



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the September 18, 2014 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting was called to order at 5:35 by former Bicycle & Pedestrian Advisory Committee Chair Chris Hwang.

Item 1. Roll Call/Determination of Quorum/Introductions

All Commission members were present and introduced themselves: Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz, Midori Tabata, Royston Taylor, Rosa Villalobos, Kenya Wheeler

City staff in attendance: Jennifer Stanley, Iris Starr, Heather Klein, Devan Reiff

Other attendees: Michael Kuykendall (Sandis Civil Engineers), Todd Tierney (HDR), Scott Birkey (Cor Castle & Nicholson LLP), Doug Nelson (Children's Hospital Oakland), Brian Toy, Carol Levine, Tom Willging, Sarah Fine, Peter Schultze-Allen, Sam Tabibnia (Fehr & Peers), Shannon Allen (LSA Associates), Diane Dohm, Robert Fearman, Jen Hoff, Damon Barda, Jeff Fyffe, Joseph Morris, Ann Killebrew, Yuriko Jewett, Becca Homa, Dave Campbell, Katie Krolkowski

Item 2. Approval of meeting minutes

- A ***motion*** was made and seconded to ***adopt the Bicycle & Pedestrian Advisory Committee meeting minutes from August 21, 2014.*** Passed unanimously. (Minutes online at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak049273.pdf>.)

Item 3. Commission administration

Part 1 (Interim By-Laws): Jennifer Stanley described changes to the draft by-laws as proposed at the August Committee meeting.

- ***Motion*** (Commissioner Chan): ***Adopt interim by-laws with the following addition: require a vote at the December meeting to extend the use of the interim by-laws.*** Seconded (Commissioner Kidd). Passed unanimously.

Part 2 (Establishment of By-Laws Subcommittee): The following four Commissioners volunteered to serve on the by-laws subcommittee: Tabata, Wheeler, Kidd, and Chan.

- After discussion, the following ***motion*** was made (Commissioner Chan): ***Approve slate of commissioners who volunteered as the by-laws subcommittee, and require that: (1) up to three members of the public must be included; and (2) that the subcommittee will return with a draft for review by the full commission at the November 20, 2014 meeting.*** Seconded (Commissioner Tabata). Passed unanimously.

Joseph Morris volunteered to serve on the subcommittee. Discussion included the following questions which were delegated to the subcommittee: Is current time slot appropriate? Can commissioners attend meetings via teleconference?

Part 3 (Procedural Issues): Based on the questions posed by staff (agenda attachment), the commissioners discussed how to handle public comment, and, in the interest of time, referred the other issues raised by staff to the by-laws subcommittee. The following points were noted:

- Members of the public should be encouraged to sign in.
- Members of the public may be seated at the table with the commissioners.
- Members of the public should speak on agenda items during the conversation on each topic. If possible, public comment should be heard before any commission votes. For now, general public comment to be heard at the end of the meeting; this issue should be addressed by the by-laws subcommittee. Comment cards are not required to speak.
- For now, there will be no time limits imposed on public comment. If meeting time needs to be extended because of a long duration of public comment, the Chair will request that the Commissioners move to extend the meeting time to allow it.

Item 4. Children's Hospital Draft Environmental Impact Report (DEIR)

Heather Klein, City of Oakland Bureau of Planning, Doug Nelson (Children's Hospital), and Mike Kuykendall (Sandis Civil Engineers) made a project presentation. This is the last public hearing on the DEIR released on August 7, 2014.

Commissioners and the public recommended better bikeways, more secure and plentiful bike parking, consideration of pedestrian access and safety to the hospital via adjacent streets, and ongoing evaluation of traffic impacts. Public speakers included: Yuriko Jewett (Longfellow Community Association) and Katie Krolkowski (Dover Street).

BPAC and public comments were recorded by a hearing officer. Response to comments will be included in the final EIR. Public comments can be emailed to Heather Klein through Monday, September 22, 2014 at 4:00pm.

Item 5. Coliseum Area Specific Plan and Draft Environmental Impact Report

Devan Reiff, City of Oakland Bureau of Planning, made a project presentation as part of the official notification process for the DEIR. The comment period has been extended to October 17, 2014. The City has an exclusive negotiating agreement with a development team, but there is currently no developer. Commissioners made the following observations:

- Policy TR5-11 (prohibiting curb extensions) should be deleted.
- Delete policy favoring floating bike lanes; include cycle tracks instead.
- Policy 5-23 and 5-23 recommends a Class 1 facility on 66th Ave, which is not shown on the map.

- Add a policy to include a bike station (not necessarily at BART).
- Plans should include bike parking at the stadiums.
- Bike share should be coordinated with the regional program.
- Consider the target audience when designing bike facilities (e.g. tourists/visitors, new residents).
- Address the connection to the area via the Bay Trail.
- Provide access and amenities for existing area residents.
- Hegenberger is not bike/ped friendly. The plan should improve pedestrian access here, and include a raised cycle track.
- Separate bike and ped traffic along the “high line” (bike/ped throughway connecting BART to the Bay Trail). Prioritize improvements to Hegenberger since the “high line” is many years away.
- Consider sharing surface parking lots on game days as has been done in Santa Clara for the new 49ers stadium; learn other lessons from that project.
- Create a parking benefit district to reinvest in the area.
- The cross sections that include 10’ travel lanes are good, but add buffers to the bike lanes.
- Consider diagonal pedestrian crossings.
- The plan should evaluate safety impacts to bicyclists traveling on Seminary and Mountain Blvd.

Item 6. Open Forum / Public Comment *(suggestions for meeting topics, announcements, other)*

Announcements:

- The 3-foot passing rule (requiring motorists to leave three feet of space when passing bicyclists) became law today.
- The City’s parklet program is now taking applications (handout).
- Bike East Bay: Measure BB materials are available.

Next meeting topics (handout):

- The City’s Five-Year Paving Plan will be introduced at the Public Works Committee meeting on October 14. Commissioners may be interested in learning about the overlap with the bikeway network. Staff will send meeting details to the Bike/Ped Announcements list.
- All ATP projects (Safe Routes to Schools, Lake Merritt bridge, Bike Share).
- City plans for Bike Share.
- City plans for Office of Traffic Safety grant program. (Consider enforcement of 3-foot passing rule.)

Meeting adjourned at 8:15pm.

Attachments

- Proposed Interim By-Laws
- Coliseum Specific Plan handout (Powerpoint slides)
- City of Oakland Notice of Parklet Opportunity
- BPAC Agenda Item Calendar; three-month look ahead

Other handouts (not attached)

- Hard copy of Coliseum Area Specific Plan (draft)
- Handbook for Boards and Commissions

Audio will be posted at

www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, and emailed to meeting attendees for review on September 23, 2014. Comments requested by September 30, 2014 to jstanley@oaklandnet.com.

This final draft, incorporating comments, was emailed to meeting attendees on October 1, 2014. The Commission will consider approval of this document at the next BPAC meeting on October 16, 2014.

Oakland Bicyclist & Pedestrian Advisory Commission
Proposed Interim Bylaws, September 18, 2014

1. OBJECTIVE

- a) The Bicyclist & Pedestrian Advisory Commission (BPAC) was established on February 4, 2014, via Oakland Ordinance 13125 C.M.S. to advise City Council on bicyclist- and pedestrian-specific policies, projects, and programs, and on the accommodation of bicyclists and pedestrians in all transportation plans, policies, projects and programs.
- b) The Ordinance states that the "Commission shall establish additional rules of operation and procedures for conducting its business by a majority vote of the commissioners."
- c) These interim bylaws will govern the Bicyclist & Pedestrian Advisory Commission (BPAC) beginning with the first meeting on September 18, 2014, until the BPAC adopts permanent by-laws, anticipated at the December 18, 2014 meeting.

2. MEETINGS

- a) The BPAC will meet on the third Thursday of each month, 5:30-7:30 pm, in Oakland City Hall, **Sgt Daniel Sakai Hearing Room**, (aka Hearing Room 4).
- b) Meetings will be noticed in conformance with the Brown Act and the City's Sunshine Act.
- c) Meeting agendas will be posted online and notice will be emailed to subscribers to the BPAC web page (currently ~475 subscribers).
- d) All interested parties, including Commissioners, will subscribe at https://public.govdelivery.com/accounts/CAOAKL/subscriber/new?topic_id=CAOAKL_51 to get agendas.
- e) For attendance requirements, see Section 8 of the Ordinance.

3. OFFICERS

- a) The BPAC will adopt permanent bylaws specifying one or more officer positions, the term of those positions, and the schedule for conducting elections.
- b) Until elections are held, the Chair (Chris Hwang) and Vice-Chair (Christopher Kidd) of the former Bicycle & Pedestrian Advisory Committee (Committee) will serve as BPAC officers.

