

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda Thursday, January 19, 2017; 6:00-8:00 pm City Hall, Hearing Room 4 (NOTE: Meetings in 2017 held in Hearing Room 4.)

Bicycle & Pedestrian Facilities Program home page:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm>

FAQ re: bikeway projects: www2.oaklandnet.com/OAK024652#answers

Commissioners

Reginald K Burnette Jr, Ryan Chan (Chair), Chris Hwang, Christopher Kidd, Fred McWilliams,
Robert Prinz, Midori Tabata, Rosa Villalobos (Vice Chair), Kenya Wheeler

| Time | # | Topic | Type |
|-------------|----------|---|-------------|
| 6:00 | 1 | Roll Call/Determination of Quorum/Introductions (5 minutes) | Admin |
| 6:05 | 2 | Nominations/elections for BPAC Chair and Vice Chair (10 minutes)—Staff will facilitate nominations/elections for 2017 BPAC Officers. | Action |
| 6:15 | 3 | Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the December 2016 BPAC minutes. | Action |
| 6:20 | 4 | Open Forum / Public Comment (10 minutes)—Members of the public may raise or comment on an issue within BPAC’s subject matter jurisdiction (other than what is on the agenda). For a list of previously discussed items and their status, go to http://tinyurl.com/Oakland-BPAC-OpenForumTracking . | Info |
| 6:30 | 5 | BPAC staffing changes (5 minutes) —Jason Patton, Bicycle & Pedestrian Program Manager, will describe the new staffing arrangement for BPAC. | Info |
| 6:35 | 6 | Temporary Traffic Control Guidance Update Attachment (20 minutes)—In January, OakDOT issued new guidance for pedestrian, bike & transit accommodation in construction zones. This guidance stipulates new requirements for construction projects seeking approval to obstruct paths of travel. Sarah Fine and Kerby Olsen, OakDOT, will provide an explanation of the new guidance. | Info |
| 6:55 | 7 | East Bay Greenway (30 minutes)—Sarah Fine and Menaka Mohan from Oakland Department of Transportation will review the East Bay Greenway (EBG), a regional trail facility from Lake Merritt BART Station to South Hayward BART station. Led by the Alameda County Transportation Commission, the EBG seeks to increase bicycle and pedestrian options, improve safety and connectivity, improve access to schools, downtown areas, and other destinations, and promote transportation and the reduction in greenhouse gas emissions. The project is currently in the environmental phase and different conceptual and design alternatives are being reviewed during this phase. Oakland DOT staff will present the different design alternatives and how the EBG aligns with the OakDOT’s strategic plan. Project website: http://www.alamedactc.org/eastbaygreenway . | Action |

- 7:25 8 **2017 bikeway/paving projects: Clay St & Fruitvale Ave Attachment** (25 minutes) Action
Jason Patton will give an overview of paving work to be initiated in 2017 on citywide resurfacing contract C427720. In response to BPAC requests, he will share the designs of bikeway projects on Clay St and Fruitvale Ave, and take comments from the commission.
- 7:50 9 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes) Info

Agenda online at: www2.oaklandnet.com/w/OAK062345



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email jstanley@oaklandnet.com or call (510) 238-3983 or TDD/TTY (510) 238-2007 at least five working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete de en español, Cantonese, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a jstanley@oaklandnet.com o llame al (510) 238-3983 o (510) 238-2007 por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the December 15, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at www2.oaklandnet.com/OAK056334

Meeting called to order at 6:08pm by BPAC Chair Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six Commissioners present. Two Commissioners were late, and Burnette Jr was excused.

Introductions were made.

- Other attendees (who signed in or spoke): Michael Kilian, Jennifer Anderson, Carol Levine, Chris Kintner, Kevin Morsory, Kent Lewandowski, Kevin Dalley, Amanda Leahy
- Staff: Iris Starr, Jennifer Stanley, Menaka Mohan, Joe Wang
- Presenters: Sergio Ruiz (Caltrans), Hugh Louch (Alta Planning & Design), Barry Bergman (Rails to Trails Conservancy), Garrett Gritz (Diablo Engineering), Robert Rees (Fehr & Peers)

Ryan Chan reported that the order of agenda items was changed by staff to move Item #4 (Park Blvd) to after Item #8.

Item 2. Approval of meeting minutes (Action Item)

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 20, 2016** was made (Hwang), seconded (Prinz), and approved by consent.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Kent Lewandowski asked the BPAC to agendize a proposal to install bike curb cuts on E 19th St from Lake Merritt to Park Blvd at future meeting.
- Michael Killian stated that Councilmember Gallo sent an email last night indicating that no more comments on the Park Blvd Study would be accepted by the City after Friday December 16, 2016. He expressed other criticisms and said that “no one supports the project.”
- Chris Kintner reported that a construction project is staging work in the bike lane on 27th St. This has been reported through SeeClickFix but the problem persists and he asked what to do next. He also requested mid-block crosswalks and was counseled to report these to the Public Works Call Center.

