

## **Bicycle and Pedestrian Advisory Committee, Monthly Meeting**

Thursday, November 15, 2012; 5:30-7:30 pm

Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor

### **Attendees:**

Ann Killebrew, Brian Toy, Carol Levine, Chris Hwang, Chris Kidd, Jason Patton, Jennifer Stanley, Rebecca Saltzman, Tom Willging, Jonathan Bair, Jamie Parks, Ina Gerhard, Sheara Cohen, Mike Jones, Kenya Wheeler

### **Approval of Meeting Minutes**

The October meeting minutes were approved.

### **Latham Square Design Review (see attachments)**

Jamie Parks, Senior Transportation Planner with the Oakland DOT, introduced the design concept for the reconfiguration of Latham Square (where Telegraph St and Broadway meet in DT). The project is supposed to enhance the pedestrian experience and improve the overall functioning and safety of the intersection.

Jamie shared examples of similar projects in NYC, Chicago and SF, where new plazas were created by reconfiguring intersections. This is often done without curb removal by limiting vehicle access, changing surface treatments and using low cost re-used material. There are around 70 examples in NYC alone. The main advice, based on the experience in those cities, is not to make permanent changes right away, instead to get input from the public first on the concept and initial reversible changes. Also, to ensure that money for maintenance will be available once improvements are in place. For that the city is already in touch with the DT Business Association.

This is the first project of this kind in Oakland. It started in 2004 with Measure B funds for the re-design of Telegraph St (Streetscape project) and Latham Square. Other locations are supposed to follow with this concept of streets as public spaces to transform Oakland into Barcelona.

The concept proposes to close the NB left-turn from Broadway to Telegraph and the SB connection from Telegraph at 16<sup>th</sup> to Broadway, make Telegraph one-way SB between 17<sup>th</sup> and 16<sup>th</sup>, to create a car-free plaza separated by moveable planters. All curbs and the median along Broadway will remain. The B-shuttle and AC Transit line on Telegraph will be rerouted.

### **Feedback and suggestions:**

- Exciting project!
- What about bike access and impact on bike circulation as bikes cannot continue NB on Telegraph? Suggestions: Provide left-turn pocket for bikes from Broadway; bike path through the square; buffered (contraflow?) bike lane or cycle path on Telegraph.
- Discussion about parking and one-way versus two way traffic on Telegraph; two-way option for 16<sup>th</sup> and Telegraph should be evaluated.
- Extend plaza treatment further across 16<sup>th</sup> and Telegraph.
- Can we see cross-section of Broadway? Bike travel on Broadway approaching 14<sup>th</sup> is difficult.

- Maintenance and vandalism will be an issue. Street furniture would have to be removed at night.
- What about raised concrete area to create an elevated plaza?
- Bike access not so important. This should be a destination, not a connection.
- Provide educational info on parklets and other things.
- Consider lighting at night and sun or lack thereof during the day in design and choice of materials.

BPAC's ongoing input is welcome. Volunteers are: Rebecca, Chris, Dave, Jonathan, Carol, and Kenya.

### **Telegraph Ave, 16<sup>th</sup> to 20<sup>th</sup> Sts, Bikeway Design Review**

Jason provided background on the Telegraph Ave Streetscape project from Broadway to 20<sup>th</sup>. The project started in 2004 and went to Council in 2008. It originally included a lane reduction and wider sidewalks, but no bike lanes. There was also property owner encroachment happening that had to be addressed. Bike lanes were added in 2008 and approved by Council with 10' travel lane width on Telegraph and a bike corral at NB 19<sup>th</sup>. Because of the somewhat complicated project history the presented configuration is probably as good as it gets.

