needs to be obtained and additional coordination needs to occur.
9. Construction can begin. Construction will require inclusion in the paving program or additional capital grant sources. Construction is contractor and weather dependent. If there are larger paving projects than what is offered by the City of Oakland, some contractors will not bid until the Oakland bid package gets bigger. If the street project is not included in the paving contract, that presents an even bigger challenge. Smaller projects or projects with unusual items (such as temporary sanded paint, etc.) can be delayed even further.

County Wide Transportation Plan Approach
Program Submittals to the CTP of Possible Interest to BPAC As of July 16, 2015

Programs

Bicycle Master Plan
A comprehensive Bicycle Master Plan is needed to coordinate a citywide vision with a 20+ year time horizon that involves engineering, education, encouragement, enforcement, and evaluation/ planning. In regulatory terms, local jurisdictions must have bicycle plans to comply with the State's complete streets requirements. ACTC requires local jurisdictions to have bicycle plans through the Master Funding Agreement for Measure B/BB funds. This includes BEB/WOBO preliminary projects- capital and non-capital costs.

Application: $2.8M for each of the first 5 years, after that $56M after 2020 for a total near $70M.
We can supply $1M match from Meas. B and BB each year.
This results in a need for $.18M (5 year) and $55M after 2202.

Pedestrian Master Plan
Prepare a Plan for overall guidance as well as a Strategy for implementation and tracking. Cost estimate are pending. Many projects will be a part of the Complete Streets Program mentioned below. Element of this topic will be submitted in separate requests (all cost estimates pending):

- Safe Routes to School (over 150 schools qualify)
- Citywide Stairs and Paths (232 sets)
- Sidewalk Repair (1,126 miles of sidewalk)

Complete Streets Program
The Complete Streets Program uses the 5- year Paving program adopted by City Council. It also includes Sidewalk Repair and the on-going construction of curb ramps throughout Oakland. The City ADA Curb Ramp Transition Plan (2009) entails construction/rehabilitation of curb ramps at every street corner which translates to installation of at least 500 curb ramps annually in order to keep pace with the 30-year ADA Transition Plan.

This includes many BEB/WOBO high priority projects- both capital and non-capital costs. Streets included in the overall program (but no specific timeline):

- 52 St between Shattuck Ave and Dover Street
- Broadway between Embarcadero and Grand Ave
- Embarcadero on-ramp between E 12th Street and 16th Ave Overpass
- Excelsior Ave between Freeway Entrance and Park Blvd.
- Grand Ave between Broadway and Harrison
    - between Telegraph and Broadway
    - MacArthur to Piedmont (some parts in process)
- Joaquin Miller between Sanborn Drive and Monterey Blvd.
- M L King Way between 47th Street and City Limit
- San Pablo Ave between City Limit Berkeley and City Limit (53rd Street)
- W Macarthur Blvd between Manila Ave and MLK Way

- Bancroft Avenue- entire
- 14th Street, Lake Merritt to Brush
- Woodland Ave, 81st Ave.
- MacArthur Transit Hub/ 40th Street Streetscape Project
- Revive Chinatown Pedestrian Improvements
- Foothill/Fruitvale Sausal Creek/Rutherford Street to 35th Avenue.
    - Foothill Blvd from Lake Merritt to San Leandro
    - Foothill/High/Melrose
- East 18th Street
- 5th Avenue
- Conversion of Harrison from one-way to two-way
- Park Blvd from Hwy 13 all the way to Laney College

Other Critical Programs
Bridge Maintenance (37 Bridges)
Traffic Signal Management System (over 677 signals exist)
Intelligent Transportation System Implementation (fiber for signal/communication interconnect on major corridors)
Paving ($435 M backlog)

Projects

Individual street/bike/ped projects to be submitted into CTP (complicated, high cost, need to focus staff and financial resources). Each one of these projects will have its own application.

- Telegraph from 41st to 55th
- West Grand Avenue from Mandela Way to Market
- Estuary Channel Bridge
- MacArthur Blvd (LAMMPS, Laurel, and Castlemont)
- Fruitvale, Estuary to 12th Street
- 20th Street from San Pablo to Lake Merritt
- 27th Street between Broadway, to include the 5-way intersection at 24th and Harrison
- Park Blvd, Leimert to Mountain Blvd
- Bay Trail Connections: Crowley, Livingston Pier, Harbor Masters, Embarcadero Cove
- Coliseum BART to Bay Trail connector
- Lake Merritt Bay Trail Bike Ped Bridge
- 42nd/ High Interchange Improvement
- Oakland Army Base
- Coliseum City Transit Hub
- West Oakland Industrial Freight Corridor (Wood Street)