



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the February 15, 2018 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/OAK069056.

Meeting called to order at 6:03 pm by BPAC Chair, Midori Tabata.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, four commissioners were present (X). One (✓) was absent, excused. Two (-) were absent, unexcused. Two arrived shortly after roll call (x).

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

Introductions were made.

- Other attendees: Kevin Dalley, Bob Fearman, Eric Fischer, Tom Holub, Chris Kintner, Kent Lewandowski, Phoenix Mangrum, Ruth Miller, Brendan Pittman, Matt Ward, (one person unknown)
- Staff: Tabin Chung, Matt Jones, Jason Patton, Noel Pond-Danchik, Bruce Williams

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from January 18, 2018** was made (Chan), seconded (Wheeler), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Eric Fisher thanked OakDOT for fixing the pedestrian traffic signal timing at 40th and Telegraph; he recommends using SeeClickFix as a tool.
- Kevin Dalley mentioned the need for more leading pedestrian intervals.
- Kevin Dalley asked about maintenance along Lake Merritt Channel Park which is owned by Peralta Community College District and administered by City of Oakland. Commissioner Prinz noted homelessness concerns and asked about who might be best for handling contracts. Jason Patton noted that the issue was last addressed by Susan Katchee, Assistant Director of the Bureau of Facilities and the Environment of the Public Works Department – she has since retired. He volunteered to follow up with Mr. Dalley regarding Ms. Katchee’s response.

- Kevin Dalley thanked the Police Department for ticketing a car that had been parked in the bike lane.

Item 4. Coliseum BART Station Bike/Ped Gaps Closure Conceptual Designs (*revised presentation attached*)

Mariana Parreiras, Project Manager with BART’s Planning Group presented BART’s Coliseum Station bike and pedestrian gaps closure conceptual designs, based on BART’s station access policy. BART staff have recently completed an update of their Station Access Policy and performance measure and targets. From 2008-2015, BART has seen an increase system wide in number of riders walking and biking to their stations, which is prompting BART to prioritize these modes for future station improvement projects.

BART staff are trying to connect various types of bikeway improvements, including East Bay Greenway, Hegenberger Rd and San Leandro St bike lanes into its planning. BART staff have been converting some of the station’s parking into housing. Challenges at the station include fences that were installed to prevent car break-ins but also prevent pedestrian crossings. Pedestrians also have challenges with buses and weaving from cars. Opportunities include linking with existing City projects like the sidewalk widening at 71st Ave and the bike lanes on Hegenberger. BART is willing to fund walk and bike improvements outside their station area including within City right-of-way.

Summary of Discussion:

- Land use decisions around the BART stations are an ongoing conversation, including transit-oriented housing. BART isn’t considering reallocation of parking spaces in the interim; the best opportunities for bicycle and pedestrian connections tend to be outside of BART. A site near the Coliseum BART station – the Transit Village project – was converted to housing and there might be future opportunities.
- Transfers between BART and Amtrak’s Capitol Corridor are difficult. BART staff manage the operations for the Capitol Corridor line and will consider improvements.
- BART staff provided a brief overview of the BART Bicycle Program Capital Plan, including their designs for bike channels (stair channels). Most of the challenges to cyclists come from outside the station.
- Bike theft and accessibility are a few concerns. Some ideas included distributing preloaded BikeLink cards and integrating Clipper and BikeLink cards, or subsidizing the first few hours of bike locker use. BART noted that their pilot programs for BikeKeep (enhanced locking bike racks activated by Clipper card) vary by perceived safety surrounding the station; staff sees bike lockers as a long-term strategy.
- Transit connections are a challenge for those living in the neighborhood, therefore driving or biking are preferable options. One way streets are a barrier to cyclists, requiring sidewalk riding.
- The underpass used to access the station is a barrier for pedestrians and cyclists. BART staff believe that there are opportunities through the East Bay Greenway project to address the right of way issues which are preventing the improvements in this area. This acquisition is a high priority for BART as an easement isn’t possible.
- There are pedestrian safety and street crime issues and an opportunity for better lighting. BART could consider more cameras and better coordination with the police department.

