



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the August 17, 2017 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/w/OAK062353.

Meeting called to order at 6:01 pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six commissioners present (X). None (-) was excused (provided notice of absence as specified in by-laws). Three arrived later during the meeting.

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

Introductions were made.

- Other attendees: Mike Alston, Hector Chinchilla, Sean Co, Bob Fearman, Shannon Hake, Phoenix Mangrum, Brendan Pittman, Linda Rhine, Kit Vaq, Tyler Wacker, Jean Walsh
- Staff: Jason Patton

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from July 20, 2017** was made (Tabata), seconded (Prinz), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Tom Gandesbery is seeking greater attention to the enforcement of double parking as it creates a traffic hazard, particularly for bicyclists. He noted that the cost of a double parking ticket is less than that for an expired parking meter, even though one is a safety issue and the other is not. He emphasized that while bike facilities are improving and he's cautiously optimistic regarding maintenance, the need for more enforcement is becoming increasingly important.
- Tom Gandesbery asked about the City's plans to improve 14th St in the downtown (Oak St/Lakeside Dr to Brush St). Staff noted that the City received a grant from the State's Active Transportation Program for these improvements. Because the grant funds are budgeted in future years, it will be a few years before the improvements are designed and constructed.

- Kit Vaq noted that cars parking in bus stops is an ongoing problem for bus operations. There needs to be more enforcement, and more education on how expensive it is to be ticketed for parking in a bus stop.
- Hector Chinchilla noted that Uber and Lyft drivers are double parking at restaurants in busy areas as part of these companies' food delivery services. Businesses need to be educating their employees on the hazards caused by double parking. He noted that education is better than enforcement for addressing these issues.

Item 4. BART Multimodal Access Guidelines

Shannon Hake (shake@bart.gov), BART Station Access Consultant, presented draft multi-modal design guidelines that are intended to improve pedestrian, bicycle, and transit access at BART stations. The guidelines respond to the adoption of BART's Station Access Policy (<http://tinyurl.com/y76dly96>) in 2016. The guidelines will provide easy-to-use minimum/maximum and recommended standards for planning BART's station areas. The guidelines are based on a modal hierarchy and apply to station types BART has developed to capture differences between its urban and suburban stations. Fremont BART and El Cerrito Del Norte BART were used as "real world" station areas to test the guidance. Moving forward, the guidelines will apply to all site-related work at BART stations. The final document is scheduled for release on September 1.

Summary of discussion:

- In physically constrained station areas, near-term improvements may be limited to curb management and striping changes. But in the long term, the intent is to reallocate available space to the priority modes in BART's hierarchy (primarily pedestrians and bicyclists).
- There are opportunities to improve wayfinding within stations as people get disoriented between the train platforms and the faregates. The Multimodal Access Guidelines do not address wayfinding, but another BART project is currently underway that does address this issue.
- These guidelines will be applied to all new transit-oriented developments (TOD) on BART property.

Speakers other than commissioners: None

Item 5. AC Transit Design Guide for Protected Bike Lanes

Sean Co from Toole Design Group presented guidelines being developed for AC Transit to incorporate bikeways with bus stops and bus operations. The overall vision is to accommodate bicyclists and buses on city streets by reducing conflicts and improving operations. With these guidelines, AC Transit seeks to partner with local jurisdictions on constructive solutions. This guide updates an older document, "Designing with Transit," that had similar goals.

Summary of discussion:

- By developing typologies, the guide is meant to be applicable to varying physical circumstances and the various design approaches used by local jurisdictions within AC Transit's service area. AC Transit seeks to be helpful to local jurisdictions by providing constructive examples, while recognizing that in most instances it will be the local jurisdictions that build the facilities.
- Railings along bus islands may be important for pedestrians using those islands, but may cause issues for bicyclists if those railings encroach on the useable width of the adjoining bike lane. This issue can be addressed by calling out a setback between the railing and the bike lane.

