

Bicycle and Pedestrian Advisory Committee, Monthly Meeting

Thursday, March 20, 2014; 5:30-7:30 pm

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

Attendees: Carol Levine, Chris Hwang, Chris Kidd, Dave Campbell, Jason Patton, Jennifer Stanley, Kenya Wheeler, Midori Tabata, Robert Prinz, Ryan Chan, Tom Willging, Jamie Parks, Sarah Fine, Jennifer Anderson, Daniel Swafford, Ronnie Spitzer, Ryan Price, Jeff Goodwin, Odie Dancer, Liz Brisson, Darian Avelino, Scott Amundson

Approval of meeting minutes: A motion was made and seconded to adopt the February meeting minutes. The motion was approved unanimously.

Projects for FY 2014-15 Transportation Development Act Article 3 Bike/Ped funding: Jason Patton presented an overview. He noted that MTC requires that funding recommendations be made by a commission appointed by city council. The Oakland BPAC Commission will probably not be operational by the May deadline for TDA funding so his office has requested an exemption based on the city's good faith efforts to create and appoint members to a commission.

East Bay Greenway. Jason Patton reported that staff recommends that this proposed receive \$100,000 in Measure B (Pedestrian Capital Improvement Projects) funding. The grand vision for the East Bay Greenway is to have a continuous path along or parallel with the BART corridor from Fruitvale to Hayward, about 12 miles. ACTC is managing the initial portion which goes is currently under construction along San Leandro Street from 75th Ave. to 85th Ave. A federal grant is the primary source of funding for this portion. Measure B/CIP funding will support a widened extension of the trail that will allow the greenway to continue toward the BART station for roughly 200 feet along the north side of 75th Avenue. Without the work, the path would narrow to a four-foot sidewalk, not a viable option. This work is to talk place in coordination with work on the Airport Connection, so there is a limited window of time. All agencies agree that the change is needed.

Pedestrian Safety Strategy. Jamie Parks said the goal of this proposed project is to allow more efficient, proactive, and preventive approaches to crashes using engineering approaches. The request is for \$75,000 to identify and target two or three approaches that staff is confident will work. The Pedestrian Master Plan is out of date and information from this project will help update it. Staff is looking for programmatic things like painting crosswalks or timing signals. They envision a seven step approach that includes identifying crash sites, cataloguing funds and spending practices, reviewing national best practices in relation to crash data, developing target approaches, recommending methods to prioritize most important areas, identifying funding sources, and establishing a target

approach. Staff recommends allocation of \$75,000 in TDA funds to this request.

Park Blvd. Darian Avelino presented. Staff has identified problems at two major intersections that are near schools and is seeking solutions. The problems are fast traffic at streets that are dangerous to cross, particularly for students. One intersection is near Breuer School where children have to cross Park at a point where there are multiple approach streets without a signal. Staff needs to study the intersection and, perhaps, reduce the number of approaches. Near Excelsior, students crossing Park get stuck in the median because of the timing of the lights. Staff is considering a recommendation to close Excelsior to vehicular traffic while allowing bicyclists and pedestrians. Staff recommends allocating \$50,000 in Ped CIP funds to support intersection/traffic surveys and analysis as well as preliminary civil engineering designs and concepts.

TDA and Ped CIP funding recommendations. The committee reviewed the final list of projects proposed for TDA and Ped CIP funding. The committee approved unanimously the recommended projects on the list attached to the agenda, including funding for the three projects described above.

Revised green bike lane design details. Staff shared details for designing green bike lane conflict zones, using the knowledge gained from the pilot project on Lake Merritt Blvd/1st Ave/Lakeshore Ave. Specific designs for the next round of implementation on the 27th St, Grand Ave, and MacArthur Blvd bikeway corridors were discussed and the committee provided input. Jason Patton indicated that this is an opportunity to review use of green lanes. The National Association of County Transportation Officials (NACTO) discussed green lanes at the end of last year and is moving toward agreement on how to use green. Dashed green marking equals a conflict zone. He identified and handed out drawings describing five conditions: (1) upstream slip turn (e.g., Harrison-Grand), [going back to the prior intersection with solid green striping]; (2) downstream slip turn; (3) right turn pocket (Lakeshore and 1st); (4) oblique intersection (MacArthur) [using long dashed skip with solids at beginning and end], and (5) right only trap [where a through lane becomes a right turn lane and a mixing area is identified by dashed green markers allowing bikes to switch away from right turn only]. The committee discussed examples of the problems at the Harrison-Grand intersection; three MacArthur Boulevard obliques; 27th St. at Northgate (near 980 with two right turns at freeway) and 27th St. between Broadway and Harrison.