4. MINUTES

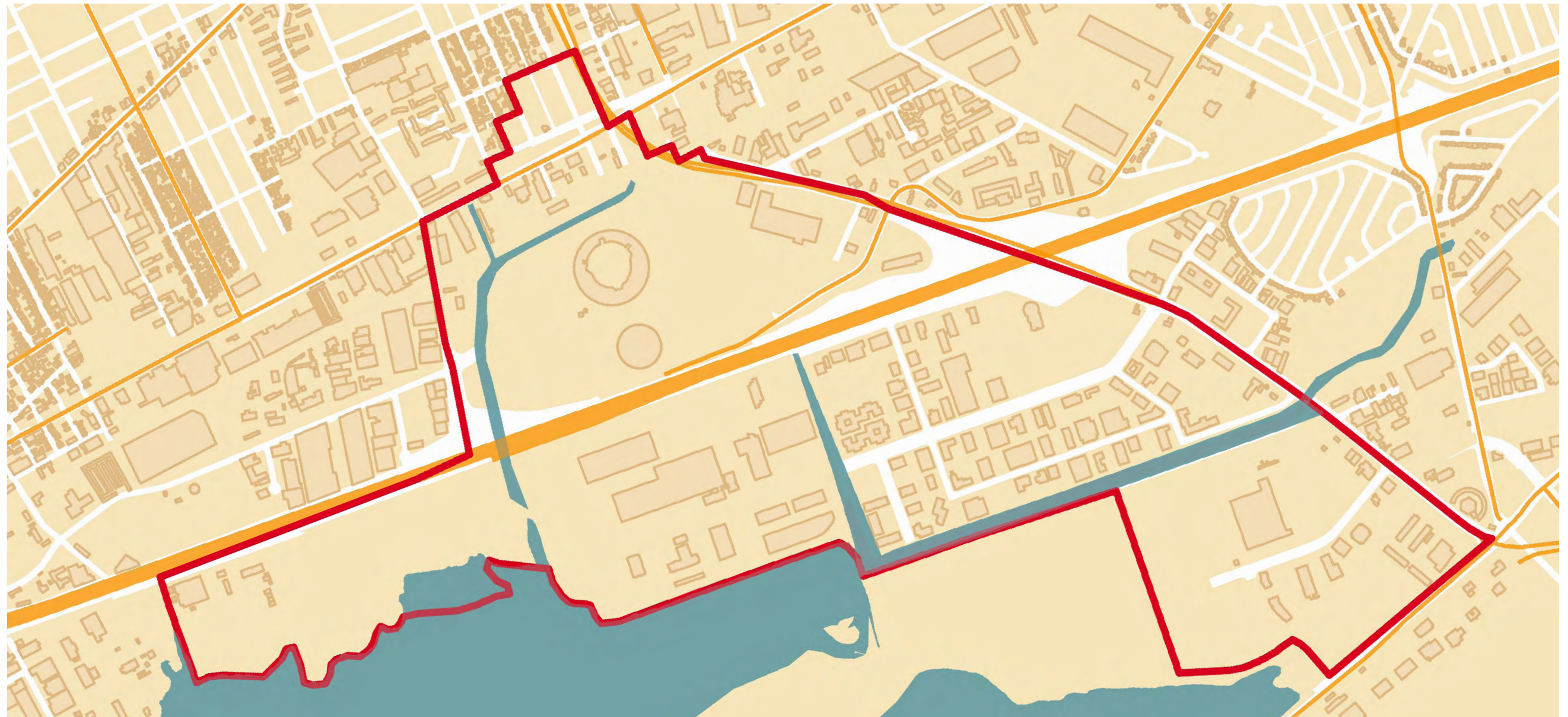
- a) City staff will record meeting minutes.
- b) Minutes will reflect all key discussion points, motions, seconds and vote totals by Commissioner.
- a) Staff will circulate minutes for review by all meeting attendees no later than the Tuesday following the BPAC meeting, giving one week for comments.
- b) Staff will circulate revised minutes to all meeting attendees no later than one week after the comment deadline.
- c) The agenda of each meeting will include a vote of Commissioners to approve the minutes from the previous month's meeting.
- d) Approved minutes will be posted by staff to the City's website at <http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm> no later than the Tuesday following the meeting at which they were approved.

5. PROCEDURE

- a) BPAC meetings will follow accepted rules of parliamentary procedure; Robert's Rules of Order will be consulted in the event of a question or dispute on process.
- b) Quorum is defined by Ordinance: "Five commissioners shall constitute a quorum and votes shall carry by a majority of the nine commissioners."
- c) The BPAC may form subcommittees by motion. Subcommittees shall include no more than four Commissioners, and may include non-Commissioners.

6. AGENDA

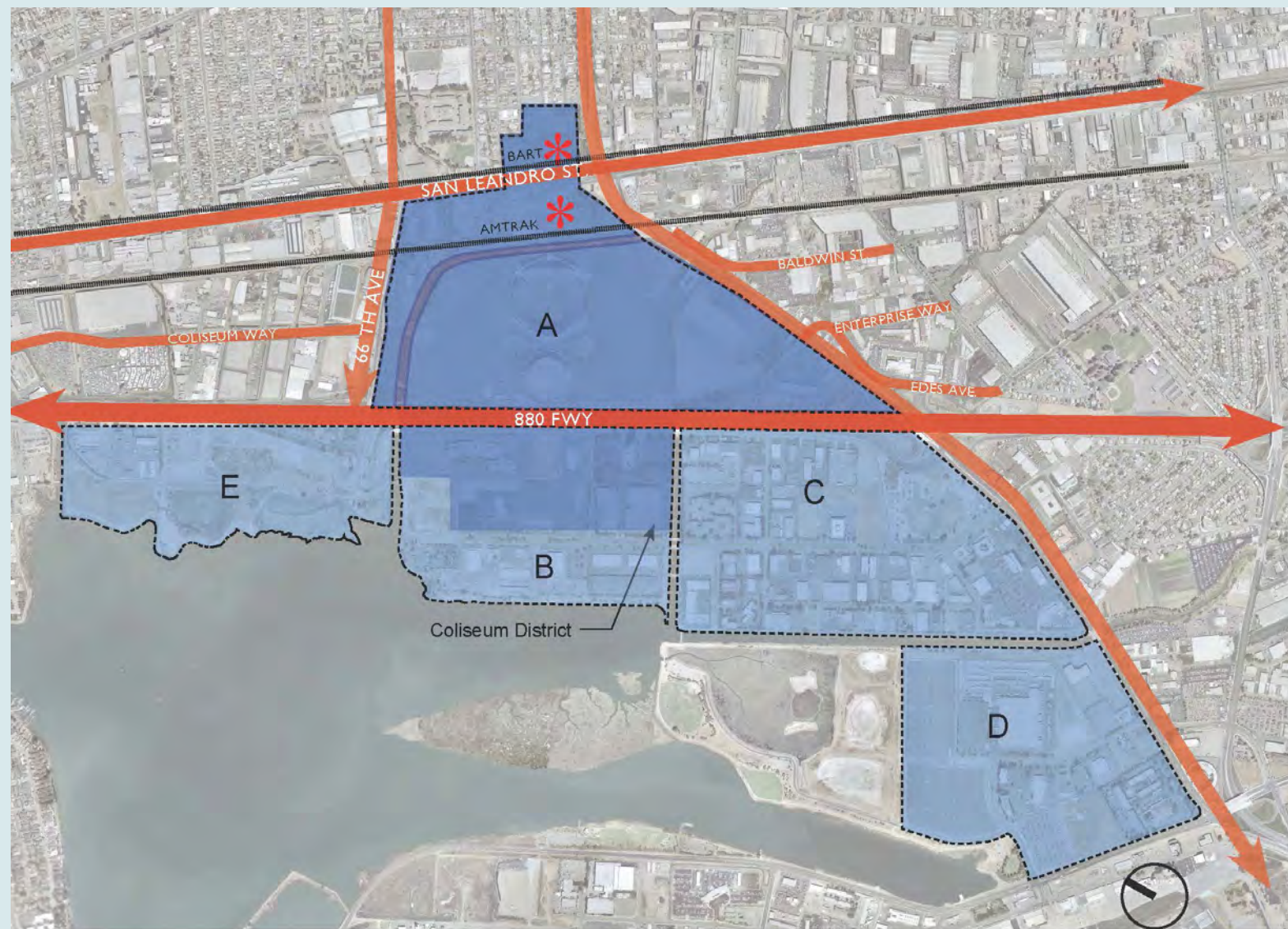
- a) City staff will create the monthly agenda in coordination with the Chair and Vice-Chair.
- b) Suggestions for agenda items may be submitted to staff no later than two weeks prior to the meeting.
- c) Staff will post the agenda at least 72 hours prior to meeting (no later than 5:30pm on the Monday prior to the meeting day) at <http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm>.
- d) The agenda shall include a section where future agenda items may be suggested, and items tentatively scheduled for the subsequent meeting be reviewed.



COLISEUM AREA SPECIFIC PLAN

Bicyclist & Pedestrian Advisory Commission
September 18, 2014

Draft Plan Area and Sub-Areas



Draft Plan Area:

- Covers 800 acres
- Five Sub-Areas
- Oakland-Alameda County Coliseum complex; Coliseum BART Station; Oakland Airport Business Park
- East Bay Municipal Utility District and City of Oakland-owned land between Damon Slough and East Creek Slough



COLISEUM AREA SPECIFIC PLAN

PROCESS OVERVIEW & TIME LINE

What's happened so far?

