



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the February 19, 2015 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

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Meeting agenda at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak050720.pdf>

Meeting called to order at 6:04pm by Vice-Chair Ryan Chan.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, Commission members Chan, Hwang, Prinz, Tabata, and Villalobos were present (quorum established). Commission Chair Christopher Kidd's absence was excused (prior notification). Introductions were made. Commissioners McWilliams, Taylor, and Wheeler arrived later in the meeting.

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission minutes from January 15, 2015 meeting** was made, seconded, and passed by consensus. (Adopted minutes online at [www.oaklandbikes.info/BPAC/index.htm#agenda](http://www.oaklandbikes.info/BPAC/index.htm#agenda))

**Item 3. Open Forum / Public Comment**

No public comments were made.

**Item 4. W MacArthur Blvd Road Diet Project Review**

City Transportation Engineer Si Lau gave an overview of the project history (*see Attachments/PowerPoint*), and described the general project cross section that will eliminate one lane in each direction, install left turn pockets, and install buffered bike lanes in each direction on W MacArthur Blvd, Market St to Telegraph Ave. The narrow median approaching three intersections will be removed to make room. Video detection for cars and bikes will be installed at all signals. The project area and scope is constrained by the federal funding. Construction ETA 2016.

General cross section, from Market St to the BART frontage road, is 11.5' turn pocket, two 10' travel lanes, 2' buffer, 5' bike lane, and a 9' parking lane that includes a 1' buffer. From Telegraph Ave westbound to the frontage road, there is no change to the configuration; eastbound to Telegraph Ave, a bike lane is included.

Summary of discussion:

- The signal modifications are bad for pedestrians. Transportation Services Manager Wladimir Wlassowsky responded that the left turn actuation was the purpose of the project to address a history of collisions at these intersections. A project to publish the City's signal policy is underway.
- Can the new bikeway be integrated with the work in Emeryville at W MacArthur Blvd/San Pablo Ave/Adeline St; approval of the 10' lanes; suggestion to notify AC Transit and the Emeryville BPAC, and if trees will be removed, neighbors; a request to begin the westbound bike lanes outside of the project area, approaching Telegraph Ave, replacing sharrows. Staff noted that the MacArthur Transit Village modifications could potentially include that, and will be removing slip lanes at Telegraph Ave and W MacArthur Blvd.

In addition to Commissioners, the following people commented: Eric Fischer.

### **Item 5. Telegraph Ave Bikeway Design Review**

Jamie Parks, Senior Transportation Planner, gave an overview of existing conditions and the safety challenges the project seeks to address. The 5-to-3 lane road diet improves safety for peds and provides much better bike facility than a more typical 5-to-4 lane road diet. The configuration was approved by City Council in December 2014. The first phase includes only paint with a parking protected bikeway from 20<sup>th</sup> to 29<sup>th</sup> Sts, and buffered bike lanes from 29<sup>th</sup> to 40<sup>th</sup> Sts. The City will provide comments on the 65% design to the consultant next week.

Jamie discussed the design treatments that respond to bus loading, truck loading, and intersections. Buses still will need to merge to curb. The configuration for 20th to 29th Sts (cycle track) includes a 7' bike lane + 3' buffer; 10' is minimum width needed to allow street sweepers access. Jamie noted that, nationally, there is currently no consensus on right turn treatments with cycle tracks.

Discussion included: bus issues (merging, location of stops, length of buses); the choice of bikeway types (chance to test both buffered and protected designs); the project extent and scope (resources for Phase 1 and lack of consensus in Temescal); sufficiency of public notification for the 20-40 parking spaces to be removed (parking occupancy analysis, support of Koreatown Northgate BID, Council approval); the problems cyclists might have exiting the cycle track to make left turns; the addition of two-stage left turn queue boxes (to be included at all intersecting bikeways—requiring prohibition of right turns on red); suggestions to use innovative crosswalk treatments (design follows current City crosswalk markings policy) and innovative markings or signs for people existing driveways (chevron markings are under consideration); suggestions to use physical barriers, not just striping (under consideration, but delineators don't last, wheel stops are a possibility, and planters if the BID or other entity can install and maintain); design should address traffic congestion associated with Beebe Memorial Church.