Item 4. San Leandro Creek Trail Study

Barry Bergman from Rails to Trails Conservancy made a presentation on the recommendations resulting from the near-final San Leandro Creek Trail Master Plan. The project was reviewed by BPAC (then a committee) during its initial phase (2013). He described the planning context and funding, and noted that the creek is fenced off for flood control so many don't know it's there. The Plan breaks the

alignment into nine segments. Barry reviewed the proposals, with a focus on the segments in Oakland. **(See Powerpoint.)**

Summary of discussion:

- Segment 4 alignment needs approval from UP (Union Pacific Railroad). Would require a roads management plan since the Flood Control District doesn't provide this service.
- Segment 6 includes a bikeway on Estudillo, which is steep and fast. Traffic calming is an option or use the alternative alignment on Marlowe instead. This could be included in the next update of San Leandro's Bicycle Master Plan.
- ATP funding is a good potential source of funding for this project due to its focus on disadvantaged communities.
- Adjacent development may provide opportunities to construct some segments or features (e.g. key traffic signals for needed trail crossings).
- Trails can be flooded when below grade. To maintain a continuous facility may require alternative alignments and/or communication strategies.
- The Hegenberger Rd/98th Ave intersection is at grade.
- Empire Rd is a residential street with low volumes and not suitable for bike lanes.
- More community outreach may be needed focusing on people who live right near the creek.

The full report will be available for comment in January. The report will go to the San Leandro City Council in February, followed by a report to the City of Oakland as an informational item thereafter. Submit further comments to Barry Bergman at barry@railstotrails.org.

Speakers other than commissioners: Amanda Leahy, Carol Levine.

Item 5. Caltrans District 4 Bicycle Plan

Sergio Ruiz, Pedestrian & Bicycle Coordinator / Branch Chief with Caltrans District 4 Pedestrian and Bicycle Branch and Hugh Louch with Alta Planning & Design described the District 4 Bicycle Planning process now underway. MIG (consulting firm) will lead the public outreach efforts. The plan is scheduled for completion by February 2018. **(See Powerpoint.)**

Summary of discussion:

- There are ongoing problems with the 4th St path connection in Oakland.
- E-bikes are regulated by individual jurisdictions.
- Include a chapter about what Caltrans *shouldn't* be doing. Caltrans should allow cities to treat their streets as they want, especially where there is local expertise. Sergio said that the plan will showcase innovative facilities on state highway system. There is a philosophy of design flexibility at Caltrans, but the need to educate staff remains.
- The plan will identify funding sources. Caltrans can apply for ATP funds and could partner with local jurisdictions for facilities on streets on the state highway system.
- Maintenance and operation projects could potentially include bicyclist improvements.
- Class 1 facilities could be installed on the state highway system, or the plan could identify parallel alignments to install high quality facilities.
- Caltrans should have a maintenance reporting service like SeeClickFix.

The plan web page is at <http://www.dot.ca.gov/d4/bikeplan>.

Speakers other than commissioners: Kevin Dalley, Barry Bergman, other unidentified.

Item 6. Commissioner Application Review Committee Report Back

Commissioner Kidd summarized the deliberations of the committee (Commissioners Kidd and McWilliams, and community member Amanda Leahy). Eleven applications were received. The committee prioritized geographic and demographic diversity and recommended the reappointment of Commissioners McWilliams and Tabata (both from East Oakland) and the appointment of Elizabeth Binning (a civil engineer with San Francisco Public Works). The committee also recommended two alternates, William Hsu (a Corporate Governance Legal Analyst) and Scott Reinstein (who works for Livable City).

- A motion to **recommend the reappointment of Fred McWilliams and Midori Tabata, and to offer the third Commissioner position to Elizabeth Binning with alternates William Hsu and Scott Reinstein** was made (Kidd).

Discussion:

- Commissioner Wheeler's term also expires and he wasn't able to get his application in by the deadline. He may submit his application directly to the Mayor's office.

Commissioner Hwang seconded the motion which then passed with six Commissioners voting in favor; Commissioners McWilliams and Tabata abstained.