Comments/questions:

- Can connection from shoulder bike lane to bike lane pocket at 19<sup>th</sup> St be dashed or pavement marker "Bike Merge Ahead" be provided? (Striping as proposed is preferred b/c it leaves greater flexibility for cyclists to transition from shoulder bike lane to bike lane pocket when it is safe. There will be sign "Begin Right Turn Lane Yield to Bikes.")
- Issue with signal at 19<sup>th</sup> St crosswalk that is not timed. Cars turning right NB onto Telegraph at 19<sup>th</sup> frequently do not stop at crosswalk. Now there is a push button and all-ped phase but not yet a countdown signal. DOT is working to fix this problem.
- Taxi stand and other issues make the whole area problematic, especially during events at the Fox Theater.
- Is there any way to get rid of the right-turn lane at 19<sup>th</sup> and to direct WB drivers to take 20<sup>th</sup> or 27<sup>th</sup> Sts instead of 19<sup>th</sup>? (This would require revisiting the traffic study and would potentially hold up the project.)

### **BPAC Calendar/Agenda for 2013 (see attachment)**

Jennifer presented a spreadsheet listing the 2012 agenda topics, comparing what was in the 2012 framework and made it on the agenda and what did not, what is working and what is not working (for example regular updates on Construction and Redevelopment projects; policy discussion of issues not taken care of by anyone). Question: How does BPAC want to proceed?

Chris mentioned the Agenda Subcommittee that is working on an info package describing what the BPAC is, who can attend etc. BPAC still does not have good geographic representation of all parts of Oakland. She emphasized that **everyone can submit agenda items**.

Jason mentioned that the Bike/Ped Program will present its work during 2012 at the next meeting in December and next year's work plan will be introduced in January 2013.

Feedback and suggestions:

- We have done a good job of covering a variety of topics in all parts of Oakland.

- Presentation of before and after data with collision analysis. (City will soon have better bike/ped collision analysis data based on counts at 36 intersections and will share that info once available.)
- Learn more about what other cities are doing, especially adjacent, connecting cities such as Alameda, Emeryville, and Berkeley.
- Presentation of bike/ped work students are doing.
- How is DOT approaching development and prioritization of traffic calming requests?

### **On-Street Bay Trail Wayfinding Signage Plan**

This agenda item was tabled; to be revisited at the next meeting.

### **Announcements**

- a) Biketopia: November 16, celebrate EBBC's 40<sup>th</sup> anniversary.
- b) Measure 1B is at 66.53%.
- c) Oakland Department of Transportation is tweeting now: @OakTrans.
- d) The following three Highway Safety Improvement Program (HSIP) projects are funded:
  - Market Street bike lanes
  - Bike lanes at Adeline and Market Sts
  - *I didn't get the third one ...*
- e) Rebecca Saltzman to be sworn in at BART board meeting, December 20<sup>th</sup> at 9 am.
- f) OAK Bike Plan to be re-affirmed at November 27<sup>th</sup> Public Works committee meeting; Jason to send out further details.

### **Attachments**

- Latham Square Design handouts
- Latham Plaza—Building Something Out of Something (Powerpoint presentation)
- BPAC calendar handout

## Latham Plaza

*Building Something  
Out of Something*

*Jamie Parks, AICP  
City of Oakland*



## Streets are Public Places

- › Look beyond traffic service function...
- › Recognize transportation facilities and services affect community life
  - Public health
  - Cultural resources
  - Housing
  - Natural environments



## DOT = Department of Livability

- › Cities increasingly see MANY uses for the public ROW



## New York City



New York City



New York City



New York City



New York City





San Francisco



San Francisco

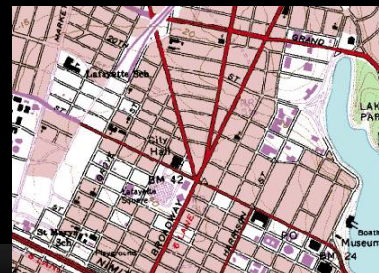


San Francisco



Latham Square – Iconic Intersection

- › Intersection of prominent corridors
- › Historic architecture
  - Cathedral Building
  - Rotunda Building
- › Gateway to Uptown