Speakers other than Commissioners: Chris Kintner, Kent Lewandowski, Ruth Miller, Matt Ward, (one unknown person)

Item 5. Construction Detour Guidance: Review and Approval Process (*presentation attached*)

Tabin Chung, Transportation Engineer with OakDOT presented how the City reviews construction detour guidance plans. The least complex projects have no right of way requirements. Once the construction enters the public right of way, City staff review the traffic control plans and strive to meet the criteria established in the guidance document as best as possible. Projects with greater levels of complexity require tradeoffs depending on street conditions. The public is noticed for traffic closures. The enforcement staff member from the City was invited to attend but couldn't make it.

Ray Connell of Holland Partner Groups presented his experience working on a development project with the City at 1721 Webster Street (between 17th and 19th Streets). The temporary traffic control allowed for a sidewalk detour and a 4-foot bike lane to allow space for two travel lanes. This wouldn't be permitted with strict adherence to the guidelines, the City worked with them given the complexity of the project (landlocked, two other projects under construction across the street).

Summary of Discussion:

- Four projects on Alice between 17th and 14th Streets. Ford GoBike proposed three Bikeshare stations in the vicinity which were then removed. The developer indicated that these are coming back in 18-24 months.
- City staff encouraged others to use SeeClickFix. There was discussion on the perceived lack of follow through from staff through SeeClickFix.
- The public wants to know who is involved on the enforcement side. Jason Patton offered to provide the current organizational chart and follow up with this request. The enforcement function is overseen by Kevin Kashi, Supervising Civil Engineer of the Right of Way Section in the Great Streets Delivery Division of the DOT. A DOT organizational chart is attached to these minutes. Public concerns are irrespective of whether the project is public or private – a point of contact is needed. Compliance is a concern.
- When looking at projects, consider designing for how people use the street, not how we want them to use it. Prioritize safe path of travel.
- Bus stops are rarely relocated and require AC Transit approval to do so. BikeShare doesn't have a formal process within design review – it's handled by the City's BikeShare coordinator. Ray noted that developers have funded the replacement and relocation of BikeShare stations associated with their projects. City staff should consider demand and access when relocating stations.
- The temporary traffic control plans are not easily found on Accela and the phone number isn't easy to access.
- Resource allocation is an issue for the City. Commissioner Prinz offered to draft a letter to the OakDOT director to holistically review the traffic control review and enforcement process and bring more resources to these issues. Commissioner Hwang recommended that the vice chair and chair request a presentation from the enforcement team at a future meeting.

Speakers other than commissioners: Chris Kintner, Ruth Miller

Item 6. TDA Article 3 Projects: Possibilities/Recommended List (*presentation attached*)

Bruce Williams, Senior Transportation Planner with OakDOT presented a draft recommended list of projects for consideration from the BPAC for TDA Article 3. Projects recommended include providing additional funding for the Path and Stair Rehabilitation Program, the Peralta Streetscape Project, 7th Street West Oakland Streetscape Project, and the enhancement of Antioch Court in Montclair.

Summary of Discussion:

- Over the past ten years TDA Article 3 funding has been used for smaller projects. Prior to that, the funds were often used as match to larger streetscape projects funded by the City's Redevelopment Agency or the Metropolitan Transportation Commission's Transportation for Liveable Communities program. With the passage of Measure BB and Measure KK, the City has more local money. Now it's easier for the department to spend on smaller projects. It may be appropriate to return to the practice of using some TDA Article 3 funds as match to larger projects.
- The 7th St and Peralta St projects should be considered as it serves equity concerns.
- West Oakland is getting attention but there are a lot of other projects. Equity doesn't need to be the highest-ranking criteria – we also need to look where bikes and pedestrians are.
- There was an interest in ranking the quality of stairs as a prioritization tool.
- The City could use the funds to pilot creative and innovative solutions. The Peralta plans are old and outdated. The City needs to fund something new. The City could consider more projects like the recent Vision Zero project at Harrison St and 23rd St.
- Consider the funds for high injury networks, for spot treatments, and prioritizing projects that align with the Pedestrian Plan.
- There is a City staff interest in completing an existing project over starting a new project.

