

CITY OF OAKLAND



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Bicycle and Pedestrian Advisory Committee, Monthly Meeting
Thursday, June 20, 2013; 5:30-7:30 pm
Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor
AGENDA

Time	Item #	Topic	Topic Type
5:30	1	Introductions, appointment of note taker (5 minutes)	Ad
5:35	2	Approval of meeting minutes (5 minutes)—Seek motion to adopt the May meeting minutes.	A
5:40	3	Highway Safety Improvement Program (HSIP) grant application (20 minutes)—Wladimir Wlassowsky, Manager, Transportation Services Division, will describe work to date on the City's HSIP grant application being submitted next month. The proposal seeks to develop improvements that best meet the grant eligibility criteria to improve safety in high collision areas.	A
6:00	4	Network 1.0 to 2.0 work plan Attachment (45 minutes)—Jason Patton will present a ten-year work plan to develop an interconnected bikeway network and to begin improving existing bikeways to provide a superior level of accommodation. The purpose of the work plan is to communicate staff's understanding of work priorities and the time frame to complete these priorities given current levels of staffing and funding.	A
6:45	5	College Ave bikeway (20 minutes)—College Ave has a history of bicyclist-involved collisions; and there are no parallel routes in Oakland. The street is wide enough for bike lanes of minimum width, but frequent parking turnover suggests a heightened consideration of the door zone. Staff would like feedback from the committee on having a bike lane in the uphill direction and a shared lane in the downhill direction as way to balance these constraints.	A
7:05	6	Resurfacing overview Attachment (15 minutes)—Staff will provide this biannual update on the continuing coordination to include bikeway striping in paving projects.	A
7:20	7	Announcements, suggestions for next meeting topics (10 minutes)	Ad

*** Topic Types:**

I=informational; A=action item; Ad=administrative

Agenda online at: www2.oaklandnet.com/n/OAK039261

Completing Oakland’s Bikeway Network 1.0 [DRAFT, JWP, 7-Jun-2013]

“Network 1.0” is a work plan to establish the first cut of a citywide bikeway network. It consists of the design vision from the 2007 Bicycle Master Plan implemented over a subset of the proposed bikeway network. The result will be an established network of 170 miles, providing access throughout Oakland, and built with standard designs. Network 1.0 is the foundation for developing Network 2.0 – the implementation of innovative treatments to create low-stress bikeways plus a higher level of accommodation on busy streets.

Network 1.0 is a planning tool for prioritizing the implementation of new bikeways versus upgrading existing bikeways. While the 2007 Bicycle Master Plan envisions a network of 241 miles, this work plan identifies a core network of 170 miles to establish and improve first. The work plan is itemized into three categories: Remedial Work, Completing Network 1.0, and Beginning Network 2.0. Each category has topic areas with the current status, timeframe, and cost for completion.

The following table summarizes three categories and 11 topic areas of priority work. The “Year of Completion” assumes current staffing levels (2.0 FTE of permanent staff plus 1.5 FTE of student trainees) and current funding levels (\$590,000 per year on average, including grants). Completion years could be sooner with *both* additional staffing and additional funding. On its own, additional funding will generally be insufficient to complete work on shorter timeframes. The availability of additional resources does not change the 11 topic areas of priority work.

Categories	Topic Areas	Total Cost	Funding Need	Year of Completion
Remedial Work	Pavement-Worst Streets	\$ 1,612,500	\$ 518,000	2015
	Storm Drain Inlet Grates	\$ 318,000	\$ 268,000	2017
	Traffic Signal Detection	\$ 394,000	\$ 394,000	2017
Completing Network 1.0	Road Diets	\$ 1,560,000	\$ 1,452,000	2018
	Bicycle Wayfinding	\$ 512,000	\$ 462,000	2022
	Bikeway Striping	\$ 1,815,000	\$ 1,815,000	2023
Beginning Network 2.0	Bike Boulevard Policies	\$ 115,000	\$ 75,000	2014
	Green Bike Lanes Pilot	\$ 96,000	\$ 96,000	2014
	Network Gap Analysis	\$ 240,000	\$ 240,000	2016
	Super Sharrows	\$ 285,000	\$ 285,000	2019
	Buffered Bike Lanes	\$ 592,500	\$ 592,500	2020
Total		\$ 7,540,000	\$ 6,197,500	

Remedial Work

Bring existing infrastructure up to minimum standards to support the safety of bicyclists on Oakland's streets.