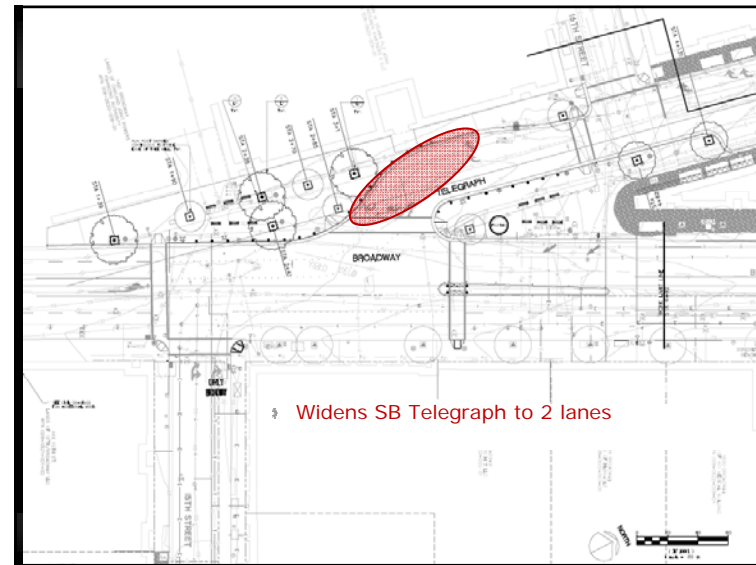
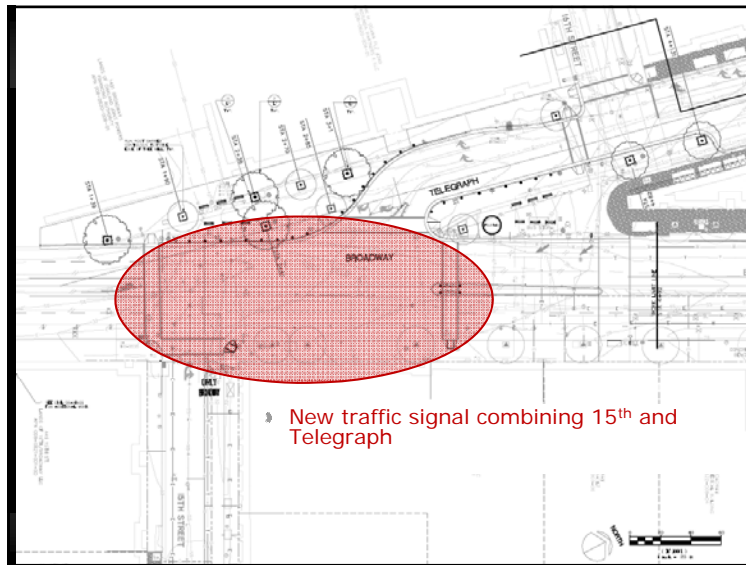
## Latham Square – Confusing Intersection