Speakers other than commissioners: Chris Kintner, Matt Ward

Item 7. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Commissioner Prinz recommended revisiting the City's traffic signal policy for pedestrians, providing an update on the Park Boulevard Corridor, providing an update on the enforcement of the traffic control plans, and prioritizing the BikeShare presentation.

Commissioners Tabata and Wheeler recommended a report back on funding: mid-cycle budget adjustment update for staff and projects, and the City's expenditures of from new funding sources (Measure KK, State gas tax revenues).

Jason Patton would like additional clarity from BPAC on the biannual complete streets update. It has been reformatted into three items: paving, and the implementation of the bike and pedestrian plans.

Tom Holub and Commissioner Wheeler would like an update on the feasibility of dockless bikeshare companies.

Announcements:

Commissioner Chan will be presenting the BPAC Annual Report to the Public Works Committee – they will meet on 2/27/18 at 12pm. The Committee will also consider a change order increase for the Lakeside Green Street Project.

Chair Tabata adjourned the meeting at 8:10 pm.

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Tuesday, February 27 with comments requested by 9am, Monday, March 5 to mbjones@oaklandnet.com. Revised minutes were added March 2018 meeting agenda and adopted at that meeting.

BART Pedestrian & Bicycle Gap Closures



February 15, 2018

Outline

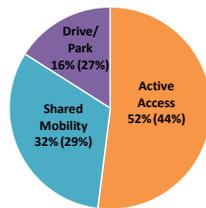
- Station Access Policy & Goals
- Coliseum Station
 - Current Station Context
 - Area Planning and Project Efforts
 - Site Conditions & Data Collection
 - Opportunities & Constraints
- Next Steps
- Questions & Input

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Station Access Policy & Goals

Systemwide Target Access Mode Share
Home-Based Trips (Current shown in parenthesis)



Active Access: Walk, Bike
Shared Mobility: Transit, Shuttle, TNC, Drop-Off, Carpool
Drive & Park: Drive Alone

*All stations must be pedestrian accessible



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Coliseum Station

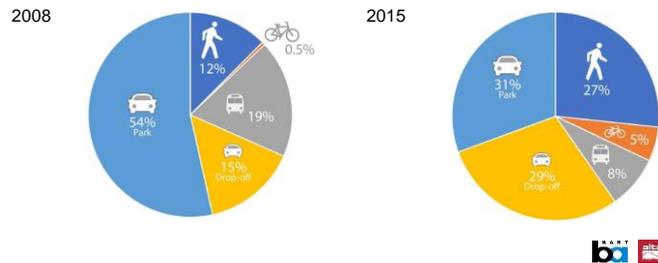


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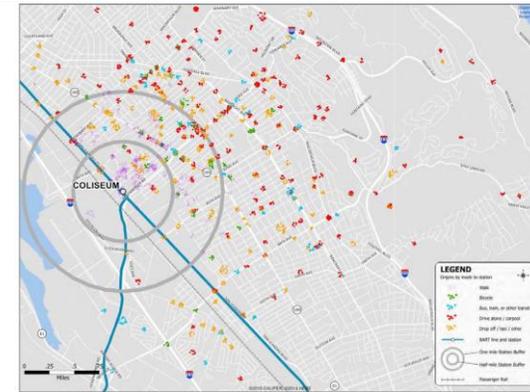