Regarding condition (1), one committee member asked whether the City can include signage prohibiting right turns past the slip turn where a slip turn lane is present (like Harrison at Grand); such vehicular right-turning movements are unexpected and present a hazard to cyclists and pedestrians.

Another committee member recommended that the City of Oakland try to seek funding in the future to update its Pedestrian Master Plan.

Telegraph Avenue Complete Streets project update. The City of Oakland's Telegraph Ave. Complete Streets Project seeks to develop a preferred design for Telegraph Avenue that improves bicycle and pedestrian safety and enhances existing business improvement districts. Jamie Parks, project manager, presented an overview of findings from the initial portion of the initial study, including a summary of survey results and discussion of potential design solutions.

The Telegraph corridor had the highest number of bicycle and pedestrian crashes between 2007 and 2011, registering 66 and 68, respectively. During the same period there were 16 severe injuries and 4 fatalities. Car traffic volume has remained relatively steady during the past 45 years, while bicycle traffic has tripled and the number of pedestrians has increased along with the number of businesses along the corridor. Only 7.6 percent of survey respondents indicated that the current design works well, indicating overwhelming support for giving priority to improving the street for cycling and walking. All respondents showed at least majority support for improvements in transit (51%), cycling (78%), and walking (68%). Looking at drivers separately, the results are similar in relation to improvements in transit (48%), cycling (75%), and walking (68%). Only 21% of all respondents and 32% of drivers thought driving modes deserved priority in the plan.

Preliminary review suggests three distinct segments with distinct problems and solutions:

Segment A (north of 52nd St.) has higher traffic volumes and fewer left turns and pedestrian crossings.

Segment B (48th to 52nd Sts.) also has high traffic volumes and a high level of commercial activity and is accordingly the most constrained segment.

Segment C (south of 48th St.) has lower traffic volumes and higher speeds and is the least constrained segment.

Jamie discussed the benefits of having three lanes versus four. Three-lane roadways have 30% fewer crashes than four-lane roadways. Also, there are easier pedestrian crossings, calmer traffic speeds and similar capacity; turn lanes provide local access.

He also discussed pedestrian improvements. Based on the 2005 master plan, there is a need for more high-visibility pedestrian crosswalks, curb extensions and bulb-outs, and pedestrian refuge islands.

He showed illustrations of cycle tracks, which are separated from traffic by physical barriers and/or parked cars, and buffered bike lanes, which are wide bike lanes with striping between the lane and traffic. Illustrative examples of cycle tracks were shown from peer cities such as Portland, Oregon, Boulder, Colorado, Chicago, and New York.

Finally, he raised several design questions involving cycle tracks:

How will bus and bike interactions at bus stops be managed?.

How will pedestrians be able to cross cycle tracks safely at intersections?

How will pedestrians access on-street parking?

Public workshops have been scheduled for Thursday, April 24, 2014 from 6:00 to 8:00 PM at Beebe Memorial Church, 3900 Telegraph; Saturday, April 26 from 10:00AM to Noon at Faith Presbyterian Church, 430 49th Street); and Thursday, May 1 from 6:00 to 8:00 PM at Humanist Hall, 390 27th Street (accessible entrance at 411 28th Street).

BPAC Officer Elections. It was moved and seconded that the terms of the current officers, Chris Hwang, Chair and Chris Kidd, Vice-Chair, be extended until the new commission elects officers. The chair and the vice-chair abstained from voting on the motions and it passed unanimously.

Respectfully submitted,

Tom Willging, Volunteer note taker.