- Alameda and Berkeley have examples of innovative bus stop/bike lane design. Berkeley and Oakland have additional examples in design and construction.
- These guidelines will apply to major projects undertaken by AC Transit (like future BRT projects).
- While AC Transit prefers far-side bus stops, they may not be possible in some locations, particularly due to driveways in residential areas. With near-side stops and bus boarding islands, there would be a design treatment for bicyclists making left turns (like two-stage turn boxes).
- Consider additional amenities at bus stops and bus boarding islands so they can provide more community benefit. AC Transit's involvement in parklets is an opportunity for synergy with these design guidelines.
- At far-side bus stops, consider having the stop be a little longer such that bicyclists following a bus could wait behind the bus and be clear of the intersection.

Speakers other than commissioners: None.

Item 6. City of Oakland Transportation Commission

Commissioner Kidd shared preliminary research on cities with Transportation Commissions, and led a discussion on how/whether the BPAC would support a new commission. He shared a handout (attached to these minutes) that provides a problem statement, a proposition, and discussion questions. It also provides examples from the cities of Berkeley, Los Angeles, San Francisco, and Seattle.

Summary of discussion:

- BPAC does hear a broad range of transportation issues, so it is worth considering whether the commission's "bicyclist/pedestrian" focus is limiting.
- Giving the BPAC more power (or creating a Transportation Commission with greater powers) may conflict with BPAC's collegial work style.
- For a commission to be able to respond to public input, it needs to have a role in deciding how resources are allocated.
- What are BPAC's performance goals? Use those goals to measure progress on whether the BPAC's work is sufficient, and to see if shortcomings could be addressed by a Transportation Commission.
- With the formation of the DOT, the passage of Measure KK, and the completion of the DOT Strategic Plan, a Transportation Commission seems more relevant than ever. Should BPAC's mandate be revised in light of these developments that came after the creation of the BPAC?
- The Oakland City Council could have a Transportation Committee plus a Transportation Commission with authority over project approvals. This could be parallel to the Planning Commission's project approval authority that can be appealed to City Council.
- Consider how a Transportation Commission would be named. Maybe a "Mobility Commission" would be more important. The City of Dallas has a similar commission with a name that suggests a more holistic mandate.
- How might a Transportation Commission be supportive of the new DOT's work? Ideally such a commission would help projects to move smoothly through the project development process and to be well-received by the public.

Speakers other than commissioners: Bob Fearman, Kit Vaq, Hector Chinchilla, Tyler Wacker, Chris Kitner

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

Three-month look-ahead

- No changes to the items in the agenda packet.

Suggestions for meeting topics

- Bike safety advertisements (Hector Chinchilla)
- Downtown Oakland Specific Plan and equity focus (Kenya Wheeler)

Announcements Urban Cycling Class in Oakland (funded by Oakland's TDA Article 3 grant): Saturday, 8/19, 1-3pm

- OMCA Bike Tours – two tours this Sunday, 8/20: Downtown and Bay Bridge
- Jason Mitchell was appointed Director of Oakland Public Works, following the retirement of Brooke Levin.
- The Infrastructure Committee (three commissioners, one member of the public) met with City staff on August 16 to review three projects on an upcoming paving contract: Market St, Shafter Ave, and Webster St.

Meeting adjourned at 8:00pm.

Attachments

- Presentation: BART Multimodal Access Guidelines
- Handout: Transportation Commission Discussion Item

Minutes recorded by Jason Patton, City of Oakland Bicycle & Pedestrian Program Manager, emailed to meeting attendees for review on Monday, August 21, with comments requested by 5pm, Tuesday, August 29. to jstanley@oaklandnet.com. Revised minutes were attached to the September 2017 meeting agenda and adopted at that meeting.

Transportation Commission Discussion Item

Oakland BPAC - August 17th, 2017

Problem Statement:

The current City of Oakland bureaucratic & political structure for review, approval & oversight of transportation projects does not result in optimal outcomes for the City, residents, or staff.

