Oakland Bicycle and Pedestrian Advisory Committee
Approved Minutes
Thursday July 15, 2010
Oakland City Hall, Hearing Room 4

Attendees: Ajay Martin, Brian Toy, Carol Levine, Cory LaVigne, Daniel Jacobsen, Daniel Schulman, Jason Patton, Jennifer Stanley, Jonathan Bair, Karen Smulevitz, Kassie Rohrbach, Midori Tabata, Nick Perry, Omari Fuller, Robert Raburn

Meeting called to order at 5:40 pm by Chair Jonathan Bair

Minutes from June meeting approved

San Pablo Ave Bikeway Design Review – Jennifer Stanley presented this item for San Pablo Avenue arterial route from 16th Street at City Hall to 32nd Street near Emeryville. Connection to Emeryville will be provided by an arterial route on 32nd Street which is currently under design. The San Pablo project is funded by Federal stimulus repaving funds. The ROW and median widths vary along San Pablo. In addition, the location of the medians varies. The arterial route includes sharrows (to encourage bicyclists to cycle in the roadway away from door zone and parking lane striping (solid line or parking tees) to encourage vehicles to park close to curb. There are some short sections of bike lane where width was available in the southbound direction from Grand to West, near Market Street, and between Castro to 20th Street. Bike detector symbols are included at signalized intersection approaches where there are existing video cameras which detect all modes, including bicycles.

Comments from BPAC – There are many wide intersections along this segment which are difficult for pedestrians (especially at 19th Street). The intersection at West and Isabella was also noted as a very dangerous intersection for bicyclists (location of recent bicyclist fatality and many other near misses). It is hoped that striping improvements will help. Unfortunately this intersection needs more help than could be provided by striping and signage alone. It was agreed that more work needs to be done here. It was questioned if traffic circles had been considered for this or other locations. Again, traffic circles were outside the scope of the funding but have been considered at other locations in Oakland although none have been implemented. Question if there was consideration of education signage related to sharrows and directed to motorists. Unfortunately, the only California MUTCD-approved signage are the "Share the Road" signs, which are known to be confusing. The "BIKES MAY USE FULL LANE" sign is approved at the Federal level, and the City is waiting for the final California MUTCD (which must be updated to respond to changes to the Federal version) before installing such signage. Once California adopts the new MUTCD, Oakland staff will develop guidelines for signage to be used in various lane sharing configurations.

Bicycle-Detector Symbol Guidance – Jason Patton presented this item. City of Oakland has both fixed-time traffic signals and actuated signals (about 200 of these). The actuated signals are often difficult for bicyclists to trigger as loop detectors do not detect bicycles.

Slowly the City is upgrading from the loop detectors to video detection which when adjusted properly can pick up and respond to bicyclists. The Bicycle & Pedestrian Facilities Program has paid to add video cameras at 10 intersections to date. (There are other locations with video cameras which can detect bicyclists if configured properly.) The locations have been selected based on complaints from citizens. Now staff is looking at other means for prioritizing. They are preparing an overlay of the bike network on location of actuated signals. The City has a $100K grant to add more video detection at locations where there are loop detectors. The cost is about $4K per camera with 2 or more cameras needed per intersection. The detector symbol shows the bicyclist where they need to be to be detected. These will be added at each video location. Staff is developing priorities for installation and will come back with these to BPAC at a later date. Comments: What is durability of video detection? It has been found that video detection is more dependable and durable than loop detectors although there is some maintenance involved. Generally when the video detection fails, it fails for the whole intersection and not just for bike so repair is generally quicker. The effect of dark and poor visibility weather conditions on effectiveness of video detection was questioned. Not sure how these conditions would impact function but manufacturers are working at making video detection better all the time.

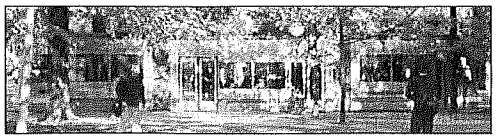
Broadway Shuttle – Jonathan Bair presented this item for Zach Seal. It had come before the BPAC on a previous occasion. The Shuttle is a go (to be called Free B) to be opened in late July or early August. There is currently funding for this to operate for 2 years and city is seeking funding to extend this service, to extend the hours and days of operation, and to increase frequency. It will be operated by AC Transit with standard bus equipment (2 bike bus-bike rack) in an olive green color. It will operate Monday-Friday from 7am to 7pm every 10 minutes during peak and 15 minutes during off-peak. Changes since last presented include: new bus stop at 11th St and southern terminus extended from Franklin to Webster. There will be an extensive marketing push once the start time is determined. Training for operators will also happen.

