

Notes from BPAC Meeting – January 20, 2011

Attendees:

Brian Toy, Chris Hwang, Dave Campbell, Jason Patton, Jennifer Stanley, Jonathan Bair, Kassie Rohrbach, Rebecca Saltzman, Rick Rickard, Robert Raburn, Ron Bishop, Ruth Miller, Alec Berger, Ann Killebrew, Joe Wang, Robert Prinz, Wil Butler, Jim Dexter, Isaac Rodriguez

1: Introductions, appointment of note taker.

Ruth Miller, note taker.

2: Approval of meeting minutes.

The Hollis Street discussion was tabled for future discussion, but this is not reported in the minutes. The attendee list is not included and should be.

With the above amendments, the previous meeting's minutes are approved.

3: City of Oakland Crosswalk Policy

Joe Wang, Supervising Transportation Engineer, gave an overview of the revised draft policy. Next steps are uncertain – the agency director may sign it into official policy.

Rebecca – Even one transit stop can create enough demand to consider a higher visibility crosswalk, such as Telegraph at 61st Street.

Ruth – Consider using observed rather than posted speeds. Also, the flow chart doesn't accommodate intersections near freeway on/off ramps, or intersections near places with exceptionally high speeds.

Joe – The FHWA 2002 recommendations section sends the decision-maker into a set of options for less common cases, such as those. This policy covers a majority of intersections, which is better than what we had before.

Jonathan – Did you consider writing guidelines for changes to signal timing?

Joe – This is something we adjust reactively. We don't have the resources to seek poorly timed intersections to change to meet the new 3.5 feet/second requirement

Kassie – Will crossing times be adjusted to meet this new requirement?

Joe – As the intersections are brought to our attention, yes.

Ron – Pedestrians should be clearly prioritized over other road users. Stop removing crosswalks.

Jonathan – How often are crosswalks removed?

Joe – A hearing is required to remove a legal crosswalk.

Ann – What is the issue here? Why can't all crosswalks be marked and visible?

Joe – Limited resources and evidence that marking all crosswalks diminishes their effectiveness.

Kassie – Can we see this presented as an informational item to the Council?

Joe – The Assistant Director hasn't made up his mind.

4: Design Review

Harrison and 27th Street

There are no state or federally approved design guidelines for how to drop bike lanes (when needed) approaching intersections. Staff is concerned that the existing striping (shared right turn pocket, bicycle through lane) is poorly designed. It sends mixed signals and may lead bicyclists from the shared pocket into the back of cars across the intersection, rather into the shared lane. Discussion:

The bike lane could be more visible before the intersection.

The bike lane could be a full bike box – but that only works when the light is red, otherwise the box will not address the problem.

Dave – This is all temporary until better infrastructure is put in place.

Vote – three for leaving it as it is, three for replacing the bike lane with sharrows.

Bay Place

The current design has a narrow (11') inside lane and a wide (15') outside lane. Staff is considering changing the design to make two equally wide lanes, and put the sharrows in the middle of the outside lane, to encourage bicyclists to take the lane and motorists to pass by moving into the inside lane. Discussion:

Why not remove the median – trees.

Dave – I have no opinion between the two options, but I'm glad you're asking.

Try blanking out the center line? Make everyone drive more carefully.

Keep cars from thinking they can sneak past bicyclists.

5: MacArthur Blvd (High Street to Enos)

As part of an existing multi-street resurfacing contract that includes this segment, the plan is to install a bikeway, per the recommendations of the LAMMPS study. This will require council approval since the plan will remove a lane and a significant amount of (underused) parking. Discussion focused on the eastbound merge after High St where high-speed traffic presents a design challenge. Discussion:

Jug handle for bikes? Not enough money for a new light.

Dedicate the left lane for through-movement?

AC Transit is concerned about the removal of travel lanes and the possible effect on operating speeds.

Why now? Working with an unfunded mandate (LAMMPS study recommendations), the City is delivering a low-hanging fruit element of the recommendations.

