

Attachment E

Oakland Bicycle and Pedestrian Advisory Committee (BPAC) Final Minutes -- December 15, 2011

Attendees: Ann Killebrew, Carol Levine, Chris Hwang (WOBO), Chris Kidd, Daniel Schulman, Dave Campbell (EBBC), Jason Patton, Kendahsi Haley, Rebecca Saltzman, Robert Prinz, Robert Raburn, Jim Dexter, Eric Fethe, Jaime Heredia, Eric Uddenberg, Tom Willging, Larry Gallegos, Bruce Williams, Robert Del Rosario (AC Transit), Reena Shah, Julia Liou (AHS), Darren Yee (AHS), Ed Manasse, Joel Ramos (Transform), Christina Ferracane

Item 1: Introductions, appointment of note taker

Daniel Schulman was selected to take meeting minutes.

Item 2: Approval of meeting minutes

November minutes approved

October minutes approved by consent

Item 3: Stairways Projects Update

Eric Uddenberg from City of Oakland Engineering Design gave presentation on progress of rehabilitating stairways. He distributed handouts of a city wide map showing location of stair projects, tabular listing of stair projects, and plans for rehabilitation of Castlemont Stair and Paths.

Stairway projects are mostly funded by TDA funds with an additional small amount coming from Measure B. Maintenance priority is given to lower cost project that restore pedestrian access. There have been three recent larger projects: Margarido, Eucalyptus, and Castlemont Stairs. Eucalyptus is longest stair in city, and it has most land-locked entrances. This is first major work since it was built in the 1920's. The Castlemont Stair is at 85th and MacArthur. Castlemont is heavily used by the multiple schools and for exercise. Castlemont worked with \$200,000 from TDA funds. Bids coming lower than 5 years ago.

Proposed for 2012 is Creed Court Stairs which is heavily used for Crocker Elementary School access. Currently not safe, landings are trip and fall hazards and handrails do not work. Fixing is a \$70,000 job. City has contract and waiting for bonds. Other proposals for 2012 are related to Grand Ave. They feed into the mid-block commercial area. Those stairs are in design right now.

Main concern is finding secure funding source going forward. We've gotten good press from SF Chronicle, Tribune and Montclarian. There was a 1 hour program on KQED Open Forum with Michael Krasny that coincided with book release of *Secret Stairs of East Bay*. Collaborating more with Berkeley and San Francisco to see how they fund Stair projects.

Q&A

Jim Dexter asks for update on Park Blvd and Joaquin Pathway. Answer Park Blvd has plan design completed but cost estimate is close to a one million dollars. Goes all the way from Leimert Bridge to Montclair Village and City ain't got the dough. Joaquin Miller is part of Safe routes to School and there are only funds for one small portion. Drawings exist, but it is unfunded. Dexter asks about getting funding from local neighborhood association. Parents and PTA contributed at least \$50,000 toward word that was done.

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Rebecca Saltzman says happy with the stairways work done on Richmond Blvd. Comments that lots more people using the stairs. EU says that the rebuild bridge will be good for 40 years. This area is high density.

Chris Hwang asks about smaller projects on queue that might be ready if new funding sources come available. EU says yes. There is an internal debate about prioritization. CH further asks about which section of the Davidson Stairs are funded. EU said they want to do both sections.

Item 4 - TFCA Local Manager Funds: proposal to divert from Oakland to Port

Bruce Williamson (Senior Transportation Planner) presentation

More information check meeting schedule of Alameda County Transportation Commission (ACTC) <http://www.alamedactc.org/>

There are proposals to use Transportation Funds for Clean Air (TFCA) to fund partially costs of retrofitting trucks that service the Port Of Oakland. The City of Oakland currently gets about \$300,000 a year by formula of TFCA funds that help with a variety of air pollution reduction efforts. Projects often include bicycle and pedestrian improvements as well as items like traffic signal improvements. For example, the Webster / Franklin Bikeway project received \$90,000 of TFCA funds.

There are two competing proposals to divert TFCA funds: 1) take from all jurisdictions in the county equally; and, 2) to take from Oakland first because that is where the Port is and many of the truckers live in Oakland. The City of Oakland has carried-over about \$500,000 of these funds from prior years. If the second proposal is adopted, saved funds will also get diverted to the truck retrofit project.

Since loss of these funds will affect funding for bicycle and pedestrian improvements in the City of Oakland, BPAC may want to take a stance on the proposals. They will be debated by the ACTC sometime in January (check website for updates). Oakland City Council Member Rebecca Kaplan who sits on this board is apprised of the situation.

Q&A

Rebecca Saltzman asks since they need so much money does it matter who take it from first. BW says Oakland has banked \$500,00 from previous years and the second proposal would take all of that saved money.

