

# July BPAC

7/19/12

## Attendees (18):

Ann Killebrew, Chris Hwang, Chris Kidd, Daniel Schulman, Jason Patton, Jennifer Stanley, Rebecca Saltzman, Robert Prinz, Ryan Chan, Ryan Hunt, Jamie Parks, Alicia Parker, Sandra Padilla, Jennifer Anderson, Wladimir Wlassowsky, Ronnie Spitzer, Nina Salvador

## Minutes:

Previous month's minutes approved by voice vote.

## Central Estuary Implementation Guide:

Alicia Parker from the City of Oakland Planning Department gave a PowerPoint presentation on the background, history, and details of the Central Estuary Implementation Guide – with special emphasis on bicycle and pedestrian issues and proposed improvements.

She began with the background of the plan and its roots in the General Plan Update and the Estuary Policy Plan. She then related the planning process through which the Central Estuary Specific Plan went, and its subsequent transformation into an Implementation Guide after the City Council adopted a lower-impact alternative than the identified community preferred alternative.

Alicia then continued on to the identification of significant barriers to bicycle and pedestrian access in the area. These specific areas/issues are:

- The “29<sup>th</sup> Street Triangle” at the foot of the Park Street Bridge. There are high volumes of traffic at high speed with little in the way of bicycle & pedestrian infrastructure
- Poor sidewalk conditions and an incomplete sidewalk network in much of the study area. Along the railroad right-of-ways, there are significant gaps in infrastructure for bicyclists and pedestrians. This is especially true of Fruitvale Avenue, where there are no sidewalks on the northern side of the street.
- Railroad right-of-ways also typically have poor pavement condition where they cross streets or run down the center of a street (such as Glasscock).

The vision for the implementation guide seeks to improve key streets and revitalize corridors, but within reason of the limited amount of development which will be allowed under the plan. Because of the limited development, the streets chosen for improvement need to be strategically selected for maximum benefit and the closure of the most egregious gaps in the network. Some of these identified projects are:

- Fruitvale Avenue – widen the sidewalks on the south side, built sidewalks on the north side. Implement bicycle infrastructure out to the Fruitvale Bridge.
- High Street – Obtain easements along the street to facilitate expansion of the sidewalk.
- Kennedy/23rd/E 7<sup>th</sup> St – Provide bicycle and pedestrian improvements as space allows (limited ROW).
- A possible new street was discussed, which would travel alongside the MLK shoreline area in the Tidewater subarea.

There is no impact fee tied into the implementation guide, so improvements paid for by developers would only be property-adjacent, limiting the potential for roadway improvements.

**Comments:** Attendees wanted to clarify the nature of the proposed street along the MLK shoreline area. They also suggested robust bicycle infrastructure along Fruitvale Avenue (such as a cycle track) due to the expansive ROW and the lack of curb cut driveways along a lengthy stretch. Staff said there were too many barriers to implementation to consider such a project at this time.

## Highway Safety Improvement Program

Wladimir Wlassowsky from Public Works came to present on the three applications the City is submitting for HSIP grant funding. The applications are for three areas that include, based on grant criteria, some of the most dangerous intersections in the City. Wladimir explained the HSIP grant application competitiveness comes from the projected cost savings through reduced number of crashes and loss of life. The City identified the 200 most dangerous intersections in Oakland over the last 10 years, then narrowed it down to 3 project areas. The grant application was due the day after BPAC on July 20<sup>th</sup>. The projects are:

- 98<sup>th</sup> Ave, from MacArthur Blvd to Edes Ave – This project will include advance vehicle detection and automated speed-feedback warning signage.
- West MacArthur Boulevard, from MLK to Market – This project includes adding turn pockets at three intersections (MLK, West & Market) and implementing a road diet bike lanes. This project will also connect to the forthcoming MacArthur BART Transit Village.
- Market Street at Adeline Street plus bike lanes to the south – This is a five-way intersection that will have a significant reconfiguration, with bulb-outs and new crosswalks, and includes a continuation of the Market Street bike lanes (and road diet) to the south of Adeline St.

