

Bicycle and Pedestrian Advisory Committee, Monthly Meeting

Thursday, October 18, 2012; 5:30-7:30 pm

Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor

Attendees:

Ann Killebrew, Brian Toy, Carol Levine, Chris Hwang, Chris Kidd, Dave Campbell, Jason Patton, Jennifer Stanley, Rebecca Saltzman, Robert Prinz, Ryan Chan, Sandra Padilla, Ina Gerhard, Mike Jones, Janel Sterbentz, Garret Gritz, Regan Miller, Jennifer Anderson, Charlie Ream, Wladimir Wlassowsky, Mohamed Alaoui, Ade Oluwasogo

Approval of Meeting Minutes:

The September minutes were approved.

Prioritizing new traffic signal installations (see attachment):

Consultants from RBF consulting along with City staff delivered a presentation on improving the methodology for traffic signal prioritization. This has been a longstanding request from Oakland PW. Two illustrative intersections are Piedmont/Linda (which now has a signal) and Mountain/La Salle (which doesn't).

The current methodology is based on MUTCD guidelines from the 1960's. A two-tiered process is proposed to replace that methodology. The first tier evaluates projects based on MUTCD warrants. The second tier ranks projects based on safety, pedestrian/bike, volume, and other criteria. The other criteria include coordinated signals, the roadway network, and grade crossings.

Answers to clarifying questions raised about the process:

The warranting process is based on minimum thresholds. They are not cumulative. After a project meets the warrants, the second tier would not evaluate any new data. Midblock crossings are included based on engineering judgment. The process is complaint-based and not based on area studies because staff are already familiar about most locations, and resources are limited. Signals for new developments and signals as a part of mitigation are excluded from this process. The new methodology has not been run against the current list of requests. The point of the new process is to remove unwarranted requests from the queue.

Comments from committee members:

Increased pedestrian volume might not always justify a signal. It might be the other way around. Signals take away the rights of pedestrians in California.

There should be a separate process post-selection to consider other options besides a traffic signal. Staff noted that they generally consider other options. For example, roundabouts would be considered.

The traffic speed and width of the road should be taken into account in the second tier. Staff noted that they are considered in the warrants, and the number of lanes is also taken into account.

Traffic signals will encourage people to speed up to catch the light.

Four way stops should also be considered. Staff answered that there is also a warranting process for four way stops. They are usually investigated before traffic signals are considered. A committee member expressed interest in the mechanisms of this investigation process.

The process should be renamed from "traffic signal prioritization" to "traffic issues consideration" or something similar to avoid giving undue weight to the idea of adding traffic signals.

Committee members also requested information about removal of signals, raising the issue that this process is based on a premise that there are a deficit of signals.

Jason brought up the guidance for uncontrolled crosswalks (NCHRP 562) that could be incorporated into the guidelines.

Biannual bike projects status update:

Staff presented an update on projects. New paving projects were noted, including 105th Ave (Russet St-Edes Aves) Colby St (Claremont-Alcatraz Aves), and Chabot Rd, as well as spot paving on E 21st St (part of the larger 16th/Ardley Aves bikeway project).. 45 miles of projects will be completed at the end of 2012, of which half are new and half are upgrades. That statistic counts signage and stripes as separate projects (so it could double-count a segment). Also, in the 16 months ending in 2012, 28 miles of bikeway striping was installed, which is the same amount that was installed in the prior 35 years. Embarcadero detour project: Bike lanes will be added on E 7th St due to the reconstruction of the estuary bridge (which will close the Embarcadero Bay Trail for well over a year). Webster St (W Grand Ave to 6th St) is going to be repaved and restriped. Committee members requested that BPAC be presented with the new design, which will include buffers.

Comments from committee members:

A member asked about plans for the bikeway on W MacArthur Blvd where it crosses under the freeway. Staff noted that the configuration here will depend on the new Transit Center and the Kaiser redevelopment. (The section west to Market St was discussed at the September 2012 BPAC meeting.)