Telegraph Avenue Complete Streets Implementation Plan



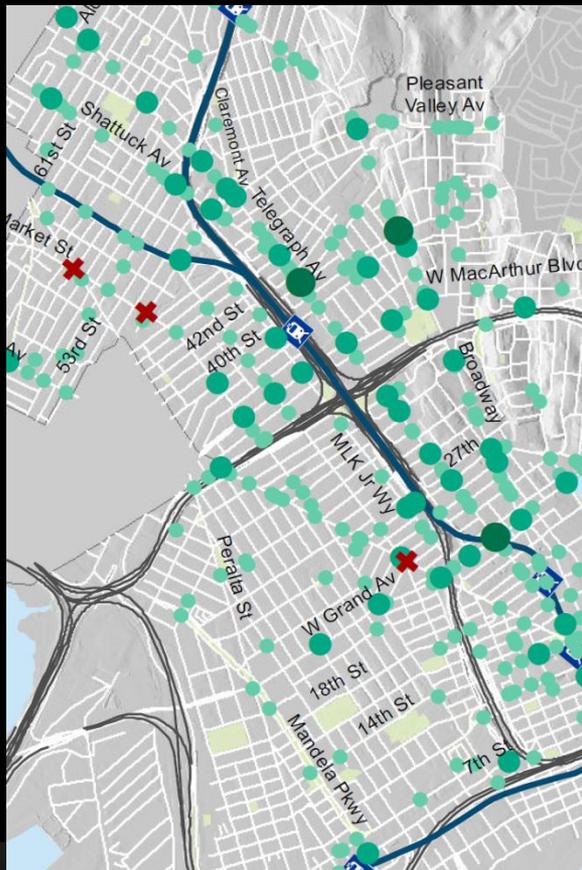
Jamie Parks
City of Oakland Public Works Agency
March 20, 2014

Safety Challenge

Bicycle Crashes

(2007-2011)

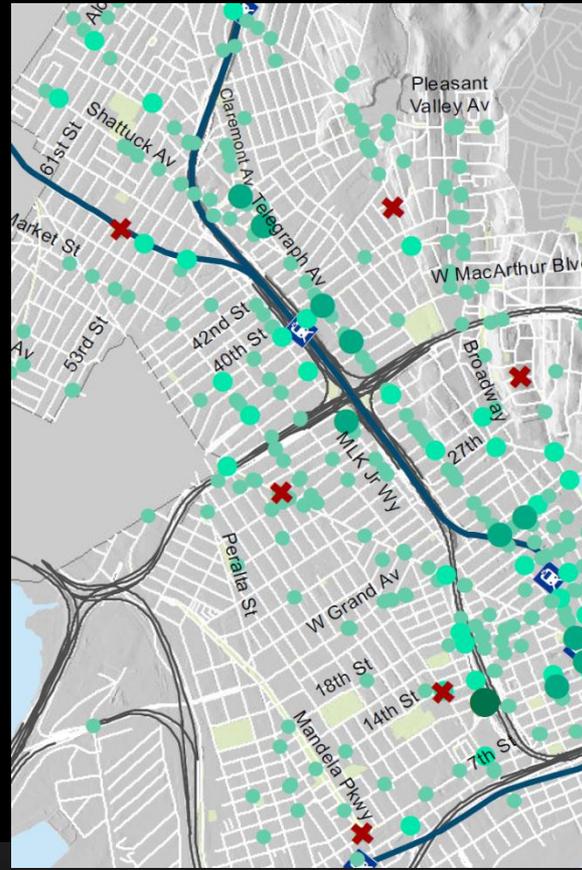
•66 total crashes



Pedestrian Crashes

(2007-2011)