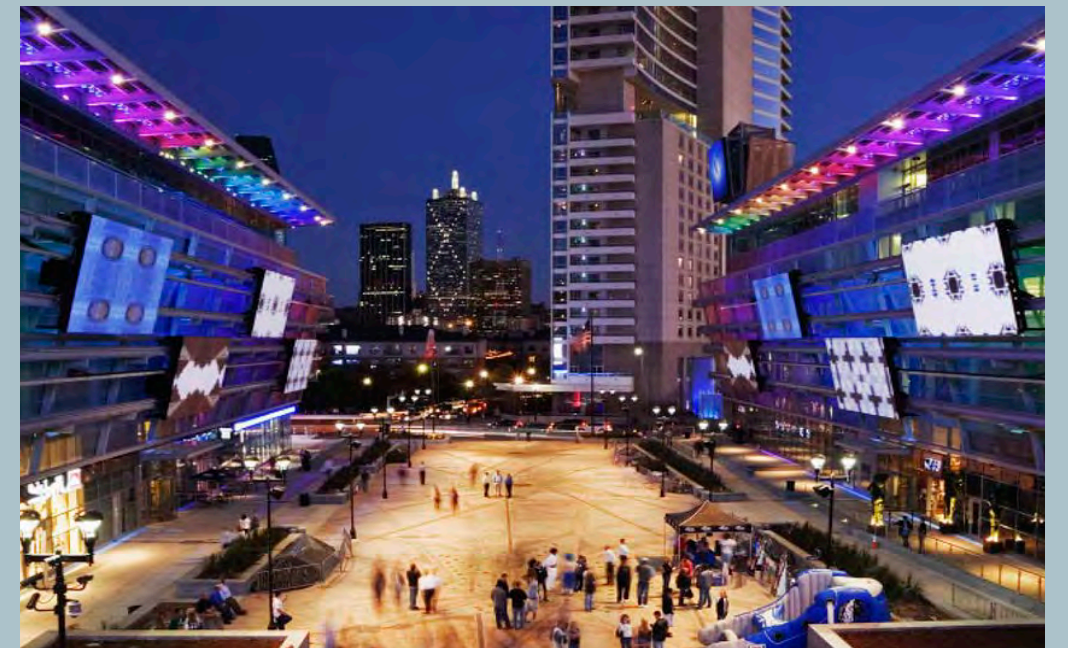
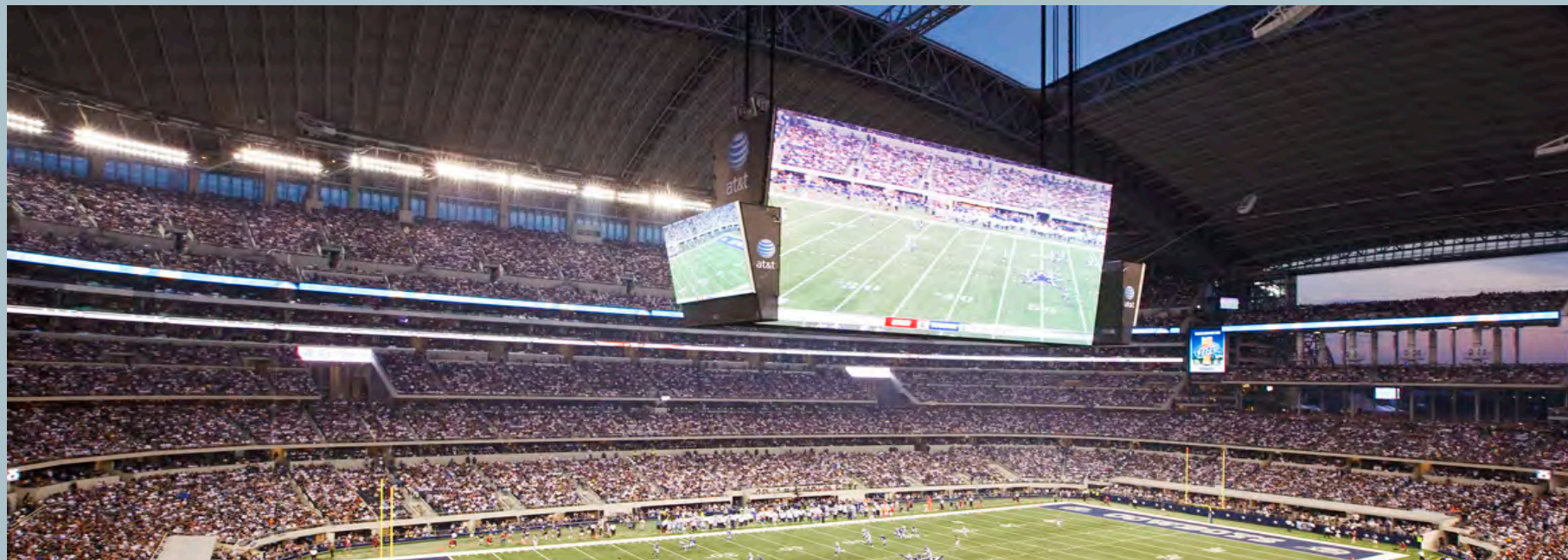
- 2011: City issued an RFP for a developer and CEQA/Specific Plan consultants
- 2012: City selected Oakland-based firms JRDV International and Lamphier-Gregory
- 2013: City published Notice of Preparation for EIR with a public comment period; JRDV completed the Coliseum Master Plan
- 2014: Staff and consultants prepared the draft Specific Plan and EIR; public workshops held; Draft Coliseum Specific Plan and EIR released August 22, 2014.
Comment period ends on October 17, 2014.



COLISEUM AREA SPECIFIC PLAN

Project Goals

Retain the sports teams - and maximize economic value recapture for Oakland and Alameda County





COLISEUM AREA SPECIFIC PLAN

Project Goals

2

Create a regionally significant Science and Technology District - that can act as a catalyst to expand Oakland's participation in innovation economy

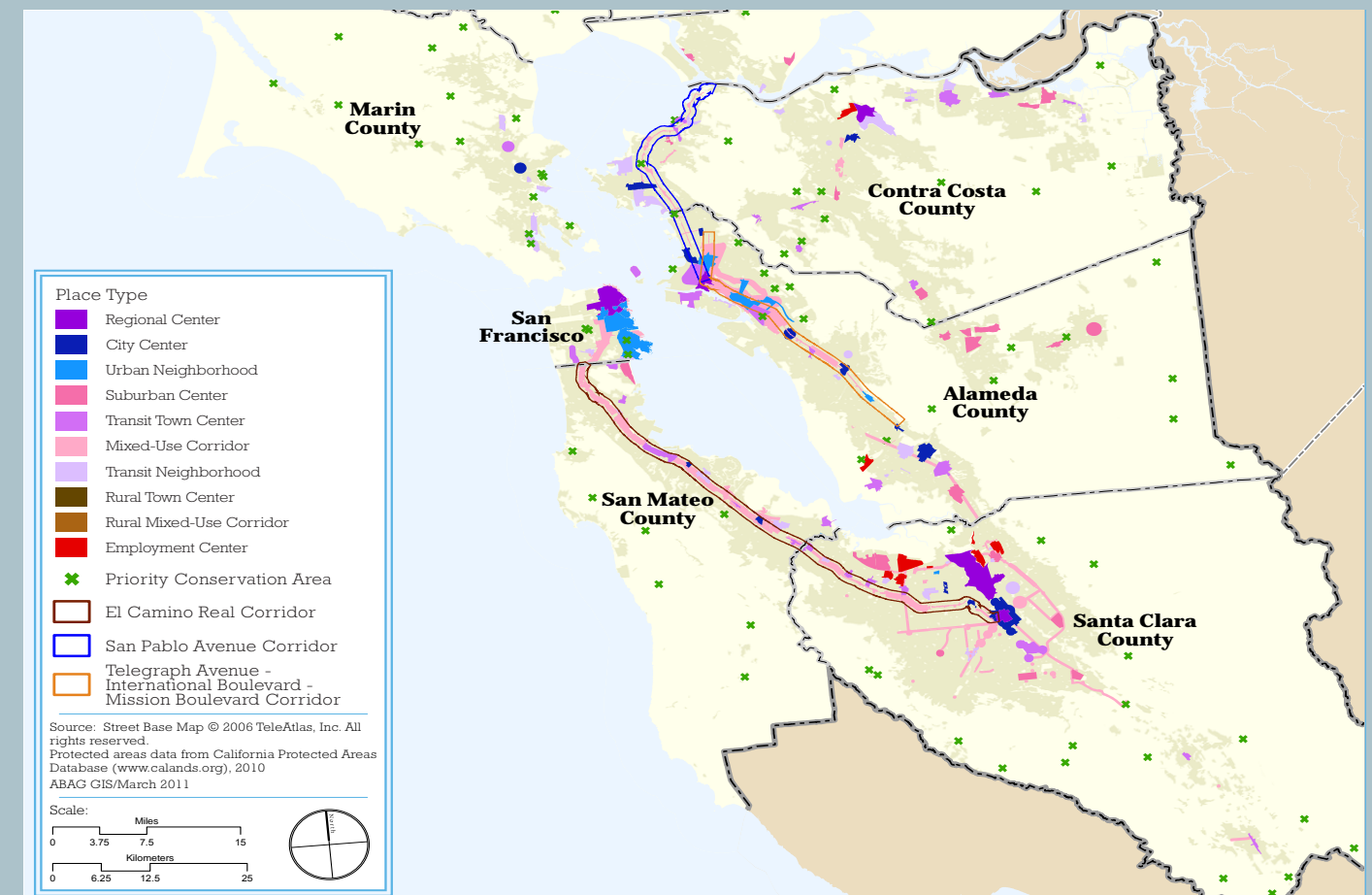
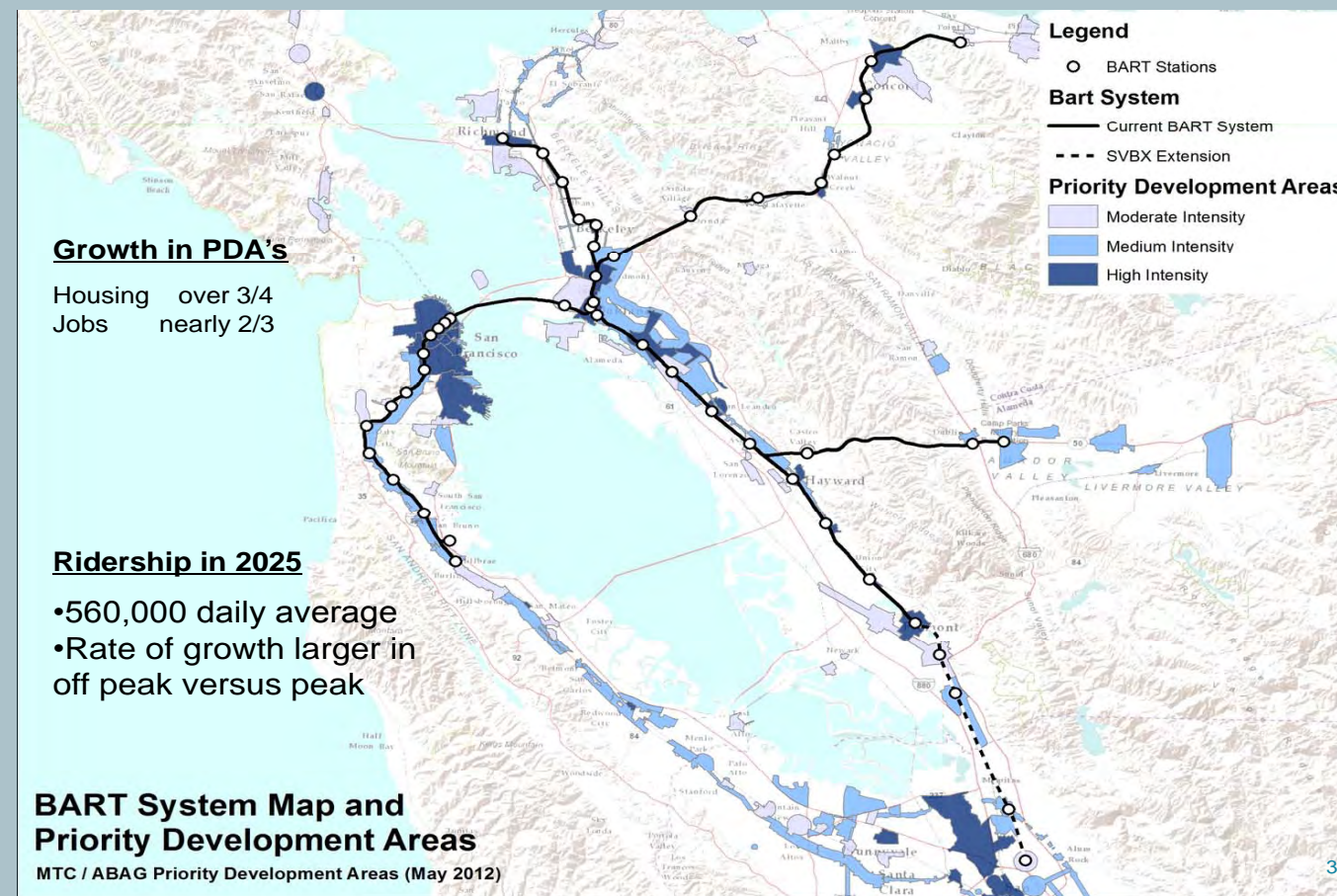