Adeline St south of 30th and West Grand were raised. Staff noted this is part of the West Oakland specific plan. Regarding road diets and buffered lanes, the issue of turn pockets will drive the design on Grand. For Adeline, there is not enough width unless it is cut down to two lanes, but this would require additional resources and may not be the highest priority. Regarding physical barriers, there is not currently a plan.

An attendee commented that medians should be given due weight and not always removed in favor of bicycle lanes, referring specifically to MacArthur Blvd and 40th St.

Members of committee asked to review the following project designs:

Piedmont Ave, 10th St (Oak St to 5th Ave), 20th St (Broadway to Harrison St), Clay St (7th to 17th Sts), Harrison St/Oakland Ave, MacArthur Blvd (Buell St to Seminary Ave), and Peralta St (designed by the West Oakland Specific Plan), Adeline St (south of 30th) and Telegraph Ave (16th to 20th Sts). Staff will survey BPAC members to decide which projects to consider, and post designs for all these projects.

A member inquired about the potential for “chunks” of stripes on Lake Merritt Blvd to guide cyclists merging left across the right-hand turn lanes. Staff responded this is not a standard treatment, but a lane assignment sign is forthcoming.

Oakland Bicycle Friendly Communities campaign: going gold in 2014:

Staff presented an outline for achieving gold status as a Bicycle Friendly Community from the League of American Bicyclists. In 2007, Oakland’s Master Plan set forth the goal of recognition through this program. In 2010, Oakland received Bronze status. This proposed campaign is an opportunity to build community and recognize the community’s efforts, because the award goes to the community and not to the governmental entity. Staff has been working with WOBO and EBBC. The application will be submitted in July 2014 based on improvements since 2010. Staff asked for feedback on two items:

- 1) How to market this effort and turn it into a campaign.
- 2) Feedback on the goals provided. The engineering and evaluation/planning section are primarily the City's responsibility. Education and encouragement are primarily the role of the advocacy groups. Enforcement is included but less opportunities are available here.

Comments from committee members and staff:

Need a mechanism for partnering with schools, including safe routes to school (education goal #2). The business community should be involved. Quantify the number of "innovative treatments" as a goal. Discuss how demographic changes are driving this. Include transit agencies as a partner. Mention bike stations and look for partnerships. Create a logo. The upcoming Bike to Work Day will be the 20th anniversary of the event and provides an opportunity to kick off the campaign. Oakland is number six in mode share, but other cities ranked lower have a higher bicycle-friendly status. Look at those cities to see what they are doing. Try to move EBBC's headquarters to Oakland. Look at how Long Beach is using economic development districts. Identify bike club members to come to BPAC.

EBBC and WOBO are forming a coordinating committee; contact Dave Campbell if interested.

Announcements:

EBBC Bike in Movie on October 26.

November 6 is the election.

November 5 will be a light giveaway in Oakland; volunteers requested; look on EBBC website.

Biketopia: November 16, celebrate EBBC's 40th anniversary.

Attachments

Traffic signal prioritization presentation

Revised: Oakland Bicycle Friendly Communities campaign: going gold in 2014

Creating Value ...



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Presentation for the Bicycle and Pedestrian Advisory
Committee (BPAC) on October 18, 2012

Traffic Signal Prioritization Process for the City of Oakland,
California



- Update Bicycle and Pedestrian Advisory Committee (BPAC) on project
- Demonstrate potential ranking criteria

- Current Oakland Signal Prioritization
- Shortfalls of Current System
- Project Goals
- Tier 1: MUTCD Traffic Signal Warrants
- Tier 2: Ranking

Current Oakland Signal Prioritization

- The City receives requests from citizens.
- The City currently has a list of 300 intersections requests for potential installation of a traffic signal.
- Current funding allows for the installation of one (1) signal per year.