Oakland Street Car Plan – This presentation was given by Daniel Jacobson, student from Stanford University, planner with Calthorpe Associates, and long-time resident of the East Bay. This plan includes a streetcar down Broadway from the Jack London Square Amtrak Station to MacArthur Blvd. It is intended as an engine of economic development with transportation as a secondary purpose. Similar systems in Portland and Seattle have shown that this investment in long-term fixed transit can stimulate the creation of compact, mixed-use, transit-oriented development and give a branding to the various neighborhoods served. A shuttle wouldn't have the same impact to stimulate growth and in-fill development.

Attachments: Handout and PowerPoint slides.

Meeting adjourned at 7:31pm

Minutes submitted by Carol Levine



The Oakland Streetcar Plan

About

The Oakland Streetcar Plan presents a comprehensive and critical analysis of the potential for a streetcar system as an engine of economic development and smart growth in Oakland, and offers a "road map" toward its successful implementation.

Quick Facts

- **Length:** 2.55 Miles
- **Major destinations served:** Downtown, Jack London Square, Uptown, Upper Broadway, Chinatown, Old Oakland, Piedmont Ave, Fox & Paramount Theaters, Kaiser & Alta Bates Medical Centers, Mosswood Park, potential A's Stadium
- **Transit Connections:** Two BART Stations, Amtrak/ Capitol Corridor station, Ferry terminal, 18+ AC Transit bus lines
- **Ridership:** 6900-7800/day (2030)
- **Economic Development (by 2030):**
  -10,000-12,000 housing units
  -2.5-3.7 million sq. feet retail space
  -4.1-4.5 million sq. feet office space
  -37,000-44,000 construction jobs
  -$600-$800 million in new annual sales
- **CO2 Savings:** 99,000-114,000 tons per year (-42%)
- **Gasoline Savings:** 4.9-5.7 million gallons per year (-53%)
- **Construction Cost:** $87-$92 Million
- **Operations Cost:** $2.9-$3.2 Million/year
- **Funding:**
  -Capital Costs: 30%-55% Federal, 20-25% Regional, 20-50% Private
  -Operations Costs: 70-85% Private, 15-30% Public

More Information

www.oaklandstreetcarplan.com

Featured in SF Chronicle, Financial Times Germany, Oakland North, Stanford Daily and other news publications

Contact

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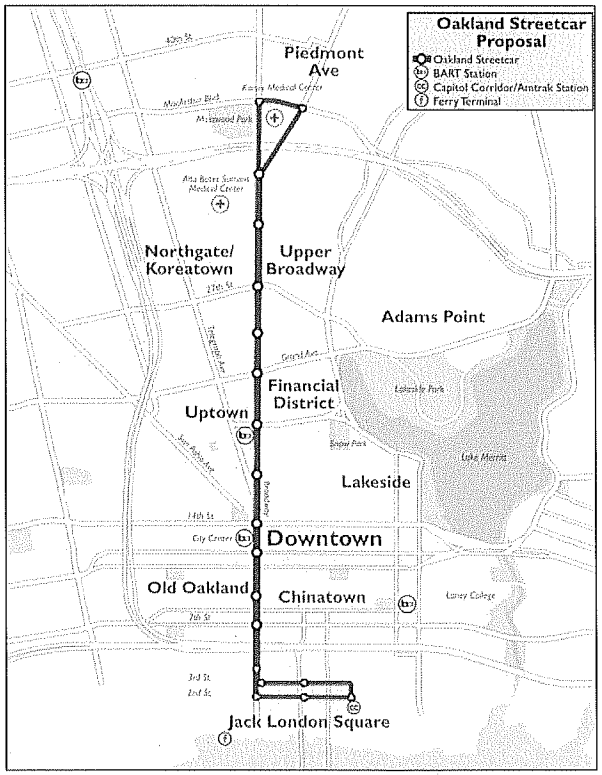
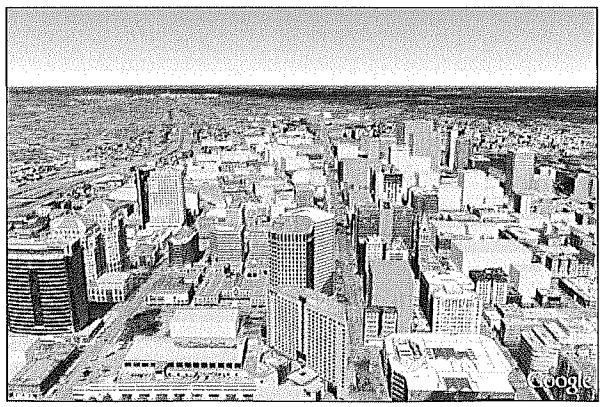