COLISEUM AREA SPECIFIC PLAN

Project Goals

Leverage and enhance the existing transit infrastructure - create a model transit development consistent with SB 375 Regional Policies.





COLISEUM AREA SPECIFIC PLAN

Project Goals

4

Create an Vibrant Urban Mixed Use District - with 7x24 activity and provides an enhanced pedestrian experience, site security and high quality of place.





COLISEUM AREA SPECIFIC PLAN

Project Goals

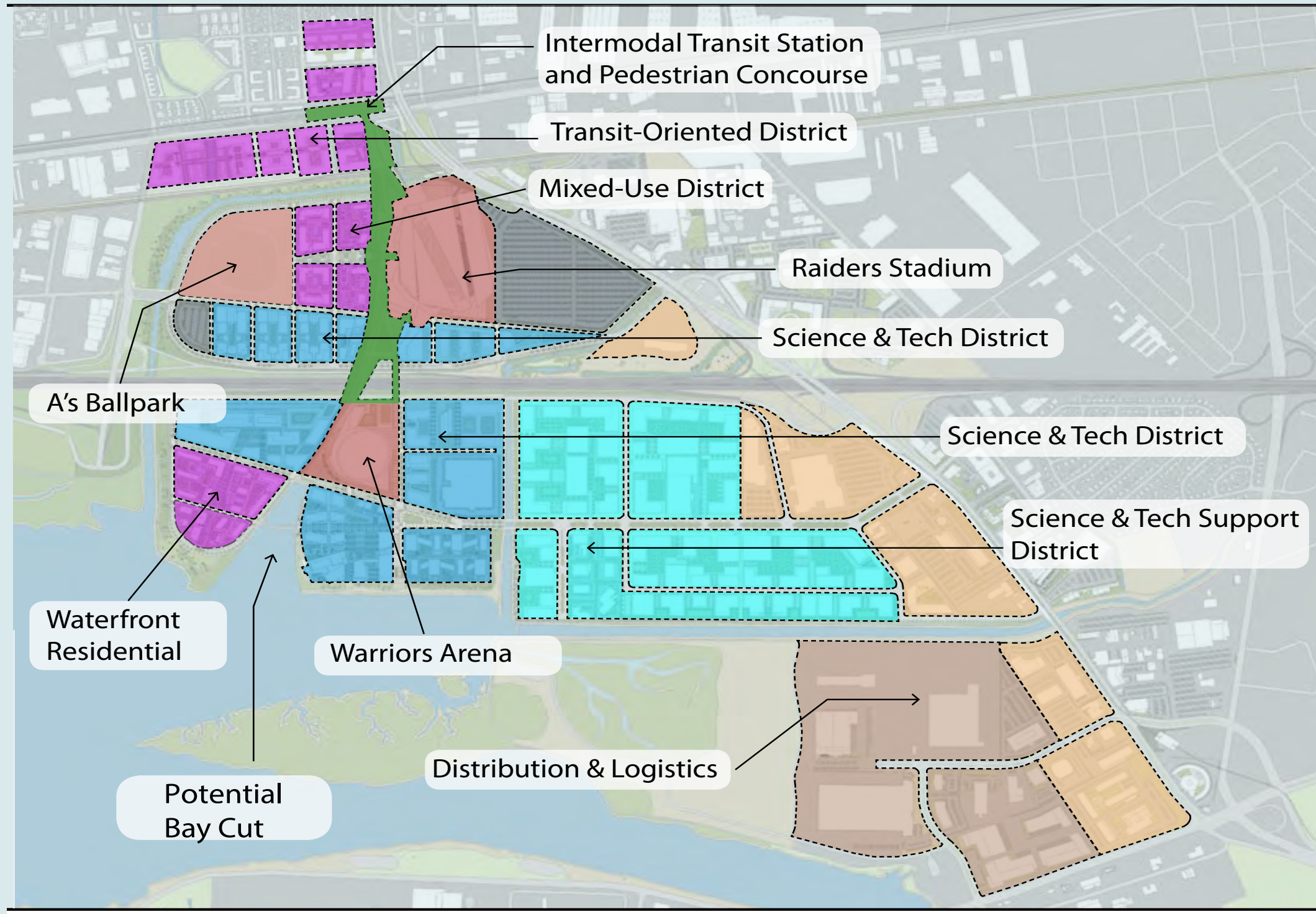
5

Create new Open Space, Bay Access, and Natural Habitat - opportunities through a significant environmental reclamation that is functional, educational and accessible.





