Meeting called to order at 6:00 pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with eight commissioners present (X). One (-) was absent, unexcused (didn’t provide the notice of absence as specified in by-laws).

<table>
<thead>
<tr>
<th>Commissioners</th>
<th>Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reginald K Burnette Jr</td>
<td>X</td>
</tr>
<tr>
<td>Ryan Chan (Chair)</td>
<td>X</td>
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<tr>
<td>Chris Hwang</td>
<td>X</td>
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<tr>
<td>Christopher Kidd</td>
<td>X</td>
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<tr>
<td>Fred McWilliams</td>
<td>X</td>
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<tr>
<td>Robert Prinz (Vice-Chair)</td>
<td>X</td>
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<tr>
<td>Midori Tabata</td>
<td>X</td>
</tr>
<tr>
<td>Rosa Villalobos</td>
<td>-</td>
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<tr>
<td>Kenya Wheeler</td>
<td>X</td>
</tr>
</tbody>
</table>

Introductions were made.
- Other attendees: Dave Campbell (Bike East Bay), Senay Dennis (Bike East Bay), Ben Eversole (Bike East Bay), Carol Levine, Phoenix Magnum (Cycles of Change), Tiff Mueller, Matt Ward
- Staff: Lily Brown, Danielle Dai, Nicole Ferrara, Sarah Fine, Matt Jones, Kerby Olsen, David Pene, Edmond Siu, Jennifer Stanley

Item 2. Approval of meeting minutes

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 16, 2017 was made (Tabata), seconded (Prinz), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Commissioner Tabata announced an end-of-year donation opportunity.
- Commissioner Kidd mentioned that the City Council approved an increase in budget to the Embarcadero Bridge project from $18 million to $29 million. He is concerned about the cost and the implications about the City’s ability to manage Measure KK Bond-funded projects.
Item 4. Bike Share Update: Implementation and Outreach

Kerby Olsen, BikeShare Coordinator, and Senay Dennis, Bike East Bay Outreach Coordinator, introduced themselves.

1. Kerby provided an overview of the BikeShare station implementation to-date.
   • Highlights: ~800 bikes deployed in Oakland, ~1,000 Oaklanders signed up
   • Working through challenges siting two planned stations in Jack London Square—overlapping property owners are making the process more difficult
   • Vandalism has dropped precipitously
   • The City is seeking feedback from BPAC on docking station relocation criteria
   • The City seeking input to relate to Motivate on how to make Bikeshare more adaptable to different mobility needs

2. Senay provided more information about outreach for the initial phase and implementation phase.
   • Senay is working closely with Community Based Organizations and having one-on-one conversations with the community to build relationships and identify key gaps.
   • He attributed the following to the program’s success with communities of color and low-income communities: $5/year memberships, Clipper card and cash sign-ups, signups without needing a smartphone.
   • Areas for improvement include more artwork in station areas to make them more community-focused.

Summary of Discussion:
   • Staff clarified that mobility needs could include a trike, hand-powered cycle, etc.
   • A small number of rack removal and relocation requests have come from residents and business owners. It is currently a complaint-driven process. The City can ask Motivate (the station operator) to move 10 stations at no charge.
   • BPAC Commissioners agreed that they would like to work with staff on criteria to address relocation requests, a process that might begin in spring 2018.
   • Senay was critical of the initial roll-out process and the lack of community engagement, particularly in low-income communities of color.
   • Kerby will provide additional data on the number of Bikeshare subscribers that are Oakland residents and the overall average income level of Bikeshare subscribers.
   • People expressed concerns that Ford advertisements were so prominent, that the introductory pricing model of $5/month for low-income members was not sustainable, and that there was a lack of availability of GoBikes for children.
   • There was mention of startup bikeshare companies in Alameda and whether there could be expansion into Oakland. The City is awaiting an MTC/SFMTA dispute resolution for policy and legal guidance.
   • Ideas for improvement include: how-to signage, multilingual information at station areas, more engagement in the Fruitvale area, defined targets for increasing users in low-income communities.

Speakers other than Commissioners: None.

Item 5. Vision Zero

Nicole Ferrara, Vision Zero program manager, presented on Vision Zero.
The City has a commitment to establish a Vision Zero policy and had asked Oakland’s Department of Transportation to scope out a process.

12 million people die each year in traffic-related incidents globally, more than in war conflicts.

There is an uptick in traffic fatalities over the past few years for cyclists and pedestrians.

Victims of collisions range from 3-91 years old. Every other day, someone dies or has a life-changing injury.

In Oakland, about 30 people per year are killed in traffic crashes.

Solutions include improving visibility in crossing areas and slowing speeds.

Data collected from recent improvements on Telegraph Ave and Harrison St show a decrease in collision rates.

Nicole requested that the Commission provide a representative to serve on the Vision Zero task force.

Summary of Discussion:

Discussion around what best practices and learning lessons might be from other jurisdictions, and what a roadmap for success would look like.

There is consideration of an interdepartmental approach with more involvement of the Mayor and Council.

Oakland is adopting lessons learned from Vision Zero in San Francisco, and Nicole is drawing from her experience as the former Executive Director of Walk SF.

Task force should engage CBOs, including from communities like West Oakland, Fruitvale, and deep East Oakland.

The City should be clear about what it’s trying to achieve with the law enforcement aspect of Vision Zero.

The goal is to start the task force by March. The commissioner representing the BPAC on the task force could be one of the three new appointees. The Task Force is expected to have 5-6 meetings, once per month.