Vote: encourage bicyclists to take the left lane or queue and wait for cars to pass. No one likes either option.

6: Projects for FY 2011-2012 TDA

This is a good funding source for small projects, and projects without other likely funding sources. Discussion:

We need to balance bike and pedestrian projects. City funds are disproportionately spent on pedestrian projects (as previously reported to BPAC and City Council).

Bike safety classes may not be the most cost effective use of funds.

Staff reports that, if we start today, a major bike plan update would already be behind schedule.

This item will come to the committee again for final approval in March.

7: Announcements

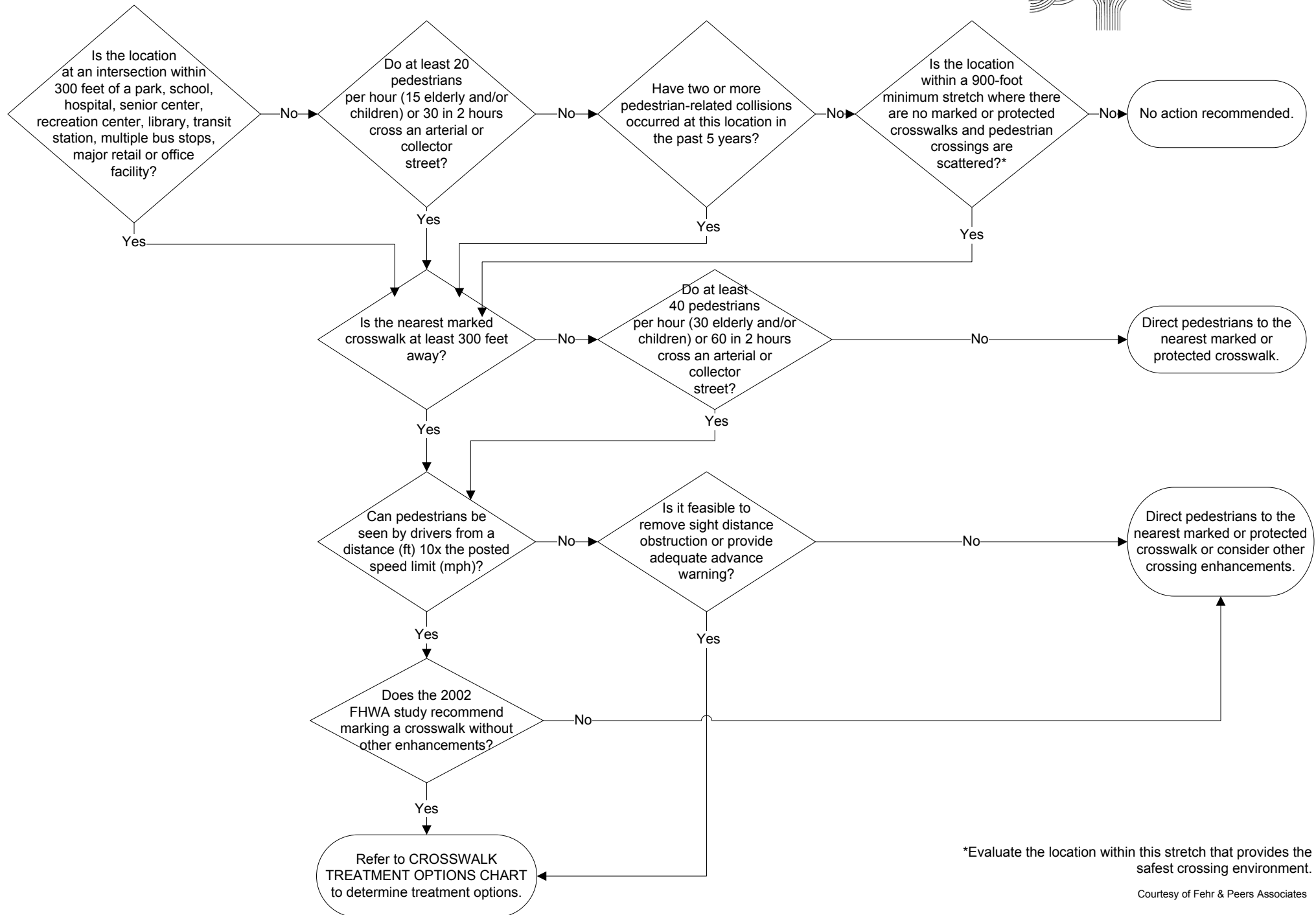
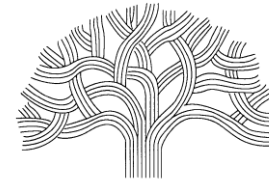
Nominations for BPAC chair open next month, and the vote is in March.