Item 7. Bicycle Master Plan Request for Proposals Update

Iris Starr reported that the City received three proposals in response to the Bicycle Master Plan RFP. The City is now in the process of identifying the Project Manager, a decision to be made by Interim DOT Director Jeffrey Tumlin. The project is moving more slowly than preferred. Both the BMP and Pedestrian Master Plan will be integrated with the DOT Strategic Plan. BMP outreach is likely to begin in spring 2017. Whether a Community Advisory Committee will be established depends on a staff assessment of needs. Each proposal has suggested different approaches.

Item 8. Park Blvd Corridor Traffic Safety Outreach Project

BPAC Chair Ryan Chan and other Commissioners criticized the last-minute change to the item schedule due to its importance.

Garrett Gritz, one of the representatives of the study consulting team, reported on public meetings held in mid-November. Other consulting team members present included Robert Rees (Fehr & Peers) and Carole Levine. Joe Wang, Supervising Transportation Engineer, apologized for not coming to the BPAC prior to the mid-November community meetings, and said that the City sees the BPAC as partners.

Garrett said that the meetings were held to start dialogue with the community. He gave an overview of the three study areas, each with distinct characteristics. **(See Powerpoint.)**

1. **Upper Park, Mountain Blvd to Leimert Blvd:** This area needs repaving; downhill side, there is no room for sidewalks; uphill there is a dirt pathway and bridge structures. During a recent seismic retrofit, a temporary road diet allowed city to observe traffic operations. A 7-year old concept plan was developed to show four possible scenarios for this section. A grant application was submitted, but was not successful.

2. **Middle Park, Leimert Blvd to MacArthur Blvd:** This roadway surface changes from asphalt to concrete (thus, striping changes will be more expensive than those that might otherwise be delivered as part of a paving project). There are many multi-leg crosswalks. He shared some intersection concept drawings previously developed for grant funding purposes. Another consultant is developing these concept plans further such that they will be competitive for grant funding. (A side conversation focused on the multi-year retrofit of Glenview Elementary School, which has resulted in establishing a bus stop on Beaumont Ave to facilitate bussing kids to Santa Fe Elementary on Market St. To further improve safety, a short road diet was implemented on Beaumont Ave that included buffered bike lanes.)
3. **Lower Park, MacArthur Blvd to E 18th St:** There are many uncontrolled crosswalks near the high school. There is a draft striping plan for a road diet on this section which is not yet funded.

Garrett noted that there were over 200 people at the first meeting held in the “Middle Park” area—many of whom arrived early due to materials circulated by a community member that were mistaken for a City agenda. The second meeting held in the Lower Park area had fewer people and those in attendance raised fewer concerns.

The City will categorize comments received and share all information on a project web page. In January/February, the City will outreach to community groups (neighborhood associations, business district) in the study area and offer to attend their next small group meeting. This will allow the smaller groups to interact with the team and address issues specific to each group. Carol Levine again clarified that there is no project being proposed currently. Input can be emailed to Chad Havens, Chad.Havens@mbakerintl.com.

Summary of comments:

- Park Blvd is dangerous, which is urgent. Keep safety as top criteria/priority and take opportunities to implement improvements in the near term. The City should move quickly to improve safety.
- There is a lot of disagreement so the City needs to continue listening.
- AC Transit has been included in early meetings.
- The City needs to evaluate why people bike down Park Blvd, and whether that is likely to change as downtown becomes more developed.
- The corridor is dangerous in part due to poor pavement quality. Motorists shout at bicyclists. Information hasn't been on the Glenview Neighborhood mailing list; all community outreach communications have occurred via City Council offices.
- The most benefit/greatest need is along the Middle Park section. Don't let community objections obscure community benefit.
- For bicyclists, Park Blvd is dangerous but alternative streets are confusing.
- For motorists, it's hard not to speed. Additional speed feedback signs should be installed to help people control their tendency to speed.
- The proposal needs to be presented as a holistic approach to area. Where do we want to be 20 years from now? Cars are not the solution.
- The Study should take a more structured approach to make it more comprehensible to public.
- Michael Killian (who also commented during Open Forum) restated that Council Member Gallo's office said yesterday that people had until Friday, December 16, 2016, to submit comments and asserted that the Project is not comprehensible, and that it is like the project proposed for 35th Ave which didn't go anywhere.
- Use elements of the DOT Strategic Plan to help communicate potential benefits and purpose to public.

- Consider bike lanes along the Caltrans I-580 alignment between Park Blvd and Lakeshore Ave to get people downtown.

Comments may continue to be submitted. The City will use comments submitted so far to move to the next step: small group workshops.. Robert Rees with Fehr & Peers reported that, though there was a lot of distrust as the first meeting began, by the end, people were acknowledging other viewpoints.