•68 total crashes

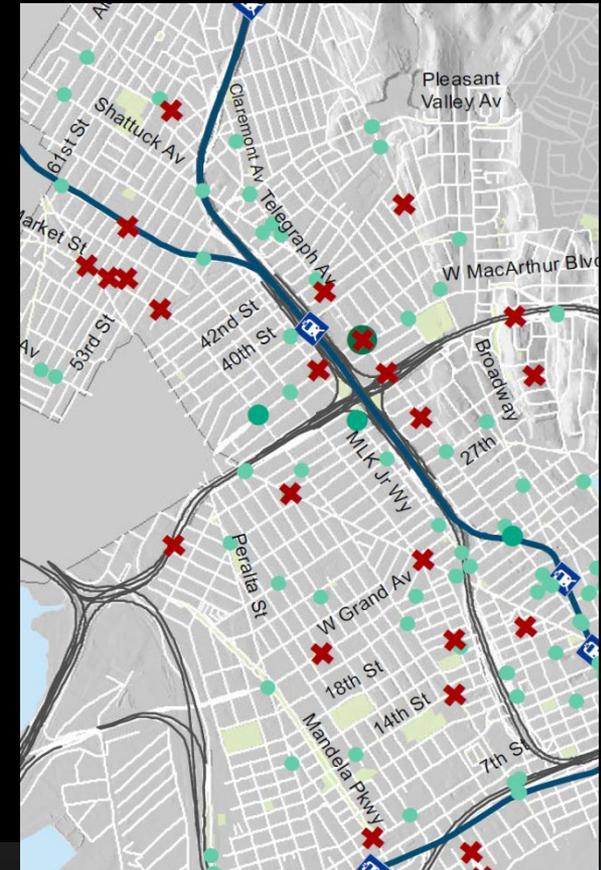


Severe Injury Crashes

(2007-2011)

