

Bicycle Pedestrian Advisory Committee
“Special” Meeting Minutes
Sept. 12, 2016

Present: Members: Tom Modic, Laura McCamy, David Kritzberg, Celeste Burrows. Absent, excused Sargent Richards, Guerro, Bukowski. Staff: Mike Roberts, Marcy Greenhut, Nancy Humphrey (after Sustainability Committee meeting) Public Works. Sara Billing, Dianna Keena, Mariclara Zazarro, Planning Dept. Guests: Sergio Ruiz, Caltrans; Robert Prinz, Bike East Bay; Steve Cornet, Jeanne Kortz, Ally Medina, Evan Lovett Harris, Zoe Chafe

Note: 5:00 Off-site meet-up at I-80 Powell Street off-ramp took place prior to regularly-scheduled 5:30 BPAC mtg.

1. Roll Call taken, round of introductions conducted.
2. Public Comment: Bay St. has installed Bike Stations including fixit station and locking racks. Bike Lockers @ Amtrak Capital Corridor to be installed between Sept. and Dec.
3. Minutes of July 18th mtg.: Approved M/S/P, Modic/McCamy, unanimous. Discussion about scheduling field trips since this item did not get on the agenda for this meeting. Staff Greenhut agreed to assist with this by email, avoiding a Brown Act violation.
4. Action Items
 - 4.1 I-80 Off Ramp At Powell Street Safety Improvements: Jeanne Kortz described being hit by a motorist while bicycling in the Bay Trail crosswalk, crossing on the green light while the motorist was stopped at this off-ramp. Jeanne described having the green light, that the motorist had stopped, but she couldn't see the motorist's eyes due to window tinting. Once she proceeded into the crosswalk, the motorist stepped on the gas, and hit Jeanne. She suffered several broken bones and still uses crutches and is rehabbing. Robert Prinz reports hearing of other incidents of this sort. SWITRS only shows one pedestrian being hit by a car, between 2010 and 2014, and that was not in the crosswalk, but a utility worker up the ramp. More current stats were not available for this meeting. Observed during off-ramp on-site meeting that many vehicles proceeded straight across Powell St., onto the opposite on-ramp despite pavement markings showing only left or right-hand turns, and a sign at the top of the off-ramp stating through traffic is prohibited. The group discussed various potential solutions to make the Bay Trail crossing safer, including how to stop the through traffic, including: Crosswalk painting of green stripe alternating with white; removing through traffic potential with obstruction of median, may reduce freeway backup that is feared with a no-right-turn-on-red solution. Other suggestions were to move the stop line back, but some have observed that cars often move up to totally block the crosswalk if sight lines are blocked at the stop line. A red arrow signal can be added to the existing signal array. It was mentioned that the green metering signal on the opposite ON-ramp may confuse motorists. Consensus shared that the existing sign far up on the off-ramp and arrows underneath vehicles are not sufficient to discourage straight/through movement. Curb-or other vertical obstruction (“pork chop” type infrastructure), or lengthening the median to prevent traffic proceeding straight to the opposite on-ramp were suggested. “No right-turn signal” and no conflicting traffic would be required by Caltrans, if a “bicycle” signal head was put in place. Impact on the freeway would have to be evaluated. With current statistics the Caltrans Traffic Safety Office can make

maintenance requests, (only at preliminary investigation stage at this time), to make signage improvements including advance limit lines ahead of the crosswalk, a sign “turning vehicles yield to pedestrians” and to change existing yellow warning signs (pedestrian and bicycle) to brighter green-yellow. Investigation is not complete, more changes may be suggested. Caltrans clarified that in order for the City to make changes, Caltrans requires an encroachment permit and City would pay. Caltrans facility complaints can be directed to the Caltrans website, or to Sergio Ruiz. Police Department responses to See Click Fix posts about this intersection can refer those posting to Cal Trans. Public commenters present also shared their concerns about the lack of safety at this off-ramp, one suggestion being an all-red signal crossing phase. City Planning Dept. staff inquired with attendees for their opinion of installing a cut-out bus stop on the off-ramp for the F bus. Opinion seemed to be that since this is only 1.5 blocks from existing F bus stop, on Christie outside Trader Joe’s, that it would not be a significant improvement; that it would slow off-ramp traffic and impair sight lines. City’s Powell St. Urban Design Plan briefly referenced. Robert Prinz mentioned Bike East Bay’s campaign to use uniform bicycle-facility treatment (striping, etc.) at all Bay Trail crossings of intersections.

