

# CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4344 . OAKLAND . CALIFORNIA . 94612  
 Public Works Agency TEL: (510) 238-3466  
 Transportation Planning & Funding Division FAX: (510) 238-7415

**Bicycle and Pedestrian Advisory Committee, Monthly Meeting**  
**Thursday, June 19, 2014; 5:30-7:30 pm**  
**Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor**

**AGENDA**

Time	Item #	Topic	Topic Type
5:30	1	<b>Introductions, appointment of note taker</b> (5 minutes)	Ad
5:35	2	<b>Approval of meeting minutes</b> (5 minutes)—Seek motion to adopt the May meeting minutes.	A
5:40	3	<b>19<sup>th</sup> Street BART Station Modernization <a href="#">Link</a></b> (30 minutes)—BART is developing a long-term vision for the 19th St/Oakland Station. Staff from BART will share the vision under development and take comments from the committee.	A
6:10	4	<b>Telegraph Ave Complete Streets Implementation Plan update <a href="#">Link</a></b> (35 minutes)—Jamie Parks, Complete Streets Program Manager, will update the committee on the Telegraph Avenue Complete Streets project, including feedback from recent open houses, project schedule, and design alternatives. The BPAC will discuss and provide feedback on design alternatives.	A
6:45	5	<b>California sidewalk bicycling laws</b> (15 minutes)—BPAC vice-chair Christopher Kidd will share his research findings on sidewalk bicycling laws throughout California. ( <i>Deferred from September 2013.</i> )	I
7:00	6	<b>Bicycle Friendly Communities Application input <i>Attachment</i></b> (20 minutes)—Jennifer Stanley will request feedback on answering the questions in the attachment. ( <i>Note: The final draft BFC application will be on the July BPAC agenda for review prior to submission in August 2014.</i> )	A
7:20	7	<b>Announcements, suggestions for next meeting topics</b> (10 minutes)	Ad

**\* Topic Types:**

I=informational; A=action item; Ad=administrative

**Agenda online at:** [www2.oaklandnet.com/n/OAK044958](http://www2.oaklandnet.com/n/OAK044958)

## **Bicycle Friendly Communities Application 2014**

*Staff is requesting input on how to best answer the following questions in the BFC application.*

### **15. What was your community's most significant achievement for bicycling in the past 12 months? (500 word limit)**

#### **NOTES:**

- Last time: Lakeshore Ave road diet and Measure DD improvements.
- Ideas for this time: Bay Bridge Path, NACTO road show, anti-harassment ordinance, 40<sup>th</sup> St (framed as willingness to experiment), innovative bikeway design (buffers, green bike lanes, super sharrows, Bike Share funding commitment, MacArthur at Mills (first 4-to-2 lane road diet)

### **17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)**

#### **NOTES:**

- 10.5 miles of bikeway striping projects plus 9.9 miles of sign projects designed, funded, and pending construction, including 9.2 miles of new bikeways and 1.3 miles of striping upgrades plus 9.9 miles of signage upgrades to existing bikeways; includes first segment of East Bay Greenway.
- Possible other improvements (check dates): Broadway/Keith cycle track; Telegraph Ave.
- Other ideas that aren't bikeways: 19<sup>th</sup> St bike station opening, ...
- Other?

### **87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community? Reason One (250 word limit); Reason Two (250 word limit); Reason Three (250 word limit)**

#### ***Preliminary response:***

1. Oakland consistently has amongst the highest bike mode share of medium and large US cities;
2. the advocacy community is flourishing and is amongst the strongest in the nation;
3. bike facilities are expanding rapidly (bikeways, bike parking).

(Use the 2014 benchmarking report to substantiate these claims.)

### **88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Aspect One (100 word limit); Aspect Two (100 word limit); Aspect Three (100 word limit)**

#### **NOTES:**

See next page for answers from 2010 application that could be updated. Preliminary ideas (pick three of the four):

1. Oakland is beginning to have a bike network that connects many areas and the need is shifting from establishing new bikeways to upgrading the quality of existing bikeway to serve a broader range of cyclists;
2. the policy reform of CEQA has now happened, but there are still many unknowns to be worked out in implementation; until we have established the new process CEQA remains a barrier;
3. lack of traffic enforcement; and
4. deteriorating pavement.

Answer from 2010 application:

<p>* 85a. (100 word limit)</p>	<p>While Oakland has constructed 97 miles of bikeways, there remain critical gaps over the city’s 56 square miles of land area. The most significant gaps are around BART stations and the downtown. Many existing bike routes need to be upgraded with new bicycle wayfinding signs and pavement markings. The Bicycle Master Plan provides clear policy direction and prioritization for these projects. Currently, 38 roadway miles of bikeway striping and 31 roadway miles of bikeway signage are under development. However, the lack of designated bikeways remains widely regarded by the public as the biggest barrier to bicycling in Oakland.</p>
<p>* 85b. (100 word limit)</p>	<p>Historically, the California Environmental Quality Act (CEQA) has used motor vehicle delay at signalized intersections with traffic forecasted 20 years in the future as the primary measure of a project’s transportation impacts on the environment. These policies are a significant barrier to road diet projects, which are especially important in urban areas like Oakland for creating space for bicyclists. Despite these barriers, Oakland has implemented 18 miles of road diet projects since the 1990s. While positive changes were recently made to the State’s related guidelines, significant policy reform remains needed in this area.</p>
<p>* 85c. (100 word limit)</p>	<p>As bicycling rates increase, there is a growing need to address the enforcement of bicycle-related infractions. This is in part to ensure the safety of bicyclists and other roadway users, as well as to dispel the perception that all bicyclists are scofflaws. The Oakland Police Department is seriously understaffed and thus there needs to be partnerships and collaboration. Likely solutions include adopting bicycle-related enforcement priorities and developing a diversion program to provide bicycle safety training to people receiving tickets.</p>