Current Station Context

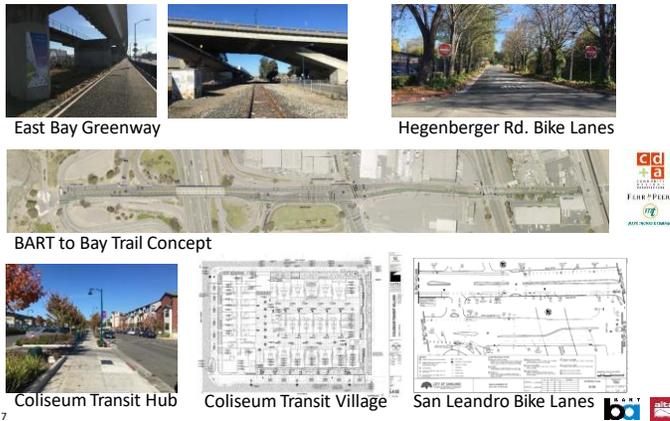
- Coliseum is a “Balanced Intermodal” station
- Active mode share for Coliseum in 2015 was 32%



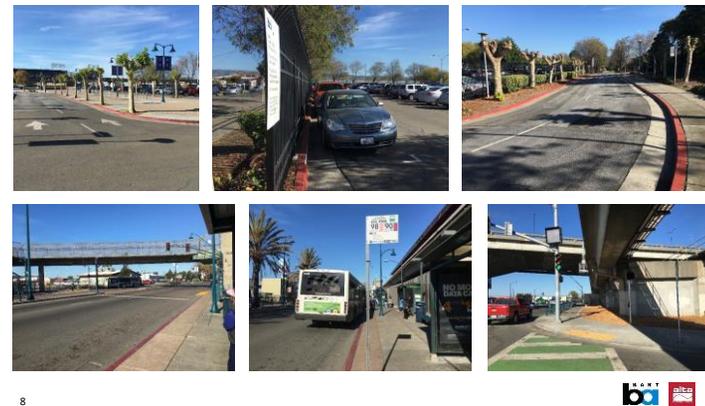
Home Locations by Mode



Area Planning & Project Efforts

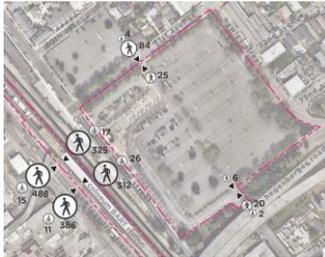


Site Conditions



Data Collection – Active Modes

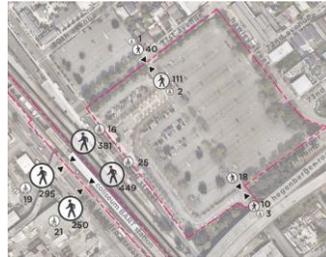
Morning



PED Peak Hr: 958 (7:15-8:15 AM)
Total: 1,679 (7:00-9:00 AM)

BIKE Peak Hr: 33 (7:15-8:15 AM)
Total: 75 (7:00-9:00 AM)

Evening



PED Peak Hr: 930 (5:00-6:00 PM)
Total: 1,558 (5:00-7:00 PM)

BIKE Peak Hr: 40 (5:00-6:00 PM)
Total: 83 (5:00-7:00 PM)

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Data Collection – Cars

Morning



CAR Peak Hr: 284 (7:15-8:15 AM)
Total: 651 (7:00-9:00 AM)

Evening



CAR Peak Hr: 368 (5:00-6:00 PM)
Total: 700 (5:00-7:00 PM)