Speakers other than commissioners: Matt Ward

Item 6. Lakeside Green Street Revision

Edmond Siu, Civil Engineer, presented on the Lakeside Green Streets project and distributed handouts with the engineering plans; see handout, attached:

- The original concept came from the Lake Merritt Specific Plan. The goal is to expand park space, provide greater bike access, and enhance pedestrian safety and comfort.
- Prominent changes include converting part of a bike lane into a two-way cycletrack and adding an enhanced bike signal phase connecting to Madison into Downtown.

Summary of Discussion:

- The original project is in construction and this revision to the design with the cycle-track is currently in negotiation with the contractor; work is expected to begin in 4 months.
- The engineers are using landscaping and paint to provide greater visibility prior to the cyclist/vehicle mixing zones at the intersection of Grand and Harrison.
- The section along Lakeside Drive met Caltrans’ standards.
- The City should consider expected, not predicted behavior from cyclists—yield signs for bicycles at the two mixing zones would be more practical than expecting cyclists to stop.
• Phase 2 of the project will extend the cycle track north to 27th Street and include a protected intersection at Harrison St and Grand Ave.
• There are concerns about the width for ADA compliance near light poles.
• For unprotected sections of the bikeway, consider flexible posts. There are concerns about cars that could clip cyclists.

Speakers other than commissioners: Carol Levine

**Item 7. Chair’s Draft Annual Report to Public Works Committee of the Oakland City Council**

Commissioner Chan asked if there were any questions about the draft report. None were provided. The Council’s Public Works Committee meeting in December was cancelled due to the strike. Dan Kalb is still the chair. He has been supportive of BPAC.

**Item 8. Report from Open Forum Committee**

Commissioner Tabata provided an update and thanked the commissioners for their support. Examples of the committee’s work include interfacing with the community to use SeeClickFix and working on temporary construction guidelines. The commission will need to provide volunteers for additional committees and consider the new commissioners.

**Item 9. Three-month agenda look-ahead suggestions for meeting topics, announcements**

The agenda items planned for January, February, and March were printed in the agenda. Suggestions for new agenda items included:

- Coordinating signal timing, enforcement (Tabata)

**Announcements:**

- Commissioner Tabata is stepping down from the Alameda CTC BPAC and Commissioner McWilliams will be taking her place.

Chair Chan adjourned the meeting at 8:02 pm.

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Thursday, December 28 with comments requested by 5pm, Friday January 5 to mbjones@oaklandnet.com. Revised minutes were added to the January 2018 meeting agenda and adopted at that meeting.
GENERAL NOTES:

1. ALL PAINT MARKINGS SHALL BE THERMOPLASTIC STRIPES AND LEGENDS AT THE LOCATIONS SHOWN ON THE PLANS, UNLESS OTHERWISE NOTED.

2. LAYOUT AND CONTROL MARKS SHALL BE PLACED BY THE CONTRACTOR AND REMOVED PRIOR TO THE PLACEMENT OF ANY PERMANENT STRIPING, MARKERS OR ENGRAVINGS.

3. ALL ADJACENT PAINTING SHALL MATCH THE LAYOUT OF EXISTING STRIPING AT POINTS OF WORK.

4. THE CONTRACTOR SHALL ENSURE THAT ALL REFLECTIVE PAINT MARKERS ON ALL UNPAVED TYPICAL STREET CONTROL SIGNS AND ENGRAVINGS MATCH THE EXISTING PAINT MARKING OR ENGRAVING.

5. DIMENSIONS AND FROM FACE OF CURB (FC), UNLESS OTHERWISE NOTED.

6. REFLECTIVE PAINT COLOR NUMBERS REFER TO THE DETAILS PRESENTED IN CALTRANS STANDARD PLAN AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

7. REFLECTIVE PAINT MARKERS SHALL NOT BE PAINTED WITHIN THE LIMITS OF DRIVEWAY AND CURB RAMPS.

8. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING STRIPING AND MARKINGS.

9. CONTRACTOR SHALL SALVAGE AND REUSE ANY SIGN DEEMED TO BE IN ACCEPTABLE CONDITION BY THE ENGINEER, IF NEEDED ON THE PROJECT.

10. CONTRACTOR SHALL INSTALL BLUE REFLECTIVE PAVEMENT MARKERS AT ALL FIRE HYDRANT LOCATIONS PER FIGURE 3B-102 IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

11. DIMENSIONS ARE FROM FACE OF CURB (FC), UNLESS OTHERWISE NOTED.

12. PAINT AND MARKERS ON MEDIAN NOSE PER DETAIL ON SHEET SS-7.

13. TYPE VI ARROW PER DETAIL ON CALTRANS STD PLAN A24A.

14. BICYCLE LOOP DETECTOR SYMBOL PER CALTRANS DETAIL A24C.

15. PAVEMENT MARKING AS SHOWN, PER CALTRANS DETAIL A24D.

16. PARKING STALL TEE PER CITY OF OAKLAND DETAIL T-7.

17. TYPE VIII ARROWS PER DETAIL ON CALTRANS STD PLAN A24A.

18. REMOVE PAINT MARKING.

19. 6" WHITE AT 45 DEGREES AT 15' ON CENTER.

20. 24" WHITE HIGH VISIBILITY CROSSWALK MARKINGS AT 4' ON CENTER.