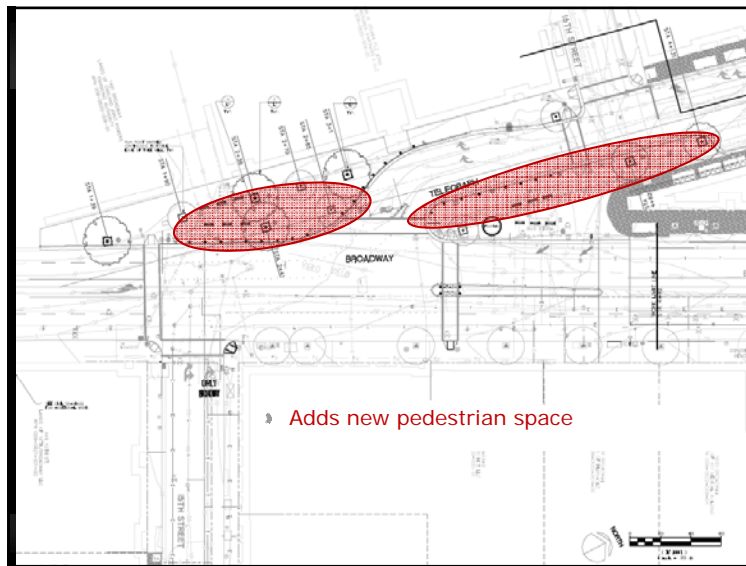
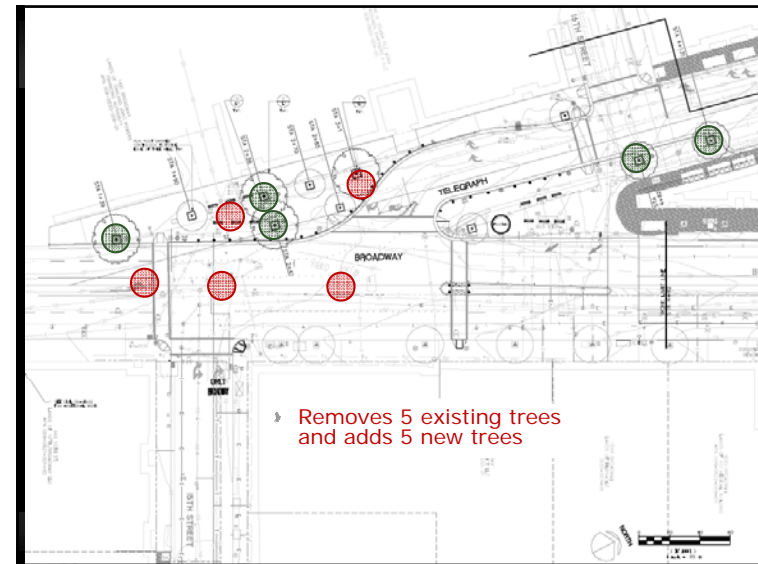
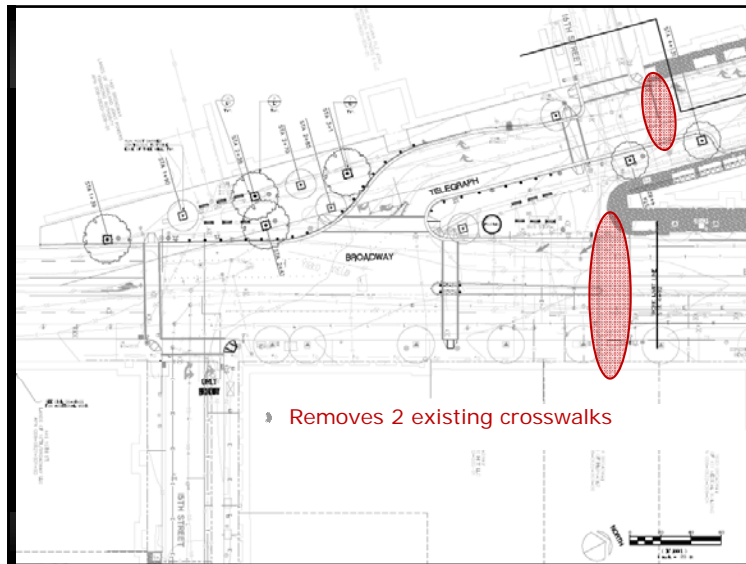
- Complex turning movements
- Poor pedestrian connectivity
- Usable pedestrian space limited



## Latham Square/Telegraph Streetscape

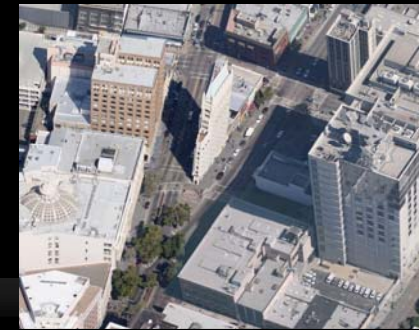
- Project design began in 2004
  - *Measure B funded*
  - *Numerous compromises and setbacks*
  - *95% plans complete as of Fall 2012*
  - *≈ \$2M pricetag*





## Latham Square – Re-imagined

- » Build on existing assets
- » Increase pedestrian space and connectivity
- » Reduce driver confusion
- » Increase Cathedral Building accessibility