Current Oakland Signal Prioritization

Receive Citizen Request

Obtain Existing Data

- ADT
- 5-year Accident Data
- Pedestrian Volume
- 85th Percentile Speed
- Major and Minor Street Classification

Tier 1 Ranking

(Based on Old Version of MUTCD)

- Vehicular Volume (10 pts)
- Interruption of Continuous Traffic (5 pts)
- Pedestrian Volume (5 pts)
- Accident Experience (7 pts)

Shortfalls of Current System

- Why is it necessary to replace the current system?
 - Current system developed using old version of the MUTCD
 - High number of existing traffic signals
 - Citizen opposition to installation of traffic signals

- What are the goals of replacing the current prioritization system?
 - Goal 1: Develop a criteria that eliminates unwarranted intersections
 - Goal 2: Develop a prioritization system that includes all modes of transportation



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Tier 1: Perform MUTCD Warrants

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Tier 1: Perform
MUTCD Warrants





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What are MUTCD Traffic Signal Warrants?

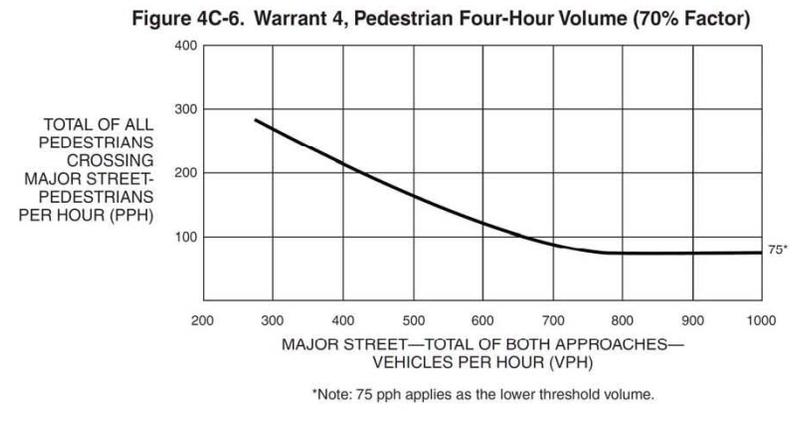
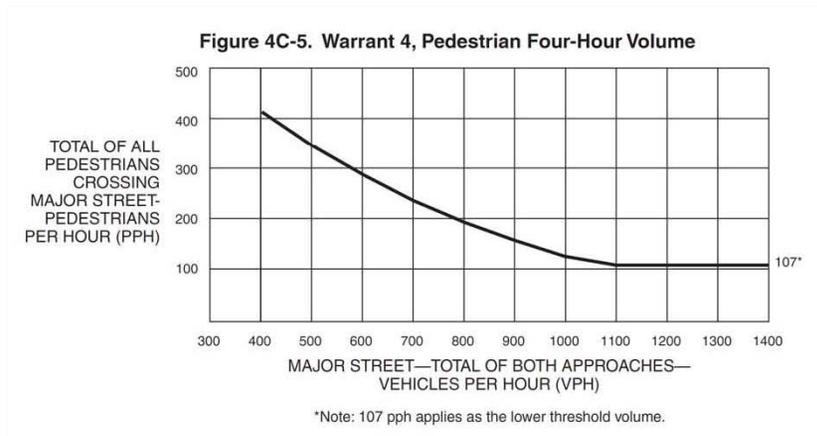
“An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.”

- **Warrant 1, Eight-Hour Vehicular Volume**
- **Warrant 2, Four-Hour Vehicular Volume**
- **Warrant 3, Peak Hour**
- **Warrant 4, Pedestrian Volume**
- **Warrant 5, School Crossing**
- **Warrant 6, Coordinated Signal System**
- **Warrant 7, Crash Experience**
- **Warrant 8, Roadway Network**
- **Warrant 9, Intersection Near a Grade Crossing**
- **Bicycle Signal Warrant**



What are MUTCD Traffic Signal Warrants?