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Opportunities & Constraints



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Next Steps



EXISTING CONDITIONS

Document Review
Site Visits
Data Collection

CONCEPT DESIGNS

San Leandro Frontage
71st Street Access
Hegenberger Road Access

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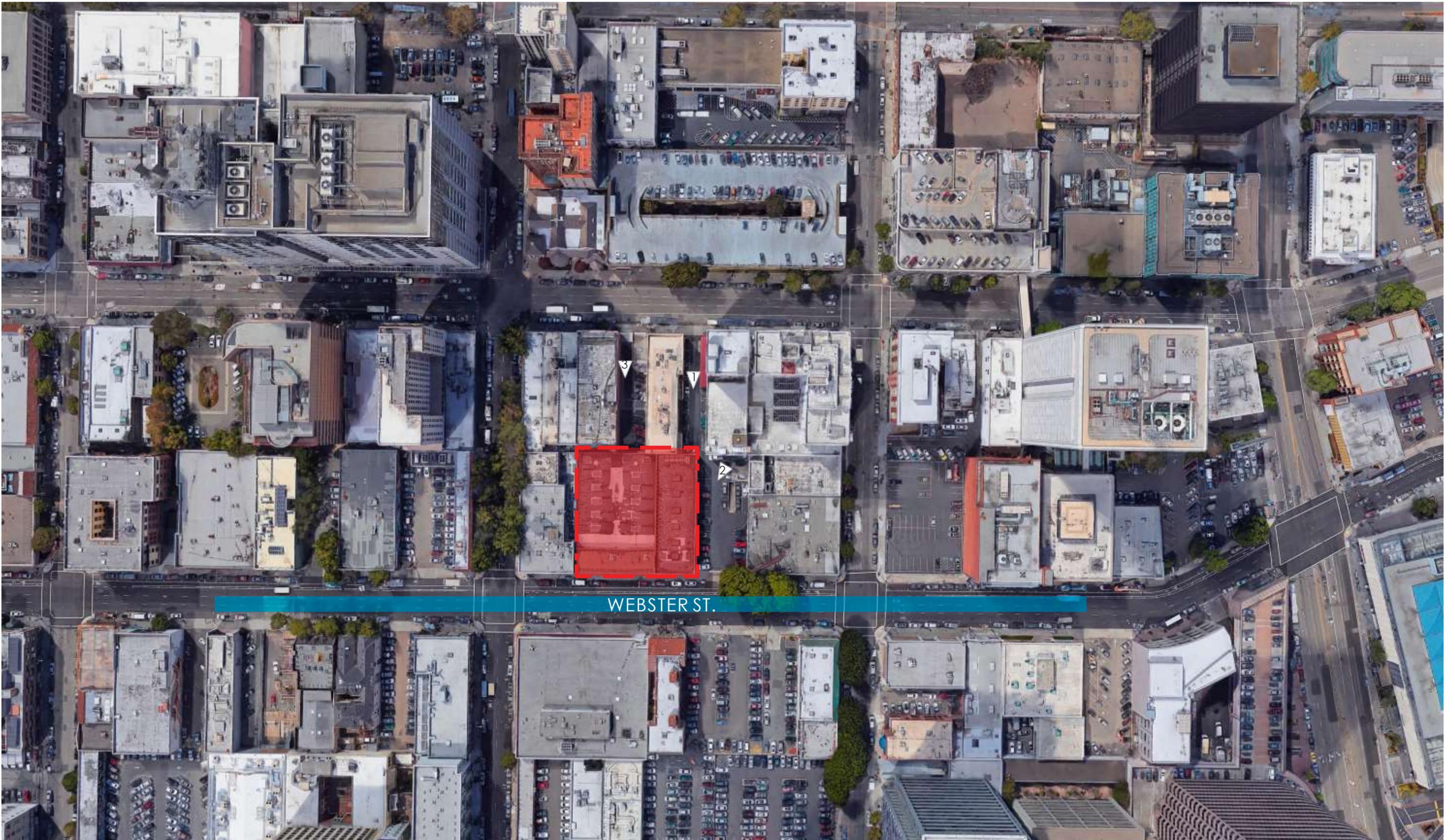




Thank You! Questions?