The Oakland Streetcar Plan

Daniel Jacobson
July 15th 2010

- Low sales tax revenues
- High unemployment
- Lack of investment

- Underperforming schools
- Lack of public safety
- City budget crisis

Google

The Bay Area in the 21st Century

- 1.7 million new residents by 2035 (+24%)
- 500,000 households exported to the Central Valley due to housing shortage
- SB-375: Smarter land use planning to reduce greenhouse gas emissions

The Broadway Corridor

Oakland Today

- Unemployment Rate: 17.3%
- 8th most dangerous city in the U.S.
- Schools ranked among worst in California
- Sales Leakage: $1.5 billion exported to its suburbs annually, translating to 15,000+ jobs and $10-15 million in annual sales tax revenues

Oakland Sales vs. Leakage

	Convenience	Comparison	Eating & Drinking	Total
Sales	$584.98	$587.08	$426.87	$1,598.83
Leakage	$232.50	$1,002.96	$93.83	$1,329.29

Source: Oakland Retail Strategy

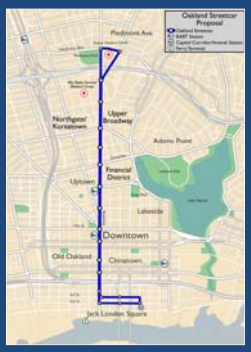
Google

10K Plan Successes

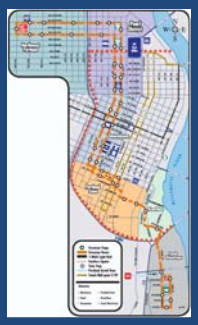
10K Plan Shortcomings

The Oakland Streetcar

- 2.55 Miles
- Connect Downtown, Jack London Square, Upper Broadway, etc.
- Ridership: 6,900-7,800 passengers per day
- Construction Cost: $87-$92 Million
- Operations Cost: $2.9-$3.3 Million



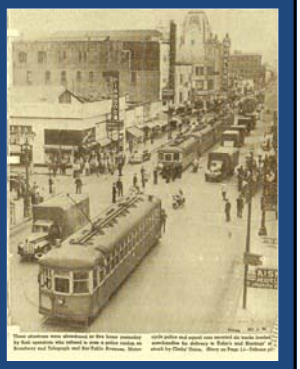
Existing Streetcar Systems



Portland Streetcar

Seattle Streetcar

Oakland's Streetcar Heritage



Portland's Pearl District pre-streetcar

Portland's Pearl District post-streetcar

Why Streetcars?

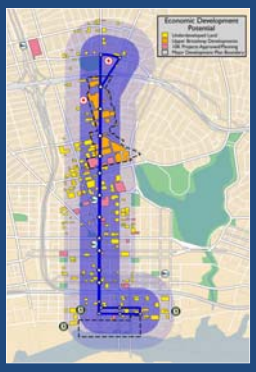
As a long-term investment, streetcars act as "development-oriented transit" by stimulating the creation of compact, mixed-use, transit-oriented neighborhoods

What is a Streetcar?

Streetcars are a highly-localized, low-impact form of rail transit which run in mixed-traffic flow powered by an overhead wire.

Economic Development Potential

- 10,000-12,000 housing units
- 2.5-3.7 million sq. feet retail
- 4.1-4.5 million sq. feet of office
- $600-$800 million in new sales
- 21,000-24,000 new residents
- 20,000-24,000 new jobs
- 37,000-42,000 construction jobs
- New A's Baseball Stadium



Environmental Impacts

- Relative to Central Valley sprawl:
  - **CO2 Savings:** 99,000-114,000 tons annually (42% savings)
  - **Gasoline Savings:** 4.5-5.7 million gallons annually (53% savings)
  - **Water Savings:** 2.3-2.7 megagallons annually (76% savings)
  - **Land Savings:** 1661-1938 acres (95% savings)

Implementation

- Like Portland and Seattle, funding the Oakland Streetcar would be driven by local property owners and supplemented by the federal government
  - Capital Costs: 30-55% federal, 20-25% regional, 20-50% private
  - Operations costs: 70-85% private, 15-30% public
- There is nothing stopping Oakland from having a streetcar system by 2015

Upper Broadway Specific Plan

Proposal: A 1.2-1.7 million sq. feet retail center in one of Oakland's currently most economically depressed business districts **with 7,000-8,500 parking spaces**

Implementation

Bicycles and Pedestrians

Conclusion

- The Oakland Streetcar is just one piece of the puzzle for a more sustainable region and livable Oakland
- A streetcar would maximize the economic potential of Oakland's greater Downtown area while fostering a livable and attractive environment
- The cost of doing nothing is not zero when considering economic development, Climate Change, oil consumption, housing affordability, traffic, public health, Oakland's livability