Jason Patton adds context by mentioning bike projects do very well in competing for these funds. This included the 35th avenue bike project currently being planned. Been doing planning work to try to capitalize on this funding source.

Kendahsi Haley asks if it is true most of truckers are from Oakland. BW says mostly from Alameda County. Thinks most of them are from Oakland, but he doesn't have the data. KH also asks where push is coming from. BW says it is mostly from Supervisor Nate Miley looking for funding of \$1.4 million.

Dave Campbell makes a motion to oppose both measures. Rebecca Saltzman makes friendly amendment that the proposal to take Oakland's money to be super opposed. Friendly

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amendment is accepted, motion passes, and BPAC will send a letter.

Item 5: Coliseum Redevelopment Area: Streetscape Projects Update

Larry Gallegos, Manager of the Coliseum Redevelopment Area gave a presentation

Project area is much bigger than most people think. Leverages tax increment dollars. There is additional source of funds from bond issuance. Last time issued bonds was in 2006 and issued both taxable and tax-exempt bonds.

Talking about Streetscape projects tonight. in Early 2000's funded parts of Fruitvale TOD project.

Projects include:

- San Leandro Street from 66th to 73rd avenue and also worked on under-grounding of utilities. Paid PG&E upfront for all of their fees. Project complete.
- Fruitvale Alive is substantially completed. Few punch list items. Leveraged some MTC funds and some Central city East money.
- Railroad Avenue about to get started but the rains are starting some delays. 85th Avenue out toward Louisiana St. This is a second phase of a project. Railroad Avenue currently has a lot of illegal dumping. Improvements moved the illegal dumping from one part to unimproved part.
- 66th Avenue under construction from International toward San Leandro street. Talking basic improvements.
- Oakland Airport Connector. Pledged some dollars to help get underway.
- South Coliseum way is under design. South lot entrance of Coliseum. Basic pedestrian upgrades including landscaping, lighting, and sidewalks.
- Coliseum Area Industrial Infrastructure includes Coliseum Way Drainage from 66th and 50th Avenues on the Northern side of the Coliseum. Storm events create a lot of flooding. Big problem for local businesses. Consultants are doing a drainage study. Working with County on getting the work done.
- Coliseum BART Plaza Enhancements \$885,000 CMA. Working with BART on getting design principles approved. Issued notice to proceed to construction firm. Hoping to get started beginning of next year. Backside of Coliseum BART station.
- 66th Avenue project is under construction. Includes Bulb-outs, landscaping, new sidewalks.

Q&A

Chris Hwang asks which projects in design phase and which ones have opportunity for input. LG says South Coliseum Project has opportunity for input. It has been scaled down a bit. About to issue a design build contract on this project. Needs to check with Public Works to see if contract has been signed yet.

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Dave Campbell asks about keeping sports teams. LG says issue comes up, but they can't speak to it very much. They are working on Victory Court site as a possibility to keep A's. There also some discussions on the Coliseum RFP planning effort.

Robert Raburn asks about prospects of getting a grocery store. LG says had a meeting this afternoon with a national chain about 66th and San Leandro site. City has prepped site, but redevelopment issues at state level means that they cannot sign agreements to transfer property. The chain is also looking at other sites in the area as well as one in West Oakland.

Chris Hwang mentions that Brookfield Village and El Sobrante park have lots of families and they get overlooked. CH says the Railroad Avenue project might not affect them as much. LG says there is such a huge need that it makes it hard to prioritize. LG says they have a 5 year implementation process that helps prioritize. Money is being spent at El Sobrante such as restroom upgrades at the park.

Item 6 - Lake Merritt BART Station Area Plan

This item was delayed until after Item 7 to allow for preparation of a PowerPoint presentation.

Christina Ferracane of the Strategic Planning Department gave a presentation. Ed Manasse of the same office was also in attendance.

Project team previously met with BPAC in August. Since then had open house and community stakeholder group. Have now crafted Preferred Plan. Next steps include drafting a more formal plan that will include an EIR. That will have a round of review through various groups and boards.

Two chapters from plan most relevant to BPAC are Streetscape Character & Circulation, Station Access, and Parking.

Streetscape four types of approaches - 1) streetscape improvements (lighting, trees, signage, etc.), 2) crossing improvements (pedestrian scrambles, bulb-outs, turn restrictions etc.), 3) traffic signal timing includes synchronization along 7th street; 4) intersection improvements

Circulation improvements include making 1-way street 2-ways so people do not have to go through dense part of Chinatown when it is not their destination.

Bicycle improvements include implementation of Bicycle Master Plan, with a few little improvements such as ways to connect from Lake to BART station. Bike lanes along Oak and Madison and 8th and 9th, no bike lanes in the core of Chinatown.

Lake Merritt Station Access Strategy includes for peds, bikes, buses, shuttles. How best to manage the curb.

