

Adopted Minutes—November 17, 2005
Oakland Bicycle and Pedestrian Advisory Committee

(Action items are preceded by ▶)

Attendees: Ron Bishop, Claudia Cappio, Brett Hondorp, Jennifer Jackson, Mike Jones, Heath Maddox, Carol Misseldine, Jason Patton, Paul Russell, Jennifer Stanley, Benjamin Van Thiel

1. Introductions/Administration, Announcements/Minutes

Heath Maddox was appointed to take notes. Minutes from the October 20th meeting were approved.

2. Report on Euro-Bike Facilities—Carol Misseldine, Mayor's Office of Sustainability

Carol Misseldine gave a Powerpoint presentation of her trip to the Netherlands as part of a bicycle facilities study tour with public officials from Marin County. She was very inspired by what she saw and stated the willingness of the Mayor's Office of Sustainability to support the Oakland BPAC in their efforts to improve conditions for bicycling in Oakland.

3. Sharrow: Recommendations for use in Oakland—group

Use of the Shared Lane Pavement Marking, or sharrow, in Oakland was discussed. Sentiment toward the new device was generally very positive but Ron Bishop voiced his concern that they not be used as substitutes for bike lanes. Staff responded that sharrows would be recommended only on streets where the width was not sufficiently wide for bike lanes; the minimum width for bike lane projects is currently seen as 46' wide, which allows for a 7' parking lane, 5' bike lane, and 11' travel lane (minimum width on arterials with bus service.) The language adopted by Caltrans limits application of the sharrow to streets with on-street parallel parking. This was not in the original language proposed by San Francisco.

▶ The Committee moved to request that City staff communicate to Caltrans the City of Oakland's support for expanding the use of the device to include situations without on-street parallel parking.

4. Whole Foods Update—Claudia Cappio, CEDA Director of Development

Claudia Cappio presented the circulation plan for the new Whole Foods at the intersection of 27th Street, Harrison and Bay Place.

Comments specifically relevant to this project included:

- a) Project should do more to improve conditions for walking and biking
- b) Whole Foods exit onto Vernon right turn only to reduce traffic going up Vernon;
- c) Whole Foods signage should direct cars to I-580 via 27th, not onto Vernon;
- d) Pedestrian activity in the area is likely to increase as workers from the Caltrans building and neighboring office buildings will walk to Whole Foods at lunch;
- e) Incorporate bike lanes on Harrison & 27th, as shown in drawings submitted by Ron Bishop to CEDA;
- f) Remove slip turn lanes or re-design to slow cars;
- g) Proposed new intersection at Vernon & Bay was seen to be more difficult for pedestrians, not improved;
- h) Improve the islands on Harrison for pedestrians.

Comments relevant to the surrounding area that the developer cannot at this point be obligated to address, but nevertheless deserve attention, include:

- a) Address traffic onto Vernon St which could be significant from the 100 block to the 400 block.
- b) Place speed bumps on the 200 block of Vernon
- c) Place traffic circles at Lee/Vernon intersection and Perkins/Vernon intersection
- d) Install bulb outs and possibly a pedestrian island at Lee/Vernon intersection to protect pedestrians as the intersection is a HUGE "Y" intersection which currently encourages fast turns over the wide crosswalk.
- e) Improve pedestrian safety at Bay Place and Vernon, potentially by reducing the radius of turn. This neighborhood has more than 40 group homes for the elderly, disabled and recovering, some of whom have difficulty with mobility.
- f) Address the increased traffic from Grand on to Bay Place which will make the slip turn crossing the Grand Avenue bike lanes more dangerous

Claudia did not have the current traffic plan available but stated that she would return to the BPAC as soon as December 2006 to allow for review of the plans.

5. Review of BTA Applications—Jennifer Stanley

Public works is not submitting a BTA application for capital funding for 06-07, but will submit a grant for a public education campaign. CEDA will submit a capital project application for the Lakeshore Avenue Class I/II bikeway project. Heath Maddox pointed out that the design of this project shown to the BPAC in August did not meet Caltrans minimum standards for separation of the path and roadway, and requested more information on this point prior to the submission of the application. Jennifer stated it was not necessary for the committee to review the grant application because the application does not require detailed design plans, and that the BPAC would be asked for input at the design phase.

▶ The Committee moved to support the public education grant application and directed the Chair to write a letter of support. (Note: The project manager for the Lakeshore Project was not present and had not submitted information to the committee on which it could base a letter of support. The BPAC, however, has stated support for this project at past meetings.)

6. BPAC Leadership/Charter—group

Ron Bishop explained that as a charter member of the BPAC, he had been chair for 12 years, and stated his desire to pass the responsibility on if anyone else were interested. The group discussed the duties of chair: coordinate with staff, help set meeting agendas, run the monthly meetings, write letters at the Committee's direction. Jason Patton suggested, and the group agreed that the new chair should be an interim position over the course of the coming year while the committee revisits its charter clarifies membership and officers, with the potential addition of a vice-chair position. Heath Maddox expressed a willingness to serve as the interim chair.

▶ The group agreed to decide at its next meeting, to take place at the Pacific Brewing Company, if there are no presentations from City staff to be made to the group.

7. Bike to Work Day, preliminary discussion—Jennifer Stanley

This item was not discussed.