BTWD planning meeting tomorrow.

The International Boulevard TOD plan goes before the Planning Commission on February 2, and will come to BPAC also in February.

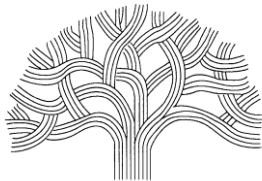
Attachments: Crosswalk Policy matrix, MacArthur Blvd (High St to Enos) draft striping plan

CROSSWALK LOCATION DECISION MATRIX

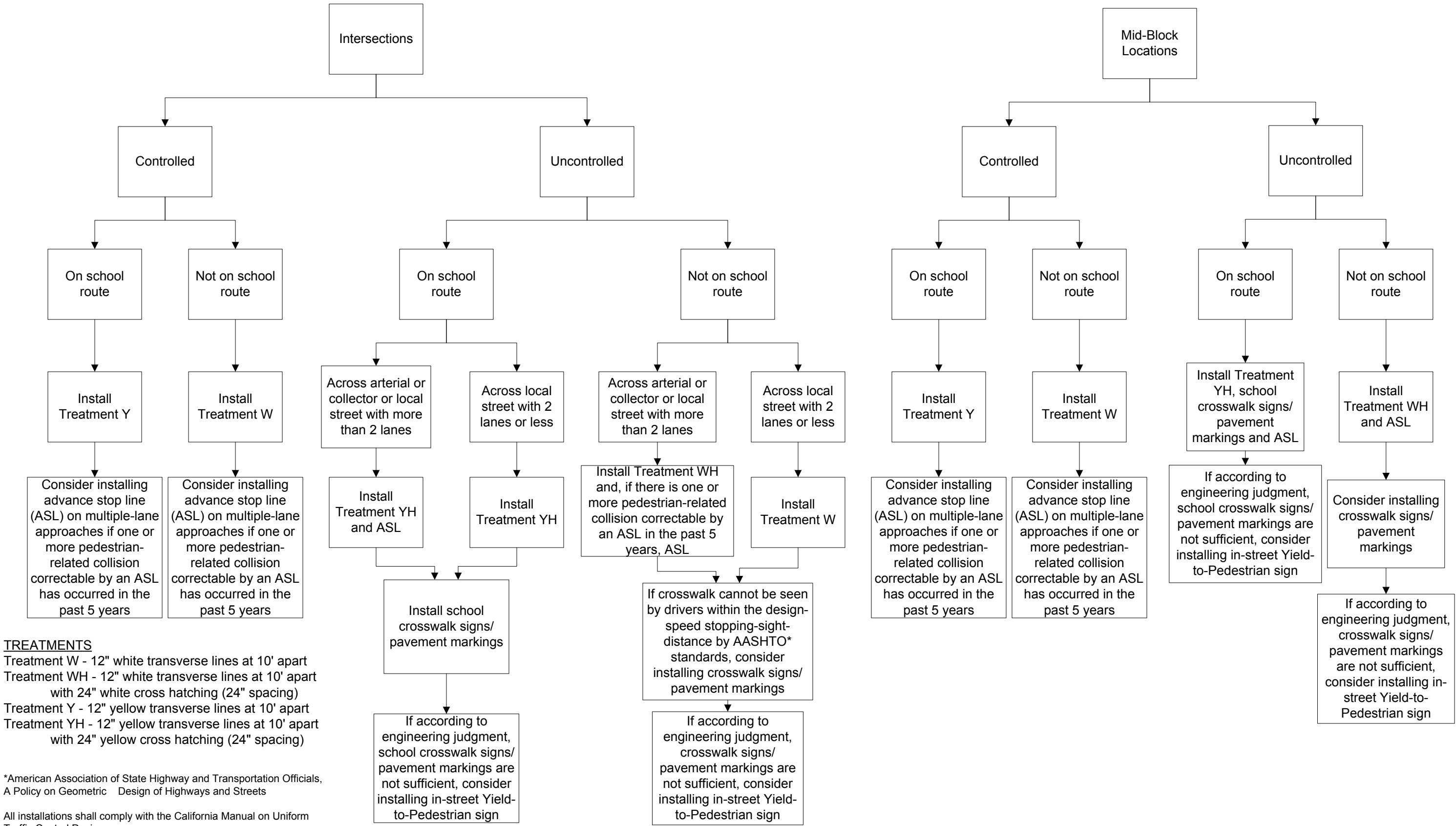


*Evaluate the location within this stretch that provides the safest crossing environment.