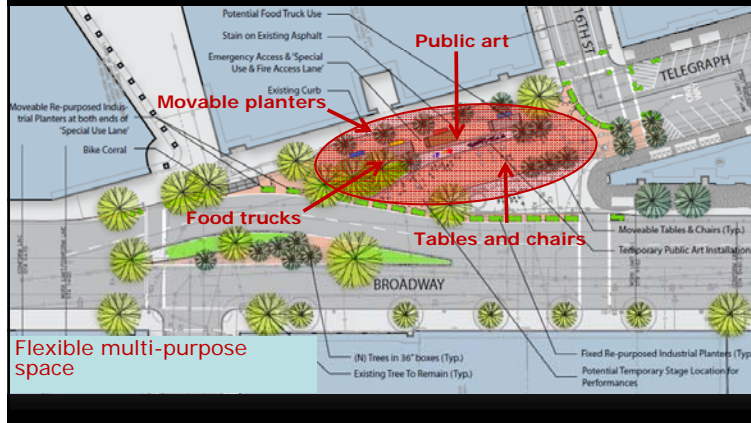
## Latham Pilot Plaza



## Latham Pilot Plaza



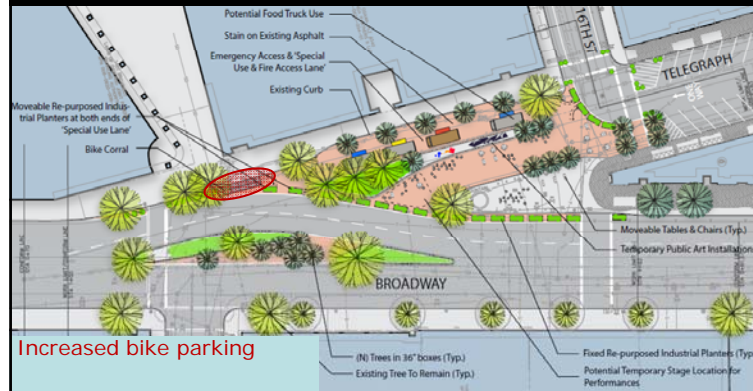
## Latham Pilot Plaza



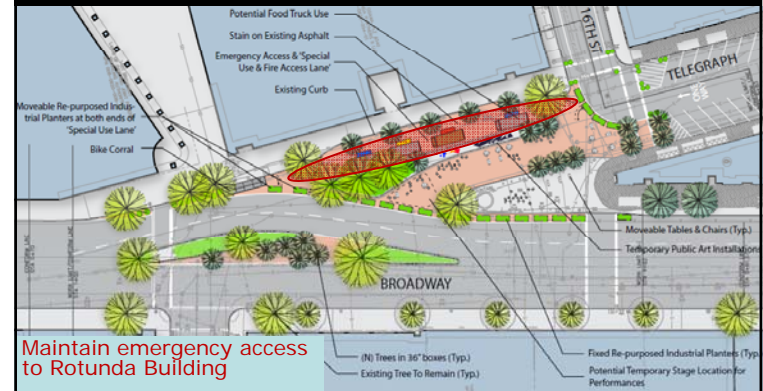
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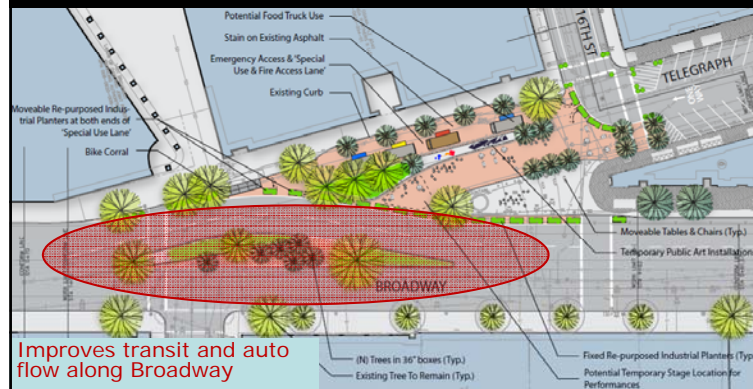
## Latham Pilot Plaza