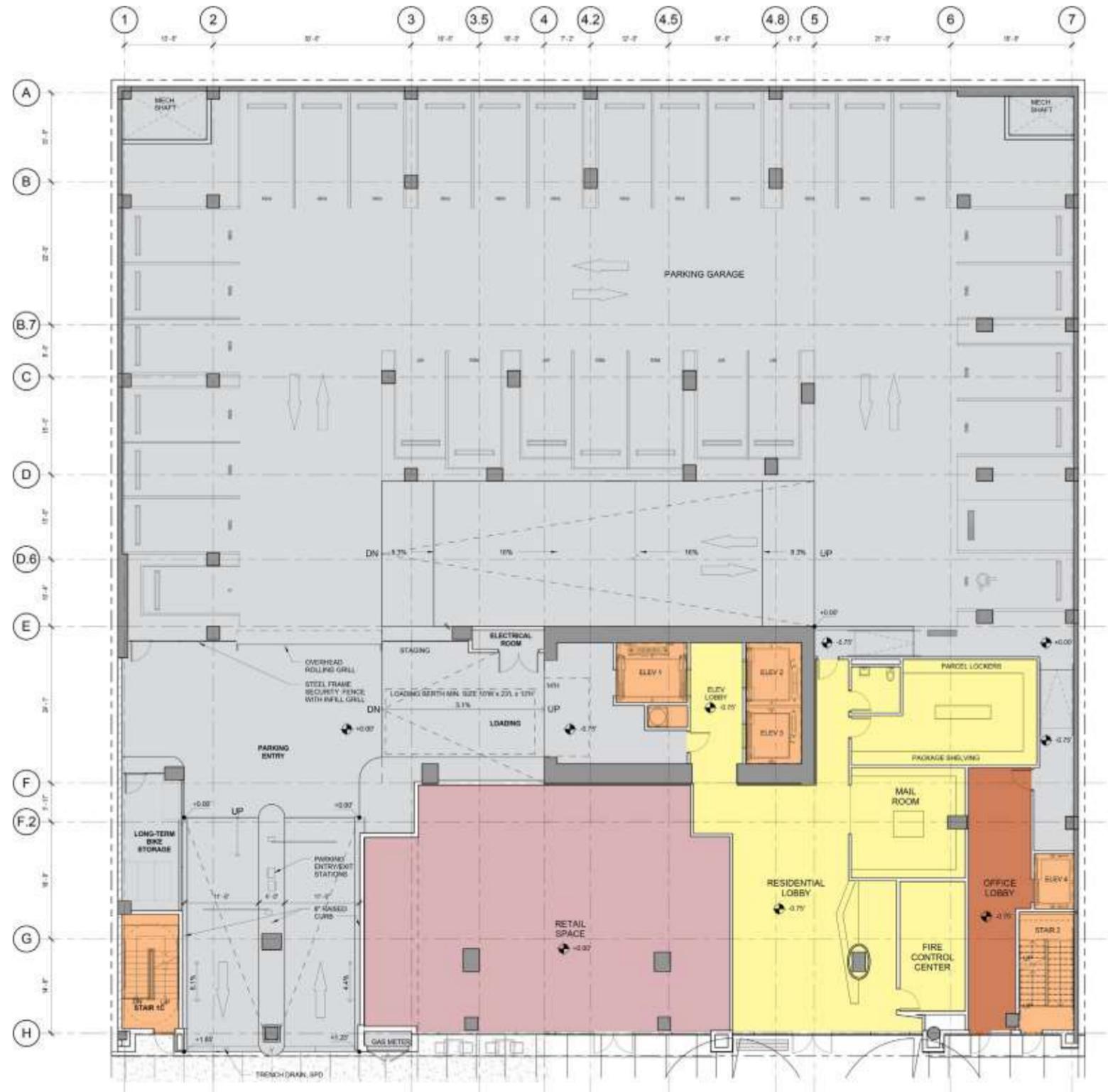
WEBSTER ST.