Pavement: Pave the "worst streets" that are designated bikeways.

Schedule: Complete by 2015.

Cost: \$1,612,500

Status: Bikeway "worst streets" are existing bikeways with the worst pavement and are not on the City's Five Year Paving Plan. These streets will only be paved if funds are made available from the discretionary funds for City Council Members or from the Bicycle Facilities Program. There are eight streets totaling 3.4 roadway miles currently on this list.

Storm Drain Inlet Grates: All storm drain inlets will be safe for bicyclists.

Schedule: Complete by 2017.

Cost: \$318,000

Status: Oakland has approximately 10,600 storm drain inlets, of which an estimated 10% have grates that are hazardous to bicyclists. Such grates were prohibited by State law in 1973. Over the years, Oakland has initiated multiple but incomplete efforts to rectify this issue. A citywide project was recently initiated that will inspect all inlets over the next five years. A \$50,000 grant (TDA Article 3 FY12-13) is in place for replacing and retrofitting 170 grates. Future grants will be directed to cover future costs until the work is complete.

Traffic Signals: All actuated traffic signals will detect bicyclists.

Schedule: Upgrade all deficient traffic signals by 2017.

Cost: \$394,000

Status: Oakland has approximately 290 actuated traffic signals – signals that are capable of detecting the presence of vehicles and allocating green time dynamically. Many of these signals do not detect bicyclists either because of antiquated technology that is incapable of detecting bicyclists or because the current technology was not configured to detect bicyclists. The Bicycle Facilities Program is working with the Electrical Services Division to upgrade and/or reconfigure all actuated traffic signals to detect bicyclists.

Completing Network 1.0

Establish a citywide network of 170 miles by closing key gaps and bringing existing bikeways up to the design guidance set forth by the 2007 Bicycle Master Plan.

Road Diets: Implement the priority projects identified by City Council in December 2012.

Schedule: Complete by 2018.

Cost: \$1,560,000

Status: The priorities are 14 projects over 13 miles of roadway at various stages of development. The largest of the projects are Broadway (Broadway Ter to Keith Ave), Madison St/Oak St (downtown), Park Blvd (E 18th St to Excelsior Ave), Telegraph Ave (20th St to Aileen St), and W Grand Ave (Market St to Mandela Pkwy).

Bicycle Wayfinding: Implement all remaining wayfinding projects on the Network 1.0.

Schedule: Complete by 2022.

Cost: \$512,000

Status: From 2010 through 2012, 33 miles of wayfinding signage was implemented through 16 projects. Two projects totaling 10 miles are pending implementation. Five projects totaling 33 miles are in design. An additional 33 projects totaling 59 roadway miles are required to complete the wayfinding system for Network 1.0. At the current rate of implementing 11 miles per year, wayfinding for Network 1.0 will be completed in nine years.

Bikeway Striping: Implement all remaining striping projects on the Network 1.0.

Schedule: Complete by 2023.

Cost: \$1,815,000

Status: Staff has identified 29 projects over 30 miles of roadway. These projects will close key gaps to create a basic network providing citywide connectivity between neighborhoods, BART stations, downtown, commercial districts, the waterfront, and the Oakland Hills.

Beginning Network 2.0

Develop policies and guidelines for innovative treatments that improve safety and access for bicyclists and begin implementing these treatments across Network 1.0. Formulate a “low-stress” network that combines bike boulevards and buffered bike lanes to serve bicyclists over a broader range of ages and abilities.

Bike Boulevard Policies: Develop guidelines for traffic calming on bicycle boulevards.

Schedule: Complete by 2014.

Cost: \$115,000

Status: A pilot project is underway using the Webster/Shafter and Genoa St bikeways as test cases. The pilot will develop citywide policies for managing traffic volumes and speeds on bike boulevards. It will also develop concept improvements for applying these policies to the two pilot corridors. As a separate but related effort, policies and guidelines will be developed for providing high-quality bikeways on collector and arterial streets where bike boulevards are not feasible. The combination of these two efforts will create the framework for a “low stress” bikeway network that accommodates a broad range of users.

Green Bike Lanes Pilot: Implement green pavement in bike lane conflict zones.

Schedule: Complete by 2014.