**Comments:** Attendees expressed concern that the HSIP application was brought before them only the day before the application was due for submittal. Staff said that they would be willing to bring the project back to BPAC if and when the project wins funding. Attendees wanted to know if the bulbouts for the Market/Adeline project could include landscaping to break up the large areas of asphalt. Staff said that would be determined in the design phase, if the project is funded. Attendees were very positive about the West MacArthur and Market/Adeline projects.

**Motion:** A motion of support for the projects was proposed with the qualifier that the project, if funded, should come back to BPAC for further review. The motion passed unanimously.

## Wayfinding

Jason Patton gave a presentation on the City's bicycle wayfinding, and the upcoming plans for new installation. The first wayfinding signs were installed in Oakland in 1976, and over the decades a series of wayfinding guide signs were installed throughout the City. Staff is currently in the process of unifying all wayfinding signage under a single style of sign.

The City has approximately 30 miles of wayfinding signage in the queue for implementation. [Per the handout, 14.1 miles pending construction and 12.8 miles in design.] These projects include the length of the Bay Trail within the City of Oakland.

There are currently 12.8 miles of wayfinding projects in design, and staff wanted feedback from the BPAC on where and how to prioritize future wayfinding signage projects. Attendees generally supported a focus on existing bicycle routes with high volumes of bicyclists rather than signing out new routes. Jason explained that wayfinding will often be used to connect two bicycle facilities that don't yet connect, but have the opportunity to connect in the future. He also explained that the City doesn't want to install wayfinding on a new bike lane unless there is a close connection or somewhere for them to go at the end of the facility.

**Comments:** Attendees asked about defacement of wayfinding signage. Jason responded that they had submitted a work order to raise the signs on 40<sup>th</sup> Street and updated installation guidelines so that all new wayfinding assemblies are installed so that the bottom of the assembly is at 8.5' (vs 7' as before). Jennifer noted that bicyclists should always call in defacement of wayfinding at (510) 615-5166 or through the SeeClickFix website or mobile app. Attendees asked about cooperation with surrounding cities on wayfinding. Robert Prinz (BPAC member who chairs the Emeryville BPAC) noted that Emeryville is going to emulate certain aspects of Oakland's system. Staff noted that Oakland is working with Berkeley to integrate the two cities' wayfinding systems along the Woolsey St bike boulevard.

## New Member Packet

BPAC Chair Chris Hwang and Vice Chair Rebecca Saltzman brought the BPAC the idea of creating a new member packet to get new members up to speed with how the BPAC works and how they can take what they've learned back to their communities. The discussion also included how to attract new members and what the role of a BPAC member should be. Ideas of a New Member Packet include:

- An explanation of how BPAC membership works
- Follow-up by current BPAC members with new ones to answer their questions
- Creating more membership requirements for BPAC members
- An update and distribution of bylaws to BPAC members
- Creating a new method to bring concerns to the BPAC and get them on the agenda
- Spreading the BPAC word around to communities in Oakland and not within the BPAC circle
- A brief list of all the resources of the City relating to BPAC issues, and how to use them (a FAQ)
- An explanation on how to improve temporary lane closures due to construction
- Adding subcommittee members to the Agenda Subcommittee
- Creating a glossary of terms regularly used by BPAC members
- Member presentations on bicycle and pedestrian issues (one suggestion was a presentation on the newly released NACTO guide)
- A BPAC table at Bike to Work Day

This discussion was followed up with a call for a subcommittee for the New Membership Packet. Jennifer, Brian, and Robert all volunteered for the subcommittee.

## Announcements:

2 bike corrals were installed on Saturday. One at Beer Revolution in Jack London Square and one at the Oakland Museum. More are coming.

BART will allow bikes on trains during rush hour every Friday in August as a test. The EBBC and SFBC are trying to organize "bike ambassadors" to help bicyclists make a good impression on the BART riding public during this trial.

Pedalfest is August 18<sup>th</sup>.

Oakland Urban Paths is leading a walk around the Highland Hospital area on August 11<sup>th</sup>.

Attachments

[Central Estuary Implementation Guide Memo](#)