## Latham Pilot Plaza



## Latham Pilot Plaza



## Summary

- Installed on temporary basis
  - *Phased permanence*
- Minimal external impacts anticipated
  - *Improved traffic flow on Broadway*
  - *Increased on-street parking capacity*
  - *No loss of access/delivery zones*
- Provides flexible, community-oriented space
  - *Grass-roots programming*
  - *Encourage frequent activity*
  - *Ensure on-going maintenance*

Making it Work – Next Steps

# Stakeholder engagement and collaboration

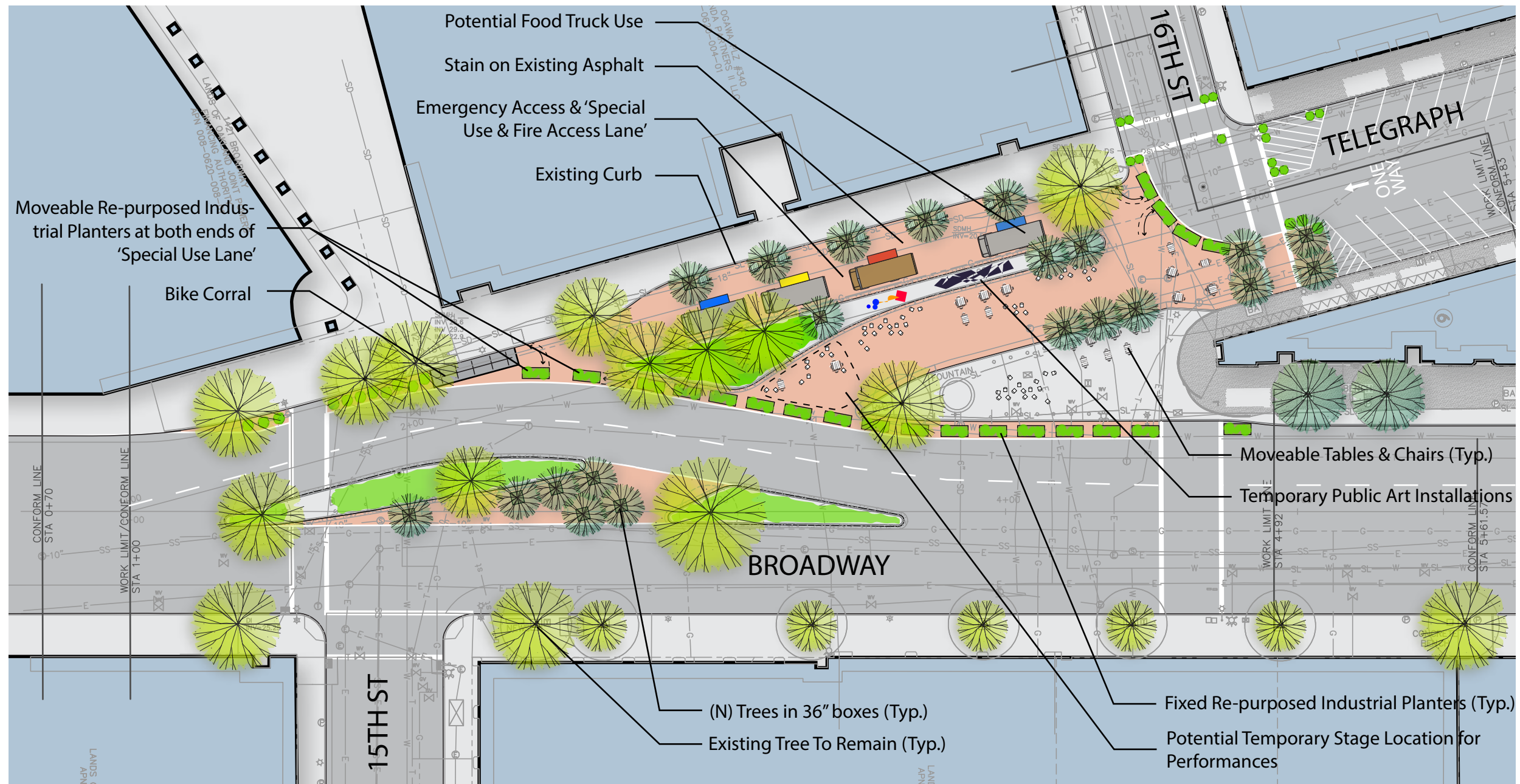
Questions?