M/S/P, Modic, McCamy, unanimous, to recommend to Council to encourage Cal Trans to install a “Blank-out” sign/light indicating “No turn on red”, activated by pedestrian or bicyclist.

M/S/P, McCamy, unanimous, to recommend to Council that the City work with Cal Trans to adopt City of Oakland’s standards to paint green stripes alternating with white stripes for this crosswalk, to indicate bicycles will be present.

M/S/P, Burrows, Mc Camy, unanimous, to recommend to Council to find a way to prevent through traffic from the off-ramp to the on-ramp, such as physical barriers and signage.

BPAC members suggested working with the Bay Trail organization. Robert Prinz reports he is working with them to identify safety improvements for pedestrians and bicyclists, that would be uniform at all Bay Trail crossings.

5. Information items

5.1. Traffic Collision Statistics: Sgt. Joel Hannon reports he did not receive statistical report so is unable to provide that at this meeting but will at the next.

5.2. Planning Updates: Planning staff Sara Billing provided Planning updates. All Planning updates can be found here: <http://www.ci.emeryville.ca.us/archive.aspx?AMID=40&Type=&ADID=>

5.3. Public Works Project Update: Trial Traffic Calming project on Horton St. received a proposal and to begin installation soon.

6. Future Agenda Items:

6.1 Members and attendees discussion of potential items:

BPAC members voted unanimously to include the below items on the Nov. 7, 2016 agenda:

Item#1: Field trip to be planned and held by Nov. meeting, discussion for the agenda.

Item#2: Discussion of frequency of meetings (McCamy), propose 10 mtgs. instead of current 6, or former 12.

Member McCamy noted that sharrows on San Pablo Ave. are too close to parked cars and therefore place bicyclists in the door zone. She suggested to staff that they be moved further away from parked

cars. Meeting participants viewed on computer screen, illustrating closeness to parked cars. Mike Roberts will tell the contractor to move these.

Item #3: Sgt. Hannon reports issue on 53rd St. in the east-bound direction turning north onto San Pablo, at beginning and end of school day, motorists cue due to many pedestrian crossings, then speed through to make it through the red light, increasing risk at this intersection. Sgt. Hannon forwarded this information to Public Works Director.

Item #4: Discussion of risk to cyclists of pedestrian safety curb-extension island feature recently installed on San Pablo Ave at 45th St. (Ken Bukowski reports running into this feature with his bicycle)

7. Announcements/Member Comments:

Member Burrows reports John Fricke says he is looking into funding a park at the Sherwin Williams site instead of the project now under City consideration. Staff Billing reports EIR for the SW project was approved by Council. Next Planning Commission will have this on the agenda, Sept. 22nd 6:30 p.m.

Staff Greenhut announced, as follow up to suggestions from a past meeting, a field visit took place, with BPAC member Guerrero and the Property Manager of Powell St. Plaza, to identify locations for new bike racks and improvements to pedestrian experience. Property Manager reports having a budget for installation of these improvements, possibly some for this year and definitely for 2017.

Bike Share sponsor will be Ford, Bike Share stations installation delayed till next year, to include Phase I and Phase II. More information is at the Bike East Bay. Three Bike Corral applications have come in for installation these stations.

Member McCamy reports bikes now trigger westbound Stanford signal @ Hollis St., improved after contractor met with staff in the field to examine issues and make corrections.

Adjournment at 7:38.