- BPAC has a limited writ of mandate and very few accountability mechanisms with staff.
- City Council has uneven approvals/controls over projects - some projects require explicit City Council votes, some projects are bundled in paving contract votes, some projects are at the discretion of the department.
- Projects & plans do not have standardized review/approval process.
- Residents and community groups often confused about when and where to provide input and review. Some projects have no outreach; other have outreach-burnout.
- While the City has a BPAC, there is no comparable city-level body to consider transit & transit riders.

Proposition:

The City of Oakland should form a Transportation Commission, with consolidated review & approval powers similar to that of the Planning Commission. Creating a singular public point of reference for transportation-related projects will have the following advantages:

- Greater oversight & approval powers of transportation projects, ensuring stronger accountability and responsiveness by City departments.
- Standardized review & approval process for all projects & plans, regardless of mode.
- Single point of accountability & information for residents on all transportation projects.
- Streamlined bureaucratic process means improved project delivery timeline for staff.

Discussion:

- Is a Transportation Commission necessary? Or is there a better alternative?
- What is the ideal makeup of a Transportation Commission? If not elected officials, how would Commissioners be appointed?
- What are the powers of an ideal Transportation Commission?

Precedents:

Examples of cities with Transportation Commissions are listed below. On the whole, there are very few transportation commissions on the City level.

Transportation Commission Models:

City of Berkeley

(http://www.cityofberkeley.info/Clerk/Commissions/Commissions_Transportation_Commission_Homepage.aspx)

Advisory Commission

BPAC acts as subcommittee to Transportation Commission

Commission is appointed by Council & Mayor

Commission struggles with having enough authority to impact projects & decision making

Los Angeles

(<http://ladot.lacity.org/what-we-do/about-us/commissions>)

Commission appointed by Mayor & Council

Limited area of authority dealing with:

- **Ordinances affecting public streets (meters, speed limits, etc)**
- **Off-street parking facilities**
- **Control of special parking revenue fund**
- **Vehicles for hire other than taxicabs (separate taxicab commission)**

SFMTA Board of Directors

(<https://www.sfmta.com/about-sfmta/organization/divisions-and-units/board-directors>)

7 member board

Appointed by mayor

- **Hires executive director**
- **Approves budget**
- **Sets agency policy**

Not a strong comparable example, as SFMTA also operates transit

Seattle

(<http://www.seattle.gov/planningcommission/what-we-do/transportation>)

Planning Commission also rules on transportation projects

Advisory body, not comparable to Oakland Planning Commission

7 commissioners appointed by the mayor

7 commissioners appointed by the City Council

1 commissioner appointed by the commission

1 commissioner appointed through the Get Engaged program

BICYCLE FACILITIES

2.15 Bikeways shall allow bicyclists approaching the station structure to reach the main entrance by a safe and relatively direct route, with convenient and clearly marked bikeway between bicycle parking and bicycle access points at station perimeters. Design bicycle access routes to be separate from motor vehicle traffic, and minimize conflict with other modes to maximize comfort for all users.

2.16 Bikeways shall be designed to provide a direct, convenient connection between the station and any existing or proposed bike routes throughout the community, and to provide a continuous facility for cyclists crossing station property.

