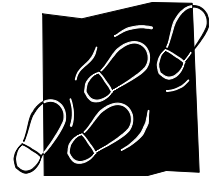




Bicycle & Pedestrian Advisory Committee



**April 15, 2004 – THURSDAY
Minutes**

Meeting began at 4:00pm with welcome and introductions.

In attendance: Ron Bishop, Chair; Sarah Syed, Staff; Robert Raburn, EBBC; Margot Prado-Lederer, CEDA; Mike Jones, Caltrans; Jason Patton, CEDA; Anthony Foster, BART; Val Menotti, BART; Natalie Fay, CEDA, Kerry Jo Ricketts-Ferris, CEDA; Brooke Kuhn, Alameda County Public Health

Information Item

1. Ron Bishop is working with schools in his neighborhood to get Safe Routes to School programs going. A number of schools are tightly clustered in the area and the schools have expressed an interest in improving child pedestrian safety.

Lake Merritt BART Access Plan

Anthony Foster and Val Menotti presented on the Lake Merritt Station Area planning process. They are currently conducting outreach to partner agencies and communities served by the station. The goal of the station area planning process is to increase mode share for walking, bicycling, and transit-riding to/from the station. Lake Merritt is a bit unusual in that bus feeder service is limited (most lines go to 12th Street Station). Mode share for bicycle access is high: the highest in Oakland and one of the highest in the BART system.

Discussion addressed the following issues. Mike Jones noted that the one-way streets around the station are not conducive to bicycle access. Jason Patton mentioned that the current Chinatown environmental justice planning process is considering two-way streets (good for bicyclists) but that they could be four-lane, two-way streets (bad for bicyclists). Val Menotti noted that a new stair channel is being considered based on an improved design that is being developed for the 16th/Mission station. Robert Raburn pointed out that e-lockers with key fobs would improve locker utilization. (Utilization is currently down around 25% because the lockers are assigned to individuals.) Mike Jones mentioned that parking inside the fare gates (like at 16th/Mission) would be a low-cost and easy improvement. Ron Bishop pointed out that station area maps in the stations should include bikeways. Jason Patton also noted that improving bike access from the Posey Tube to Lake Merritt BART is really a non-issue until bike access over/under the estuary is improved.

Bike Plan Update: Timeline

Kerry Jo Ricketts-Ferris handed out a timeline for the Bike Plan update, including the environmental review that will be a significant portion of the project. The environmental review process will identify a set of priority projects that will be identified with BPAC input. When it comes time for implementation, these projects will require a minimal amount of additional environmental work. (The purpose here is to avoid the long time period

of work characteristic of the Telegraph Ave project.) Robert Raburn noted that a list of priority projects is a good way to implement that plan in a systematic fashion.

To facilitate PWA/CEDA collaboration, a working group was formed (including Kathryn Hughes, Sarah Syed, Natalie Fay, Kerry Jo Ricketts-Ferris, and Jason Patton) to ensure that all of the individuals working on the project on a regular basis work together. In addition to TAC review, the BPAC will be kept in close contact with the status of the update.

7th Street Urban Design Plan

Margot Prado-Lederer presented this plan to date, led by Hood Design and funded by an environmental justice grant from Caltrans. The project focuses on 7th Street between Wood and Union Streets. The plan includes a roundabout at 7th and Wood, a divided roadway between Wood and Peralta to add angle parking, pedestrian improvements and diagonal parking between Peralta and Center, and design to accommodate motor vehicle volumes between Center and Union Streets (including a planted median).

BPAC members raised a number of concerns over the automobile-orientation of the proposed project, especially in regards to increased parking capacity and dedicated turn lanes. People were especially concerned given the funder's mandate for environmental justice and location of the project at a BART station. Parking limits and costs for the newly created spaces are not a part of this planning process. The 7th Street design does not accommodate bicyclists because of prior decisions that 8th Street would provide a parallel route. However, BPAC members were concerned that 8th Street does not provide direct connections out of West Oakland to downtown or to the Port of Oakland.

Basic decisions about traffic flow will be confirmed in an April 22 meeting. It will be presented to the TAC on May 13 and the project should be completed by June 30.

12th Street Dam Interim Bike Access

Two interim alternative solutions should be available before the May BPAC meeting. (There was some discussion here that BPAC is usually cancelled in May because of Bike to Work Day but that it might be important to address these proposals in a timely fashion.) \$100,000 for construction is available through TDA and the design costs are covered through the larger 12th Street Dam reconstruction project. Oak to Lakeshore are likely the endpoints for the interim solution.

Ongoing Projects

1. Telegraph Bike Lanes Environmental Review: No new news because of delays due to additional coordination between the City and AC Transit between the proposed bike lanes and the proposed bus rapid transit.
2. MacArthur Commuter Bikeway: The new bike lanes on MacArthur from Lakeshore to Park are currently being installed. Because of concerns over previous bike lane installations, Robert Raburn and Sarah Syed agreed to review the plans immediately before the installation. Sarah Syed will then accompany the city inspector to check the job immediately after installation. The next section of bike lanes on MacArthur – Park to Lincoln – is now getting going.
3. Fruitvale Attended Bicycle Parking Facility and Access: The facility will be open for a test run on Bike to Work Day with the official opening set for mid to late June.
4. Bike to Work Day: There was much rejoicing by the BPAC over the excellent poster artwork that Sarah Syed obtained from Phil Frank.

Submitted by Jason Patton