

Oakland City BPAC Meeting February 19th 2004

Attendees:

Sarah Syed, Doug Cross, Jason Patton, Mike Jones, Dave Campbell, Robert Raburn (Chair), Kathy Kleinbaum, Carol Levine.

Announcements:

Development of the Bike Plan will be passed to the CEDA department within the City of Oakland. Kerry Joe Ricketts-Ferris will be the Project Manager and will undertake an environmental review. There is hope for greater cross departmental coordination and integration with BPAC.

Item 1: Meeting Admin.

Formal procedures are to be adopted, in future, including review of minutes. There will be a rotating allocation of note taking.

Item 2: Meeting Communication

Robert said that the Chair should control the meeting, with requests to speak through the Chair. Kathy requested that times be adhered to for the benefit of guest presenters. Dave felt that respect for other speakers was essential. Doug raised the issue that the building is closed after 17:00, which would make it difficult for walk-ins, though names could be left with security. Doug also wanted the agenda previewed, as Sarah did this time.

Item 3: Macarthur BART Westside access.

This is an access/safety project with aims to improve the aesthetics of the approaches to the station. The draft document is available and Kathy can e-mail it. Public outreach is now complete and a contractor to develop the plan has been chosen. Construction is still 2 years away.

Kathy also introduced a Telegraph Avenue pedestrian/environmental improvements project. While the City had not been awarded a grant, it had decided to develop the project internally. However, the project would still be dependent upon future construction grants. The project will look at Telegraph from 20th to Claremont Ave. Work will be integrated with A/C transit's *Rapid* proposals for the corridor (note: this is not the BRT project) which will relocate stops and provide signal prioritization. The bike lanes planned on Telegraph would be integral too. Jason asked Kathy to ensure that marked pedestrian crossings were retained as some schools of thought promote their removal. The group concurred. Initial planning will be 4-10 months.

Item 4: New Whole Foods Store.

A new Whole Foods grocery store is planned to open at 27th and Harrison. The store will be both a major attraction and a boost to the local community. However, the location is at a busy intersection, poor for both pedestrian and bike access. The full potential of the site might not be realized, without some forward planning on non-motorized access. Robert said that formal planning consent had not yet been given, but the store is listed on the Whole Foods website. Mike said that there had been much interest from staff at the nearby Caltrans building, especially for lunch. He speculated that together with other

Uptown employers this would create much foot traffic. Robert added that the local neighborhood would also generate many foot and pedestrian trips, while Carol pointed out the proximity to the West Lake School on Harrison. The group felt that 27th St./Bay Place was too wide for existing traffic and Jason advised that the concrete surface made re-striping with bike lanes an easy solution. Sarah pointed out that the route was in the bike plan. Jason mentioned that nearby Valdez and 27th called out for improvements too. However, Mike suggested that they concentrate on the Harrison/27th where the store will be.

The BPAC adopted a motion that, “the City develop plans to accommodate bike and pedestrian access to the new Whole Foods store at Harrison and 27th.”

Item 5: Chinatown Bike and Pedestrian Improvements.

The main goals of this Caltrans EJ grant project were pedestrian safety and aesthetic improvements to this vibrant part of Downtown. Jason told us that the plan was to reconfigure many existing one-way streets as two-way and asked the group how this might effect bike movement both within and through the study area. He also indicated that while the plan foresaw 9th St. being converted to two-way he was skeptical this would happen. The plan showed 8th St., currently one-way becoming a two-way bike street. A number of the group thought that considering the congested nature of the area (peds, trucks and double parking) that a wide curb-lane was perhaps more appropriate than bike-lanes. Doug disagreed. Jason felt that the consultants had not necessarily taken a wide enough perspective on access into the study area. Access plans by BART and for Lake Merritt were cited. Doug mentioned a two-way Franklin as a Broadway bike alternative, while Mike suggested that such major changes to the existing network of roads would be difficult to predict.

Item 6: Oakland-Alameda Bike Ferry.

This new ferry service supported by the Air District and the City of Alameda was to provide a commuter service for bikes (\$1 each way) between Alameda and Jack London Square as an alternative to the poor access through the Webster Tube. However, the Port of Oakland have subsequently decided not to renew the permit of the operator to use the Jack London Square dock and the service has been terminated. The invited Port Representative failed to appear. The BPAC were pleased to hear that the City have belatedly supported this project, and suggested they work to identify another operator. Mike suggested that the City ask Caltrans to support this project as it is a direct alternative to a State facility.

Item 7: Transport Development Act.

Currently this funding might be used for the Grand Avenue pedestrian improvements, should they over-run. However, the BPAC suggested it was potential a source of funding for studying the new Whole Foods store in Item 4.

Item 8: Bike Rack Program.

The BPAC expressed support for the resumption of this project. Doug felt staff should check sites for appropriateness and feasibility, and make their own suggestions on location. Jason thought the program should be linked to bike routes.

Next Meeting:

March 18th 2004. Agenda items by March 5th.

- submitted by Mike Jones