Cost: \$96,000

Status: Based on the existing network, sixty candidate locations have been identified citywide. Staff is working to move forward with a pilot project by 2014. The cost and schedule above refer to the pilot project. Pending completion of the pilot, a schedule and cost will be developed for the entirety of Network 1.0.

Network Gap Analysis: Identify weak links in the network and prioritize improvements.

Schedule: Complete by 2016.

Cost: \$240,000

Status: The weakest link of a bikeway will discourage people from using that overall route. Improving the weak links is thus a strategic approach for getting the most use out of the existing bikeway network. In the next few years, the planning and design for Network 1.0 will be well underway. At this time, the identification and prioritization of work will benefit from a citywide survey and prioritization of the weak links in the network versus the other projects specified by this work plan.

Super Sharrows: Extend the use of super sharrows (*if the 40th St experiment is successful).

Schedule: Complete by 2019.

Cost: \$285,000

Status: “Super sharrow” projects highlight sharrows with a continuous green band of pavement to indicate the safe path of travel for bicyclists in shared lanes. The treatment is currently experimental with Oakland’s first project underway on 40th St. Based on preliminary design guidelines, there are an additional six street segments totaling 1.9 miles of roadway where this treatment could be beneficial. These are gaps of 0.2 to 0.5 miles in length that compromise the overall quality of key bikeways by creating “weak links” on Broadway, Grand Ave, Harrison St, Lakeshore Ave, MacArthur Blvd, and Market St.

Buffered Bike Lanes: Retrofit existing bike lanes with buffers where feasible.

Schedule: Complete by 2020.

Cost: \$592,500

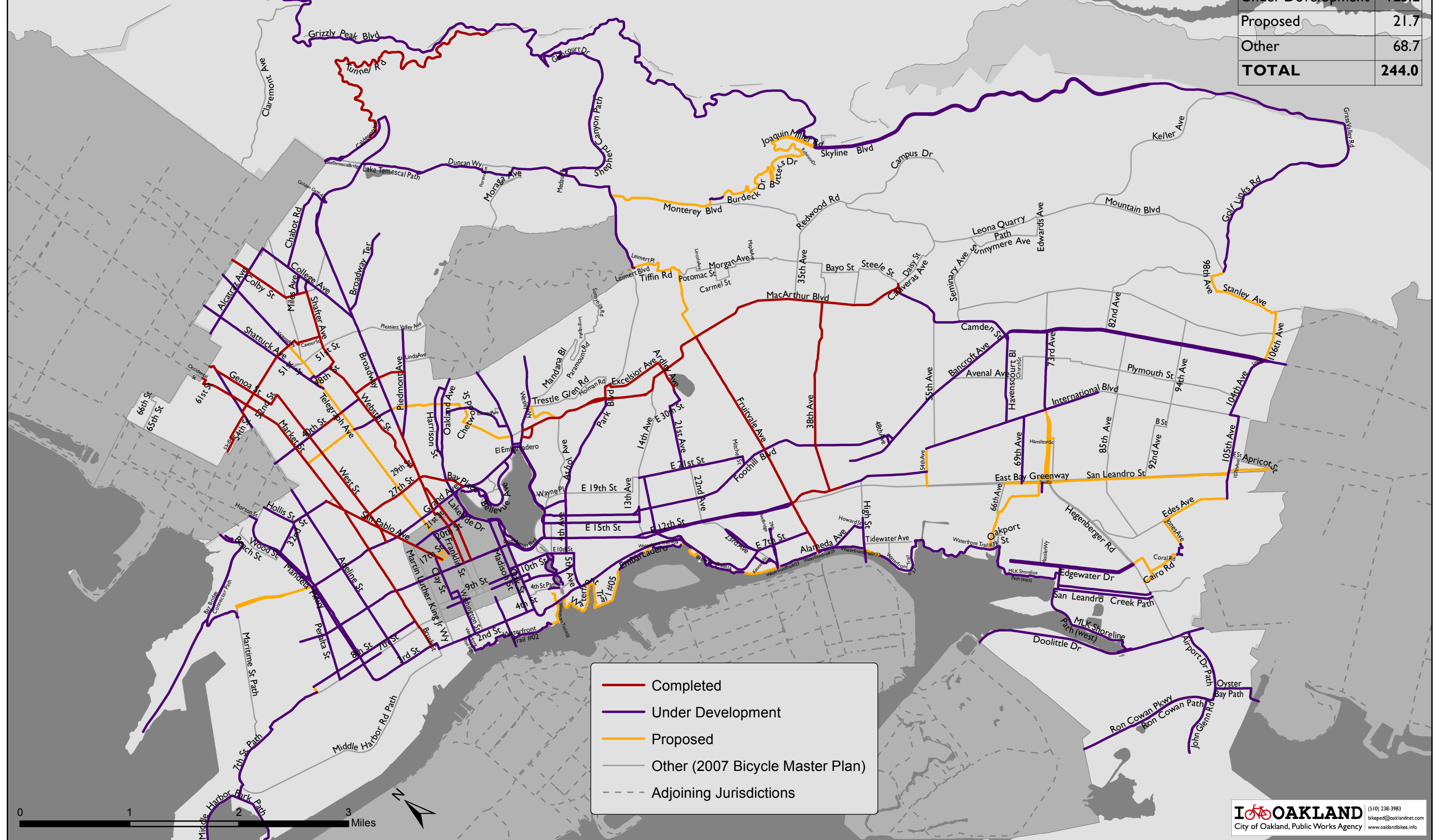
Status: Adding buffers between bike lanes and travel lanes can dramatically increase the comfort of bicyclists riding on busy streets. Based on a review of existing bike lanes in Oakland, there are ten locations over 7.9 miles of roadway that could be retrofitted with buffers. These projects would create the space for buffers by reallocating lane widths. None of these projects require the removal of travel lanes.