Parking Strategy not as flushed out as streetscape improvements. Will continue during the draft phase. Contemplate redevelopment of BART parking lot. Not thinking of replacing BART parking spaces. Laney want to redevelop their parking lot at some point with maybe more classrooms.

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Reena Shaw asks about if access to Alameda is being considered. CF says coordinating with shuttle to Alameda. RS also asks about enhancement to bike parking. CF says definitely part of multi-modal strategy. Robert Raburn from BART Board adds that existing parking is jammed. BART looking at adding high capacity bike racks and more lockers.

Dave Campbell asks for clarification on lack of bike lanes through Chinatown core. EM says current proposal is to have designated bike lines on 8th and 9th up to Harrison and then sharrows to Broadway. EM says look at bike lanes as phased approach - need to reassess truck loading as it changes with addition of bikeways. How will yellow curbs affect loading and offloading. Need to prove to Chinatown community that loading issues can be solved before bike lanes. DC asks if specific blocks have been studied. EM says it is right in the heart. DC asks if the plan will state phasing is the strategy. EM says it is not there now, but that he sees the two as combined. Sharrows do not solve the problem, they just acknowledge bikes have a right to be there. Creation of yellow zone will necessitate removal of some metered spaces. DC also mentions idea of having a really wide outside lane to allow cyclist to go around truck without entering another lane.

Robert del Rosario from AC Transit sitting in for Nathan Landau. AC Transit is overall pretty receptive to plan, but they want to see more focus on transit network and making improvement to transit network. AC Transit wants to see a map of transit network in plan. Primary concerns are along 8th and Webster streets. Road diets might increase already high congestion. AC Transit needs service to be reliable, Also worried about costs if there are increased bus delays. AC Transit is not completely opposed to road diets, but there needs to be some mitigations.

Julia Liou from Oakland Chinatown Coalition commented that community has expressed that public safety is their primary concern. Community wants pedestrian lighting along all major pedestrian corridors, especially (8th, 9th, Webster, Harrison, Alice, Jackson). Want to see pedestrian lighting as a phase 1 not phase 2 improvement. Secondly, 2-way traffic conversions across 10th and Harrison, want to see it expanded. Plan says there will be more congestion at intersections but there are no mitigations. JL wants to articulate that it is better to discuss mitigations sooner than later. Lastly, shuttle should include Chinatown, map does not show it going through Chinatown.

Darren Yee from Oakland Chinatown Coalition comments that Lake Merritt should have bilingual wayfinding. His group wants the BART station to be oriented toward Chinatown and to rename it the Laney / Chinatown BART Station. DY says pedestrian safety should be prioritized over bike and auto issues, specifically on (8th and 9th, Franklin, Webster, Harrison). For example, his group wants more pedestrian scrambles especially on 10th and Webster, 8th and Harrison, 9th and Harrison.

Joel Ramos from Transform comments that the plan should show not having bikelanes is less safe for pedestrians. Loading strategy is critical to making bike lanes work. Wants wayfinding signs to have distance and time of walking for destinations. JR says parking should have a strategic plan that might include an in lieu fee pool to create a parking structure. Lighting is a priority before trees and wider sidewalks; lighting needs to be addressed asap.

EM comments that the project team has heard that lighting should be a priority and in phase 1. However, It is in phase 2 because the final width of sidewalks won't be determined until then. Also might have to with funding. Phase 1 might be city funds and phase 2 will be grant funds.

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Daniel Schulman comments that with all of the focus on Chinatown, it is important not to forget access to the Jack London District. DS says his neighbors are concerned primarily about connections to BART station along Oak and Madison Streets.

Item 7: Oakland City Hall Bike to Work Day Event BPAC Subcommittee

This item was taken after Item 5.

Request from staff Jason Patton to convene subcommittee from BPAC to provide guidance on Bike to Work Day event in May.

Past commitment involved meeting to discuss logo, outreach, getting bike shops to donate prizes getting food donating, stuffing bags, soliciting donations help needed and a volunteer coordination for the event and the day of event. Also organizing council rides pedal pools (adopted by WOBO).

Subcommittee volunteers include Dave Campbell and Carol Levine and Kendahsi Haley and Chris Kidd, and Eric Fetty.

Chris Kidd says Alta Consulting firm that he works for has been contracted to prepare Best Practices for Bike to Work Day events, and he will distribute their final report to BPAC members.

Item 8: Announcements

Dave Campbell spoke about the recent successful WOBO / EBBC joint celebration

Jason Patton commemorated the passing of Ron Bishop who succumbed to cancer on December 11, 2011. Ron Bishop was one of the founding members of BPAC, and he served as Chair for many many years. Ron Bishop was instrumental in major City bicycle initiatives including Bike to Work Day and the Bicycle Master Plan.