21. ISA MARKING PER CALTRANS STANDARD DETAIL A24C.

22. SECURITY BORDERS PER DETAIL 1 ON SHEET SS-7.

23. TYPE IV (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A.

24. TYPE IV (R) ARROW PER DETAIL ON CALTRANS STD PLAN A24A.

25. BIKE LANE SYMBOL AND ARROW PER DETAILS ON CALTRANS STD PLANS A24A AND A24C.


27. REMOVE PAVEMENT MARKING 6" WHITE AT 45 DEGREES AT 15' ON CENTER.

28. REMOVE PAVEMENT MARKING 6" WHITE AT 45 DEGREES AT 15' ON CENTER.

29. REMOVE PAVEMENT MARKING 6" WHITE AT 45 DEGREES AT 15' ON CENTER.

30. REMOVE PAVEMENT MARKING 6" WHITE AT 45 DEGREES AT 15' ON CENTER.

SIGNING AND STRIPING PLAN 5
**GENERAL NOTES:**

1. All permanent and temporary striping and markings shall be thermoplastic stripes and legends at the locations shown on the plans, unless otherwise noted.

2. All permanent and temporary striping and markings shall be placed by the Contractor and approved by the Engineer.

3. All permanent and temporary striping and markings shall be removed by the Contractor upon completion of the work, unless otherwise noted.

4. All permanent and temporary striping and markings shall be applied and maintained in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD).

5. The color and material of all permanent and temporary striping and markings shall be as specified on the plans, unless otherwise noted.

6. All permanent and temporary striping and markings shall be maintained in good condition and free from damage, unless otherwise noted.

7. All permanent and temporary striping and markings shall be removed by the Contractor upon completion of the work, unless otherwise noted.

8. All permanent and temporary striping and markings shall be maintained in good condition and free from damage, unless otherwise noted.

**STRIPING KEY NOTES:**

- **Type I:** Single line, 6" wide, white, on Ca Trans Plan A44A.
- **Type II:** Double line, 6" wide, white, on Ca Trans Plan A44A.
- **Type III:** Single line, 6" wide, yellow, on Ca Trans Plan A44A.
- **Type IV:** Single line, 6" wide, yellow, on Ca Trans Plan A44A.
- **Type V:** Single line, 6" wide, blue, on Ca Trans Plan A44A.
- **Type VI:** Single line, 6" wide, yellow, on Ca Trans Plan A44A.
- **Type VII:** Single line, 6" wide, blue, on Ca Trans Plan A44A.

**ASSIGNING KEY NOTES:**

- **Type A:** Single line, 6" wide, black, on Ca Trans Plan A44A.
- **Type B:** Single line, 6" wide, yellow, on Ca Trans Plan A44A.
- **Type C:** Single line, 6" wide, blue, on Ca Trans Plan A44A.
- **Type D:** Single line, 6" wide, yellow, on Ca Trans Plan A44A.

**DIMENSIONS:**

- **Scale:** 1" = 10' - 0" (Except where noted)
- **Detail A**
- **Detail B**
- **Detail C**
- **Detail D**

**NOTES:**

- **191**
- **LAKESIDE GREEN STREETS PROJECT**
- **505 14TH STREET**
- **SUITE 1000**
- **OAKLAND, CALIFORNIA 94612**
- **PHONE:** (510) 835-7251
- **FAX:** (510) 835-9839

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**CITY OF OAKLAND**

**DEPARTMENT OF ENGINEERING AND CONSTRUCTION**

**250 FRANK H. OGAWA PLAZA, SUITE 4314**

**OAKLAND, CA, 94612**

**FAX (510) 238-7227**

**PH (510) 238 - 3437**
HIGH VISIBILITY CROSSWALK NOTES:

CROSSWALK MARKING DESIGN GUIDELINES (JWP, 9/15/2017, DRAFT)

1. HIGH VISIBILITY CROSSWALK MARKING STYLE
   a. Use the continental marking style (stripes parallel to the roadway centerline).
   b. Use staggered spacing for the 2” stripes. Align the centerline of the lane with the centerline of the 2” stripes.
   c. The width of the marked crosswalk is determined by straight lines connecting the back of the sidewalk and the face of the curb. Crosswalks will always encompass the curb ramps and be at least 6’ wide. 1

2. LOCATIONS FOR MARKING HIGH VISIBILITY CROSSWALKS
   a. School crossings
   b. Uncontrolled crossings of arterial and collector streets
   c. Signalized crossings
   d. Mid-block crossings
   e. Crossings at all-way stop-controlled intersections of one or more collector/arterial streets

3. CROSSWALK MARKING IN OTHER LOCATIONS
   a. All street-side stop-controlled crossings along arterial and collector streets with sidewalks: main transverse crosswalks (two one-foot white stripes, 12” apart, centered in the curb ramps or sidewalks where the crosswalk connects).
   b. Intersections of two local streets: crosswalks will generally not be marked unless there are site-specific reasons for doing so.

4. LIMIT LINES AND YIELD LINES
   a. Include limit lines 9’ back from all continental crosswalks on controlled approaches (i.e., traffic signal, or stop sign).
   b. Include yield lines 12’ back from uncontrolled crosswalks with two or more approach lanes.

5. HIGH VISIBILITY CROSSWALK NOTES:
   i. In locations where transverse crosswalks are already marked, the continental crosswalk and do not interfere with the transverse crosswalk, allow the transverse crosswalk stripes to exist.
   ii. For crossings with "Curved" or "Taper" curb ramps, the marked crosswalk must include an area at the base of the curb ramp that extends into the street by 4 feet and be at least 6’ wide. Set the width of the marked crosswalk from the back of the sidewalk to a point five feet off the base of the curb ramp (next face of curb).
   iii. This procedure primarily applies to urban centers. To determine if a crosswalk should be marked, consult the City of Oakland Crosswalk (2015) and the proposed procedures included in the City of Oakland Complete Streets Guidelines (2015). However, we will mark:

   a. Crosswalks at the front of U.S. Highway 101
   b. Crosswalks at the front of the 14th Street Bridge
   c. Crosswalks at the front of the 11th Street Bridge

6. GENERAL NOTES:
   a. Complete removal of crosswalks, border markings, stop signs, and other traffic control devices is often required prior to the pavement work.
   b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
   c. The proposed plan shall include all crosswalks at the front of U.S. Highway 101, the 14th Street Bridge, the 11th Street Bridge, and the 13th Street Bridge.
   d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
   e. Crosswalks shall be marked in their current condition.