- **Warrant 4, Pedestrian Volume**
 - 4 hours of an average day - Vehicles per hour and corresponding pedestrians per hour crossing the major street
 - 1 hour of an average day - Vehicles per hour and corresponding pedestrians per hour crossing the major street

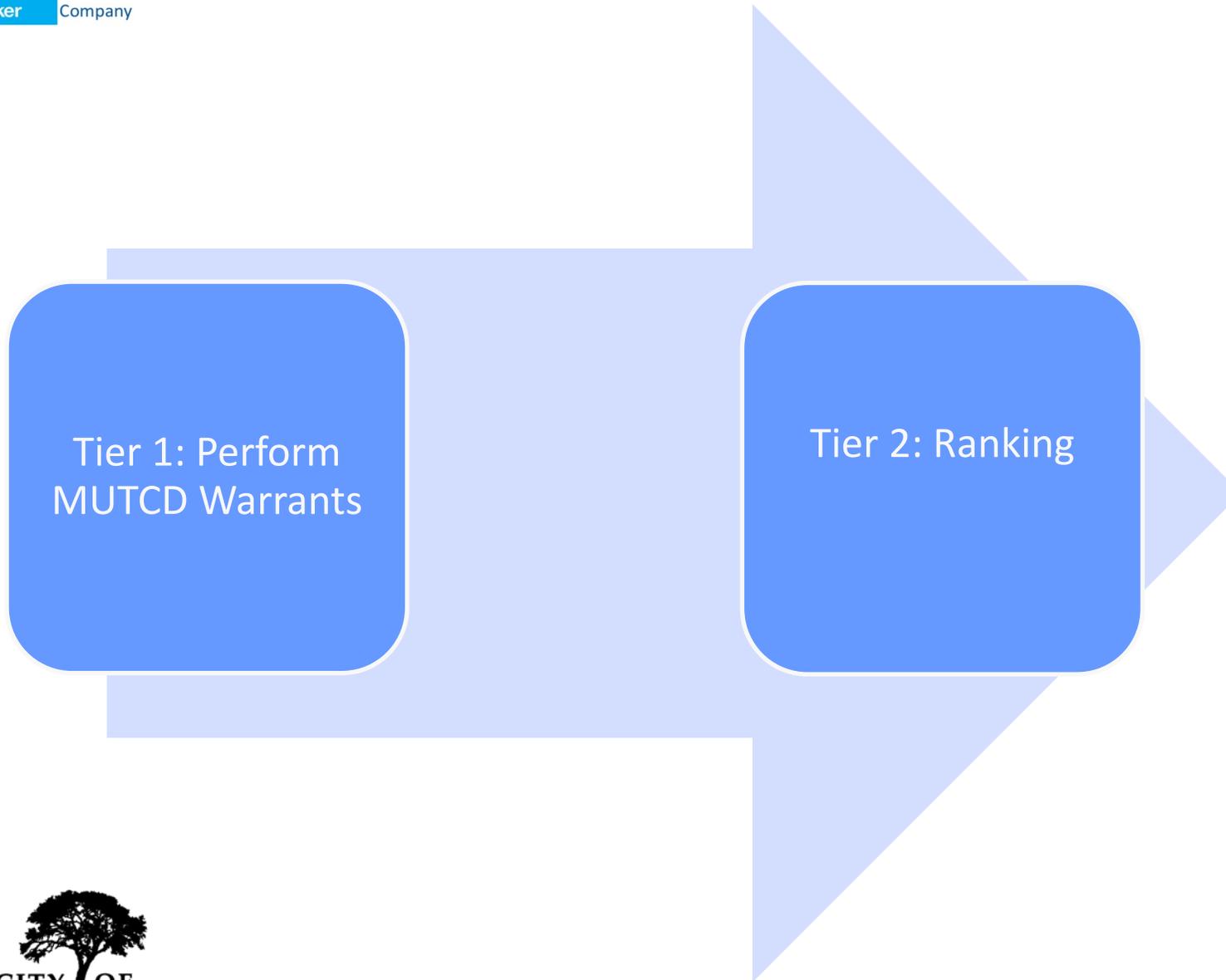


What are MUTCD Traffic Signal Warrants?

