

Oakland Bicycle and Pedestrian Advisory Committee

August 15, 2013 Meeting

Attendees:

Brian Toy, Chris Hwang, Chris Kidd, Daniel Schulman, Jason Patton, Jennifer Stanley, Midori Tabata, Mike Jones, Robert Prinz, Ryan Chan, Cindy David, Katie Krolikowski, Jeff Fyffe, Frank Penrose, Jen Hoff, Scott Birkey, Shannon Allen, Heather Klein, Karen Hester, Anne Killebrew.

The meeting began at 5:35 p.m.

Approval of Meeting Minutes

Chris Kidd moved to approve the July meeting minutes. Midori Tabata seconded, and the motion passed.

Children's Hospital EIR Scoping (see agenda attachment)

Children's Hospital has filed a plan to redevelop both its main and research campuses in two phases (see attachment). Representatives were present to discuss the plans.

The main bicycle/pedestrian improvements include improving the access to/from the garage to the hospital, the realignment of Dover to create a 4-way intersection at 52nd, pedestrian bulbouts, improvements along 52nd street, and improvement of the Hwy 24 greenbelt. One option will also create a cul-de-sac with bicycle cut-throughs on Dover.

Committee members had the following recommendations:

- On the plan, the 4' bike lane + 2' gutter pan should be labeled as a 6' bike lane, since there is no street parking.
- The plan is unclear as to how much distance there would be for the bicycle lane in the areas with street parking. The project representatives were also unclear on this point.
- Considering the widening of 52nd street, are the pedestrian improvements a net improvement?
- Better connectivity is needed between 52nd and Shattuck and Telegraph.
- The AC Transit 12 route stops on 55th and Dover, and the crosswalk here needs improvement.
- It may not be a good idea to provide bicycle facilities on 52nd if they are substandard; would prefer 55th instead.
- The 12' lanes on Dover seem too wide and would prefer 10' lanes with a buffer.
- Consider removing parking on the south side of 52nd street
- The zoning changes may not promote pedestrian activities
- Square off the offramp on 52nd; improve the underpass conditions. Jason Patton noted that this is part of the Caldecott settlement, and that project staff should coordinate with transportation services.
- There is a benefit of the outdoor environment and the Temescal neighborhood/business district to hospital users.
- A large façade may be disinviting to pedestrians.
- Study the bicycle connection on 52nd between Dover and Shattuck. Additionally, look at the short connection between West and Genoa.

Oakland draft bike boulevard policy and pilot project (see agenda attachment)

Jason Patton presented an item on Oakland's bike boulevards. He noted that the street network is not conducive to traditional bike boulevards, and recommended that Oakland adopt a "low-stress network" approach, where bike boulevards are connected by bike lanes on arterial streets that meet heightened standards. Oakland's approach would also involve setting thresholds for traffic volume to allow the city to intervene if necessary. The main devices used would be circles and humps. The plan would involve incremental traffic improvements, not entirely new bike boulevards.

A committee member pointed out that Berkeley's bike boulevards are inefficient because of arterial crossings and excessive stop signs. Emeryville's are hindered by the lack of mitigation of traffic volumes.

Patton presented data from traffic volume and speed studies on two potential bike blvd networks. He noted that location J had an error in the counts. These data substantiated initial impressions about bike boulevard usage and safety. For example, the traffic speeds on Webster may be uncomfortably high.

Committee members had the following recommendations:

- Look at Davis's use of speed tables instead of speed humps. Patton noted that the City is exploring this issue.
- Long Beach's roundabouts are not a good model.
- Bike lanes are not compatible with traffic circles.
- Explore using bicycle-specific signals.
- Instead of using speed humps, explore the use of diversion, landscaping, and 4-way stops.
- Use the same signage throughout the City; the current bicycle boulevard signage may be inferior to the signage used elsewhere.

California Bicycle Coalition November 2013 Summit in Oakland (see handout, attached)

Vice Chair Chris Kidd asked for suggestions and volunteers for the Summit. About 150 attendees from the advocacy world are expected. The summit will explore the social and cultural aspects of bicycling and how to involve the broader community. Volunteers are needed. Tasks include leading tours, hosting participants, and soliciting financial sponsorship.

Fourteen vs fifteen vs sixteen; to buffer or not to buffer (see agenda attachment)

Jason Patton presented alternative designs for bicycle lanes given various widths. He noted that cars tend to park close to the curb regardless of the width of the parking lane. The 85th percentile of doors open to 9.5 ft away from the curb, so 10 ft is generally used as the guideline of the "door zone".