7. UNIVERSITY MARKINGS:
   a. Complete removal of all crosswalk borders/stop lines, and stop signs is often required prior to the pavement work.
   b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
   c. The proposed plan shall include all crosswalks at the front of University Drive.
   d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
   e. Crosswalks shall be marked in their current condition.

8. TRAFFIC SIGNAL APPROACHES:
   a. Complete removal of all crosswalk borders/stop lines, and stop signs is often required prior to the pavement work.
   b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
   c. The proposed plan shall include all crosswalks at the front of University Drive.
   d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
   e. Crosswalks shall be marked in their current condition.

9. HIGH VISIBILITY CROSSWALK PER DETAIL 1 ON SHEET SS-7
   a. 24” white high visibility crosswalk markings at 4’ on center.
   b. 6” white at 45 degrees at 15’ on center.
   c. Mark transverse crosswalks (two one-foot white stripes, 10’ part, centered in the curb ramps or sidewalks where the crosswalk connects).
   d. Intersections of two local streets: crosswalks will generally not be marked unless there are site-specific reasons for doing so.

10. INSIDE APPROACHES:
    a. Complete removal of all crosswalk borders/stop lines, and stop signs is often required prior to the pavement work.
    b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
    c. The proposed plan shall include all crosswalks at the front of University Drive.
    d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
    e. Crosswalks shall be marked in their current condition.

11. SIDEWALKS:
    a. Mark transverse crosswalks (two one-foot white stripes, 10’ part, centered in the curb ramps or sidewalks where the crosswalk connects).
    b. Intersections of two local streets: crosswalks will generally not be marked unless there are site-specific reasons for doing so.

12. CROSSWALK GUIDANCE:
    a. This guidance primarily applies to urban centers. To determine if a crosswalk should be marked, consult the City of Oakland Crosswalk (2015) and the proposed procedures included in the City of Oakland Complete Streets Guidelines (2015). However, we will mark:
        i. Crosswalks at the front of U.S. Highway 101
        ii. Crosswalks at the front of the 14th Street Bridge
        iii. Crosswalks at the front of the 11th Street Bridge
    b. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
    c. Crosswalks shall be marked in their current condition.

13. TRAFFIC SIGNAL APPROACHES:
    a. Complete removal of all crosswalk borders/stop lines, and stop signs is often required prior to the pavement work.
    b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
    c. The proposed plan shall include all crosswalks at the front of University Drive.
    d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
    e. Crosswalks shall be marked in their current condition.

14. UNIVERSITY MARKINGS:
    a. Complete removal of all crosswalk borders/stop lines, and stop signs is often required prior to the pavement work.
    b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
    c. The proposed plan shall include all crosswalks at the front of University Drive.
    d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
    e. Crosswalks shall be marked in their current condition.

15. UNIVERSITY MARKINGS:
    a. Complete removal of all crosswalk borders/stop lines, and stop signs is often required prior to the pavement work.
    b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
    c. The proposed plan shall include all crosswalks at the front of University Drive.
    d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
    e. Crosswalks shall be marked in their current condition.

16. UNIVERSITY MARKINGS:
    a. Complete removal of all crosswalk borders/stop lines, and stop signs is often required prior to the pavement work.
    b. The Contractor shall maintain all crosswalk borders/stop lines and signs at the locations shown on the plans, unless otherwise noted.
    c. The proposed plan shall include all crosswalks at the front of University Drive.
    d. Referring to the listing above, the crosswalks shown on the plans are located at the front of the structure.
    e. Crosswalks shall be marked in their current condition.
1. ALL PAVEMENT STRIPING AND MARKINGS SHALL BE THERMOPLASTIC STRIPES UNLESS OTHERWISE NOTED.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL BE THERMOPLASTIC STRIPES UNLESS OTHERWISE NOTED.
3. MEDIAN NOSE DETAIL SHOWN AT 240' ON SHEET SS-7.
4. RELOCATED STREET NAME SIGN
5. RELOCATED 19TH ST/LAKESIDE DR GUIDE SIGN
6. REMOVE ALL CONFLICTING "NO PARKING" SIGNS AND INSTALL R32 (CA) 2 HOUR 8AM-6PM SUNDAYS/HOLIDAYS EXCEPTED; R30B (CA) MONDAY, WEDNESDAY, FRIDAY 12AM-3AM. R32 (CA) 2 HOUR 8AM-6PM SUNDAYS AND HOLIDAYS EXCEPTED; R30A (CA) 12AM-3AM EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.
7. REMOVE ALL CONFICTING "NO PARKING" SIGNS AND INSTALL R32 (CA) 2 HOUR 8AM-6PM SUNDAYS/HOLIDAYS EXCEPTED; R30B (CA) MONDAY, WEDNESDAY, FRIDAY 12AM-3AM. R32 (CA) 2 HOUR 8AM-6PM SUNDAYS AND HOLIDAYS EXCEPTED; R30A (CA) 12AM-3AM EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.
8. REMOVE ALL CONFLICTING "NO PARKING" SIGNS AND INSTALL R32 (CA) 2 HOUR 8AM-6PM SUNDAYS/HOLIDAYS EXCEPTED; R30B (CA) MONDAY, WEDNESDAY, FRIDAY 12AM-3AM. R32 (CA) 2 HOUR 8AM-6PM SUNDAYS AND HOLIDAYS EXCEPTED; R30A (CA) 12AM-3AM EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.
1. Number of entries represent in median nose mark.