- **Warrant 5, School Crossing**
 - Number of adequate gaps in the traffic stream
 - Minimum of 20 schoolchildren during the highest hour
- **Bicycle Signal Warrant**
 - Greater than 50 bicycles at the peak hour
 - Peak hour volume x bicycles greater than 50,000
 - 2 or more correctable bicycle collisions have occurred within a 12-month period

RBF Tier 2: Ranking

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RBF Samples of Ranking Systems

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City of San Jose	City of Fresno	City of Salinas	City of Thousand Oaks
Crash Experience (100%)	Overall Traffic Volumes (25%)	Overall Traffic Volumes (66%)	Crash Experience (50%)
	Peak Hour Volumes (25%)	Coordinated System (33%)	Overall Traffic Volumes (10%)
	School Crossing (25%)	Crash Experience (33%)	Four-Hour Volumes (10%)
	Coordinated System (12.5%)		Peak Hour Volumes (10%)
	Crash Experience (12.5%)		Pedestrian Volumes (10%)
			Roadway Network (10%)



- **Develop Tier 2 Priority**
 - Safety
 - Pedestrian and Bicyclists
 - Vehicular Volumes
 - Other

Oakland's 2014 Bicycle Friendly Community Campaign (18-Oct-2012)

Purpose: Achieve Gold-level recognition in 2014 from the League of American Bicyclists' Bicycle Friendly Communities Program.

Objectives

- (a) Define four-year goals (2010-2014) to inspire and document progress.
- (b) Build new synergies between the ongoing efforts of partner organizations.
- (c) Stimulate new partnerships between government agencies, advocacy organizations, service groups, clubs, and shops.
- (d) Unify and publicize the effort through a branded campaign.

Engineering Goals

- (1) *Bikeways:* Increase Oakland's bikeway mileage by 40% from 100 miles to 140 miles.
- (2) *Bike Parking:* Increase Oakland's bike parking supply by 50% from 4,500 spaces to 6,750 spaces.
- (3) *Innovative Treatments:* Implement buffered bike lanes, green bike lanes, green sharrow lanes, in-street bike parking, and parklets.

Education Goals

- (1) *Safety Education:* Conduct 2 adult classes per month. Increase the number of Spanish and Cantonese language classes from zero to 6 per year. Conduct 1 children's program per month.
- (2) *Safe Routes to School:* Increase participation by Oakland Schools from zero to 25.
- (3) *League Certified Instructors:* Increase the number of LCIs living in Oakland from 6 to 12. Increase number of Spanish and Cantonese speaking instructors from zero to 3.

Encouragement Goals

- (1) *Events:* Increase Oakland's participation in Bike to Work Day and Bike to School Day by 50%. Build Pedalfest into a destination event drawing 40,000 people from around the region. Create regular Open Streets programs in Oakland including Art Murmur and multiple annual "Sunday Streets" events.
- (2) *Bike Share:* Complete feasibility plan and secure funding for regional East Bay Bike Share including Oakland.
- (3) *Bicycle-friendly Business Districts:* Launch at least 1 in Oakland by 2014 with leadership from a local business group.
- (4) *Free Valet Bike Parking at Events:* Provide free parking at 20 events annually in Oakland.
- (5) *Earn-a-Bike:* Increase access for low-income Oakland residents to bikes through Earn-a-Bike programs as well as mobile free bike repair.
- (6) *Maps:* Continue to publish EBBC's bike map, the City's free "I [bike] Oakland" map, and the Walk Oakland! Map & Guide. Maintain and improve the City's two web maps of bicycle facilities.
- (7) *Rides:* Have frequent and well-publicized club and advocacy group rides in Oakland.

- (8) Double the number of people who are dues paying members of a local bike/ped advocacy group.
- (9) Double the number of people volunteering time for bicycle-related events and programs.

Enforcement Goals

- (1) *Diversion Program*: Explore opportunities to partner with the Oakland Police Department to create a traffic ticket diversion program for bicyclists.
- (2) *Police Officer Training*: Seek opportunities to increase the number of police officers on bicycles and promote best practices for traffic enforcement with bicyclists.

Evaluation/Planning Goals

- (1) *Open data initiative*: Provide public access to detailed information on Oakland's bicycle facilities and bicyclist data through a user-friendly web page.
- (2) *Counts and Collisions Program*: Initiate an annual citywide program to count bicyclists and pedestrians and to analyze collisions involving bicyclists and pedestrians.
- (3) *Economic Study*: Partner with local businesses and UC Berkeley to document the economic impact of bicycling and walking in Oakland.