Thank you!



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20' 40'

DRAFT

November 12, 2012

## Latham Square 'Pavement to Parks' Concept Oakland, CA





## Latham Square Plaza Pilot

### Preliminary Project Concept



### Project Objective

Latham Square is one of the most prominent and architecturally important intersections in the City of Oakland, with several unique features:

- located at the intersection of two of the most significant streets in Oakland (Telegraph Avenue and Broadway);
- gateway to the emerging Uptown neighborhood and entertainment district;
- flanked by the Rotunda and Cathedral Buildings, two of the best local examples of early 20<sup>th</sup> century architecture.

Despite this prime location, Latham Square is currently dominated by automobile traffic due to the need to serve trips from both Broadway and Telegraph Avenue, and the awkward angle of the intersection. The Plaza Pilot seeks to build on Latham Square's significance by creating an enhanced pedestrian space through a **low-cost trial** that: (1) increases economic development potential; (2) saves existing trees; (3) improves private automobile and transit operations; and (4) enhances transportation safety.

### Project Summary

#### *Pedestrian Plaza*

- Convert existing Telegraph Avenue roadbed south of 16<sup>th</sup> Street to pedestrian-only space through the use of temporary surface treatments and perimeter planters/bollards.
- Use low-cost, temporary materials, similar to the New York City DOT in its successful pedestrian plaza program, and subsequently by SFMTA's Pavement to Parks program.
- Attractive planters will separate the pedestrian plaza from adjacent street traffic.
- Flexible space will be provided for a range of urban design enhancements, including outdoor art, seating, and landscaping.



*San Francisco's Pavement to Parks Program has successfully transformed intersections through trial installations, such as Guerrero Park.*



*New York City's plazas serve as an important showcases for local artists, such as this exhibit on Broadway.*

## *Traffic Operations*

- Close Telegraph Avenue to automobile traffic between 16<sup>th</sup> Street and Broadway.
- Convert Telegraph Avenue to one-way southbound between 16<sup>th</sup> Street and 17<sup>th</sup> Street with angled parking, in order to maintain full access to all properties along Telegraph Avenue. Conversion will require installation/removal of several signs, but will not require geometric modifications to the street.
- Remove the traffic signal at Telegraph Avenue/16<sup>th</sup> Street from operation, and bag the signal heads per standards for inoperable signals.
- Close the median opening on Broadway that currently allows northbound left-turns onto Telegraph Avenue.
- Install temporary “New Traffic Pattern Ahead” signs on Telegraph Avenue and Broadway warning drivers of the closure.
- Should the pilot become permanent, future changes could include:
  - Convert 16<sup>th</sup> Street to two-way traffic to restore two-way operations on Telegraph
  - Remove the existing traffic signal at 16<sup>th</sup> Street/Telegraph Avenue.
  - Continue landscaping across Broadway median opening connecting the two existing islands to create a single contiguous median in Broadway.

*See attached concept drawing for additional details.*

## **Potential Pilot Benefits**

- Iconic gateway to Uptown.
- Aesthetically appealing pedestrian space for residents, visitors, and local business customers.
- Preserve existing street tree canopy (proposed 2006 re-configuration would remove most existing street trees).
- Space for additional bike parking in a high demand area.
- Unique opportunity for outdoor art installations.
- Improved traffic operations and safety by removing a skewed intersection with a history of head-on and broadside collisions (statistically likely to cause serious injuries).
- Improved transit operations for AC Transit and Free B Shuttle service on Broadway.
- Low cost (compared to 2006 re-configuration) by eliminating need to alter existing curbs.