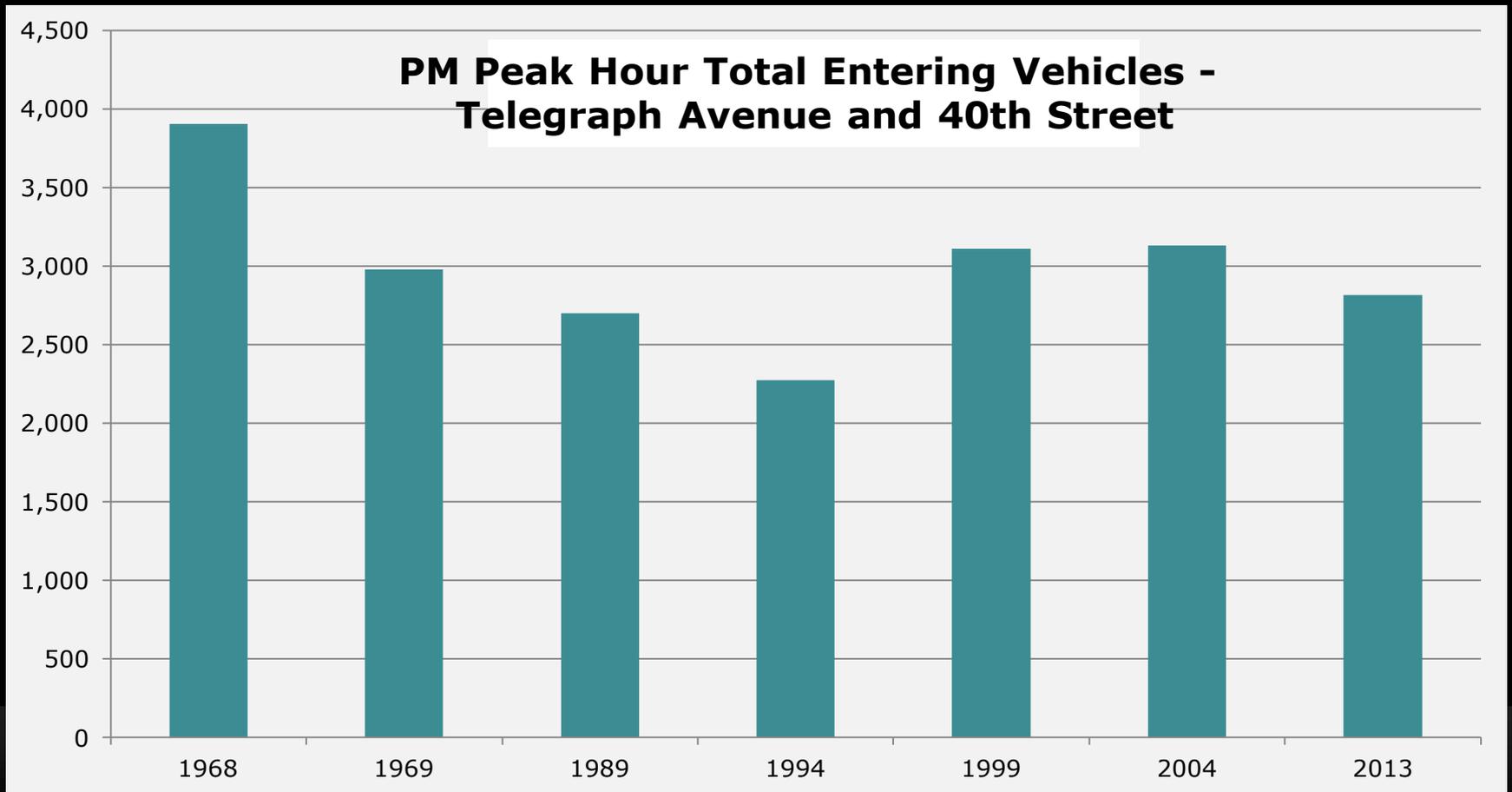
•16 severe injuries

•4 fatalities



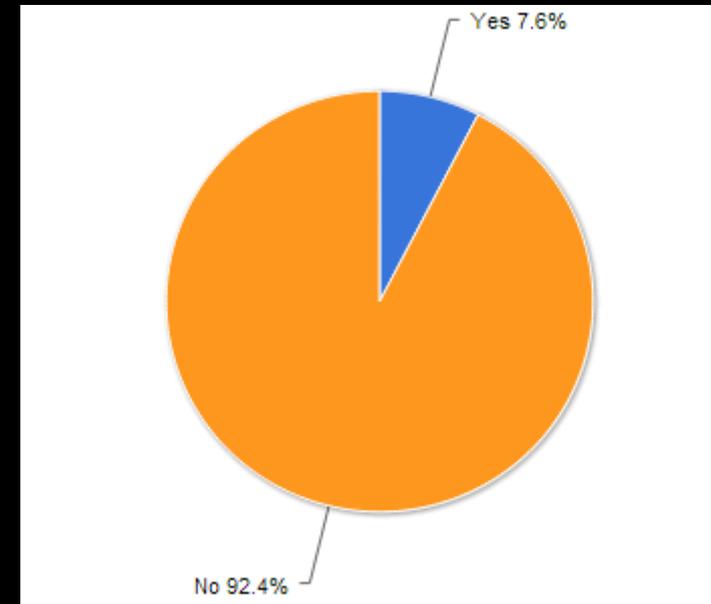
Operational Challenge

- › Car traffic steady over past 45 years
- › Tripling of cyclists in past 15 years
- › New businesses = new pedestrians



Perception Challenge

- › 7% of respondents feel the current design works well
- › Overwhelming support for a better street for walking and bicycling

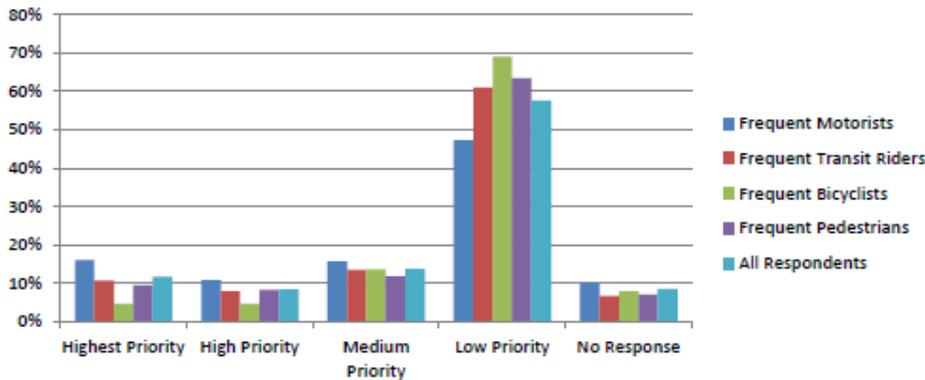


What modes should receive higher priority on Telegraph Avenue?

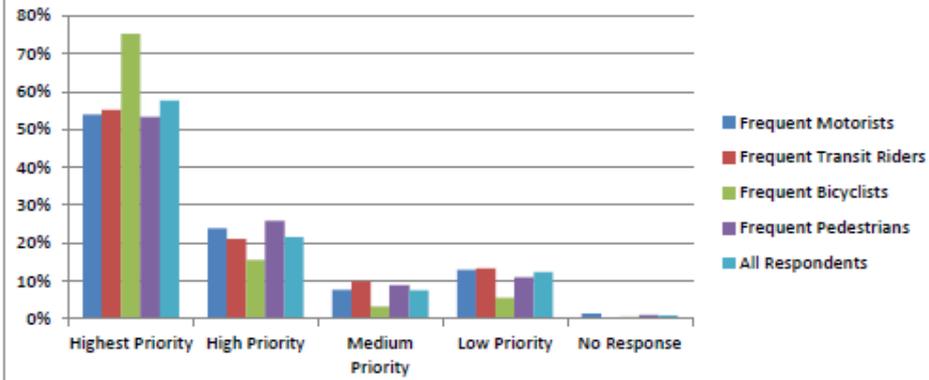
	Driving	Transit	Bicycling	Walking
All respondents (n = 1,053)	21%	51%	78%	68%
Frequent drivers (n = 302)	32%	48%	75%	68%