In addition to Commissioners, the following people commented: Bob Fearman, Carol Levine.

Additional comments should be submitted directly to Jamie Parks at [jparks@oaklandnet.com](mailto:jparks@oaklandnet.com) ASAP.

### **Item 6. Measure BB funding overview and the City's Budget**

The presenter was not available so this item was cancelled.

→ A motion to ***have City staff provide an update on Measure BB funding and the City of Oakland budget prior to the March 2015 BPAC meeting*** was made (Wheeler), seconded (Tabata).

Discussion: Iris Starr, Transportation Planning & Funding Manager explained that the City won't have a clear vision until Mayor's Budget is released in mid-April, after which the City Administrator and Council have input before adoption at the end of June 2015.

***Motion withdrawn*** as no new information would be available.

### **Item 7. TDA Article 3 funding: final recommended projects list**

Jason Patton gave an overview of the TDA Article 3 funding process and noted that, in January, the BPAC was presented with a combined list for both TDA and Ped CIP (Measure B/BB funded) projects. Today's list separates those, and presents a final recommendation for four TDA projects only. The total amount of funding available is expected to be about \$325k. Applications are due mid-May, and requires a City Council resolution, a process that takes approximately two months.

Discussion included questions about the exact amount available (if the City gets more than \$325k, it can be saved for another year); support for better bike lanes and education, particularly in East Oakland; a question

about the Fruitvale Ave project previously discussed (alternate funding sources are available; at least part of the corridor is in design; the Transportation Services Division is responding to the traffic safety issues near Josie de la Cruz Park; the Fruitvale Alive! Community Based Transportation Plan had a vision for the entire corridor that may need to be renewed—and funded; Alameda County/City are studying removing travel lanes on the Miller Sweeney Bridge).

- **A motion to endorse the list of projects in the attachment** was made (Wheeler), seconded (Hwang). None opposed, Prinz abstained. Motion carried.

In addition to Commissioners, the following people commented: Reginald Burnett.

### **Item 8. Three-month agenda look-ahead, suggestions for meeting topics, announcements**

#### ***Three-month look ahead/suggestions for meeting topics***

Added items for March since the agenda was published include a report from the BPAC's Strategic Plan & Policy Goals Committee, and an update on the City's Pedestrian Master Plan. Group was in favor of signal policy presentation. The committee noted that the strategic goals item may be short in March. It was suggested that Bike to Work Day be added to an upcoming agenda.

#### ***Announcements:***

- 19th St BikeStation grand opening is Wednesday, February 25 at 10:30 am with a “soft opening” on Monday, February 23 at 7am.
- WOBO is leading the Bike to Work Day event at Frank Ogawa Plaza this year. Christopher Ulrich, new WOBO fellow has been hired to coordinate. WOBO will continue to do Pedal Pools, with commissioners leading, and also will sponsor the annual Bike Happy Hour party at Half Orange @ Fruitvale BART from 5pm.
- Handout: training offered for commissioners by the Mayor's Commission on Disabilities.
- I bike Oakland newsletter released in January (see [www.oaklandbikes.info](http://www.oaklandbikes.info)).

#### ***Attachments [to be appended to adopted minutes]***

- W MacArthur Blvd Road Diet Project (PowerPoint)
- Telegraph Ave Bikeway Design Review (PowerPoint)

Meeting adjourned 8:04pm

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on February 20, with comments requested by February 27, to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Minutes were adopted at the March 19, 2015 meeting.