2. E15A Plan Notes at Market St./Lakeside Dr. (Protected Bike Lanes and Lane Configuration Changes)

MEDIAN NOSE DETAIL

SCALE N.T.S.

PROJECT NO. C393910

SIGNING AND STRIPING PLAN 7

1. All entries represent in median nose mark.

2. E15A Plan Notes at Market St./Lakeside Dr. (Protected Bike Lanes and Lane Configuration Changes)

MEDIAN NOSE DETAIL

SCALE N.T.S.

PROJECT NO. C393910

SIGNING AND STRIPING PLAN 7
SIGNING AND STRIPING PLAN 2

GENERAL NOTES:
1. HOV / HOV LAW ROUTE NUMBER AND HOV SHARK FIN SYMBOLS ARE TO BE PLACED EVERY 300 FEET IN THE CENTER OF THE CORRIDOR. HOV LANES SHALL BE THROUGH THE CURB PAVEMENT AND LEGENDS SHALL BE THROUGH THE CURB PAVEMENT OF MASTER SHEETS.
2. STREET AND CONTROL MARKERS SHALL BE PLACED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO THE PLACEMENT OF ANY PERMANENT STREET AND CONTROL MARKERS.
3. ALL PROPOSED DELINATIONS SHALL MATCH THE LAYOUT OF EXISTING STRIPING AT LIMITS OF WORK.
4. THE CONTRACTOR SHALL MARK A BLUE DELINATED PAVEMENT MARKING OF ALL LEFT TURN LANE COMBINATIONS EXCEPT THOSE LOCATED AT INTERSECTIONS TO MATCH THE LAYOUT OF EXISTING LANE MARKINGS.
5. MARKINGS ARE PREFERRED FOR CURB (C) UNLESS OTHERWISE NOTED.
6. PERMANENT DELINATED DETAIL SHOWN REFER TO THE DETAILS PRESENTED IN DETAIL 1 ON SHEET SS-2 AND THE MANUAL ON UNIFORM TRAFFIC CONTROL.
7. RED CURB SHALL NOT BE PAINTED WITHIN THE LIMITS OF DRIVEWAY AND CURB RAMPS.
8. CONTRACTOR SHALL REMOVE ALL EXISTING DELINATED STRIPING AND MARKING.
9. CONTRACTOR SHALL SALVAGE AND REUSE ANY SIGN BOARD REFER TO IN ACCEPTABLE CONDITION BY THE ENGINEER, IF NEEDED ON THE PROJECT.

STRIPING KEY NOTES:
1. TYPE IV (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
2. TYPE IV (R) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
3. BIKE LANE SYMBOL AND ARROW PER DETAILS ON CALTRANS STD PLANS A24A AND A24C
4. SHARED ROADWAY CYCLE TRACKING PER CITY OF OAKLAND DETAIL X-1 AND MUTCD 2003 CALIFORNIA SUPPLEMENT SECTION 9C.103, FIGURE 9C-107
5. PAINT AND MARKERS ON MEDIAN HOSE PER DETAIL 1 ON SHEET SS-7
6. "SHARK FIN" AT 10 FT ON CENTER
7. TYPE IV ARROW PER DETAIL ON CALTRANS STD PLAN A24A
8. BIKE LANE SYMBOL AND ARROW PER DETAILS ON CALTRANS STD PLANS A24A AND A24C
9. POINT MARKER AS SHOWN PER CALTRANS DETAIL A24C
10. PARKING STALL TEE PER CITY OF OAKLAND DETAIL T-7
11. TYPE VII (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
12. REMOVE PAVEMENT MARKING
   6" WHITE AT 45 DEGREES AT 15' ON CENTER.
   6" YELLOW AT 15' ON CENTER.
13. PERPENDICULAR TO CURB LINE.
14. 24" WHITE HIGH VISIBILITY CROSSWALK MARKINGS AT 4' ON CENTER.
15. ISA MARKING PER CALTRANS STANDARD DETAIL A24C
16. 18" HIGH YIELD LINES PER CA MUTCD 2014, REV 2, SECT 3B.16, FIG 3B-16
17. 4" YELLOW CENTER STRIPING PER CA MUTCD 2014, REV 2, SECT 9C.03, FIG 9C-2
18. HIGH VISIBILITY CROSSWALK PER DETAIL 1 ON SHEET SS-5
19. TWO-WAY BIKEWAY CROSSING PER DETAIL 1 ON SHEET SS-2
20. 2-STAGE BIKE BOX PER DETAIL 1 ON SHEET SS-3

SIGNAGE KEY NOTES:
1. "RELOCATED STREET NAME SIGN"
2. "RELOCATED "OAKLAND SCENIC TOUR" SIGN"
3. "RELOCATED "ST. PAUL'S EPISCOPAL CHURCH" SIGN"
4. "RELOCATED 19TH ST/LAKESIDE DR GUIDE SIGN"
5. "RELOCATED "RESEED EMERGENCY SHED" SIGN"
6. "RELOCATED "OAKLAND SCENIC TOUR" SIGN"
7. "RELOCATED 19TH ST/LAKESIDE DR GUIDE SIGN"
8. "RELOCATED "ST. PAUL'S EPISCOPAL CHURCH" SIGN"
9. "RELOCATED "RESEED EMERGENCY SHED" SIGN"

SCALE: 1" = 10'-0" DETAIL A
SCALE: 1" = 10'-0" DETAIL B

TWO-WAY BIKEWAY CROSSING

LAKESIDE GREEN STREETS PROJECT
1. All pavement striping and markings shall be thermoplastic striping and legends at the locations shown on the plans, unless otherwise noted.