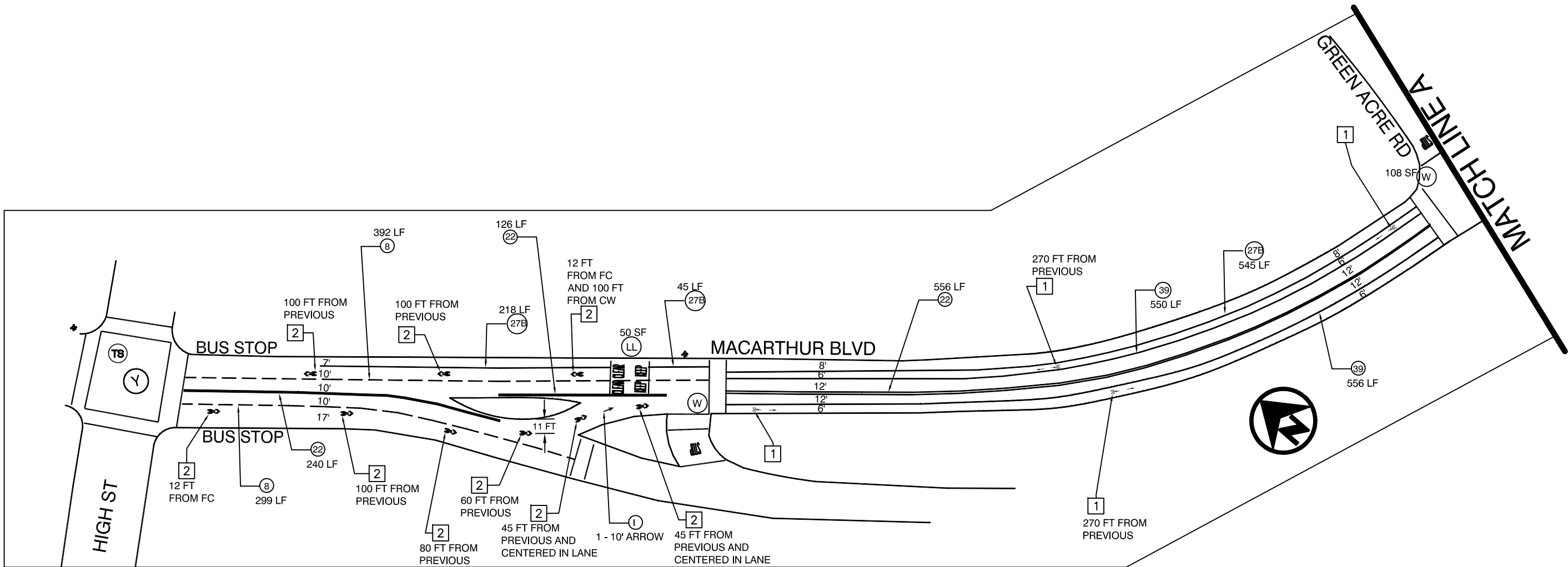
City of Oakland Crosswalk Policy



CROSSWALK TREATMENT OPTIONS CHART



DRAFT



LEGEND

- NO** STRIPING CONSTRUCTION NOTE NUMBER

BM BLUE, TWO-WAY RETROREFLECTIVE RAISED PAVEMENT FIRE HYDRANT MARKER

III PAVEMENT UNDULATION

⚡ FIRE HYDRANT

TS TRAFFIC SIGNAL

+ PARKING TEE
- #** DETAIL NUMBER PER CALTRANS STD PLANS
Traffic lines as cardinal number
Pavement markings as roman numeral

W DETAIL LETTER
Transverse markings as follows:
CROSS WALK (SOLID 12" WHITE LINE)

Y CROSS WALK (SOLID 12" YELLOW LINE)

LL LIMIT LINE (SOLID 12" WHITE LINE)

SSX SLOW SCHOOL XING

SK SCHOOL XING

SA STOP AHEAD

CONSTRUCTION NOTES

- 1** Caltrans bike lane symbol and arrow. Install first symbol 20 feet from curb return measured from base of symbol.
- 2** Caltrans Shared Roadway Bicycle Marking. Install 11.5 feet from face of curb, as measured from center of marking, unless otherwise noted. Install first symbol 20 feet from curb return, as measured from base of marking, unless otherwise noted.
- 3** Parking Tee. Install 7 feet from face of curb unless otherwise noted.
