



# Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, November 21, 2019, 5:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

## 1. Call to Order

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30 p.m.

## 2. Roll Call

A roll call was conducted and all members were present with the exception of Liz Brisson, Jeremy Johansen, Howard Matis, and Ben Schweng.

### Subsequent to the roll call:

Jeremy Johansen and Ben Schweng arrived during item 5.1.

## 3. Public Comment

There were no public comments.

## 4. BPAC Meeting Minutes

### 4.1. Approve September 5, 2019 BPAC Meeting Minutes

*David Fishbaugh made a motion to approve this item. Kristi Marleau seconded the motion. The motion passed with the following votes:*

Yes: Fishbaugh, Hill, Marleau, Murtha, Turner

No: None

Abstain: None

Absent: Brisson, Johansen, Matis, Schweng

## 5. Regular Matters

### 5.1. 2020 Countywide Transportation Plan: Approach

*(This item was presented after 5.3)*

Carolyn Clevenger presented this item and noted that staff have been working with the Commission since January to develop an approach to the long-range Countywide Transportation Plan (CTP). Ms. Clevenger shared that the 2020 CTP will have a 2050 horizon and will also be included in the Regional Transportation Plan. She noted that the final CTP, once adopted in October 2020, will include: a Vision and Goals, Needs Assessment, Gaps Analysis, and Project Screening. She also noted there will be multiple opportunities for stakeholder engagement before the plan is adopted.

Feliz Hill asked if there are additional changes from the 2016 CTP. Ms. Clevenger said yes, the 2016 CIP did not narrow down and prioritize projects.

*This item is for information only.*

## **5.2. I-80/Ashby Avenue (SR-13) Interchange Improvement Project Update**

*(This item was presented before item 5.1)*

Chris Marks noted that Susan Chang and John Kenyon with TY Lin will provide a status update and receive feedback from the committee on the bicycle and pedestrian facilities for the I-80/Ashby Avenue (SR-13) Interchange Improvement project. Ms. Chang provided a brief update on the I-80/Gilman Interchange project, last presented to BPAC in October 2017. She noted that the environmental dwas cleared in June 2019, and concurrent design was being done with input from weekly stakeholder workshops that were held with the cities of Albany and Berkeley. Ms. Chang noted that the project is at 95 percent design and the project will go out for bid next year to be followed by construction. Regarding the I-80/Ashby Avenue Interchange Improvement Project, Ms. Chang stated the scoping meeting was held in May and the project is currently going through the screening process. A bicycle and pedestrian stakeholder group has been formed with the cities of Emeryville and Berkeley to collect specific input on the active transportation elements of the intersection reconfiguration. John Kenyon presented this agenda item and provided an update on the project background, timeline, status, and key design challenges and issues. Mr. Kenyon requested BPAC to provide input/feedback.

Dave Murtha asked how will the land around the intersection will be used. Mr. Kenyon stated that the project team is having discussions with Caltrans about a vista point and that the project would go beyond traditional landscaping. Ms. Chang stated that it's expected that the land will stay a Caltrans Right-of-Way and will remain for public use.

Dave Murtha asked which of the at-grade crossings would be signalized. Mr. Kenyon said currently it's a signalized intersection with no turn on red in each option, and Ms. Chang stated that a full intersection analysis will need to be done.

Dave Murtha asked if the diverging diamond intersection configuration would run bicycle and pedestrian facilities down the center of the diamond or will the approach be similar to the tight diamond. Mr. Kenyon stated that the they have a free-flow high speed movement so you do not want people crossing travel lanes. Brian Ray stated that it would be more exposure and putting it in the middle is a way to mitigate the exposure and the number of conflict points.

Ben Schweng asked if elevation can be gained on 65th for Option C. Mr. Kenyon said you could; however, it would require a significant land acquisition.

Ben Schweng commented that the ramp turns should be widened. The bicycle turns should open up by 10 to 12 feet and that the design should include treatments to account for the nearby homeless population.

Feliz Hills asked if Option C was designed to meet American Disabilities Act requirements. Mr. Kenyon said yes, and that gentle grades also allow a more comfortable experience for all users.

Matt Turner encouraged changing the turn width to handle things like cargo bikes which may grow in popularity in the future. He also noted that crime prevention through environmental design is important especially for this intersection.

A public comment was heard from Jonathan Singh resident of Emeryville and he strongly supports a separated bicycle and pedestrian crossing and suggested a more limited re-design of the intersection for vehicles.

A public comment was heard from Preston Jordan. He noted that the process used for the I-80/Gilman Interchange project was successful and will benefit this project as well. He suggested considering user volumes like those on nearby University Avenue overcrossing which has no motorist traffic crossings.

*This item is for information only.*

### **5.3. San Pablo Avenue Multimodal Corridor**

*(This item was presented after 5.2)*

Carolyn Clevenger provided a project update and requested input on the San Pablo Avenue Corridor Project. Ms. Clevenger noted that in February 2019 staff presented BPAC with different alternative concepts that were taken into outreach. She presented a project status update and schedule, the results of outreach efforts conducted in Spring 2019, and a summary of the technical analysis along with the next steps.