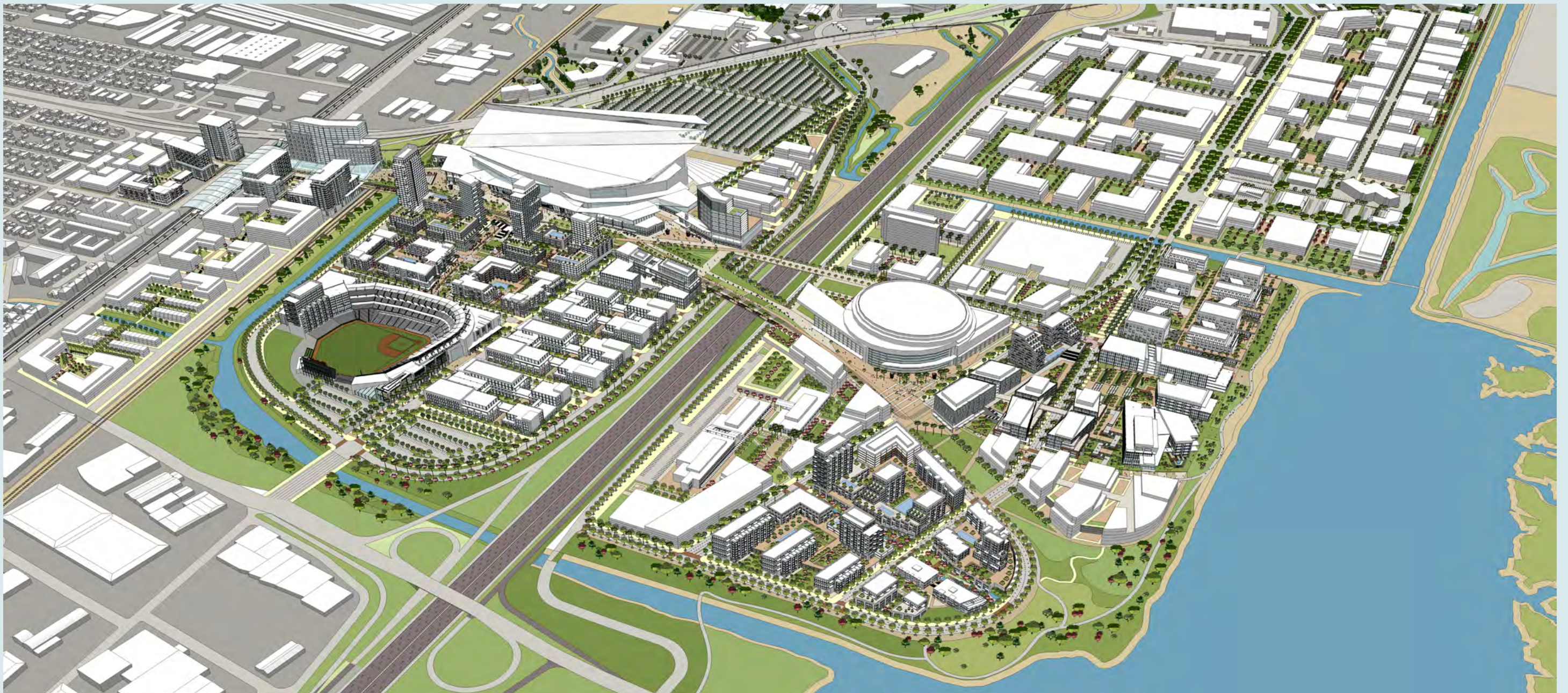
COLISEUM AREA SPECIFIC PLAN





COLISEUM AREA SPECIFIC PLAN

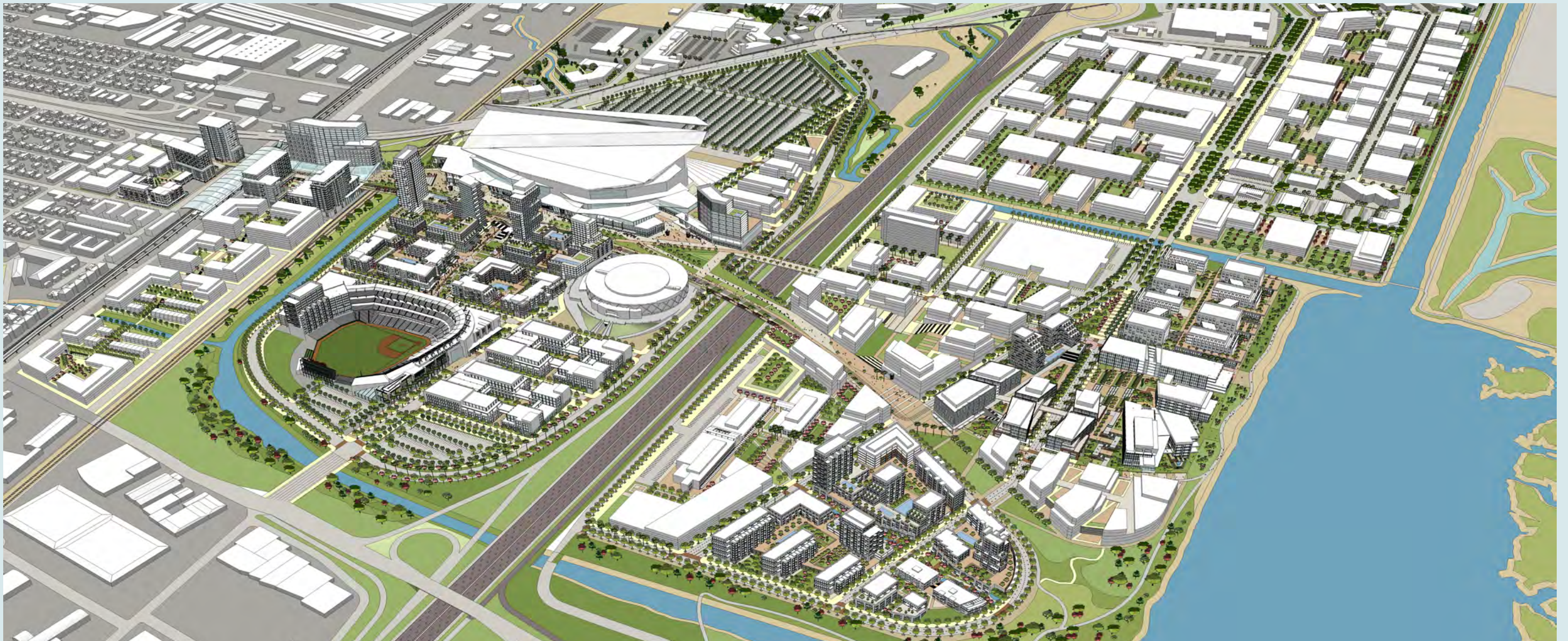
SCENARIO 1: THREE TEAMS





COLISEUM AREA SPECIFIC PLAN

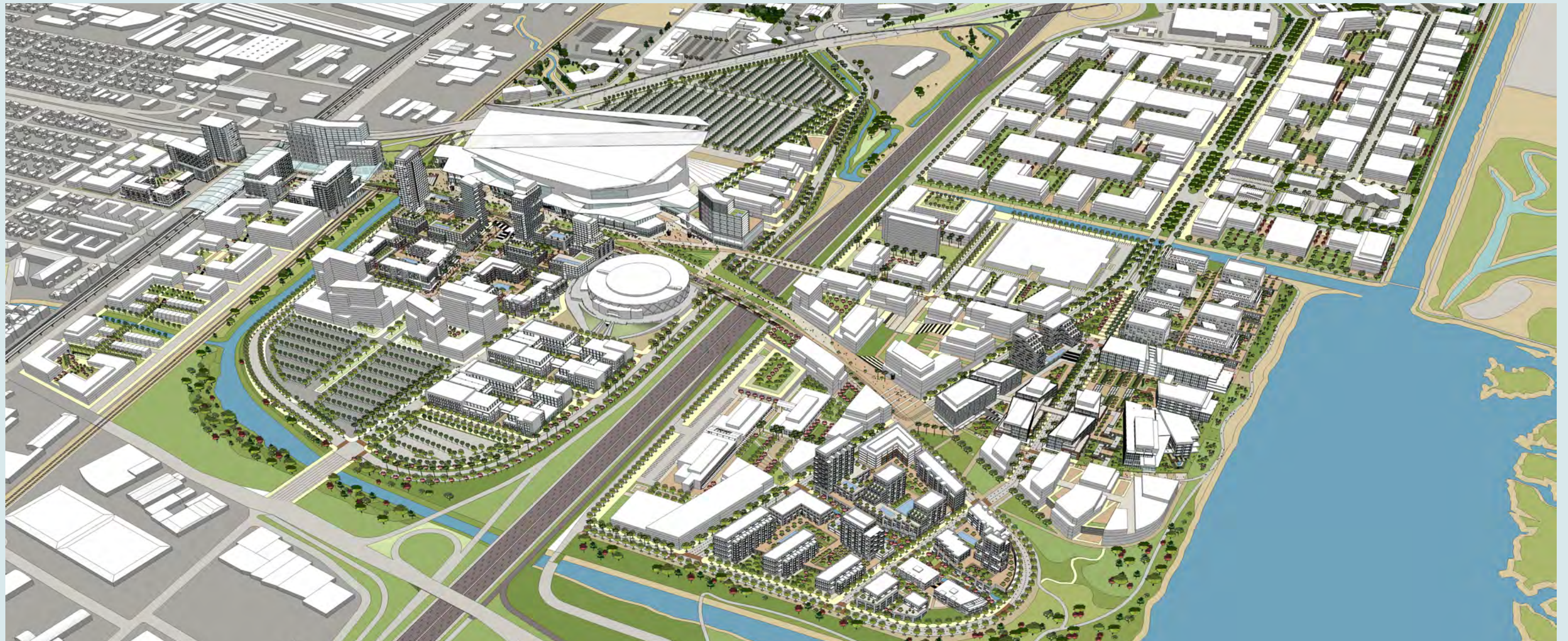
SCENARIO 2: TWO TEAMS





COLISEUM AREA SPECIFIC PLAN

SCENARIO 3: ONE TEAM





COLISEUM AREA SPECIFIC PLAN

DRAFT SPECIFIC PLAN

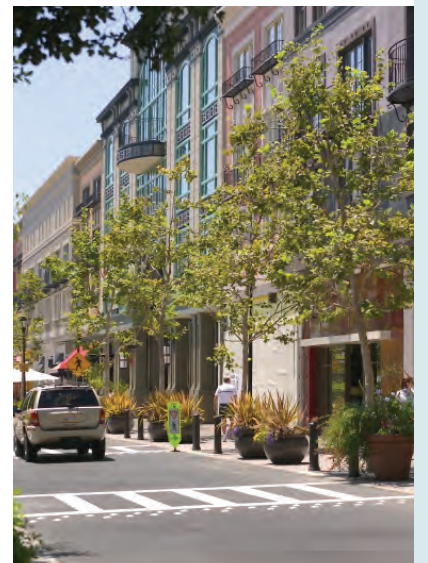
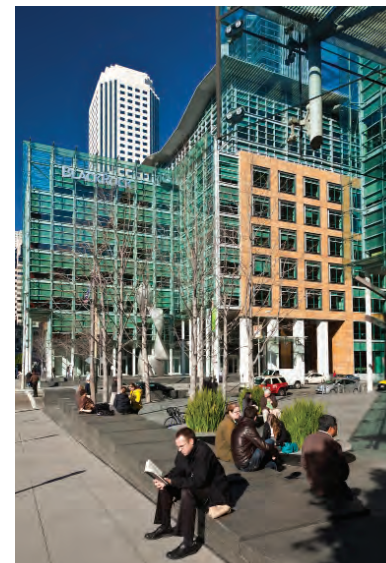
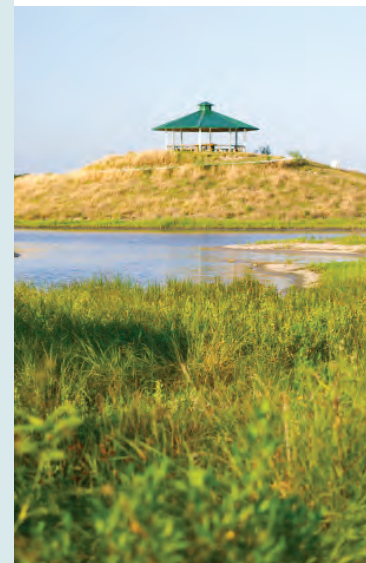
Released on August 22, 2014,
the Draft Specific Plan:

- Documents a new vision for the Coliseum Area
- Provides a detailed framework for new development in the Coliseum Area, through a flexible plan, over the next 20 to 25 years
- Establishes land use policies and informs changes to the area's zoning designations