- 4** Contractor shall field verify actual lane widths prior to construction or as directed by Resident Engineer.
- 5** Contractor shall field verify type of existing pavement stripings, markings, & markers prior to construction and inform Resident Engineer of any discrepancies.

	A	B	C	D	E
1	ESTIMATE QUANTITY				
2		Items	Est. Quantity	Entity	Bid Item; unit
3	8	DETAIL 8	691	LF	Striping; LF (4" width)
4	22	DETAIL 22	922	LF	Striping; LF (4" width)
5	27B	DETAIL 27B	545	LF	Striping; LF (4" width)
6	39	DETAIL 39	1106	LF	Striping; LF (4" width)
7	1	TYPE I (10') ARROW	1	EA	Marking; SF (14 SF/EA)
8	W	WHITE CROSSWALK	275	SF	CW & LL; SF (white)
9	Y	YELLOW CROSSWALK	446	SF	CW & LL; SF (yellow)
10	LL	LIMIT LINE	106	SF	CW & LL; SF
11	S	STOP STENCIL	2	EA	Marking; SF (22 SF/EA)
12	KC	KEEP CLEAR STENCIL	2	EA	Marking; SF (51 SF/EA)
13	1	BIKE LANE SYMBOL AND ARROW	4	EA	Marking; SF (14 SF/EA)
14	2	SHARROW SYMBOL	9	EA	Marking; SF (12 SF/EA)

- NOTES:
1. SEE SHEET NO. X-1 FOR TYPICAL SECTIONS.



CITYWIDE STREET RESURFACING AND SLURRY SEALING FY 2007-2008

CIVIL ENGINEER ALLEN LAW	No.	DATE	BY	REFERENCE
RCE NO. <u>C57402</u>		1/5/11	AS	
CHECKED BY TNH				
DESIGNED BY FC/TH				
DRAWN BY FA/KT				