- Retail
- Residential Lobby
- Office Lobby
- Circulation
- Parking
- Mechanical



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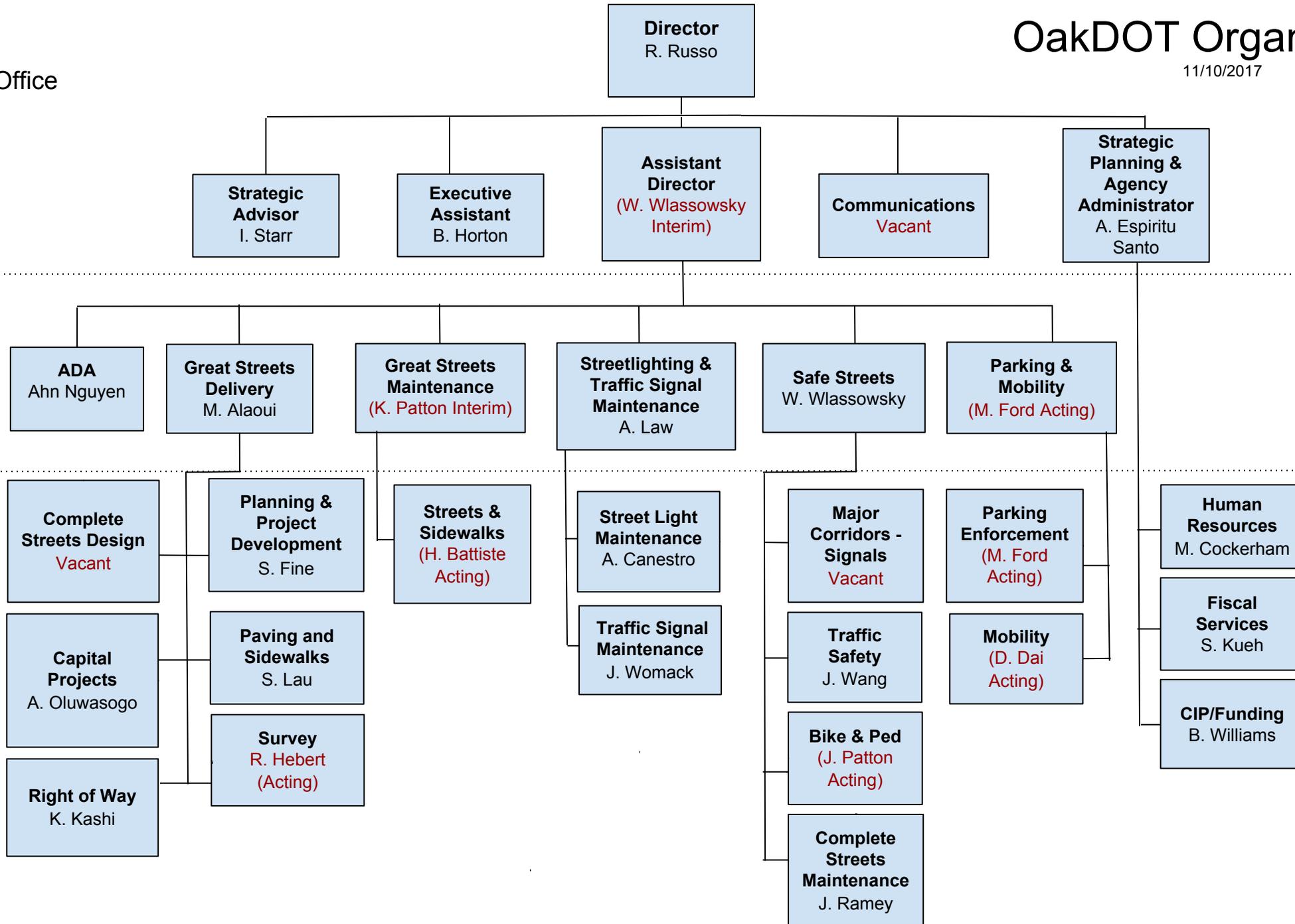




OakDOT Organization

11/10/2017

Director's Office



Divisions

Section Leaders

2018 Transportation Development Act (TDA)

Bruce Williams, Funding Program Manager

What is TDA and what does it fund?