Coliseum Area Specific Plan

Public Review Draft - August 22, 2014





COLISEUM AREA SPECIFIC PLAN

COMMUNITY AND ECONOMIC DEVELOPMENT BENEFITS

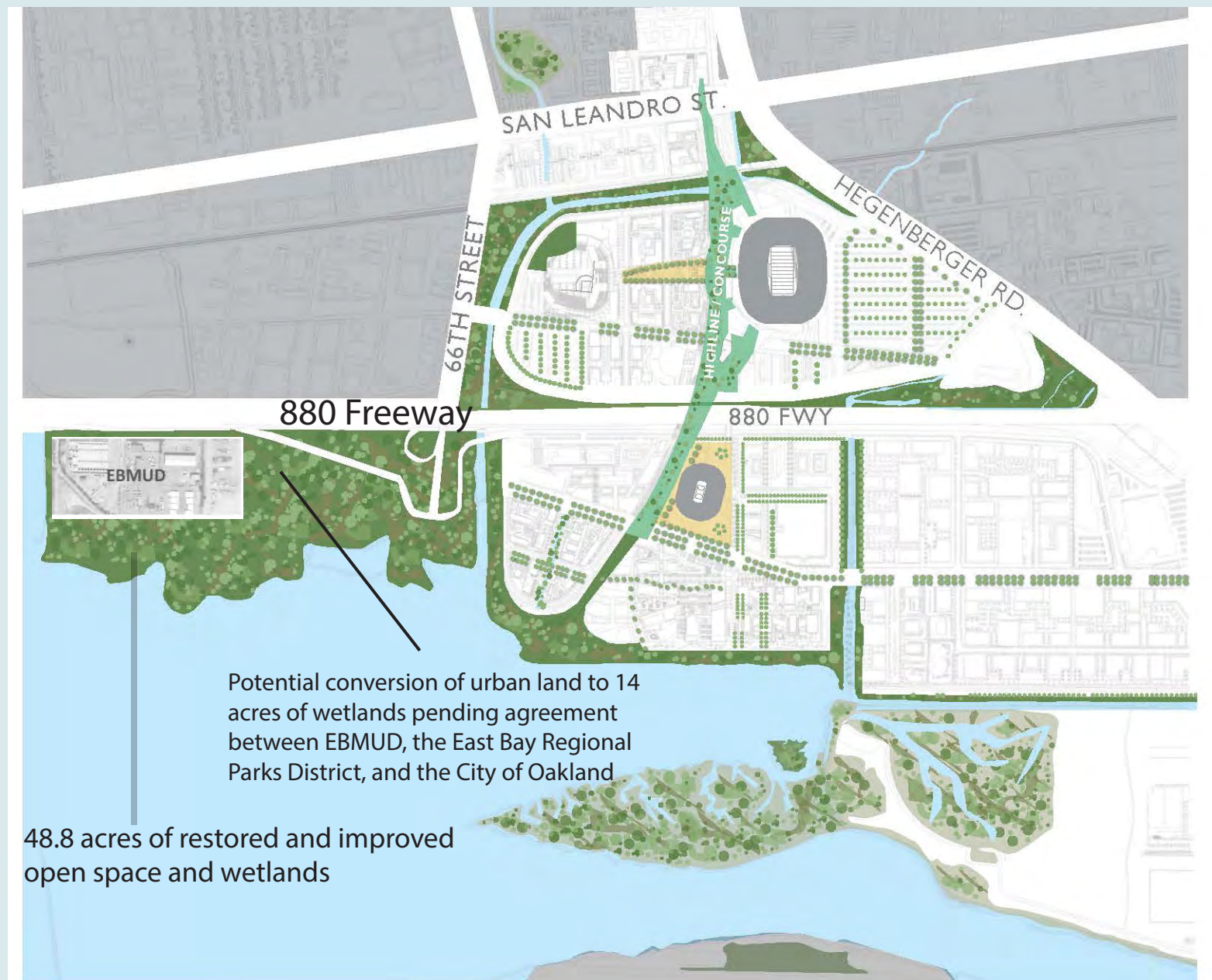
Support the Coliseum Master Plan's vision of:

- ***Up to three*** new multi-functional sports and entertainment venues and abundant restaurant and retail offerings
- ***Up to 20,000 new jobs*** (in construction, science and technology, and seasonal at the sports facilities)
- Increased opportunities for existing businesses in the Coliseum area
- ***Up to 12 million square feet*** of new commercial and business space
- 5,750 housing units and ***up to 10,200 new residents***
- ***Up to 25 acres*** of new parks, trails and restored natural habitat



