Caltrans District-4 Bicycle Advisory Committee (D4 BAC)
Minutes
October 19, 2011 1:30 – 3:30
District 4 Headquarters, Mountain View Room, 15th Floor
111 Grand Avenue, Oakland

Members Present (incl. teleconference attendees):
Paul Goldstein, Silicon Valley Bicycle Coalition, D4 BAC Chair
Alan Forkosh, California Association of Bicycle Organizations
Bruce "Ole" Ohlson, East Bay Bicycle Coalition, Delta Pedalers
Rochelle Wheeler, Alameda County Transportation Commission (via telephone)
Leo DuBose, East Bay Bicycle Coalition
Alisha Oloughlin, Marin County Bicycle Coalition
Mike Costanzo, Napa County Bicycle Coalition (via telephone)
Corinne Winter, Bay Area Bicycle Coalition

Non-Members Present (incl. teleconference attendees):
Ina Gerhard, Caltrans District 4 Bicycle Coordinator
Dave Campbell, East Bay Bicycle Coalition
Andy Thornley, San Francisco Bicycle Coalition (via telephone)
Dave Dawson, Marin County (via telephone)
Melanie Curry, no affiliation
Brian Geiser, no affiliation
Pat Giorni, Burlingame resident
Joe Ledbetter, no affiliation
John Langbein, no affiliation
Peter Lee, MTC/BATA
Francis Lo, Tylin International
Robert Blanco, Caltrans Office of Advanced Planning
Amalio Angeles, Caltrans Office of Advanced Planning
Michael Condie, Caltrans Office of Permits
Mike Jones, Caltrans Office of System Planning

1. Welcome and Introductions

2. Approval of June 20, 2011 Meeting Minutes
http://www.dot.ca.gov/dist4/transplanning/docs/d4_bac_mom_062011.pdf

A motion was made (Ohlson) and seconded (Goldstein) to approve the Minutes with no corrections or additions.

3. **CT Encroachment Permits and Bicycle Accommodation –** Michael Condie, CT Permits

Michael Condie explained the work of the Office of Permits in D4. Around 2,000 encroachment permit applications by local agencies and private parties are processed per year in D4 for work in the State's right-of-way done by others, generally involving special events, utility work, left-or right-turn lanes, driveways, etc. The Office is charged with having an efficient process in place

while at the same time adhering to State standards and requirements in maintaining motor vehicle, bicycle and pedestrian movement and safety. Permit applications do not go through a public review because of the need to issue them in a timely manner. The suggestion of the use of electronic public noticing on a subscription basis to allow for quick turn-around was deemed unnecessary for such small, quick projects. However, when a short term project takes longer than anticipated, there should be an avenue to provide input for mitigation of longer term impacts. Other suggestions were to provide advance announcement of the work and contact info for comments or complaints.

4. Bay Bridge West Span Bike/Ped Path – Francis Lo, T.Y. Lin

Francis Lo with T.Y.Lin provided a presentation on the status of the SFOBB West Span Bike/Ped Path Project Initiation Document/Project Study Report (PSR), project constraints, challenges, and alternatives. Work on the PSR was begun in 2009. The study builds on the initial 2001 Technical Feasibility Study that determined an addition of a bicycle/pedestrian path to the west span of the SFOBB is feasible. The PSR is required in order to seek funding for the project. The project goals are two-fold:

- Bike/ped connection between downtown SF and Treasure Island, ultimately the East Bay;
- Provide Caltrans with alternate bridge maintenance access to minimize need for lane closures.

The Study centers on three distinct design components:

- Connection to downtown San Francisco bike and transit network, including elevators to Embarcadero;
- Attachment of the bike/ped path to the west span;
- Connections to Yerba Buena-Treasure Island and the east span.

Some critical project are:

- US Coast Guard requirements that the bridge height cannot be less than existing, which would happen if the path were added and would have to be mitigated;
- Lack of San Francisco real estate to construct the estimated 3000’ long ramp needed to access the western bridge terminus;
- Topographical challenges at SF and Yerba Buena-Treasure Island touchdowns to adhere to a maximum 5% grade to meet ADA requirements.

Once project funding is identified, the project is estimated to take at least 9 years to be built. One idea is to combine this project with a future Bay Bridge deck replacement project. Open Houses to present the study to the public will be held in the next couple of months.

5. PM Bicycle Use of I-580 Freeway Shoulder – TBD

The Committee discussed the request to allow use of the freeway shoulder on I-580 between El Charro Road/Fallon Road in the Cities of Pleasanton and Dublin and Airway Boulevard in the City of Livermore in Alameda County to provide an about 40 percent shorter bike commute between the Dublin/Pleasanton BART station and the area around Las Positas College until a parallel connection is built, for example the extension of Dublin Boulevard to North Canyon Parkway. CT Office of Traffic Safety took an initial look at the request and is inclined to deny it because of concerns over high freeway traffic volumes, in particular trucks, high speeds, higher accident rates at eastbound on-ramp, and need for more frequent shoulder maintenance. Also, if approved before

construction of the I-580 HOV lane project begins next year, CT would have to provide mitigation for "current" bicycle access. Some grates at the on-ramps are not bicycle proof and would have to be upgraded.

The Highway Design Manual (HDM) states that the freeway option must be compared to the length, safety and convenience of alternate routes. The Committee requested that CT comply with that requirement to compare the freeway segment and the alternate route based on the HDM criteria.

A motion was made (Campbell) and seconded (Forkosh):
Given the length and safety issues involved in the off-freeway alternate route, and that the freeway segment in question does not cross any ramps, and that other urban freeways in the Bay Area (f.e. Highway 4 - Willow Pass, I-580 - Chevron area, Antioch Bridge) with similar volumes are also open to bicycling, the Committee requests that CT evaluate the request for freeway shoulder bicycle access between El Charro Road/Fallon Road in the Cities of Pleasanton, Dublin, and Livermore consistent with HDM section 1003.4 and in conjunction with the Highway Capacity Manual's Bicycle Level of Service analysis. The request applies to the time period between completion of the HOV lane project and the construction of a shorter, safer parallel-to-freeway connection.
The vote was 7-0-1 (Wheeler).

6. Update on Caltrans Complete Streets Implementation – Ina Gerhard, CT

- Highway Design Manual Update: The Committee provided comments this past summer. They are still being reviewed and the CT Division of Design will post responses to the comments on the Internet. There will be no second public comment period, but another round of internal review by critical CT functions. However, in future years there will be opportunities to propose changes, in particular changes that have proven safety benefits.

- CA MUTCD Update: A second comment letter during the second review period was sent about 2 weeks ago regarding the sharrows placement. Adoption of the 2011 MUTCD is expected in January 2012.

- Non-motorized CTCDC membership: D4 BAC has chosen not to endorse any candidates.

- System Planning Guidance Update: The Committee expressed interest in the suggestion to schedule a presentation on the update of CT System Planning Guidance at the next Committee meeting. This could help further the Committee members' understanding of CT's processes and planning documents and how they relate to transportation facility development.

7. Update on Various Projects – Ina Gerhard, CT

Ina prepared and shared a Project Matrix with a listing and status update of all projects, documents and subject-matter topics brought forward to and discussed by the Committee over the last couple of years. The intent is to do a quarterly update of the matrix, track progress, accomplishments, and outstanding issues and discuss, if necessary, at the Committee meetings.

8. Future Agenda Items/Announcements/Adjourn

D4 BAC meeting dates in 2012:

January 18, 2012
April 18, 2012
July 18, 2012
October 17, 2012