2. Layout and control marks shall be placed by the contractor and approved by the engineer prior to the placement of any permanent striping or markings.

3. All proposed striping shall follow the layout of existing striping at limits of work.

4. The contractor shall install blue reflector payment markers at all existing locations per figure 8B-10 in the California Manual on Uniform Traffic Control Devices.

5. Medians shall not be painted within the limits of driveway and curb ramps.

6. Contractor shall remove all existing conflicting striping and markings.

7. Contractor shall relave and relave any sign desired to be in acceptable condition for the engineer, if needed on the project.

8. Dimension are from face of curb (FC), unless otherwise noted.


10. Blue curbed shall not be painted with the limits of driveway and curb ramps.

11. The contractor shall install blue reflective pavement markers at all fire hydrant locations per figure 3B-102 in the California Manual on Uniform Traffic Control Devices.

12. Type IV (L) Arrow per detail on Caltrans Standard Plan A24A.

13. Type IV (R) Arrow per detail on Caltrans Standard Plan A24A.


15. Shared roadway bicycle marking per City of Oakland Detail X-1 and MUTCD 2003 California Supplement Section 9C.103, Figure 9C-107.

16. Paint and markers on median nose per detail 1 on Sheet SS-7.

17. Type VI Arrow per detail on Caltrans Standard Plan A24A.

18. Bicycle loop detector symbol per Caltrans Detail A24C.

19. Pavement marking as shown, per Caltrans Standard Plan A24A.

20. 12" White.

21. Paint and markers on median nose per detail 1 on Sheet SS-7.

22. Type VI Arrow per detail on Caltrans Standard Plan A24A.

23. Red curb shall not be painted within the limits of driveway and curb ramps.

24. Contractor shall remove all existing conflicting striping and markings.

25. Contractor shall remove all signs desired to be in acceptable condition for the engineer, if needed on the project.

26. Dimension are from face of curb (FC), unless otherwise noted.


28. Red curb shall not be painted within the limits of driveway and curb ramps.

29. The contractor shall install blue reflective pavement markers at all fire hydrant locations per figure 3B-102 in the California Manual on Uniform Traffic Control Devices.

30. Type IV (L) Arrow per detail on Caltrans Standard Plan A24A.

31. Type IV (R) Arrow per detail on Caltrans Standard Plan A24A.

32. Bike lane symbol and arrow per details on Caltrans Standard Plans A24A and A24C.

33. Shared roadway bicycle marking per City of Oakland Detail X-1 and MUTCD 2003 California Supplement Section 9C.103, Figure 9C-107.

34. Paint and markers on median nose per detail 1 on Sheet SS-7.

35. Type VI Arrow per detail on Caltrans Standard Plan A24A.

36. Bicycle loop detector symbol per Caltrans Detail A24C.

37. Pavement marking as shown, per Caltrans Standard Plan A24A.

38. 12" White.

39. Paint and markers on median nose per detail 1 on Sheet SS-7.

40. Type VI Arrow per detail on Caltrans Standard Plan A24A.

41. Red curb shall not be painted within the limits of driveway and curb ramps.

42. Contractor shall remove all existing conflicting striping and markings.

43. Contractor shall remove all signs desired to be in acceptable condition for the engineer, if needed on the project.
GENERAL NOTES:

1. PAVEMENT DEVICES AND SURFACES SHALL BE THERMOPLASTIC STRIPES AND LEGENDS AT THE LOCATIONS SHOWN ON THE PLANS, UNLESS OTHERWISE NOTED.
2. LAYOUT AND CONTROL MARKS SHALL BE PLACED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO THE PLACEMENT OF ANY PERMANENT PAVEMENT SURFACES.
3. ALL PROPOSED LocationS SHALL MATCH THE LAYOUT OF EXISTING STRIPES AT LIMITS OF WORK.
4. THE CONTRACTOR SHALL INSTALL BLUE REFLECTIVE PAVEMENT MARKERS AT ALL PROPOSED LOCATIONs ON CALTRANS STANDARD PAVEMENT MARKER DETAIL 1.8.
5. MATCH LINE, STATION 38+20, SEE SHEET SS-4
6. MATCH LINE, STATION 34+00, SEE SHEET SS-2
7. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING STRIPING AND MARKINGS.
8. CONTRACTOR SHALL SALVAGE AND REUSE ANY SIGN DEEMED TO BE IN ACCEPTABLE CONDITION BY THE ENGINEER, IF NEEDED ON THE PROJECT.