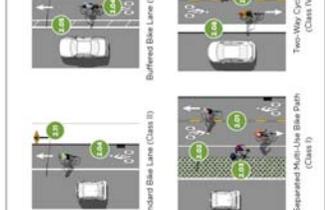
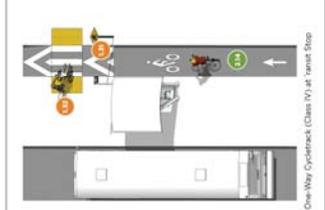
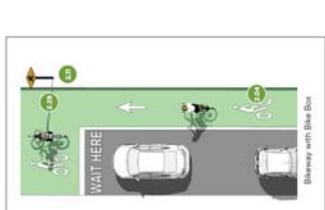
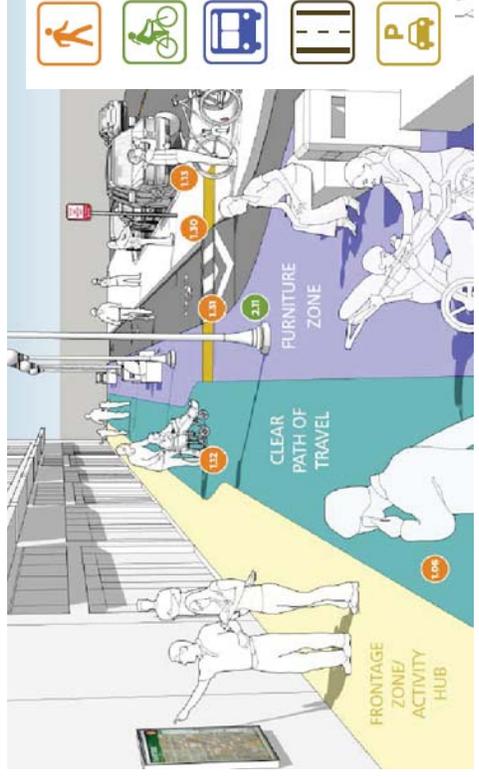
PEDESTRIAN FACILITIES

1.14 Direct and safe approach for pedestrians shall be provided from all adjacent streets to the faregate entrance. A pedestrian's path from bus drop-off areas and light rail stops to faregate entrances shall be as direct as possible. The alignment of walkways should be as direct as possible. The required walkway width may be determined on the basis of the expected peak pedestrian volumes and the design capacity or service level of the walkway.

1.15 Prioritize pedestrian movements in and around BART property by providing continuity between station faregate entrances and sidewalks at station edges, and by incorporating traffic-slowing measures at conflict points between pedestrian and vehicle travel. The path from the parking lot edges and adjacent sidewalks to the faregate entrances shall accommodate pedestrian desire lines to be as short and direct as possible.



Table 1. Pedestrian Facilities
Table 2. Bicycle Facilities
Table 3. Bus Facilities
Table 4. Street Facilities
Table 5. Parking Facilities



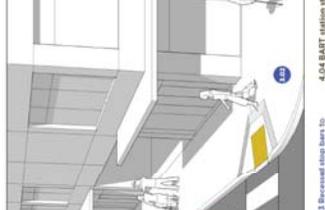
REVERSING FACILITIES
 1.20 Reversing facilities may be used across bicyclists to increase awareness between bicyclists and pedestrians at station perimeters and reduce bicycle access at station perimeters and reduce bicycle access at station perimeters and reduce bicycle access at station perimeters.

2.34 Any bikeway on a street with a passenger loading zone (e.g. pick-up/drop-off zone) shall be designed to be a bicycle. The bikeway should be placed between the passenger loading zone and the sidewalk.

2.07 For two-way travel, the same width as a Class B Bikeway (bike path) should apply.

2.02 The minimum separation between the edge of pavement of a one-way or two-way bikeway and the edge of a roadway or street shall be 5' as an absolute minimum. Where bicycle volumes are anticipated, the separation shall be increased as follows:
 2.03 Standard bike lanes (Class B) shall have a minimum width of 5'.
 2.04 Buffers should be at least 2' from the edge of the bikeway, including both travel width and outside buffer width, and should be no greater than 12'.

4.04 BART station streets shall have at least one traffic lane for each direction of travel, except for streets that are primarily used for service or maintenance purposes.