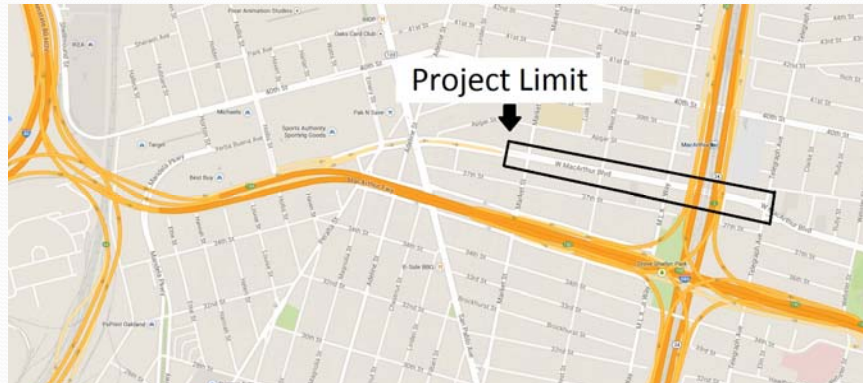
# W. MacArthur Blvd Road Diet Project Review

Presented by: Transportation Services Division, City of Oakland  
February 19, 2015

## Project History

- July 2012:
  - City of Oakland submitted 3 proposals on high collision areas for Federal Highway Safety Improvement Program (HSIP) Cycle 5 Grants. They are on W. MacArthur Blvd, 98<sup>th</sup> Ave and at the intersection of Market St/Adeline
  - BPAC approved the proposed projects
- October 2012:
  - Received grant award for all 3 projects
  - W. MacArthur Blvd Project: With an estimated total project cost of \$ 1.09M, \$699,400 federal grants was awarded
- October 2013:
  - Obtained authorization to proceed with design
- December 2014:
  - Completed 95% design
- February 2015:
  - Presenting design to BPAC
- Identified in the City of Oakland's Bike Master Plan (2007) for proposed Class 2 bike facility

## W. MacArthur Road Diet Project Limit



## Proposed Improvements

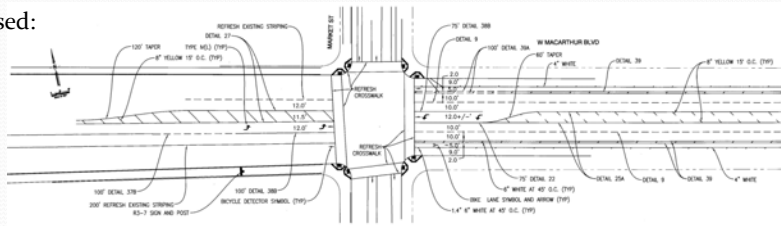
- Reduce the number of traffic lanes from 6 to 4
- Add left turning pockets & protective left turn signals phase on W. MacArthur at Market, West & MLK
- Add Class 2 bicycle lane on W. MacArthur between Market and Telegraph
- Add bicycle detection on all approaches at Market, West & MLK intersections
- Tighten curb returns at Market

## Proposed Design at Market

Existing:



Proposed:

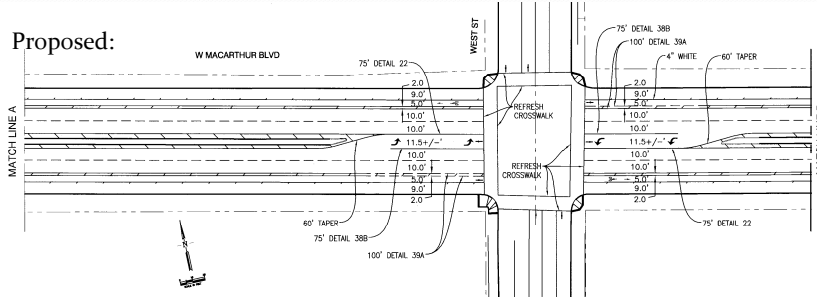


## Proposed Design at West

Existing:



Proposed:

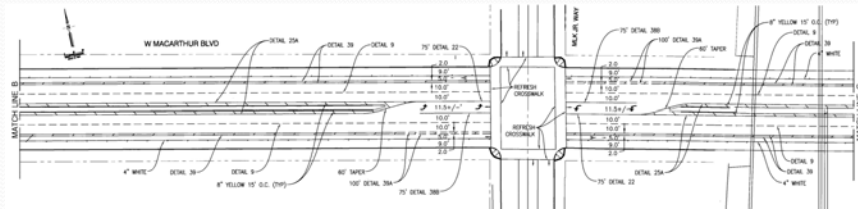


## Proposed Design at MLK

Existing:



Proposed:

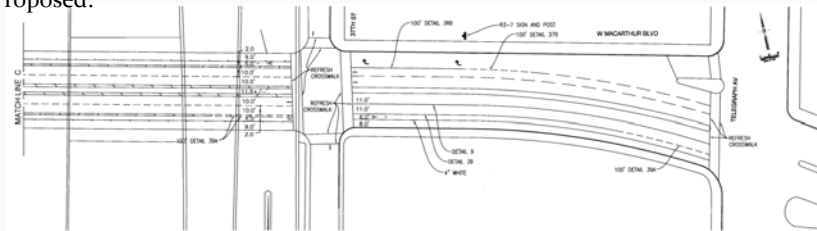


## Proposed Design at 37<sup>th</sup> & Telegraph

Existing:



Proposed:



## Project Schedule

- Complete Final Design in Spring 2015
- Obtain Caltrans's approval for construction in Summer 2015
- Construction begins early 2016

Thank you.



# Telegraph Avenue

## *Protected Bike Lane Design*



Oakland Public Works Department  
February 5, 2015

## Presentation Overview

- › Project background
- › Summary of protected bike lane design elements
- › Key design questions

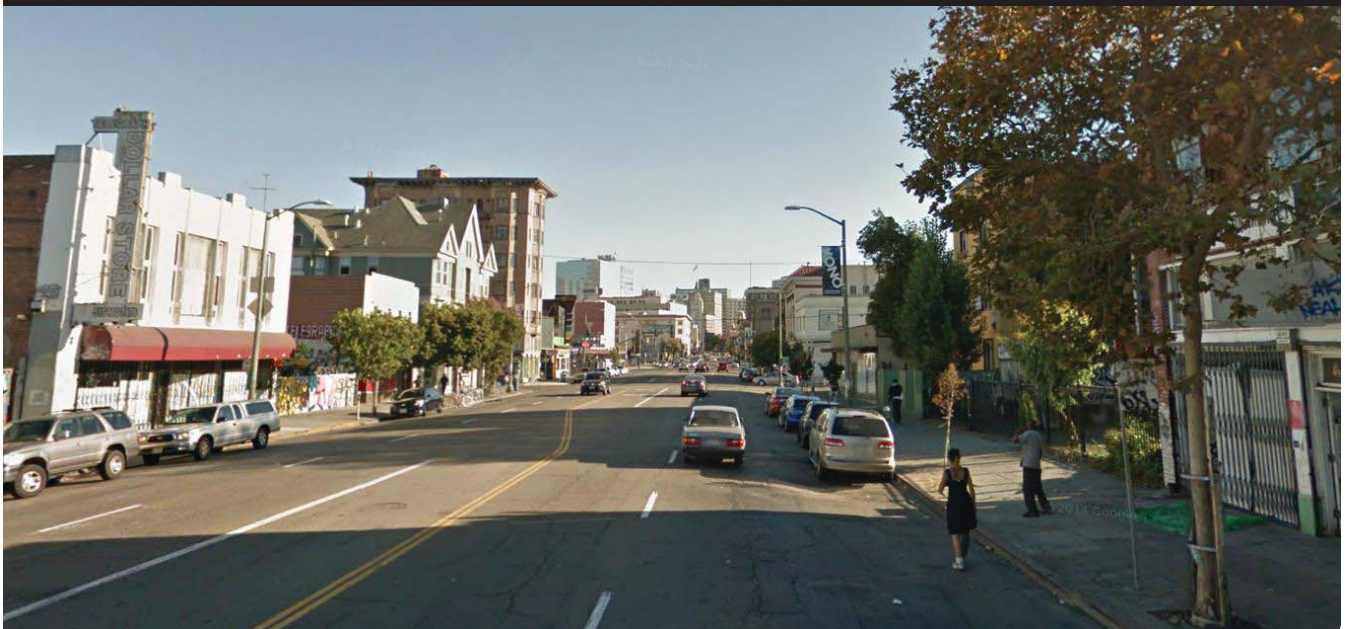
# Telegraph is NOT a Complete Street (Yet!)