*New York City DOT pedestrian plaza program has reinvigorated iconic locations through low-cost urban design treatments to create attractive pedestrian space.*

Oakland BPAC 2012 Agendas: Topics discussed and omitted

Date	Topic 1	Topic 2	Topic 3	Topic 4	Topic 5	Not on agenda
1/19/12	<b>TDA projects: possibilities</b>	Officer Huy Nyugen, OPD bike patrol	<i>Bike/Ped Program one year plan</i>	E 12th St bikeway draft design review		BPAC training; DEC District 1 projects
2/16/12	<b>BPAC officer nominations</b>	Broadway bikeway design review	TDA projects: refined list	AC Transit, Network Structure	In-street bike parking draft designs	Bike/ped program one year plan ( <i>presented in January</i> ); Redevelopment Update: Central District
3/15/12	<b>BPAC officer elections</b>	<b>TDA projects: recommended list</b>	Measure B Reauthorization	SeeClickFix	Bikeway striping update	DEC District 2 projects
4/19/12	<b>Bi-annual bike project status overview</b>	Oakland Traffic Calming Plan, Joe Wang, TSD	BRT Update, AC Transit			Redevelopment Update: West Oakland
5/17/12	<b>Chair's annual report on previous year</b>	<b>BTWD report back</b>	Bi-annual bike project status overview (continued from April)	Adeline St bike lane design	East Bay Greenway	DEC District 3 projects
6/21/12	<b>Resurfacing overview</b>	Aaron Weinstein, BART, on new car designs	40th St project update	Ordinance re: Complete Streets		Redevelopment Update: Broadway, MacArthur, San Pablo
7/19/12	progress report on installation of citywide bike wayfinding signs	Central Estuary Implementation Guide	BPAC packet (new member, by laws, minutes)	HSIP grant application		BPAC training; DEC District 4 projects
8/16/12	West Oakland Specific Plan	About NACTO	Shattuck Ave Bikeway design review	New Google and DIT web map apps		Policy forum (topic tbd); Redevelopment Update: Central City East
9/20/12	Report back on PWA / bike community meeting	14th St Bikeway design concepts review	Shattuck/52nd St intersection redesign review	Bicycle Master Plan City Council reaffirmation		Bike/ped collision analysis; DEC District 5 projects
10/18/12	<b>Bi-annual bike project status overview</b>	BFC campaign discussion	Traffic signal prioritization			Redevelopment Update: Coliseum
11/15/12	<b>BPAC calendar for the coming year</b>	Latham Sq Design	Telegraph Ave bikeway design review	Bay Trail Wayfinding sign plan		DEC District 6 projects
12/20/12	Form BTWD subcommittee	Policy Forum (topic tbd)	DEC District 7 projects			

outlined=planned items discussed

**bold=proposed recurring item**

*italics=recurring item held in other month*

## Status of presentations on requested (or staff-recommended) topics

General topics mentioned at the Nov 2011 meeting:	Specific topics mentioned at the Nov 2011 meeting:	Other topics:
Other funding deadlines/grants	<del>E12th St bikeway design</del>	<del>Adeline St design/buffered bike lane detail</del>
Policy forum re: ped signals	<del>Broadway bikeway design</del>	<del>See ClickFix</del>
Presentations of broader interest (could be like BPAC training)	<del>In-street bike parking</del>	<del>Google map of Oakland bike facilities</del>
	35th Ave final bikeway design	<del>Shattuck Ave design review</del>
	Parklets	<del>On-street Bay Trail signage plan</del>
		crosswalk signalization
		update on bike corrals and parklets
		Madison/Oak/8th/9th Sts 35% design plans design review
		Oakland's draft bicycle facilities design manual
		Complete Streets
		Bike wayfinding sign plans (misc)
		Caldecott projects