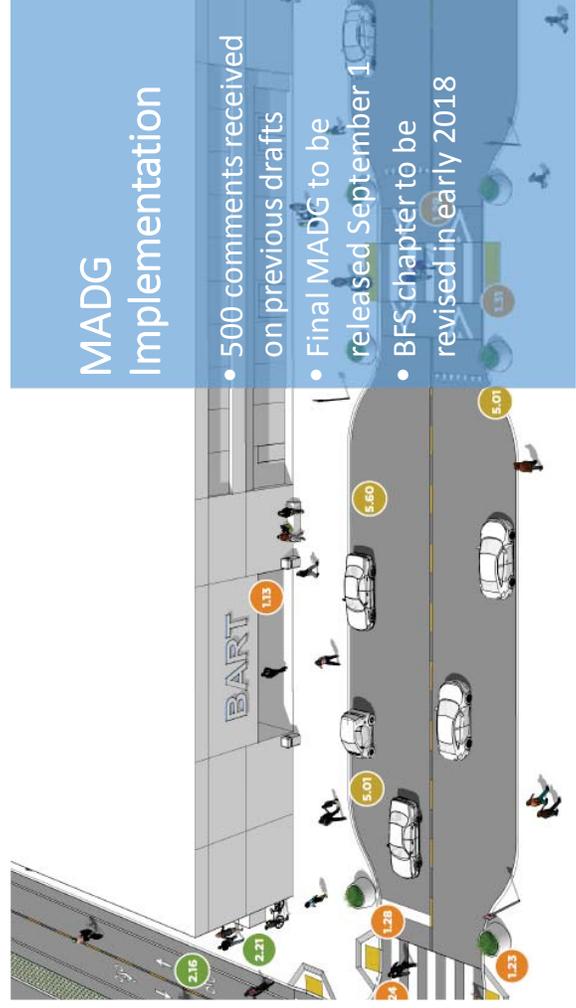
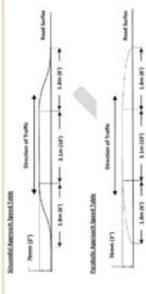
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CODE	COMPONENT	SPECIFICATION	MEASUREMENT	DESCRIPTION	SOURCE	LINK
1.31	Raised Crosswalk - Speed Table	Height	4" - 8"	For raised crosswalks, the height of the speed bump should be determined by local jurisdiction crossing. Drainage needs to be provided, particularly near the curb edge. A speed table (with flat top) is preferred to a speed hump for installation on transit routes. If speed tables are to be installed on transit routes, 2" speed tables with a 30' radius, 6" speed tables are to be installed on transit routes - a vertical height of 3" is recommended.	Transit Bus Infrastructure Design Guidelines (2012) DeDOT Traffic Calming Design Manual (2012) NACTO Urban Street Design Guide	http://hctx.org/wp-content/uploads/2015/04/DE-Traffic-Calming-Manual_2012.pdf http://hctx.org/publications/urban-street-design-elements/vertical-speed-table/
1.32	Speed Table	Total Length (direction of travel)	22' - 27'	A speed table (with flat top) is preferred to a speed hump for installation on transit routes. If speed tables are to be installed on transit routes, 2" speed tables with a 30' radius, 6" speed tables are to be installed on transit routes - a vertical height of 3" is recommended.	Transit Bus Infrastructure Design Guidelines (2012)	http://hctx.org/wp-content/uploads/2015/04/DE-Traffic-Calming-Manual_2012.pdf
1.33	Raised Crosswalk	Platform length (direction of travel)	10' - 10'			
1.34	Raised Crosswalk	Approach length (direction of travel)	6' - 6'	Recommended (see diagram from Transit Bus Infrastructure Design Guidelines for Inland and parallel approaches).	DeDOT Traffic Calming Design Manual (2012) NACTO Urban Street Design Guide	http://hctx.org/wp-content/uploads/2015/04/DE-Traffic-Calming-Manual_2012.pdf http://hctx.org/publications/urban-street-design-elements/vertical-speed-table/



MADG Implementation

- 500 comments received on previous drafts
- Final MADG to be released September 1
- BFS chapter to be revised in early 2018