- › Telegraph Avenue has many roles
  - *Neighborhood commercial districts*
  - *Pedestrian destinations*
  - *Major transit route*
  - *Bicyclist through route*
  - *Access route to BART stations*
- › Current design serves through motorists at expense of other functions



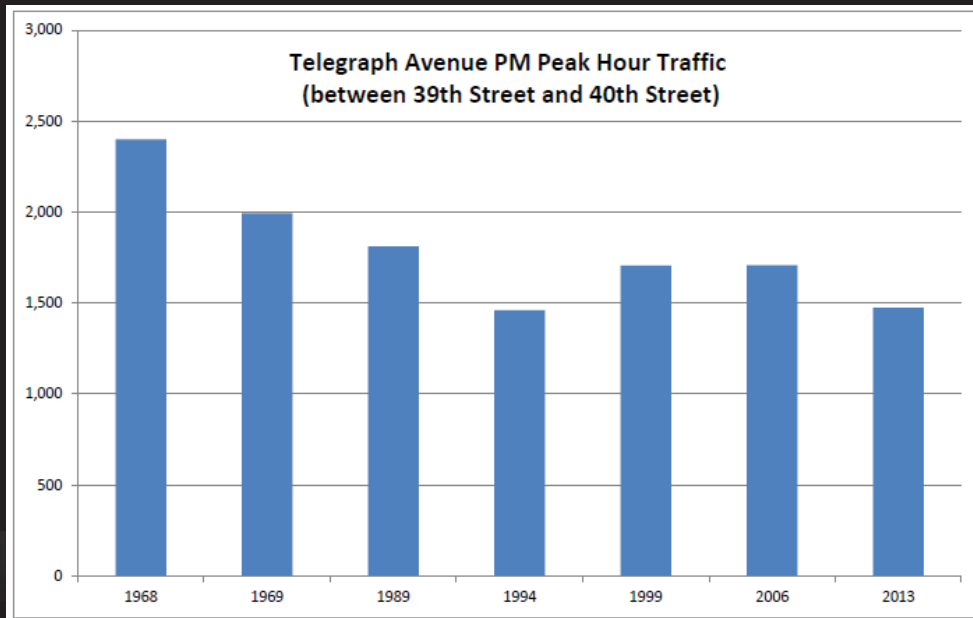
# Telegraph Avenue Design: 2015 = 1971

- › 70' curb-to-curb, 5-lane basic cross-section
- › On-street parking
- › 12,000 – 15,000 ADT



# 1970s Design Meets 2014 Challenges

- › Traffic volumes steady (or declining) over past 40 years
- › Bicycling up 300% in past 15 years (130 bicycles per hour)
- › New businesses = new pedestrians