Preliminary Survey Results

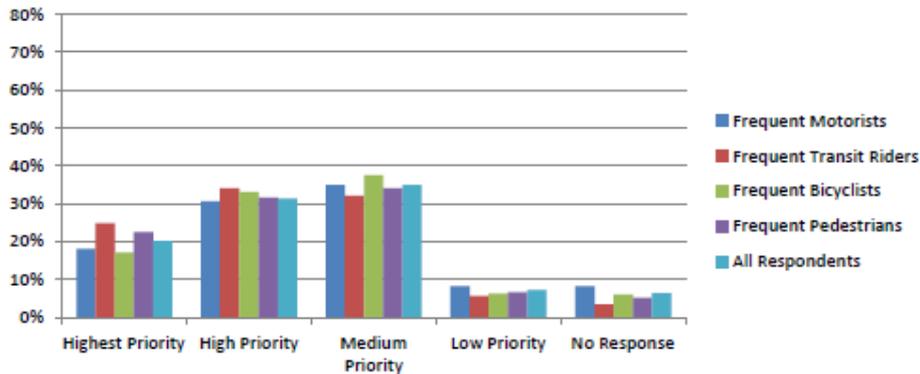
What priority should MOTORIST facilities receive in future improvements to Telegraph Avenue?



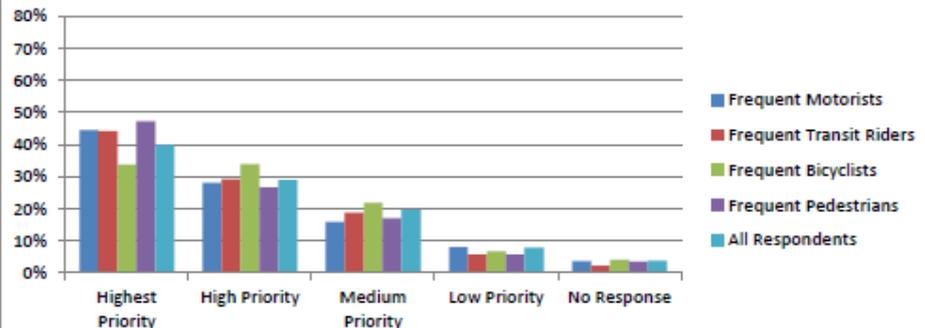
What priority should BICYCLE facilities receive in future improvements to Telegraph Avenue?



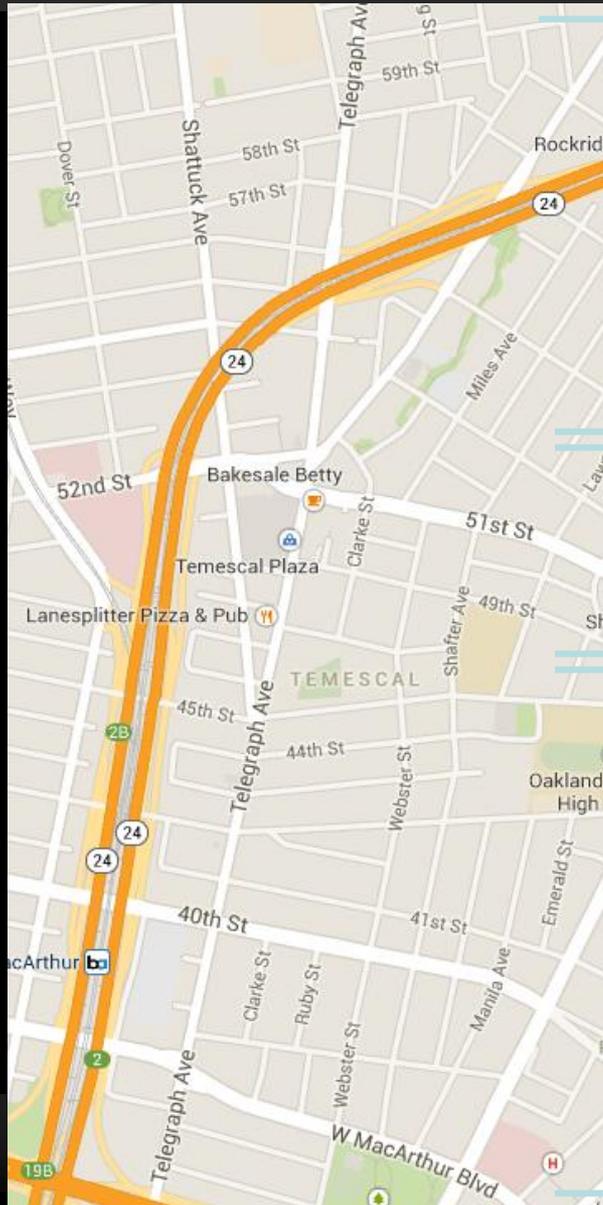
What priority should TRANSIT facilities receive in future improvements to Telegraph Avenue?