- Transportation Development Act (Article 3) funds bicycle and pedestrian projects, limited to:
 - Construction and/or engineering of a bike/ped capital projects
 - Maintenance of multi-purpose paths
 - Bicycle safety education (5% limitation)
 - Development of bicycle and pedestrian plans (once every 5 years)
 - Restriping of Class II bike lanes

What is the process?

- Metropolitan Transportation Commission administers regionally for state
- Alameda County Public Works administers process in Alameda Co. for MTC
- Available funding is established for each jurisdiction in March
- City proposes a list of projects that must be approved by the Bicyclist and Pedestrian Advisory Commission (March/April Adoption)
- Approved list of projects is approved by Council (May)

More on Funding

- Funding is available in July
- Generally about 400K of funding for Oakland
- Funding must be spent within three years
- Not required to request all funding – can bank
- Historical uses of funding in Oakland – last year
 - E. 20th St Stairpath – 150K (currently ready to construct)
 - Bicycle Safety Education – 25K (contract with Bike East Bay, every two years)
 - Bicycle Signage Program – 100K (in process)
 - Bike Safe Storm Drain Program – 100K (in process)

Global Issues in 2018

- Bicycle program is well funded overall
 - No current need to recharge signage or grates program this year
 - Adequate funds for striping, parking, etc
 - Have already requested Bike Plan funding (2016)
- Capital projects cost increases in bike/ped projects
 - With strong economy, construction bids are coming in very high
 - Funding several large capital projects has required “creative” juggling of funding sources
- Capacity Constraints - staff

Oakland Stairs/Paths Program

- The program has generally received funding each year for one stair/path project
- The program ranks projects based on:
 - physical condition (40%)
 - proximity to schools/transit (30%)
 - equity/communities of concern (30%)

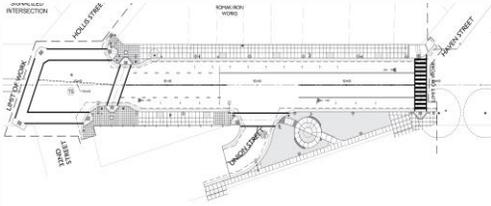
Oakland Stairs/Paths Program

- The Stairs/Paths program is currently investigating five sites:
 - Outlook to Cumberland
 - Burr Street to Seneca
 - Wilson to Damuth
 - Outlook to Hillmont
 - Paloma Ave to 33rd Street
- Ranking will be completed within the next two weeks, and the top ranked project will be recommended for funding.

Peralta Streetscape Project

- Peralta Street, from 7th to 36th
- Currently under construction
- Includes bike lanes for entire length
- bulbouts, improved sidewalks, ADA curb ramps in sections
- Approximately \$3 million overall construction cost
- Due to change orders during construction is likely to require about 200K additional funding.

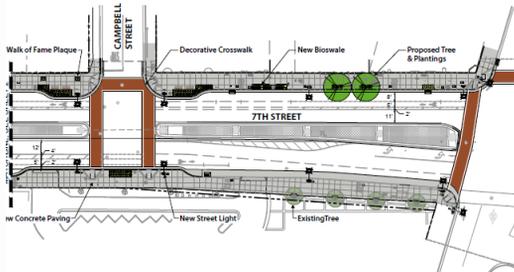
Peralta Streetscape Project



7th Street West Oakland (Phase 2) Streetscape Project

- 7th Street (between Wood and Peralta)
- Includes road diet, bike lanes, bulbouts, widened sidewalks, ADA curb ramps
- Estimated \$3.7 million construction cost
- Currently out to bid, bid due March.
- Recent bids have all come in high – will monitor bid for results

7th Street West Oakland (Phase 2) Streetscape Project



Antioch Court Project - Montclair

- Antioch Court Project - Montclair
- Multi-Use/Pedestrianized Street in Montclair Village
- Estimated \$500,000 construction cost
- Design is completed
- \$100,000 pledged by community (Montclair Village Association)
- No other funding currently identified; not a grant candidate