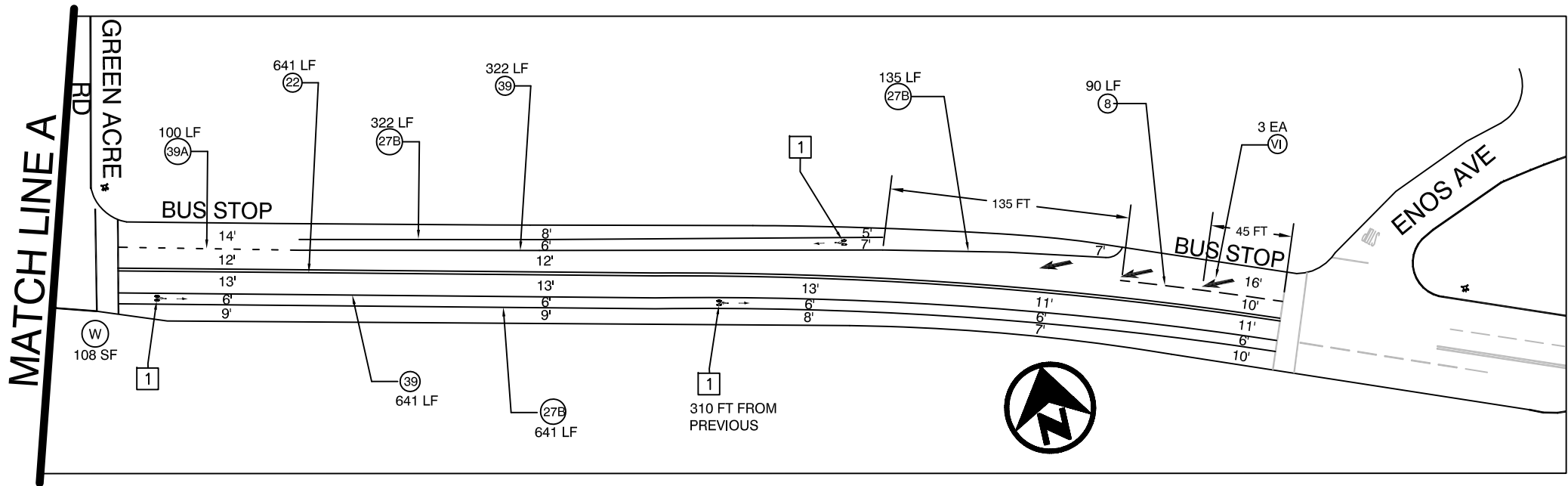
SIGNING & STRIPING
MACARTHUR BLVD FROM GREENACRE RD TO HIGH ST
SHEET 1 OF 1

PROJECT NO.
C317610

SCALE: 1" = 40'
HOR: NTS
VERT: NTS
DATE: JAN 2010

SHEET NO.
PD-18
23 OF 55

DRAFT



LEGEND

- NO

STRIPING CONSTRUCTION NOTE NUMBER
- BM

BLUE, TWO-WAY RETROREFLECTIVE RAISED PAVEMENT FIRE HYDRANT MARKER
- III

PAVEMENT UNDULATION
- FIRE HYDRANT
- TS

TRAFFIC SIGNAL
- +

PARKING TEE

#

DETAIL NUMBER PER CALTRANS STD PLANS
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Pavement markings as roman numeral

W

DETAIL LETTER
Transverse markings as follows:
CROSS WALK (SOLID 12" WHITE LINE)

Y

CROSS WALK (SOLID 12" YELLOW LINE)

LL

LIMIT LINE (SOLID 12" WHITE LINE)

SSX

SLOW SCHOOL XING

SX

SCHOOL XING

STOP AHEAD

CONSTRUCTION NOTES

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- 4

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widths prior to construction or as directed
by Resident Engineer.
- 5

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4	22	DETAIL 22	641	LF	Striping; LF (4" width)
5	27B	DETAIL 27B	642	LF	Striping; LF (4" width)
6	39	DETAIL 39	923	LF	Striping; LF (4" width)
7	W	WHITE CROSSWALK	108	SF	CW & LL; SF (white)
8	VI	LANE DROP ARROW	3	SF	Marking; SF (42 SF/EA)
9	1	BIKE LANE SYMBOL AND ARROW	3	EA	Marking; SF (14 SF/EA)

NOTES:

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

**CITYWIDE STREET RESURFACING
AND SLURRY SEALING FY 2007-2008**

CIVIL ENGINEER ALLEN LAW	No.	DATE	BY	REFERENCE
RCE NO. <u>C57402</u>				
CHECKED BY <u>TNH</u>				
DESIGNED BY <u>JASON PATTON</u>				
DRAWN BY <u>AS</u>				