## No One Wins



# Pedestrian Multiple Threat Crash Risk



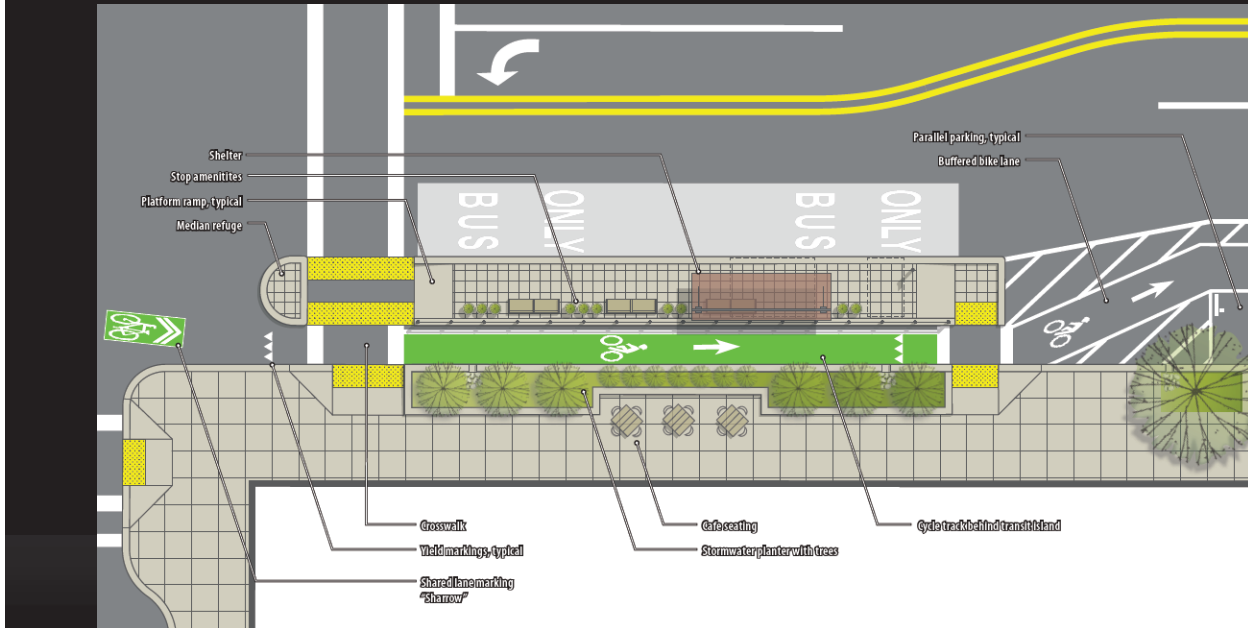
## Proposed Project

- › 5 lanes to 4 lanes?
  - *Minimum bike lane widths*
  - *Continued multiple threat risk*
  - *No speeding reduction*
  - *No more center left-turn lane*
- › 5 to 3!



## 3-Lane Section

- › Parking-protected bike lane and/or buffered bike lanes
  - *Remove travel lane in each direction*
- › Transit boarding islands
- › Right turn lanes at major intersections



## Design Challenges

- › Frequent driveways and unsignalized crossings
- › Commercial loading/double-parking
- › Major transit route (9 buses per hour)
- › Resource constraints (no transit islands initially)



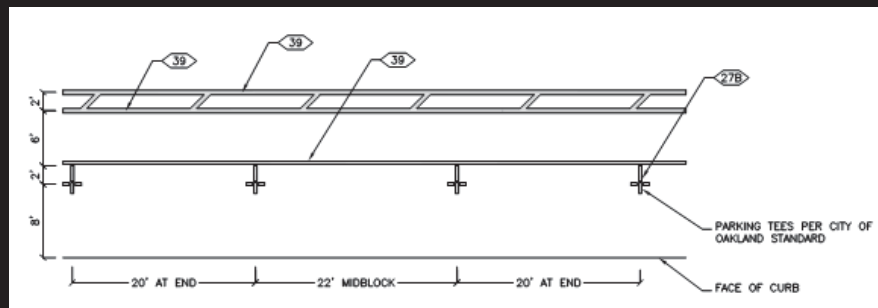
# Telegraph Avenue Design

- › Five to Three Lane Reduction
- › Two Segments:
  - Buffered Bike Lanes: 29<sup>th</sup> Street to 40<sup>th</sup> Street
  - One-way Cycle Tracks: 20<sup>th</sup> Street to 29<sup>th</sup> Street



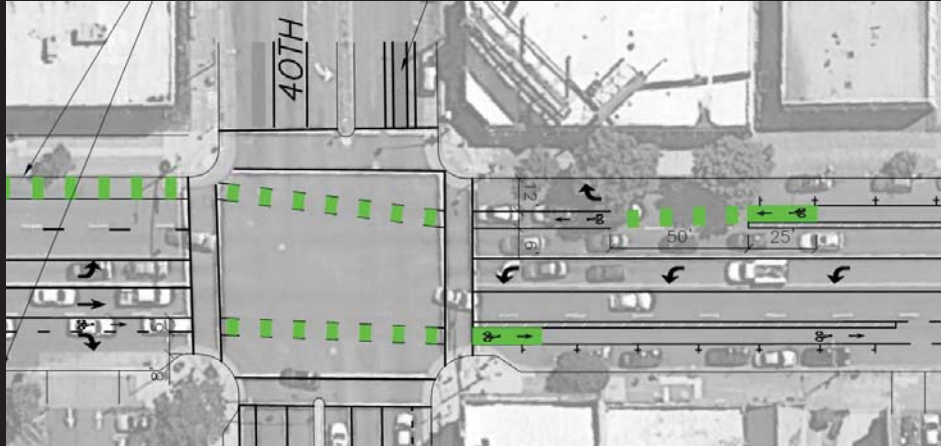
## 29<sup>th</sup> Street to 40<sup>th</sup> Street: Buffered Bike Lanes