COLISEUM AREA SPECIFIC PLAN

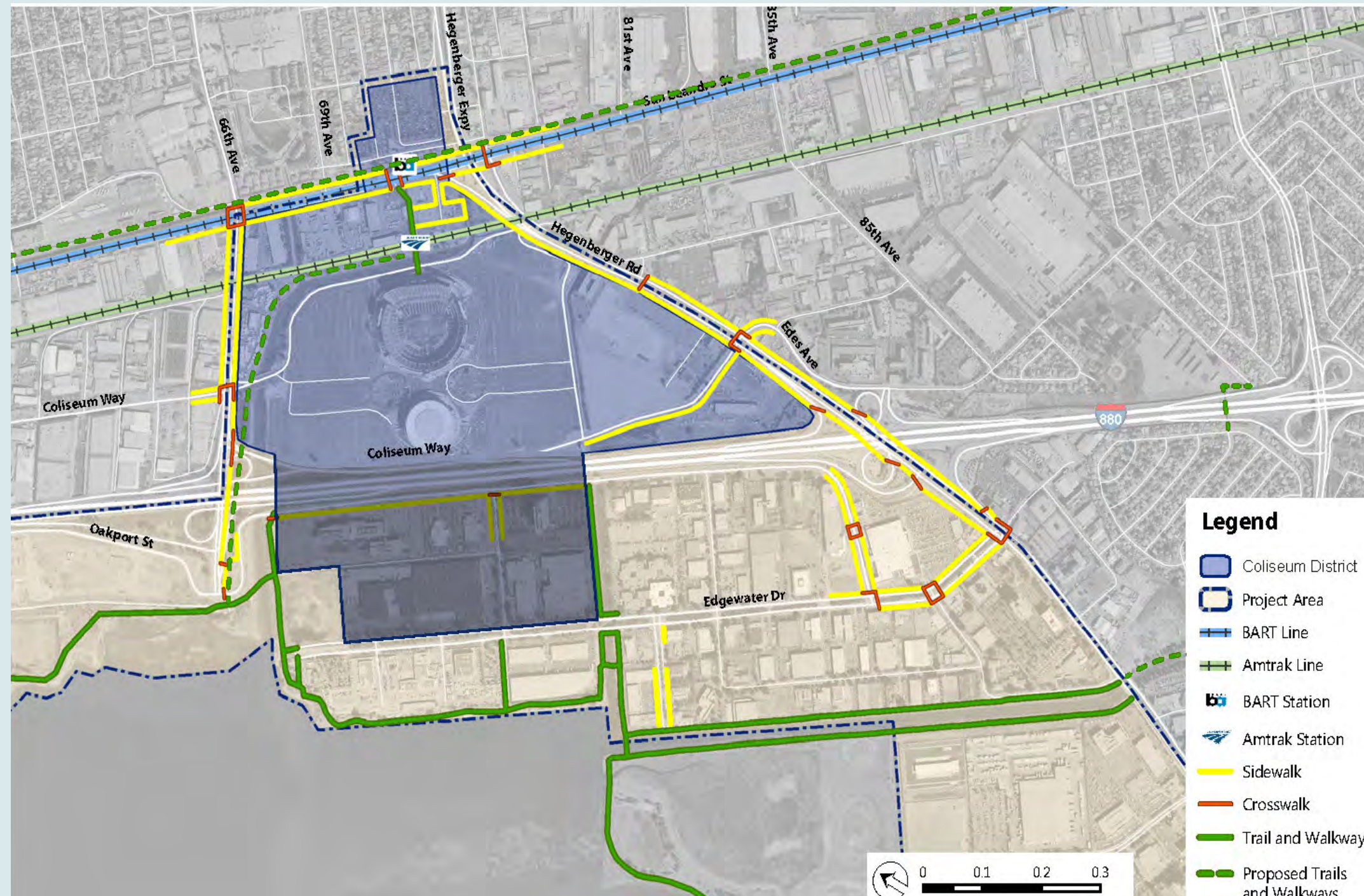
PROPOSED OPEN SPACE





COLISEUM AREA SPECIFIC PLAN

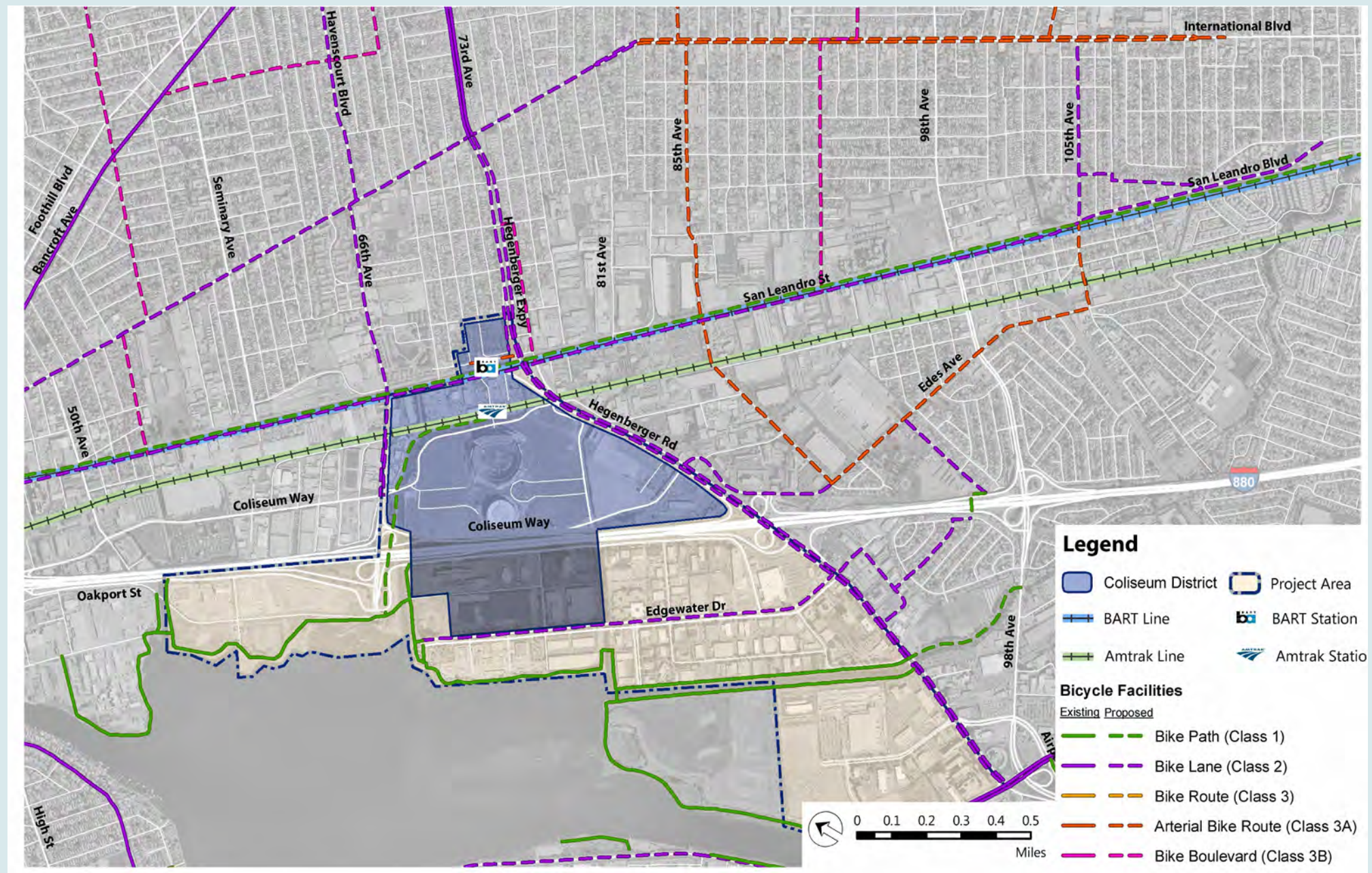
PEDESTRIAN FACILITIES





COLISEUM AREA SPECIFIC PLAN

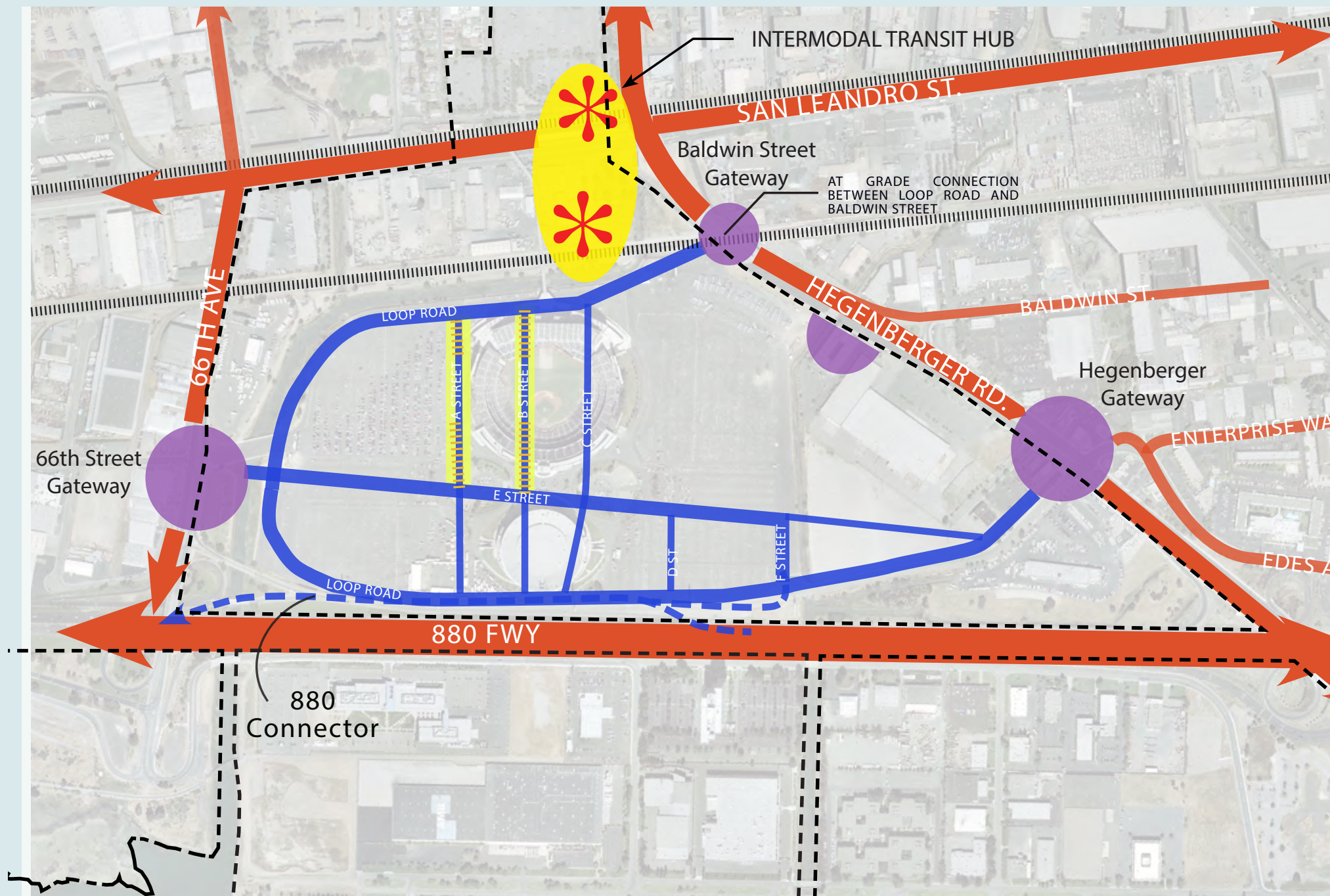
BICYCLE FACILITIES





COLISEUM AREA SPECIFIC PLAN

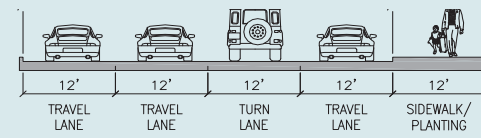
PROPOSED STREET NETWORK



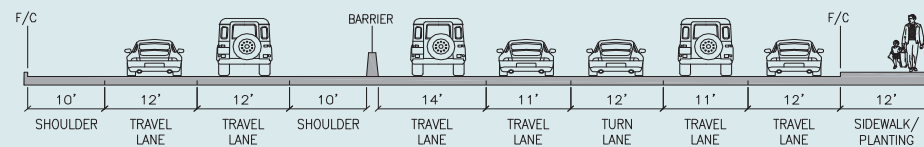


COLISEUM AREA SPECIFIC PLAN

PROPOSED STREET SECTIONS

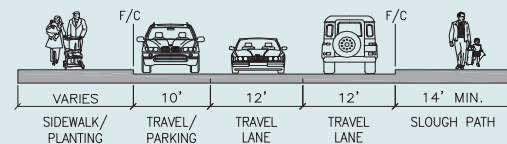


LOOP ROAD (48')
(AT HEGENBERGER ROAD)

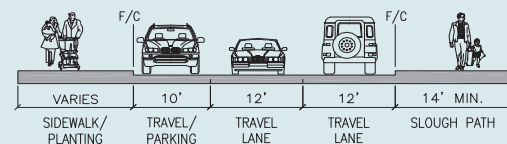


I-880 C-D ROAD (44')

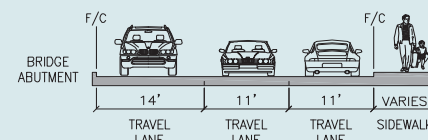
LOOP ROAD (60')
(AT C STREET)



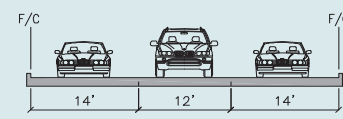
LOOP ROAD (34')
(AT DAMON SLOUGH)



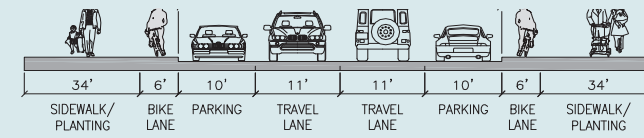
LOOP ROAD (34')
(AT C STREET)



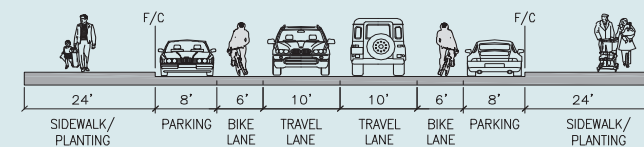
LOOP ROAD (36')
(AT BALDWIN STREET)



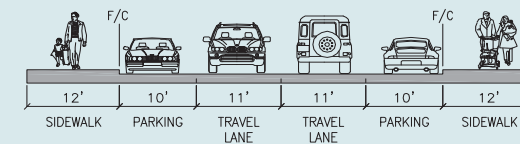
66th AVE OFF-RAMP (40')
(AT DAMON SLOUGH)



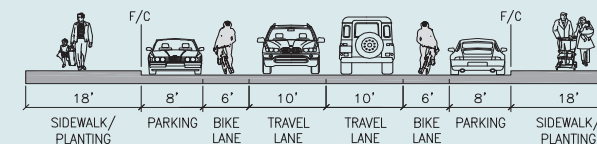
A STREET (42')
RESIDENTIAL / MIXED USE



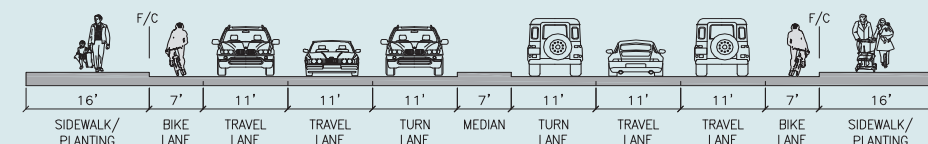
B STREET (48')
RESIDENTIAL / MIXED USE



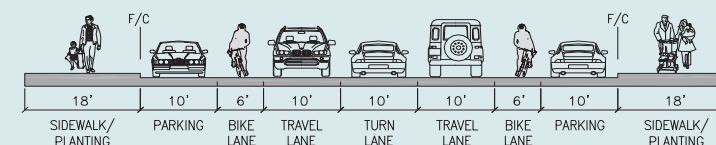
C STREET (42')
DELIVERY CORRIDOR



A, B, D, G & F STREET (48')
SCIENCE & TECHNOLOGY



E STREET (87')
(AT 66th AVENUE)



E STREET (62')
(AT A STREET)



COLISEUM AREA SPECIFIC PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT

State law (CEQA) requires that environmental impacts that may result from a project be evaluated and that alternative proposals and/or mitigation measures be crafted before final plan adoption.