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MACARTHUR BLVD FROM ENOS AVE
TO GREENACRE RD

SHEET 1 OF 1

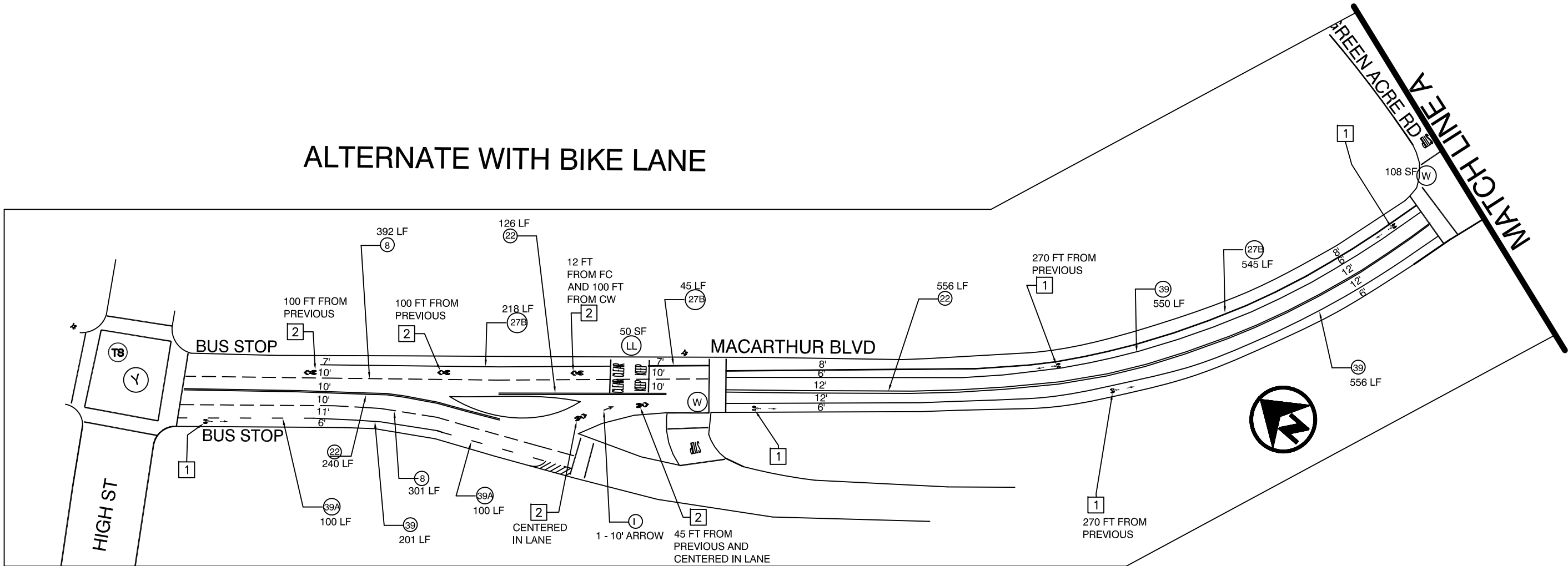
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SCALE: 1" = 40'
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SHEET NO.
____ OF ____

DRAFT

ALTERNATE WITH BIKE LANE



LEGEND

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BM	BLUE, TWO-WAY RETROREFLECTIVE RAISED PAVEMENT FIRE HYDRANT MARKER	W	DETAIL LETTER Transverse markings as follows: CROSS WALK (SOLID 12" WHITE LINE)
III	PAVEMENT UNDULATION	Y	CROSS WALK (SOLID 12" YELLOW LINE)
⚡	FIRE HYDRANT	LL	LIMIT LINE (SOLID 12" WHITE LINE)
TS	TRAFFIC SIGNAL	SSX	SLOW SCHOOL XING
+	PARKING TEE	SK	SCHOOL XING
		SA	STOP AHEAD

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