



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the March 16, 2017 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/oak062347

Meeting called to order at 6:02pm by BPAC Chair, Ryan Chan

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with five commissioners present (X). Two commissioners (*) arrived later in the meeting, and two (-) were excused.

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

Introductions were made.

- Other attendees: Matt Bomberg (ACTC), Dave Campbell, Alice Feller (East Bay Express), Kit Vaq, Dianne Yee
- Staff: Sarah Fine, Jason Patton, Jennifer Stanley, Bruce Williams

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 16, 2017** was made (Tabata), seconded (Kidd), and passed by consensus. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

No speakers.

Item 4. East Bay Greenway Concept Plan

Sarah Fine, Senior Transportation Planner shared early concept plans for the East Bay Greenway. Planning for this multi-city project is being conducted by the Alameda County Transportation Commission (ACTC). **See attached presentation** (and the concept plans via agenda link). Environmental documents (CEQA and NEPA) are scheduled for release late this year. The planning phase of the project is funded by Measure BB. Each city has its own CEQA thresholds that must be used for the environmental analysis. For transportation,

Oakland uses VMT (vehicle miles traveled); other cities use (LOS) level of service. There are other impacts to analyze including water, soil, etc. Discussion:

- Could the on-street sections in Oakland be constructed before study is completed?
- In other cities, the proposed path alignment doesn't connect well to existing facilities.
- Prioritize the segment south of the existing (75th-85th Aves)—some are now riding south on the shoulder. Extend this priority segment to 98th Ave; though 105th Ave would be better, it requires acquiring right of way from Union Pacific railroad (and will take longer).
- Neighbors want the facility to be landscaped; this is a challenge since cities would need to allocate scarce resources for maintenance. Adopt a spot or similar programs for community involvement are not feasible due to the high level of soil contamination.
- Replace on-street parking removed where needed.
- Prioritize construction of the segment along E 10th St, 5th to 14th Aves. The current proposal is for a protected bikeway design. The presence of both driveways and schools along this segment suggest conflicting designs. (Staff reported that buffered bike lanes will be installed along this segment later this year as part of the 10th St Bridge project.)

Speakers other than commissioners: Dave Campbell

Item 5. Bike to Work Day/Month Planning

Chris Hwang, Board President of Walk Oakland Bike Oakland, gave an overview of Bike Month and Bike to Work Day activities. Events are being coordinated with “Oakland Central” (the business improvement district that includes areas in and around downtown). Bike to Work Day is Thursday, May 11 and will feature morning pedal pools w/elected officials, pancake breakfast @ Frank Ogawa Plaza, tabling in the plaza, and an AC Transit bus bike rack demo. In the evening (5-8pm), there will be a happy hour party at Latham Square, closing off Telegraph Ave (between 16th St and Broadway). Bike month activities include two with the Oakland Museum of California: bike decorating at a First Friday “Off the Grid” event and a bike tour that highlights the history of the East Bay punk movement. A City Council proclamation will be presented and all are encouraged to attend. Check out the website (wobo.org/bike-to-work-day) for more information and to volunteer. Dave Campbell volunteered to get the new DOT Director to ride in the morning and will invite him to happy hour.

Item 6. Measure B, BB, VRF overview: budgets & expenditures

Bruce Williams, Senior Transportation Planner gave an overview of Oakland’s primary transportation funding sources and expenditures, many of which come through ACTC; *see attached presentation*. Information can be found on the ACTC website including compliance reports for Measures B and BB for all cities in the county. Funds can sometimes remain on the books due to the length of the standard contracting and construction process. To deliver bicyclist and pedestrian improvements via paving projects, extra time is needed for the community outreach and design. The City will be receiving more funds for paving via the infrastructure bond, and has yet to establish a process for applying the complete streets policy. Via Measure BB, bike/ped funding doubled; adding the staff positions needed to deliver projects takes time. Bicycle projects can be low cost for construction, but labor costs may be high for outreach and design. The possibility of using City crews for more construction may be discussed during budget process, and is a goal of the labor agreement with SEIU 1021.

Speakers other than commissioners: Kit Vaq

Item 7. City Budget Process Milestones & Key Dates

See agenda attachment for a list of budget process milestones and dates. The Mayor's budget is expected to be released in late April, probably after that month's BPAC meeting. A budget presentation to BPAC presentation has been scheduled for May. The CIP (Capital Improvement Program) Budget is part of the overall budget. People can review the last adopted budget (FY 15-17) to get a sense of what to expect. It is likely to be programmatic vs project specific. People discussed how to best advocate for bike/ped funding at meetings (emphasize livability and quality of life, and that the City needs to change in response to the dramatic increase in available funds). Re: paving, the plan is to complete the current 5-Year Paving Plan, and plan future streets to be paved using funds from the infrastructure bond. An informational presentation on the infrastructure bond working group was requested..