A Draft Environmental Impact Report (DEIR) was released in conjunction with the Draft Specific Plan.

Among topics studied in the DEIR:

- Land Use
- Housing, Population, and Employment
- Traffic and Transportation
- Water Quality
- Air Quality
- Biology
- Cultural and Historic
- Plan Alternatives



COLISEUM AREA SPECIFIC PLAN

IMPACTS IN THE DEIR

BICYCLIST SAFETY IMPACT:

Development under the proposed Project would not directly or indirectly result in a permanent substantial decrease in bicycle safety.

Found to be **Less than Significant** in the DEIR.



COLISEUM AREA SPECIFIC PLAN

NEXT STEPS

Public Hearings and Meetings of Draft Plan and EIR:

- Landmarks Preservation Advisory Board: ***September 8, 2014***
- Parks and Recreation Advisory Commission: ***September 10, 2014***
- Bicyclist & Pedestrian Advisory Commission: ***September 18, 2014***
- Oakland-Alameda County Coliseum Authority: ***September 24, 2014***
- Port of Oakland Board of Commissioners: ***September 25, 2014***
- Oakland Planning Commission: ***October 1, 2014***
- Community Workshop: ***October 8, 2014-- 81st Avenue Library (6:30 p.m.)***
- Additional meetings will be announced on City's website



COLISEUM AREA SPECIFIC PLAN

CONTACT US!

Email comments to: **strategicplanning@oaklandnet.com**

Leave a message on the Strategic Planning Division line at: **(510) 238-7299**

Mail comments to:

Devan Reiff
City of Oakland Strategic Planning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

*For more information, go to **www.oaklandnet.com/coliseumcity***

CITY OF OAKLAND

NOTICE OF PARKLET OPPORTUNITY - APPLICATIONS DUE 11/17/14



WHAT ARE PARKLETS?

A Parklet is a new type of public space--an economical and creative solution to the desire for wider sidewalks. It is the temporary use of space in the dedicated public right-of-way (parking spaces, unused bus stops, and other types of vehicular and non-vehicular zones) for public uses such as seating or bicycle racks.

Parklets are publicly accessible space for the enjoyment and use of all Oakland citizens, which are privately constructed and maintained. It is envisioned that Parklets will be located in areas with heavy pedestrian activity, as additional seating areas for retail patrons, and also in areas where there is a desire to create a more pedestrian-friendly environment.

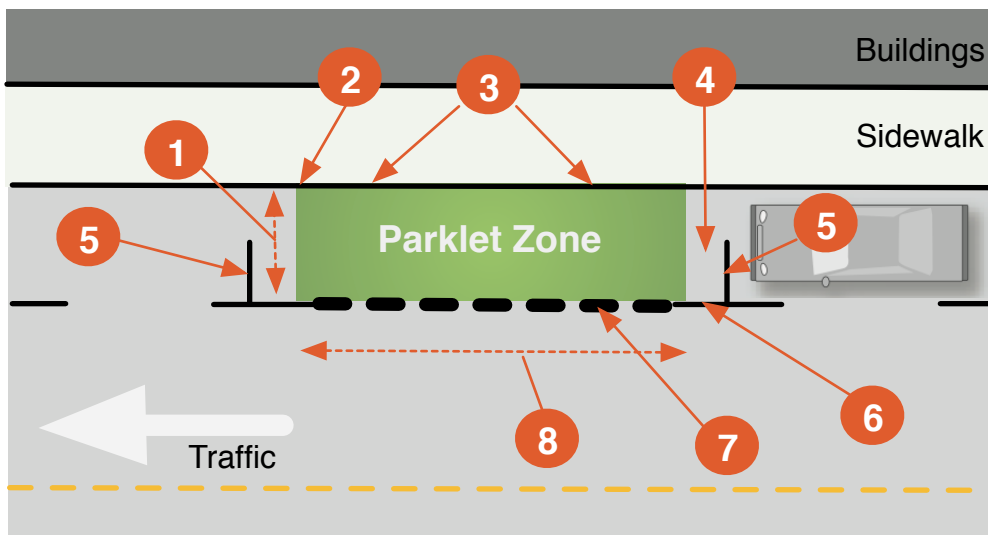
WHAT CAN BE PUT ON A PARKLET?

Parklets can feature:

- ▶ Tables and chairs for public use
- ▶ Benches
- ▶ Planters and landscaping features
- ▶ Bicycle parking

While other uses are possible on a Parklet, please remember that the goal of these spaces is to provide room for people to sit and relax. For images of existing Parklets, please see the Oakland Parklet website: <http://oaklanent.com/parklets> as well as the San Francisco Pavement to Parks website: <http://sfpavementtoparks.sfplanning.org/>

DESIGN AND PLACEMENT GUIDELINES



1. Max of 6' width.
2. Maintain curblane drainage.
3. Parklet decking flush with curb, 1/2" gap max.
4. 4' distance from parklet to wheel stop.
5. 3' Wheel stop installed 1' from curb
6. Reflective soft hit posts.
7. Visually permeable outside edge. Railing may be required.
8. Generally 2 parking spots per parklet, expansion may be considered.

PILOT PROGRAM EXTENSION 2014



WHO CAN INSTALL A PARKLET?

Business Improvement Districts, business owners, property owners, non-profits and community-based organizations may apply for a permit to install a Parklet. Other applicants may be considered on a case-by-case basis.

WHY A PILOT PROGRAM EXTENSION?

While new to Oakland, Parklets have been successful in San Francisco and other cities around the world. During the initial Pilot Program in Oakland, some of the Parklets approved were not built for various reasons, so by extending the pilot program it will allow the City to work out what is best for a future permanent program. An additional 15 Parklets will be selected in the extension.

DEADLINE FOR APPLICATIONS

Applications are due on **November 17, 2014**. An informational meeting will be held on October 14, 2014, 5:30 - 6:30 pm in Hearing Room 4 of City Hall.

HOW WILL THE CITY EVALUATE YOUR PROPOSAL?

1. Suitable Location

- ▶ Parklet site is at least one parking spot in from a corner.
- ▶ Proposed location has a posted speed limit of 25mph or less.
- ▶ The proposed street has parking lanes and minimal slope.
- ▶ Proposed location does not block a hydrant, utilities, and is not within a handicap space.

2. Community Support

- ▶ At a minimum, we ask that you demonstrate support from your immediate neighbors and any relevant community or merchant group(s).
- ▶ Letters of support and/or petition from local BID, institutions, businesses, and residents.

3. Clear and Well-Thought Out Design

- ▶ Parklet contributes to the beauty and character of the neighborhood.
- ▶ Material can easily be maintained, installed, and removed if necessary.
- ▶ Design is innovative and unique as well as it meets all guidelines, including those on this flyer and any specific requirements contained in the notice.
- ▶ Must be able to submit final construction documents within 6 months of permit being submitted.

THE FINE PRINT...

Maintenance

If your project is selected, you will be required to provide daily maintenance of the Parklet. You will be required to sign a maintenance agreement with the City of Oakland, to keep all plants in good health, and to keep the Parklet free of debris and grime. The surface must be maintained adequately. Unsecured furniture is not permitted after business hours. Parklet permit holders will be required to powerwash once a year. Table service is not permitted and alcohol is not allowed on the Parklets.

Liability

Applicants must provide evidence of liability insurance for a minimum coverage of \$1,000,000, naming the City of Oakland as additional insured. The insurance coverage must be in force for the duration of the permit. Most businesses already carry this insurance. Please check with your provider.



Questions regarding
the Oakland Parklet
Pilot Program
should be directed
to:

LAURA KAMINSKI, Project Manager
Bureau of Planning
510-238-6809
lkaminski@oaklandnet.com

www.oaklandnet.com/parklets

Date	Topic 1	Topic 2	Topic 3	Topic 4	Procedural Items *	Time still available **
10/16/14	Bi-annual bike project status overview (Bike/Ped Program staff)	Telegraph Ave complete streets (Jamie Parks)	Procedure: calendar template; 2015 appointments (Commission)	Parklet program update (Laura Kaminski)		
# minutes	20	40	20	20	20	0
11/20/14	BPAC calendar for the coming year (Bike/Ped Program staff)	Resurfacing overview (Bike/Ped Program staff)	Bike/ped projects funded from the Caldecott 4th Bore Caltrans settlement (Consultant)	Officer nominations? (Commission)		
# minutes	25	20	35		20	55
12/18/14	Review of by-laws (Commission)	Officer elections? (Commission)				
# minutes	20				20	80

Bold = recurring item from the Committee schedule template.

* Roll call (5), approval of minutes (5), Open Forum/Agenda Item review (10)

** based on two-hour meeting length

Requested/pending agenda items not yet scheduled

Previously suggested topics:

- BPAC history, accomplishments, procedures of the committee
- Bikeway design review (based on October 2013 prioritization by the Committee; 25 streets got one vote each, three streets got two votes each)
 - Oak St, 2nd-14th Sts (7 votes)
 - E 12th St, 40th-54th Aves (5 votes)
 - 14th St, Brush-Oak Sts (3 votes)
 - International Blvd, 54th-85th Aves (3 votes)
 - Madison St, Lakeside Dr-2nd St (3 votes)
- Cycle 6 HSIP project design review (particularly Grand Ave)
- Temporary traffic control in construction zones
- City standards for outdoor seating areas
- Curb ramps, Kevin Kashi
- Policy forum re: traffic signals
- Caldecott projects

Other topics (anticipated by Bike/Ped Program staff):

- Bike blvd policy report
- 40th St super sharrow study results
- Low-stress bike network analysis
- BRT update (8/1/14: City submitted comments to AC Transit on 65% plans)
- Bike actuation technologies: video (Iteris) and in-pavement pucks (Sensys)
- Establishing a method to share list of maintenance issues (paving, storm drain inlets, railroad tracks, etc.)
- New design guidance for various bike lane widths
- Downtown Circulation Study (Bureau of Planning)