Oakland Bikeway Network I.0

Tuesday, June 11, 2013

DRAFT

	Miles
Completed	28.4
Under Development	125.2
Proposed	21.7
Other	68.7
TOTAL	244.0



- Completed
- Under Development
- Proposed
- Other (2007 Bicycle Master Plan)
- Adjoining Jurisdictions

City of Oakland Bikeways/Resurfacing Coordination

Department of Engineering and Construction [JWP, 11-Jun-2013]

The following paving projects will be in construction in 2013 and 2014. The tables below list the streets that will be paved on each contract. These lists do not include bikeway projects that will be implemented without paving.

For a complete list of bikeways scheduled for implementation in 2013 and 2014, see:

www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024586.

For additional information on the City's Pavement Management Program, see:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/STS/OAK030328>

Project C369630 (Proposition 1B funding)

Status: Construction scheduled for 2013

Street Name	Begin Location	End Location	Length (feet)	Existing Bikeway	Proposed Bikeway	Bike Plan Priority	Included Bikeway	Notes
40th St	Telegraph Ave	Broadway	2300	0/3	0/3A	X	X	Bikeway included as proposed
66th Ave	Oakport Ave	San Leandro St	2693	0	1/2			Requires study for road diet; path development
Campus Dr	580' N of Skypoint Ct	13419 Campus Dr	3600	0	0			No proposed bikeway
E 12th St	40th Ave	46th Ave	4555	0	3A	X		Requires study of one-way to two-way conversion
Elmwood Ave	Derby St	Lancaster St	420	0	0			No proposed bikeway
Foothill Blvd	Havenscourt Blvd	MacArthur Blvd	2960	0	0			No proposed bikeway
Grizzly Peak Blvd	Skyline Blvd	Centennial Dr	29079	3	3			No proposed bikeway striping
Helen St	32nd St	Peralta St	505	0	0			No proposed bikeway
Hillmont Dr	73rd Ave	Parker	860	0	0			No proposed bikeway
MacArthur Blvd	Millsview Ave	Camden St	1750	0	2		X	Bikeway included per LAMMPS plan
MacArthur Blvd	Seminary Ave	73rd Ave	4212	0	3A			Low priority sharrow project
Piedmont Ave	West Mac Arthur	Pleasant Valley	3517	0	2		X	Bikeway included as proposed
Shattuck Ave	59th St	Woolsey St	2700	0	2	X	X	Bikeway included as proposed
St Cloud Ct	Viewcrest Dr	West End	120	0	0			No proposed bikeway
Twin Oaks Way	Fairway Ave	I-580 Crossing	416	0	0			No proposed bikeway
Viewcrest Ct	Viewcrest Dr	East End	260	0	0			No proposed bikeway
108th Ave	Foothill Blvd	MacArthur Blvd	1060	0	0			No proposed bikeway

KEY

Existing Bikeway/Proposed Bikeway:	2.1 = bicycle lane in one direction only
	0 = no bikeway 3 = bicycle route
	1 = bicycle path 3A = arterial bicycle route
	2 = bicycle lane 3B = bicycle boulevard
Bike Plan Priority = Priority project as per the Bicycle Master Plan (2007)	
Included Bikeway = Bikeway project proposed for inclusion with resurfacing.	