Issues noted by the committee:

- Cyclists tend to ride to the extreme right of the bicycle lane, so an inside buffer between parked cars and cyclists is preferable to placing the buffer on the outside, between the bicyclist and traffic. Cyclists are safer when positioned further out in the road, regardless of parking turnover. This would support the use of a wider parking lane and narrower bike lane.
- An outside buffer may be preferable on streets with multi-lane traffic.
- In response to an inquiry about how cyclists position themselves, Patton noted a Cambridge study that any symbols helped to move cyclists out to a better position, but the effect was marginal.

- Jennifer Stanley noted that Oakland explored putting the bike lane symbol on the left side of the lane to aid in positioning, but due to the thickness of the thermoplastic, this actually drove cyclists toward the right so they could avoid the symbol.
- A member suggested using a dotted line to note the door zone section of the bike lane. On streets with parking t's, very few cyclists understand that they are meant to mark the door zone.

With 14 ft of available space, the committee generally preferred 8' parking and 6' bike lane, though there was no clear consensus. With 15 ft, the unanimous recommendation of the committee was to have 8' parking with a 2' buffer and 5' bike lane. With 16 ft, an inside buffer was generally preferred over an outside buffer. The only case in which inside buffers might be undesirable are on curves.

The meeting was adjourned at 7:35 p.m.

Attachment: California by Bike handout



August 15, 2013

Re: California by Bike Nov 7-10, 2013 in Oakland Hosted by the California Bicycle Coalition

From: Melissa Balmer – Summit Coordinator T (562) 612-0197 email: Melissa@calbike.org

Summit Theme: *Mainstreaming the Bike in California*

Summit Website: www.californiabybike.org

Overview

We are at an exciting and powerful moment in the history of bicycle advocacy in our state. Governor Brown has provided more money than ever for active transportation infrastructure and he's given us a blank slate regarding rules on how to spend it. Are we prepared to make the most of this opportunity?

Californians of all ages, especially youth, are driving less and biking more. But young bike riders don't automatically become bike advocates. Can we successfully engage this new generation to become progressive thought leaders by utilizing their own preferred media, style and language?

Bicycling is growing faster among people of color than in the population as a whole. Can our movement become inclusive enough to truly welcome and serve California's diverse population?

On November 7-10 in Oakland, CA, *California by Bike*, our 2013 summit, will bring people together so that we can say, "Yes, we can." This will be a gathering of not only bike advocates and the bike industry, but leading bike-minded people in transit, urban planning, health, design, technology, and tourism as we share, envision, connect and collaborate.

Fresh Thinking

This summit we are paying special attention to sparking successful collaborations with the bike industry and gaining fresh ideas and insights from bike-friendly thought leaders in technology, design, fashion, the lifestyle media and tourism.

Call for Proposals

The deadline is Friday August 23rd at midnight. We are accepting proposals for presentations, workshops, networking & mobile tours, and videos or films. The focus is on creating experiential "hands

Call for Proposals (continued)

on” learning experiences with real world applications. To apply go to:

<https://californiabybike.squarespace.com/call-for-proposals-ii/>

Summit Program (not complete)

Building Better Bikeways

- Innovation and best practices in planning and promoting bicycle infrastructure
- Funding our bike-friendly communities
- Bicycle planning best practices
- Designing the next generation's bicycle networks

Creating Healthy Communities

- Successful collaboration and partnering with the health industry
- Finding funding sources
- Reclaiming our streets for everyone - CicLAvias and Open Streets projects
- Engaging the health community
- Safe Routes to Schools

Movement Building

- Advocacy 101 - best practices and understanding just what advocacy is
- Successful partnerships at the local, regional, state and national levels
- Winning in politics
- The bike industry + bike advocacy working together = a bike new bright new bike-friendly future
- The CalBike priorities report

Prosperity

- The promise of bicycling tourism
- Bikes & gentrification
- Creating a truly equitable and inclusive California bike movement
- The killer bike app and other high tech news
- Bike-friendly businesses, developers and business districts 2.0

Media & Communications Outreach

- Creating successful education outreach campaigns
- Successful Spanish language outreach
- Why style matters in our storytelling
- What matters to the media now - how to successfully pitch your stories

We Need Volunteers to Help Us Make the Summit a Success

- Social media team and bloggers for the summit website, Facebook and Twitter
- Local Host Committee members
 - Local fundraising and “in kind” sponsorships for our special events
 - Location for Thursday night’s VIP
 - Hosting our special events smoothly
 - Make Oakland shine as host city by providing great information on where to go and what to do
 - Hotels and organize home stays and couch surfing
 - Organize Sunday’s two bike rides (one athletic, one casual)
 - Organize bike rentals and bike shares
- General fundraising
- Good connections with important local organizations and Oakland City officials
- Technical and AV support at the summit
- Summit registration/set up and break down

Those interesting in being on the Local Host Committee please contact Ryan Price at Ryan@calbike.org.

All others please fill out our form at: <http://californiabybike.org/volunteer/>