



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the January 19, 2017 meeting**  
**City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at [www2.oaklandnet.com/OAK0623454](http://www2.oaklandnet.com/OAK0623454)

Meeting called to order at 6:06pm by BPAC Chair Ryan Chan.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established:

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	X
Christopher Kidd	X
Fred McWilliams	
Robert Prinz	X
Midori Tabata	X
Rosa Villalobos (Vice-Chair)	X
Kenya Wheeler	X

Introductions were made.

- Other attendees (who signed in or spoke): Eric Fischer, Admas Zewdie, Scott Amundson, Chris Kintner, Tiff Mueller, Chris Hinkle, Dianne Yee, Carol Levine, Brian Toy
- Staff: Jason Patton, Jennifer Stanley, Menaka Mohan, Sarah Fine, Kerby Olsen

**Item 2. Nominations/elections for BPAC Chair and Vice Chair**

There was one nomination for Chair (Ryan Chan) and two nominations for Vice-Chair (Robert Prinz and Kenya Wheeler). Chan accepted the nomination and was appointed Chair. A ballot was circulated to select Vice-Chair with Prinz getting five votes and Wheeler getting three votes. Prinz accepted the position of Vice-Chair.

**Item 3. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from December 15, 2016** was made (Chan), seconded (Tabata), and approved by consent.

Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 4. Open Forum / Public Comment**

- Eric Fischer reported that the configuration/design of signals and curb ramps at the Safeway on Pleasant Valley Ave was unfriendly to pedestrians. He reported the issue to the Call Center on October 20 but has not yet received a response. Commissioner Prinz reported that Bike East Bay approached the developer regarding other issues that are not consistent with previous BPAC

input or with the Conditions of Approval (COA) for the project. He will let Eric know if he hears back. The primary contact in Building Dept for COA compliance is Bill Quesada.

- Chris Kintner reported that the signal timing at MacArthur BART is bad for pedestrians. He has not reported it to the Call Center, but others have. Commissioner Prinz recommended that he contact the City Council person, and noted that there are other issues that haven't been consistent with COA. Dianne Yee asked whether developers are fined for non-compliance with the COA. This depends on whether changes were approved by City.

As a result of these comments, Commissioner Prinz suggested that a presentation to BPAC be made regarding legal requirements and oversight pertinent to bike/ped improvements included in COAs.

#### **Item 5. BPAC staffing changes**

Jason Patton, Bicyclist & Pedestrian Program Manager, explained that he is now the primary contact for BPAC, a responsibility previously held by Iris Starr. This change is due to the DOT reorganization. Questions were raised about the reorganization more generally. Jason proposed that the BPAC receive a high-level report on the proposed DOT budget.

#### **Item 6. Temporary Traffic Control Guidance Update**

Senior Transportation Planner Sarah Fine introduced DOT Intern Kerby Olsen to present a report on recently-issued City guidance to improve the quality of traffic control detours and diversions. **See guidance in agenda packet and attached presentation.** Kerby outlined the limitations of the guidance in the Manual on Uniform Traffic Control Devices (MUTCD), and described resulting problems that can decrease road user safety. He described the update process and rationale.

**Summary of comments:** include schools, senior centers, and parks in the Tier 1 designation; ensure that the requirements can be enforced and that there is sufficient staffing; fix the map to ensure that the Safeway development, for example, falls within Tier 2 at least; consider changes to the Master Fee Schedule to incentivize compliance; share the guidance with the ADA Commission; continue to complain about inadequate TTC currently in place; when bike lanes are diverted to parking stalls, require posts to prevent people from continuing to park curbside.

The public can review permits at <https://aca.accela.com/oakland>. Fines for non-compliance are levied on a daily basis. TTC can be very expensive to developers, so the guidance is meant to be commensurate with impacts. For example, closures that close a (metered) parking space cost \$1,000/space per month. (Fees help fund inspections.)

*An unrelated discussion* regarding the plan for improvements to the Telegraph Ave bike lanes ensued, with an attendee asking a question about the status of bike lanes all the way to the Berkeley border. Sarah Fine responded that the current plans include new bike lanes north of 29th St to 41<sup>st</sup> St, and physical separation in the “beige” areas between 20<sup>th</sup> and 29<sup>th</sup> Sts. These improvements are expected to be completed within two years. In the interim, the City plans to add flex posts to beige areas. Next month, Sarah is planning to present a before/after progress report on Telegraph Ave that will include safety data (collisions, speeds), user experience, retail results, and parking occupancy.

## **Item 7. East Bay Greenway**

Menaka Mohan, Great Streets Delivery Division, gave an overview of the East Bay Greenway project (study) status. **See attached presentation.** The Alameda County Transportation Commission (ACTC) is the lead agency for the project. The entire bikeway cannot be a separated path—some sections will be on-street. There are four design options under study. The final environmental documents should be published in 2018 at a total cost of \$2.6m. Construction cost estimates range from \$130m to over \$400m; cost will depend on the design option selected.