Project G427410 (Federal block grant funds)

Status: Construction scheduled for 2013

Street Name	Begin Location	End Location	Length (feet)	Existing Bikeway	Proposed Bikeway	Bike Plan Priority	Included Bikeway	Notes
Alcatraz Ave	College Ave	City Limit	4700	0	2		X	Bikeway included as proposed
Broadway	38th St	Broadway Ter	4700	0	2	X	X	Bikeway included as proposed
E 12th St	14th Ave	Fruitvale Ave	7400	0	2	X	X	Bikeway included as proposed
Lakeshore Ave	Lake Park Ave	Mandana Blvd	1257	0	3A	X	X	Bikeway included as proposed
Skyline Blvd	Parkridge Dr	Joaquin Miller Rd	10888	3	3			No proposed bikeway striping

Project C369640 (funding TBD)

Status: Construction anticipated in 2014

Street Name	Begin Location	End Location	Length (feet)	Existing Bikeway	Proposed Bikeway	Bike Plan Priority	Included Bikeway	Notes
20 ST	BROADWAY	HARRISON ST	1079	3	2/3A	X	X	Bikeway included as proposed
40 ST	BROADWAY	TELEGRAPH AV	2241	3	3A	X	X	Bikeway included as proposed
ADELIN ST	EMERYVILLE	STANFORD AV	3700	0	2		X	Bikeway included as proposed
ARDLEY AV	PVMT CHNG	MACARTHUR BV	135	2	2		X	Bikeway included as proposed
CHABOT RD	COLLEGE AV	GOLDEN GATE AVE	3815	3	3B		X	Bikeway included as proposed
GRAND AV	MACARTHUR BV	PIEDMONT	1214	0	2/3A		X	Bikeway included as proposed
PERALTA ST	32ND ST	MANDELA PKWY	2696	0	2		X	Bikeway included as proposed
TELEGRAPH AV	16 ST	SYCAMORE ST	1255	0	2	X	X	Bikeway included from 16th St to 20th St
29 AV	E 12 ST	E 10 ST	1162	0	0			No proposed bikeway
51 ST	SHATTUCK AV	TELEGRAPH AV	472	0	3A			Low priority sharrow project
ASCOT LN	ASCOT DR	SOUTH END	50	0	0			No proposed bikeway
DENNISON ST	KENNEDY ST	COTTON ST	177	0	0			No proposed bikeway
E 18 ST	4 AV	LAKESHORE AV	1053	3A	3A		X	Bikeway included as proposed
HIGH ST	QUIGLEY ST	MACARTHUR BV	513	0	0			No proposed bikeway
MACARTHUR BLVD	82 AV	73 AV	3074	0	3A			Low priority sharrow project
ORCHID ST	COOLIDGE	34 AV	49	0	0			No proposed bikeway
OVERDALE AV	SEMINARY AV	HILLMONT DR	364	0	0			No proposed bikeway
SANTA CLARA AV	HARRISON ST	FAIRMOUNT AV	558	0	0			No proposed bikeway
VAN MOURIK AV	HILLMONT DR	SUNNYMERE DR	331	0	0			No proposed bikeway
W GRAND AV	WILLOW ST	CAMPBELL ST	439	0	0			No proposed bikeway
YARMOUTH CT	STANTONVILLE DR	EAST END	53	0	0			No proposed bikeway
WEBSTER ST	GRAND AV	6TH ST	5077	2	2		X	Bikeway included from Grand Ave to 14th St

Project C388010 (Federal Stimulus funding)

Status: Tail end of project begun in 2011; completion anticipated June 2013

Street Name	Begin Location	End Location	Length (feet)	Existing Bikeway	Proposed Bikeway	Bike Plan Priority	Included Bikeway	Notes
FOOTHILL BV	23 AVE	SEMINARY AVE	14440	0	3A		X	Bikeway included as proposed