What priority should PEDESTRIAN facilities receive in future improvements to Telegraph Avenue?



Distinct Segments with Distinct Solutions



Segment A (north of 52nd Street)

- High traffic volumes
- Fewer left-turns and pedestrians

Segment B (48th Street - 52nd Street)

- High traffic volumes and high-activity commercial uses
- Most constrained segment

Segment C (south of 48th Street)

- Lower traffic volumes and higher existing speeds
- Least constrained segment

Three Lanes versus Four Lanes

3-lane roadways:

- › 30% fewer crashes than 4-lane roadways
- › Easier pedestrian crossings
- › Calmer traffic speeds
- › Similar capacity
- › Turn lane for local access



Pedestrian Improvements

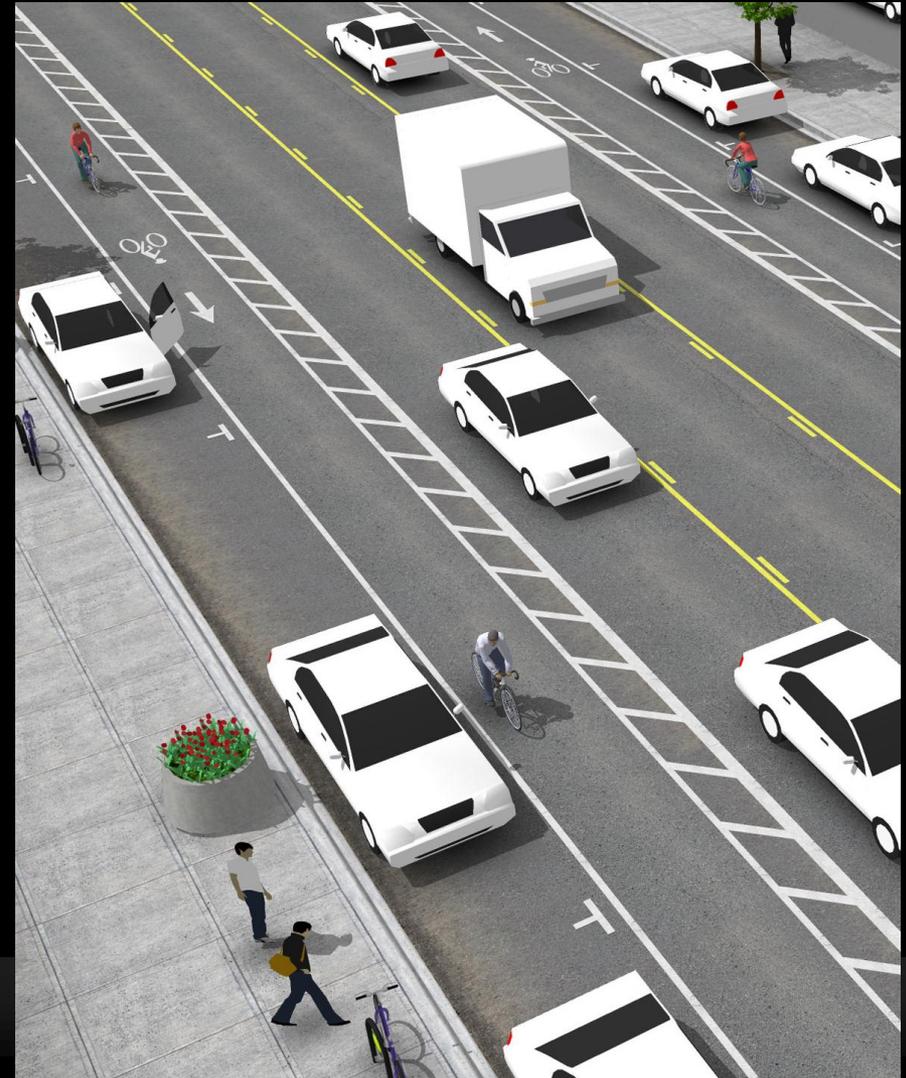
- › Based on 2005 Pedestrian Streetscape Master Plan
 - *More high-visibility crosswalks*
 - *Curb extensions/bulb-outs*
 - *Pedestrian refuge islands*

