

Annual Report of the Chair—April 2007 to March 2008 Oakland Bicycle and Pedestrian Advisory Committee

In March of 2007, elections were held and Paul Russell was elected chair and I was elected vice chair. Heath Maddox ended his term of just over a year as chair at that meeting. New bylaws, which had been in process for more than a year, were adopted during the March 2007 meeting.

During 2007, restructuring occurred within the city government, which resulted in the design and construction staff from public works moving to CEDA. As a result of this move, the transportation services division and the bicycle and pedestrian program are now part of CEDA.

The committee continued the process of updating its charter. Before she retired from the city, Shanna O'Hare provided input to the group on how they might proceed. Minor changes were made to the charter based on her input. The city attorney provided input on the charter and the process. Minor changes to the charter will make it acceptable from a legal standpoint. The charter will need to be adopted by the city council to reform the BPAC as a committee that reports to council. The city administrator considers the number of boards and commissions in the city burdensome. The committee now needs to find a councilperson to sponsor the adoption of the charter to move the charter forward.

Bicycle Parking was a big issue this year. Card operated eLockers were installed at 20th and Broadway. The removal of standard parking meters and installation of Cole Inc. Pay and Display Parking Kiosks took a lot of the attention of staff and the committee this year. The dedication of our Bicycle and Pedestrian facilities staff resulted in some of the old meters being left in place with disable heads to use as bike parking until suitable replacement racks can be installed. The fee for a minor encroachment permit to install a bike rack in the public right of way was reduced from more than \$750 to \$35 by the city council allowing businesses to install their own (potentially unique and distinctive) racks.

The committee learned that there had been inadequate coordination between bicycle and pedestrian program staff and repaving program staff. This lack of coordination made some bike lane projects impossible to coordinate with paving, when often makes the most sense to do the striping/restriping needed. The bicycle and pedestrian program staff have invested time and energy into making sure that the lines of communication will be open and this problem will be prevented in the future. Bicycle and Pedestrian Program staff will make use of interns to draw striping plans to ensure that the bicycle facilities will be studied when feasibility studies are required, and to ensure the plans will be ready when feasibility studies are not required. Staff also began creating neighborhood bike parking plans to deal with the parking issues that have been exacerbated by the replacement of traditional parking meters with Pay and Display Kiosks.

Members of the committee participated in a joint meeting with members of the BPAC's of Berkeley and Emeryville in Emeryville at the initiation of Bryce Nesbitt. At that meeting, the group generated a list of projects and concerns for future discussion. It is likely that Oakland will host a second joint meeting some time in the middle of 2008.

The Bicycle Master Plan was completed and approved by city council, becoming part of the General Plan.

The committee reviewed a variety of plans and projects. Plans for the bikeway on 27th street between Harrison and San Pablo Ave. were reviewed several times. A fire in the MacArthur Maze resulted in freeway traffic being diverted onto West Grand Ave. for more than a month, resulting in a temporary loss of bike lanes. Plans for bike lanes to be added to West St. were reviewed. The committee reviewed the Draft EIR/EIS for the AC Transit BRT project on Telegraph Ave. and International Blvd. The committee discussed various options for parking and bike lane widths. An excellent Bicycle Parking Ordinance created by intern Jennifer Donlon was reviewed in preparation for presentation to the Planning Commission and City Council. The committee reviewed striping plans for new bicycle facilities on Camden St from MacArthur to Brann St., 105th Ave from Russet St to International, and 14th street from Wood St. to Mandana. A Bay Bridge Bicycle and Pedestrian path connector was reviewed. Alternatives were considered for bicycle access to MacArthur BART. In these access studies, the committee saw a problem with decreased motor-vehicle LOS projections. This problem is likely to come up again at transit oriented development projects, and the city needs to decide how to address the problem. A group from the North Hills Phoenix association shared concerns about safety on Tunnel Rd. at Highway 13 and Hiller Drive. A striping plan for Oakland Ave. between Fairmount and I-580 was reviewed. Urban Ecology presented a proposal to create a greenway under the BART right of way from Lake Merritt to Hayward BART. The striping plan for Telegraph Ave as part of the Uptown project was reviewed at a stage when few changes could be made based on committee input. The striping plan for MacArthur Ave. from Park to Lincoln was reviewed. Failure to deliver this project has resulted in a hold on BTA funding until the project is completed. The MacArthur BART transit village project was reviewed.

The committee supported using an advance of \$239K from future TDA funding to help complete streetscape projects in Chinatown. The committee reviewed a preliminary list of projects for next year, which included \$197K worth of projects including Stanford Avenue bicycle crossing, 27th/Bay Place bikeway from Grand to Broadway, Lakeshore Avenue bikeway, the on-call curb ramp program, and CityRacks VII.

The committee took two field trips during the past year. The first was to examine the bike lanes installed on Upper Lakeshore in June. The second was to see the eLockers at 20th St and the Market Street bikeway from 3rd to 18th.

The following items of particular interest to the committee were not addressed: the City of Oakland Crosswalk Policy; bicycle access to Oakland Airport; mitigations for 4th bore of Caldecott project; prioritization of traffic signal locations.

This report was completed by the vice chair due to the Chair's inability to complete his term. It has been a pleasure to serve.

Respectfully submitted by Mark Dieter, Vice Chair 2007-08