Speakers other than commissioners: Dave Campbell

Item 8. Three month look-ahead, suggestions for meeting topics, announcements

Three-month look-ahead

The following changes have been made since the agenda packet was circulated:

- The bi-annual bikeway and paving projects update was moved from April to May.
- A presentation on the infrastructure bond and an equity analysis by Matt Nichols from the Mayor's staff and pedestrian planner Menaka Mohan has been added to April. (It was noted that the Budget Advisory Committee has developed their own equity analysis and BPAC may wish to do the same.)
- A speaker was identified for the planned budget item in May (Wladimir Wlassowsky).

Announcements (other than those printed in the agenda)

- Bike Share accessibility will be discussed at the next meeting of the Mayor's Commission on Persons with Disabilities, Monday, March 20, 5:30-7:30 pm. (Agenda at <http://www2.oaklandnet.com/oak063203>.)
- A presentation on the status of Measure DD funded projects, including Snow Park, will be held at the Lakeside Garden Center, Monday, March 20, 7:10pm. (Agenda at http://www.waterfrontaction.org/dd/agendas/agenda_3-20-17.pdf.)
- Oakland Urban Paths' walk last weekend drew 100 walkers downtown. Saturday, March 18, 10am, a women's history walk leaves from the First Unitarian Church on 14th St.

More announcement details (for those in the agenda)

- The Urban Cycling course at the 81st Ave Branch Library is being co-taught by Commissioner Reginald Burnette, Jr.
- The Public Works Committee reviewed the San Leandro Creek Trail Project. Staff may wish to consider moving project management to Public Works or the DOT. It was recommended that this item to be added to the next agenda for the commission to take action.

Meeting adjourned at 7:38p.

Attachments

- East Bay Greenway presentation
- OakDOT Budget presentation

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on March 21, 2017, with comments requested by 5pm, Monday, March 27, to jstanley@oaklandnet.com. Revised minutes were attached to the April 2017 meeting agenda and adopted at that meeting.



East Bay Greenway Early Ideas

Bicyclist & Pedestrian Commission
March 16, 2017
Sarah Fine
Senior Transportation Planner

Project Location



Draft Schedule

	2016				2017				2018		?	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Preliminary Engineering												
Environmental Studies												
Environmental Document												
Railroad Coordination												
Design and Construction												

Ground Rules:

- No decisions have been made or will be made today
- These are 0-5% designs
- There is \$0 for maintenance

Past Discussions

Rail to Trail



Rail w Trail



EB G'way



On-Street



Draft Schedule

	2016				2017				2018		?	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		Q2
Preliminary Engineering												
Environmental Studies												
Environmental Document												
Railroad Coordination												
Design and Construction												

Today's Discussion

What do you think about the concepts?

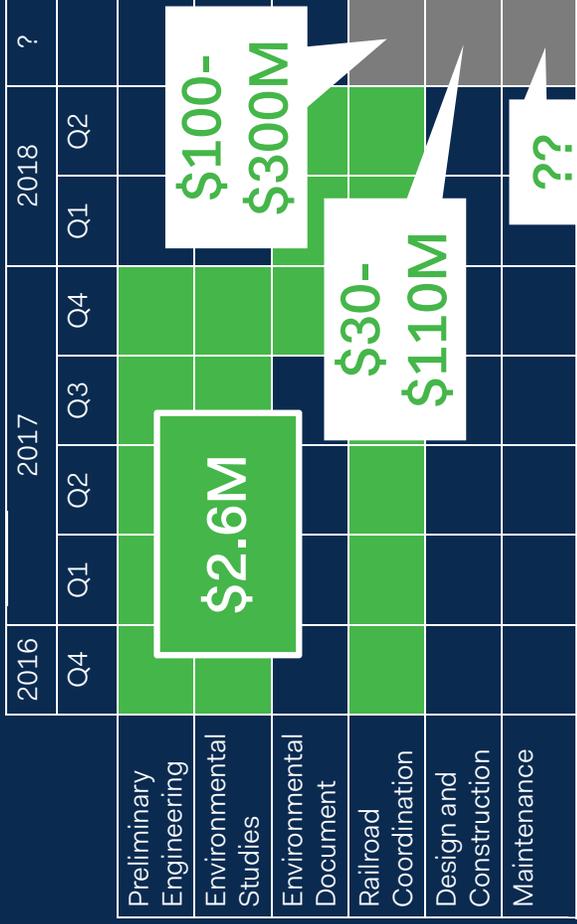


If we go forward, where should we focus first?

Draft Schedule

	2016				2017				2018		?	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		Q2
Preliminary Engineering												
Environmental Studies												
Environmental Document												
Railroad Coordination												
Design and Construction												
Maintenance												

Cost Ranges



Thank you!