Cycle Tracks" and "Buffered Bike Lanes"

Cycle Tracks are separated from traffic by physical barrier and/or parked cars



Buffered Bike Lanes are very wide bike lanes



Peer City Examples



Chicago, Illinois



Boulder, Colorado



Portland, Oregon



New York City, New York

Protected Bike Lane Design Questions

- › Bus and bike interaction at bus stops
- › Ability for pedestrians to safely cross cycle track at intersections
- › Pedestrian access to on-street parking

Questions?

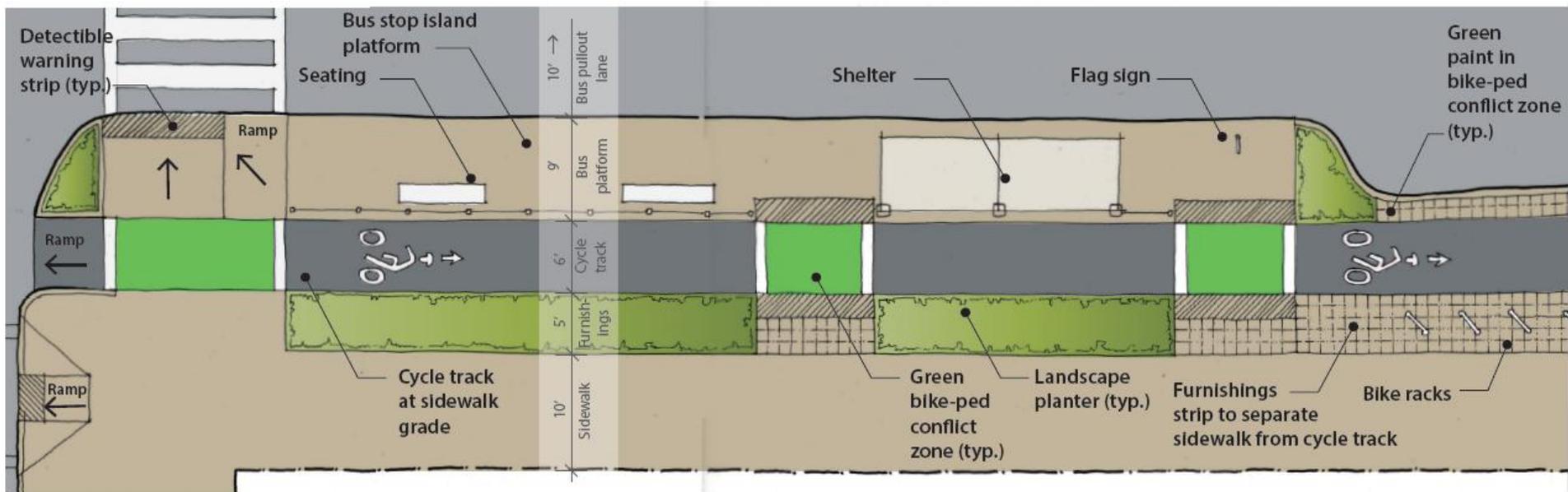
Thank you!

See www.oaklandnet.com/TelegraphAvenue for more information

Jamie Parks
Complete Streets Program Manager
City of Oakland
(510) 238-6613

jparks@oaklandnet.com

Bus Stop Example



Pedestrian Crossing Example