STRIPEING KEY NOTES:

- TYPE I (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- TYPE I (R) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- BIKE LANE SYMBOL AND ARROW PER DETAILS ON CALTRANS STD PLANS A24A AND A24C
- SHARED ROADWAY BICYCLE MARKING PER CITY OF OAKLAND DETAIL X-1 AND MUTCD 2003 CALIFORNIA SUPPLEMENT SECTION 9C.103, FIGURE 9C-107
- TYPE II ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- TYPE III ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- TYPE IV (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- TYPE IV (R) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- BIKE LANE SYMBOL AND ARROW PER DETAILS ON CALTRANS STD PLANS A24A AND A24C
- SHARED ROADWAY BICYCLE MARKING PER CITY OF OAKLAND DETAIL X-1 AND MUTCD 2003 CALIFORNIA SUPPLEMENT SECTION 9C.103, FIGURE 9C-107
- TYPE V ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- TYPE VI ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- BICYCLE LOOP DETECTOR SYMBOL PER CALTRANS DETAIL A24C
- PARKING STALL TEE PER CITY OF OAKLAND DETAIL T-7
- TYPE VII (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
- REMOVE PAVEMENT MARKING
- 6" WHITE AT 45 DEGREES AT 15' ON CENTER.
- 6" YELLOW AT 15' ON CENTER.
- 6" WHITE AT 45 DEGREES AT 15' ON CENTER.
- 6" YELLOW AT 15' ON CENTER.
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- 6" YELLOW AT 15' ON CENTER.
- 6" WHITE AT 45 DEGREES AT 15' ON CENTER.
- 6" YELLOW AT 15' ON CENTER.
MATCH LINE, STATION 38+20, SEE SHEET SS-3

SS-4

SIGNING AND STRIPING PLAN 4

1. All proposed delineation changes shall be thermoplastic striping and/or legend changes. The location shown on the plans, unless otherwise noted.

2. Lay-in and control marks shall be placed by the contractor and referenced on the plans, inclusive of the placement of any permanent marks.

3. All proposed delineation shall match the layout of existing striping at limits of work.

4. The contractor shall install blue reflective pavement markers at all proposed delineation locations as per the California Manual on Uniform Traffic Control Devices.

5. Dimensions are from face of curb (FC), unless otherwise noted.

6. The proposed striping shall not be painted within the limits of driveway and curb ramps.

7. The contractor shall remove all existing conflicting striping and markings.

8. The contractor shall maintain and secure any signs deemed to be in unacceptable condition by the engineer if needed on the project.

9. The contractor shall remove all existing conflicting striping and markings.

GENERAL NOTES:

PARKING STALL: SEE SHEET SS-7

PAVEMENT MARKING: PER CALTRANS DETAIL A24D

PAVEMENT MARKING AS SHOWN, PER CALTRANS DETAIL A24D

PARKING STALL TEE PER CITY OF OAKLAND DETAIL T-7

BICYCLE LOOP DETECTOR SYMBOL PER CALTRANS DETAIL A24C

PAVEMENT MARKING (6") WHITE AT 15' ON CENTER.

24" WHITE HIGH VISIBILITY CROSSWALK MARKINGS AT 4' ON CENTER.

ISA MARKING PER CALTRANS STANDARD DETAIL A24C.

SIGNING AND STRIPING PLAN 4

RELOCATED STREET NAME SIGN

RELOCATED "OAKLAND SCENIC TOUR" SIGN

REMOVE ALL CONFLICTING "NO PARKING" SIGNS AND INSTALL:

R32 (CA) 2 HOUR 8AM-6PM SUNDAYS/HOLIDAYS EXCEPTED;

R30B (CA) MONDAY, WEDNESDAY, FRIDAY 12AM-3AM.

R32 (CA) 2 HOUR 8AM-6PM SUNDAYS AND HOLIDAYS EXCEPTED;

R30A (CA) 12AM-3AM EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.

R30B (CA) TUES & THURS 12 AM - 3 AM

RELOCATED "ST. PAUL'S EPISCOPAL CHURCH" SIGN

RELOCATED 19TH ST/LAKESIDE DR GUIDE SIGN

SIGNING KEY NOTES:

RELOCATED (100) "COMMERCIAL VEHICLES...

RELOCATED 10TH STREET -- 7" HIGH

RELOCATED CALIFORNIA ROADPLANE CENTER -- 3" HIGH

RELOCATED 15TH STREET PHYSICAL NUMBER AND STREET NUMBER -- 7" HIGH

RELOCATED "LAKESIDE PARKWAY" STREET -- 7" HIGH

RELOCATED "POPLAR TREASURY" STREET -- 7" HIGH

RELOCATED 15TH STREET PHYSICAL NUMBER AND STREET NUMBER -- 7" HIGH

RELOCATED "LAKESIDE SCENIC "TOUR" STREET -- 7" HIGH

RELOCATED "POPLAR IN" STREET -- 7" HIGH

RELOCATED "POPLAR IN" STREET -- 7" HIGH

RELOCATED "POPLAR IN" STREET -- 7" HIGH

RELOCATED "ST. PAUL'S EPISCOPAL CHURCH" SIGN

RELOCATED "10TH STREET PHYSICAL NUMBER" SIGN

RELOCATED "ST. PAUL'S EPISCOPAL CHURCH" SIGN

RELOCATED "10TH STREET PHYSICAL NUMBER" SIGN
NEW BUS STOP SIGN, BY OTHERS

DATE
No.
REFERENCE

DRAWING NAME:     O:\Engineering\!Streets\!!!PROJECTS\1. ACTIVE\1001668 - Lakeside Green Project (ES)\2. DESIGN\0. CAD\SS-4.dwg
PLOT DATE:        11-11-17
PLOTTED BY:       miras9p

DATE: 01/16/2017
SCALE:
HOR:
VERT:

SHEET NO.
OF
PROJECT NO.

