

**Minutes for the Oakland BPAC Meeting
Thursday, November 18, 2004**

Meeting called to order by Chair Ron Bishop at 4:04pm

Attendees: Ron Bishop, Marcelo Cosentino, Mike Jones, Carol Levine, Jose Martinez, Lee Nordlund, Lyle Oehler, Jason Patton, Joel Peter, Jennifer Stanley

Introductions, announcements, and approval of minutes from October meeting were completed.

Lake Merritt Park Master Plan Review – Lyle Oehler

Design concepts for the Lake Merritt Park Master Plan on Lakeshore from E 18th to El Embarcadero were presented. The plan includes reducing an existing four-lane roadway to two lanes with 5' bike lanes. Existing on-street parking would be retained but lanes would be reduced to 7 ½ feet in width. The existing curb on the lakeside would be moved out into the existing roadway approximately 12' which would accommodate a 12' multi-use path, 6' planting strip, and 3' jogging path. Travel lanes would be 11' except on curves where they would be widened to 12'.

Lyle and Joel Peter, project managers for the City, sought BPAC input on drainage grates, bike lane configuration, and whether bike lanes would be needed on El Embarcadero. To maintain the existing trees and the three lane configuration, bike lanes would not be feasible they reported. They also reported their intention to remove right hand turn lanes at both ends of that street, pursuant to approval by the City's Transportation Services Division.

Concerns of the BPAC about this project were:

- Concerned about 'dooring' potential with narrow travel lanes. Would it be possible to widen bike lanes to 6' or 6 ½'?
- Will drainage grates be a problem where bike lane is next to curb?
- Similarly, will curbside bike lanes have enough width given width of gutter pan?
- Need for center median refuge islands in crosswalks to provide safe haven for those not able to cross street quickly
- Do we need three lanes on El Embarcadero? If not, bike lanes could be included.
- What will happen outside the project boundary to facilitate bicycle travel to the Lakeshore shopping area, under the 580 overpass, and onto the bike lanes on MacArthur Blvd.

The BPAC agreed that maintaining the trees was an important priority.

12th Street Dam Project Update – Jose Martinez

Designs for this project were presented including revisions incorporated from BPAC's previous comments. More crosswalks were added between the lake and Kaiser Center. 5' bike lanes were included on 1st/12th from 18th to Oak. The project includes a series of ped/bike paths providing access to lake. It will include a separate bridge over Lake Merritt Channel. Bike lanes will continue on 12th Street if that works with City bike plan currently under revision. BPAC would like City to consider changing parking at Kaiser Center to loading zone.

Cathedral Campaign – Lee Nordlund

The Cathedral project has been approved by the City. They expect to break ground in May 2005 with project completion in early 2008. The project is located on the northwest corner of Grand and Harrison. The cathedral covers 35% of the site and also includes administrative offices, rectory, café/bookstore and large plaza. Pedestrian access is provided from all directions. BPAC suggestions included providing bicycle parking, appropriate bus zones, and designing the street level façade to be aesthetically pleasing to pedestrians. Additionally, it was discussed that the City's plans for Harrison Street (Lake Merritt Master Plan, Bike Plan) may have a role in promoting improvements to the project area.

Draft Policy for Bike Lane Pavement Markings

BPAC supports use of Caltrans Figure 1004.4 (bike symbol) with arrow for marking bike lanes instead of using words 'bike lane'.

Update on Plans for Upcoming Grant Cycle – Jennifer Stanley

Jennifer outlined the Bike/Ped Program's plans for projects to be submitted in the upcoming coordinated grants cycle. The projects proposed for submission for ACTIA, TDA and TFCA funding include:

- Market Street Bikeway, design and construction, 3rd to MacArthur Blvd.
- Market/Adeline Transit Connections Study and Design, to design the best options to address the connections between the bike lanes on north Market Street in Oakland and the Ashby BART, Berkeley's California Street Bicycle Blvd., and other destinations
- Bancroft Bikeway Gap Closures, design and construction, for the incompleated areas between 66th and 82nd Aves. and between the bike route on Foothill that ends at 41st Ave and the bike lanes on Bancroft that end, in the westbound direction, at 49th Street

The BPAC determined that these were worthy projects for this round of grant funding and directed the Chair to write a letter of support, pending details from staff.

Bike Plan Update

Wilbur Smith Associates was selected for the Bike Plan Update and EIR. It is expected that a contract will be executed in the second half of January. In the meantime, Jason is drafting a resolution for submission to the City Council to certify existing plan for BTA funding.

Action Items

- City staff will research the City's existing bike/ped plans for Harrison Street near the Cathedral project.
- The BPAC will provide letters of support for upcoming projects proposed for grant funding pending information from PWA staff.

Meeting adjourned at 6pm

Minutes submitted by Carol Levine