**Summary of discussion:** acquiring right of way is expensive; it is not clear whether Union Pacific would want to sell ROW; current train frequency is not published, but known to be low—the ROW is parallel to the track that is in use (and is different than the tracks used by the Capitol Corridor); the demand for the facility is documented by “desire lines” threading through the alignment; the project will invest in East Oakland; the existing segment between 75<sup>th</sup> and 85<sup>th</sup> Aves is a good alternative to riding on San Leandro St, and the automated counter showed 75,000 bike/ped trips in first 6 months after installation; and early implementation of high-priority on-street segments may be possible.

BART Director Robert Raburn (who serves on the Capitol Corridor governing board) reported that the East Bay Greenway is a very important project for BART. Sarah Fine stated that the project could result in more freight on trains rather than trucks, reducing impacts to West Oakland (notably air quality).

Speakers other than commissioners: Dianne Yee, Eric Fischer, Robert Raburn

## **Item 8. 2017 bikeway/paving projects: Clay St & Fruitvale Ave**

Jason Patton gave an overview of the single citywide paving contract expected to be completed in 2017. The value of the contract is \$4m, and will use “bonded wearing course,” new material for Oakland, more substantial than the recent micro-surfacing on San Pablo Ave, but less than an overlay. Curb ramps will be included (not typical for preventative maintenance). Project design is led by the Safe Streets Division, with Jason designing the streets with bikeways; contracting will be handled by the Great Streets Delivery Division. Overview of the streets to be paved/striped:

- *Joaquin Miller Rd (Mountain Blvd to Skyline Dr):* a safety improvement to help drivers merge from side streets. With a 12-14% grade, prevailing traffic speeds may approach 50 mph. The design is in flux; the proposal was for bike lanes, but downhill, bike lanes would be too narrow for the high speeds. Paving is only in the downhill direction.
- *98<sup>th</sup> Ave (San Leandro St to Bancroft Ave):* long stretch with proposed road diet between Bancroft and E St (narrow segment) w/ peak hour parking restrictions, low parking volumes.
- *Market St (7<sup>th</sup>-18<sup>th</sup> Sts):* existing bike lane design will be upgraded to include buffers.
- *Adeline St (10<sup>th</sup>-19<sup>th</sup> Sts):* 4-to-2 lane road diet with bike lanes approved as part of West Oakland Specific Plan; final design under evaluation for which turn pockets to maintain.
- *Martin Luther King Jr Wy:* paving only, with bike lane striping via a separate, streetscape project.
- *Clay St (7<sup>th</sup>-17<sup>th</sup> Sts):* the current configuration is variable with 2-4 lanes. Proposed configuration is one lane in each direction w/ buffered bike lanes, except at one intersection where a turn pocket is required. Result of project outreach mailer sent in April 2016: 83% of respondents in support. City Council approved road diet along with the paving contract.
- *Fruitvale Ave (Foothill Blvd-Harold St):* the current configuration is one lane in each direction with sharrows. The proposed configuration will add an uphill bike lane and narrow the downhill lane by moving the centerline by 2 feet. Approaching Harold St, northbound, parking is being removed to maintain two travel lanes; there is not enough width to maintain the bike lane.

**Comments (Clay St):** add a bike box southbound approaching 9<sup>th</sup> St; consider a separated bikeway; how will the project deal with double parking problems?

**Comments (Fruitvale Ave):** support the uphill bike lane idea; make sure to stripe crosswalks wherever possible—evaluate bus stop locations in particular; closely examine the turning movements at Harold St—consider narrowing the median to make room for the bike lane; the turn pocket at E 27<sup>th</sup> St creates a bad pinch point—make sure the project doesn't worsen the situation.

Speakers other than commissioners: Scott Amundson, Dianne Yee, Carol Levine, Chris Kintner, Robert Raburn.

→ A motion to **extend the meeting to 8:15 pm** was made (Chan), seconded (Prinz) and passed on voice vote.

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

### *Three-month look-ahead*

The items listed in the agenda packet have changed as follows: there will be a short item on the Pedestrian Master Plan in February and a longer one in March. The Bike to Work Day item will be in March and also include bike month. A progress report on Telegraph Ave will be scheduled for February.

### *Suggestions for meeting topics*

- Measure KK and BPAC's role (Kidd; also suggested in December 2016)
- Bike plan update status (Kidd)
- CIP for upcoming budget process and also DOT and paving funds (Kidd)
- HSIP grants projects update (Kidd, also suggested in December 2016)
- DOT/Transportation Commission and how BPAC would be involved (Kidd)
- Measure KK Budget Advisory Commission presentation (Wheeler)

### *Announcements*

- Commissioner Prinz: The time for Bike East Bay bike valet service at the Women's March printed in the agenda has been changed to 9am-4pm.
- Commissioner Burnette Jr: There will be a bike fix-it clinic at The Shed, 81<sup>st</sup> Ave Library, on First Friday (February 3).
- At the February 7 meeting, the Mayor's Office will ask City Council to reappoint Commissioners McWilliams, Tabata, and Wheeler.
- Commissioners extend thanks to Commissioner Villalobos Rosa for her service as Vice-Chair.

Meeting adjourned at 8:12p.

Attachments (to be appended to adopted minutes)

- Temporary Traffic Control presentation
- East Bay Greenway Presentation

*Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on January 23, 2017, with comments requested by noon, Monday, January 30, to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the February 2017 meeting agenda and adopted at that meeting.*