DESIGNED BY
DRAWN BY
CHECKED BY

CITY OF OAKLAND
250 FRANK H. OGAWA PLAZA, SUITE 4314  *  OAKLAND CA, 94612
DEPARTMENT OF ENGINEERING AND CONSTRUCTION
(510) 238-3437  *  FAX  (510) 238-7227

LAKESIDE GREEN STREETS PROJECT
505 14TH STREET
SUITE 1000
OAKLAND, CALIFORNIA 94612
PHONE: (510) 835-7251
FAX: (510) 835-9839

191
100 % SUBMITTAL
NOT FOR BID OR CONSTRUCTION

1. ALL PAVEMENT STRIPING AND MARKINGS SHALL BE THERMOPLASTIC STRIPES AND LEGENDS AT THE LOCATIONS SHOWN ON THE PLANS, UNLESS OTHERWISE NOTED.
2. LAYOUT AND CONTROL MARKS SHALL BE PLACED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO THE PLACEMENT OF ANY PERMANENT STRIPING, MARKERS OR MARKINGS.
3. ALL PROPOSED DELINEATION SHALL MATCH THE LAYOUT OF EXISTING STRIPING AT LIMITS OF WORK.
4. THE CONTRACTOR SHALL INSTALL BLUE REFLECTIVE PAVEMENT MARKERS AT ALL FIRE HYDRANT LOCATIONS PER FIGURE 3B-102 IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. RED CURB SHALL NOT BE PAINTED WITHIN THE LIMITS OF DRIVEWAY AND CURB RAMPS.

SIGNING AND STRIPING PLAN 4

1. CONTRACTOR SHALL INSTALL "CYCLE TRACK" SIGN
2. REMOVED "NO PARKING" SIGNS AND INSTALL "R32 (CA) 2 HOUR 8AM-6PM SUNDAYS/HOLIDAYS EXCEPTED; R30B (CA) MONDAY, WEDNESDAY, FRIDAY 12AM-3AM.
3. REMOVE ALL CONFLICTING "NO PARKING" SIGNS AND INSTALL "R30B (CA) TUES & THURS 12 AM - 3 AM"
4. REMOVED "ST. PAUL'S EPISCOPAL CHURCH" SIGN
5. REMOVED "YEARLING STREET" SIGN
6. REMOVED "R53" SIGN ON ENTRY SIGN POST
7. REMOVED "TAMALPA ISLAND SCENIC TRAIL PARK"
8. REMOVED "SIGN/PARKING-NO PARKING" SIGN AND INSTALL "NO PARKING-NO STOPPING"
9. RED CURB:"NO PARKING SUMMERS AND HOLIDAYS EXCEPTED; R32 (CA) 2 HOUR 8AM-6PM SUNDAYS/HOLIDAYS EXCEPTED; R30B (CA) MONDAY, WEDNESDAY, FRIDAY 12AM-3AM"
10. REMOVED "LET'S "PARK" ON OUR STREET" SIGN

GENERAL NOTES:

SIGNING KEY NOTES:

1. REMOVED "ST. PAUL'S EPISCOPAL CHURCH" SIGN
2. REMOVED "YEARLING STREET" SIGN
3. REMOVED "R53" SIGN ON ENTRY SIGN POST
4. REMOVED "TAMALPA ISLAND SCENIC TRAIL PARK"
5. REMOVED "SIGN/PARKING-NO PARKING" SIGN AND INSTALL "NO PARKING-NO STOPPING"
6. RED CURB:"NO PARKING SUMMERS AND HOLIDAYS EXCEPTED; R32 (CA) 2 HOUR 8AM-6PM SUNDAYS/HOLIDAYS EXCEPTED; R30B (CA) MONDAY, WEDNESDAY, FRIDAY 12AM-3AM"
7. REMOVED "LET'S "PARK" ON OUR STREET" SIGN

STRIPING KEY NOTES:

1. TYPE IV (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
2. TYPE IV (R) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
3. BIKE LANE SYMBOL AND ARROW  PER DETAILS ON CALTRANS STD PLANS A24A AND A24C
4. SHARED ROADWAY BICYCLE MARKING PER CITY OF OAKLAND DETAIL X-1 AND MUTCD 2003 CALIFORNIA SUPPLEMENT SECTION 9C.103, FIGURE 9C-107
5. TYPE VI ARROW PER DETAIL ON CALTRANS STD PLAN A24A
6. BICYCLE LOOP DETECTOR SYMBOL PER CALTRANS DETAIL A24C
7. PAINT AND MARKERS ON MEDIAN NOSE PER DETAIL 1 ON SHEET SS-7
8. TYPE VII (L) ARROW PER DETAIL ON CALTRANS STD PLAN A24A
9. REMOVE PAVEMENT MARKING
10. 6" WHITE AT 45 DEGREES AT 15' ON CENTER.
11. 6" YELLOW AT 15' ON CENTER.
12. PERPENDICULAR TO CURB LINE.
13. 24" WHITE HIGH VISIBILITY CROSSWALK MARKINGS AT 4' ON CENTER.
14. ISA MARKING PER CALTRANS STANDARD DETAIL A24C.
15. 18" HIGH YIELD LINES PER CA MUTCD 2014, REV 2, SECT 3B.16, FIG 3B-16
16. 4" YELLOW CENTER STRIPING PER CA MUTCD 2014, REV 2, SECT 9C.03, FIG 9C-2
17. HIGH VISIBILITY CROSSWALK PER DETAIL 1 ON SHEET SS-6
18. TWO WAY BIKEWAY CROSSING PER DETAIL 1 ON SHEET SS-2
19. 2-STAGE BIKE BOX PER DETAIL 1 ON SHEET SS-3

CLEAN WATERMARK.png