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OakDOT Budget Presentation

Bruce Williams, Funding Program Manager

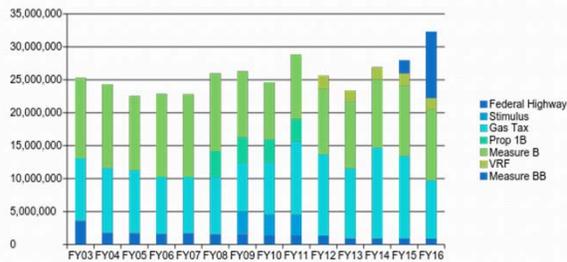
What activities are funded in the DOT?

- Planning of all modes
- Engineering and Design
- Maintenance (Streets, Streetlights, etc)
- Bicycle and Pedestrian programs
- Parking garages and lots
- Parking policy and enforcement (new)
- Mobility Management (new)

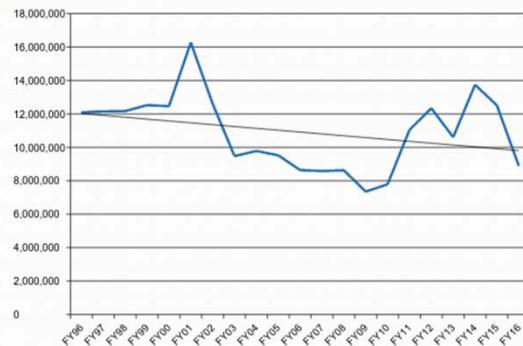
- Major capital construction still in Public Works, but Transportation provides funds

Historic "Core" Transportation Funding

- before discretionary grants, inflation adjusted



State Gas Tax has declined over time (Inflation Adjusted) - maintenance costs and backlog have increased

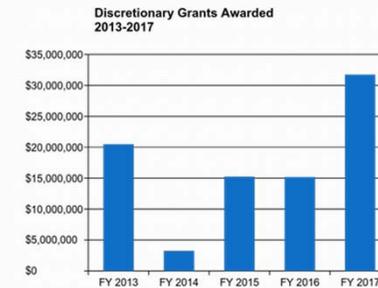


Operations versus CIP

- Maintenance, which includes pothole crews, street light maintenance, signs, etc was once primarily funded by gas tax, while Measure B was devoted to capital projects
- Over time, VRF and then increasing shares of B/BB have had to be devoted to maintenance just to keep up, because of decline in Gas Tax
- Passage of Measure BB helped provide more funding for capital, especially paving.

Grant History for Transportation Projects

- Average Received for the last 5 years is \$17M



I-Bond

- Passed in November, 2016
- \$350 million for paving and transportation projects
- Assumed over 10 years - \$35 million per year
 - largely paving, but other transportation projects, including bike/ped are specifically allowed
- FY 17/19 budget will contain first “tranche” assumption for I-bond sale
- I-Bond is a “game changer” for secure funding for capital projects

Measure B and BB, and VRF

- Measure B was passed in 2000 as a half cent sales tax.
- Measure BB was passed in 2014 and brought the sales tax to a full one cent.
- Vehicle Registration Fee was passed in 2010.
- Oakland received “Direct Local Distributions” each month from each of these sources.

Measure B, BB, VRF funding

Measure B Local Streets and Roads - Annual DLD's

Measure B LSR - \$10 million
Measure BB LSR - \$10 million
VRF LSR - \$1.5 million
Measure B B&P - \$1 million
Measure BB B&P - \$1 million

Note: 15% of Measure BB LSR must be spent on B&P

Other Requirements

- Report on spending on an annual basis (the "compliance report")
- all compliance reports are posted on ACTC's website: AlamedaCTC.org (under funding link)
- ACTC requires funds to be spent in a timely manner,
- balance must be below 40% of annual revenue at least once every four years

How do we spend Measure B, BB, VRF?

Largest projects in Measure B/BB Local Streets and Roads:

- Citywide street resurfacing - \$4.4 million
 - Transportation engineering - \$3.6 million
 - Citywide curb ramps - \$850 thousand
 - Transportation planning, mobility management - \$780,000
 - LAMMPS project (design) - \$500 thousand
- TOTAL \$15.5 million**

How do we spend Measure B, BB, VRF?

Largest projects in Measure B/BB Bike & Ped:

- Bicycle Facility Design & Improv. - \$469 thousand
 - Bike and Ped program staf - \$380 thousand
 - Pedestrian Master Plan - \$300 thousand
 - Telegraph Ave Complete Streets - \$162 thousand
 - Citywide Sidewalk Repairs - \$152 thousand
 - East Bay Greenway - \$112 thousand
 - Citywide curb ramps - \$850 thousand
- TOTAL \$2.1 million**

How do we spend Measure B, BB, VRF?

Largest projects in VRF Local Streets and Roads:

- Maintenance of street lights/signals - \$1.7 million
- Street Resurfacing Project - \$629 thousand

TOTAL \$2.4 million

Thank You!

Questions?