- › 8' Parking
- › 2' Buffer
- › 6' Bike Lane
- › 2' Buffer
- › 11' Travel Lane
- › 12' Turn Lane



## 29<sup>th</sup> Street to 40<sup>th</sup> Street: Buffered Bike Lanes

- › Major intersections: Bike lane to left of right-turn lane



## 29<sup>th</sup> Street to 40<sup>th</sup> Street: Buffered Bike Lanes

- › Minor intersections: Skip stripe 50 feet before intersection



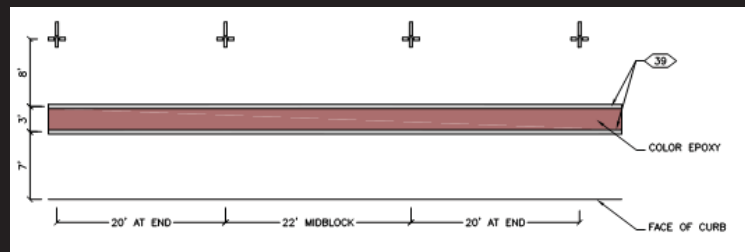
## 29<sup>th</sup> Street to 40<sup>th</sup> Street: Buffered Bike Lanes

- › Bus Stops: Skip stripe with buses merging across



## 20<sup>th</sup> Street to 29<sup>th</sup> Street: Cycle Tracks

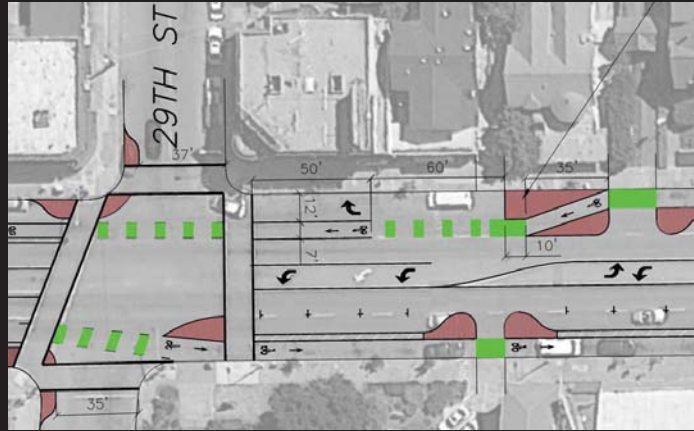
- › 7' Cycle Track
- › 3' Buffer
- › 8' Parking
- › 11' Vehicle Lane
- › 12' Turn Lane





## 20<sup>th</sup> Street to 29<sup>th</sup> Street: Cycle Tracks

- › Major intersections: Bike lane to left of right-turn lane



## 20<sup>th</sup> Street to 29<sup>th</sup> Street: Cycle Tracks

- › Minor intersections:
  - Stop parking 35' before intersection
  - Skip green through intersection
  - 15' radius for curb extension



## 20<sup>th</sup> Street to 29<sup>th</sup> Street: Cycle Tracks

- › Bus stops: Cycle track stays curbside, bus merges across



## 20<sup>th</sup> Street to 29<sup>th</sup> Street: Cycle Tracks

- › Driveways:
  - Minor (small alley, 1-3 spaces) – No bulbs
  - Parking lots – End parking 20 feet before, bulb outs



## Questions?

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