Ben Schweng asked about total throughput with a bus-only lane versus two auto travel lanes. Ms. Clevenger said the alternative with two auto lanes has the highest person-throughput and noted that as automobile performance degrades the bus did not pick up enough passengers to make up the loss of auto capacity.

Ben Schweng commented on parking needs in the area that should be paired with development. He also stated that potential business owners will not be able to come in without parking being available. Ms. Clevenger stated that Berkeley and El Cerrito business communities were especially vocal about parking loss. El Cerrito has decreased parking requirements for new housing developments and is concerned about parking loss on San Pablo.

Feliz Hill asked what pedestrian improvements are requested by cities. Ms. Clevenger stated that maintenance was an issue especially for the median. Other concerns are lighting, cross walk improvements, and cleaning up star intersections in Oakland.

Kristi Marleau commented that Concept A2 is Bike East Bay's preference and she requested staff to explain the trade-offs for bike and bus-only lanes vs. other options.

Ms. Clevenger said it difficult is enforce side-running bus and there are concerns with intersection delays at major intersections. Benefits for side-running bus lanes are more room at intersections, constructability and some see side bus stop locations as easier to access for pedestrians.

David Fishbaugh asked if the project will use a variety of concepts to treat the different parts of the corridor and how will the concepts be merged. Ms. Clevenger stated that the team will look at as much consistency as possible, while respecting local context.

Ben Schweng asked if the models consider parking and double parking. Adam Dankberg from Kimley-Horn stated that double parking is not accounted for in the countywide travel model used. He noted that some enforcement technologies are emerging that may reduce double parking.

Jeremey Johansen asked how much space was required for a bus stop in the median. Mr. Dankberg stated that at a minimum of 10 feet for one direction and 14 feet for stops serving both directions. He noted that this will also accommodate people with disabilities. Mr. Johansen asked how does this compare to side-running. Mr. Dankberg said that 13 feet were required for a stop for side-running buses. Ms. Clevenger stated that during outreach seniors and people with disabilities reported they are not comfortable with median stops.

Jeremey Johansen asked if there would be bus shelters. Mr. Dankberg said yes, for rapid stops.

Ben Schweng commented bus shelters are best in the center to discourage encampments.

Matt Turner noted deciding between center and side for the bus is challenging. The center bus is a lot of work and has higher costs to businesses and public works. Mr. Turner commented that in regards to bicycles he suggested extending side walks to provide more protection. He stated concerns around driveways, but they can be overcome with established design. Mr. Turner said that enforcement on side-running bus is critical to preserving bus performance.

A public comment was heard from Jonathan Singh. He said he supports Concept A with the bus in the center lanes. He encouraged including protected and continuous bicycle lanes along the length of the corridor.

A public comment was heard from Preston Jordan. He stated that he addressed a letter to BPAC three months earlier and the committee received it tonight. Mr. Jordan requested continuation of this item in the next meeting since the BPAC did not have an opportunity to read his correspondence in advance. Regarding the project, he requested to add Concept A3, with center-running bi-directional segment buses and remove Concept D.

A public comment was heard from Ian Macleod. He encouraged including protected and continuous bicycle lanes along the length of the corridor.

Dave Murtha commented that if a lane is dedicated for bicycles they should be separated to be protected from encroachment.

The committee discussed the delay in receiving written communications from the public for items on the agenda. They suggested staff should send the correspondence addressed to the BPAC, and which are received in advance of the meeting, so the BPAC members have time to review the correspondence. The BPAC also discussed continuing this item for discussion at the next meeting. Ms. Clevenger stated that staff will determine a method for distributing public communications to the BPAC. Regarding continuing the San Pablo Avenue Multimodal Corridor item in the February meeting, Ms. Clevenger stated that there are no decision being made, so it would be most helpful to start the next phase of project and bring this item back later when there is new information to share.

*David Fishbaugh made a motion to receive public communications prior to BPAC meetings for items on the BPAC agenda. Matt Turner second the motion. The motion passed with the following votes:*

Yes: Fishbaugh, Hill, Johansen, Marleau, Murtha, Schweng, Turner  
No: None  
Abstain: None  
Absent: Brisson, Matis

*This item is for information only.*

## **6. Staff Reports**

### **6.1. Caltrans District 4 Pedestrian Plan Update**

Chris Marks gave an update on Caltrans District 4 Pedestrian Plan.

Ben Schweng requested a place to make a comment on resiliency and noted that Caltrans closes roads to cars, trucks, bicycles and pedestrians due to problems such as flooding; however, bicycles and pedestrians should be able to continue to travel the roads even if cars can't. Chris Marks noted that Caltrans is soliciting input on their pedestrian plan, and suggested Mr. Schweng provide feedback in that forum.

## **7. Member Reports**

### **7.1. BPAC Calendar**

The committee calendar is provided in the agenda packet for review purposes.

### **7.2. BPAC Roster**

The committee roster is provided in the agenda packet for review purposes.

## **8. Meeting Adjournment**

The meeting adjourned at 8:15 p.m. The next meeting is scheduled for February 13, 2020, at the Alameda CTC offices.

*This page intentionally left blank*