Speakers other than commissioners: Kevin Dalley, Kevin Morsory, Jennifer Anderson, Michael Killian, Spring Freidlander, Robert Rees.

- A motion to **extend the meeting to 8:25 pm** was made (Chan), seconded (Tabata) and passed on voice vote.

Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Iris Starr reviewed the items listed on the agenda. Suggestions for meeting topics:

- 2017 paving plan
- Info on results of HSIP Cycle 8 grant awards + status update on existing HSIP awards
- BRT construction impacts on bicyclists and pedestrians
- Action plan for Measure KK implementation and plans for citizen oversight and BPAC role

Announcements:

- The GRINCH WHO STOLE THE BIKELANE yr3 Scraper Bike Christmas light Ride. December 24, noon-3pm bike workshop, 4-7pm bike ride, 6833 International Blvd (the Shed)
- Oakland was awarded six HSIP Cycle 8 grants, including the proposed safety improvements on Bancroft Ave (Havenscourt to 98th St), Fruitvale Ave (Ashbrook to E 10th St), 35th Ave (E 12th St to I-580), High St (San Leandro St to I-580), Downtown Oakland signal upgrades, and Oakland hills guard rails. The full list of projects is at http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm.
- The Oakland bike registration requirement removal was brought by Councilmember McElhaney to the full City Council on November 29 and approved by consent. McElhaney's office will have issued a press release on the code change by the time of this BPAC meeting, and a blog post with more info is available at www.BikeEastBay.org/OaklandBikeReg
- Bike East Bay is holding the last Cycling 101 class of 2016 at Golden Gate Library this Saturday.
- The East Bay Greenway project was on Alameda County Transportation Commission BPAC agenda last night. Funding is secured for the environmental phase only and there is no near-term plan for implementation.

Meeting adjourned at 8:24 pm.

Attachments (all at www2.oaklandnet.com/OAK053730)

- San Leandro Creek Trail Master Plan (Powerpoint)
- Caltrans District 4 Bicycle Plan (Powerpoint)
- Park Blvd Corridor Traffic Safety Outreach Project (Powerpoint)

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on January 9, 2017, with comments requested by noon, Thursday, January 12 to jstanley@oaklandnet.com. Revised minutes will be attached to the January 2017 meeting agenda and considered for adoption at that meeting.



City of
Oakland

MEMORANDUM

TO: Department of Transportation;
Planning & Building Department; Transportation
& Engineering Consultants

SUBJECT: Supplemental design guidance:
Accommodating pedestrians, bicyclists, and
bus facilities in construction zones

FROM: Wlad Wlascowsky,
Acting Assistant Director

DATE: January 6, 2017

Every reasonable effort should be made to avoid and minimize construction impacts on pedestrian, bicycle, and bus facilities in Oakland.

This memorandum provides engineering and design guidance on temporary traffic control measures used to accommodate pedestrians, bicyclists, and bus facilities through construction zones in Oakland. The guidance supplements the guidance in Chapter 6 of the California Manual on Traffic Control Devices (MUTCD), which specifies that bicyclists and pedestrians must be safely accommodated through construction zones. This supplemental guidance specifies when and where pedestrian, bicycle, and bus facilities may be relocated, detoured, modified, and closed in Oakland. This guidance applies to all sidewalks and all roads on which bicyclists are legally allowed to travel, including designated bikeways. The guidance applies to any entity ("construction sponsor") performing construction work in the public right-of-way, including utility companies, private land use development, and the City of Oakland.

Any construction sponsor submitting for an excavation/obstruction permit to the City of Oakland that will result in the blockage of a sidewalk, bicycle lane, vehicle travel lane, bus stop, or other public bicycle or pedestrian path must submit a Temporary Traffic Control Plan (TCP) to DOT for review and approval. The guidance in this document is intended to direct the development of construction sponsor's TCP.

Table 1: Reasonable Accommodation for Pedestrians

| Treatment ¹ | Construction Project Location ² | | |
|---|---|--|--|
| | Downtown & within 0.25 miles of a BART Station | Neighborhood commercial areas and major transit corridors | All other areas |
| Sidewalk diversion | Acceptable ³ | Acceptable | Acceptable |
| Sidewalk detour | x | x | Acceptable |
| Max duration of temporary sidewalk detour | 4 hours Flagger required throughout duration of closure. | 24 hours Flagger required throughout duration of closure. | One week Flagger required during peak traffic hours only. |

¹ "Sidewalk diversion" and "sidewalk detour" are defined on following page.

² See Pedestrian Access Priorities in Construction Zones (attachment). Downtown: Central Business District, Jack London District, and Broadway-Valdez Specific Plan Area.

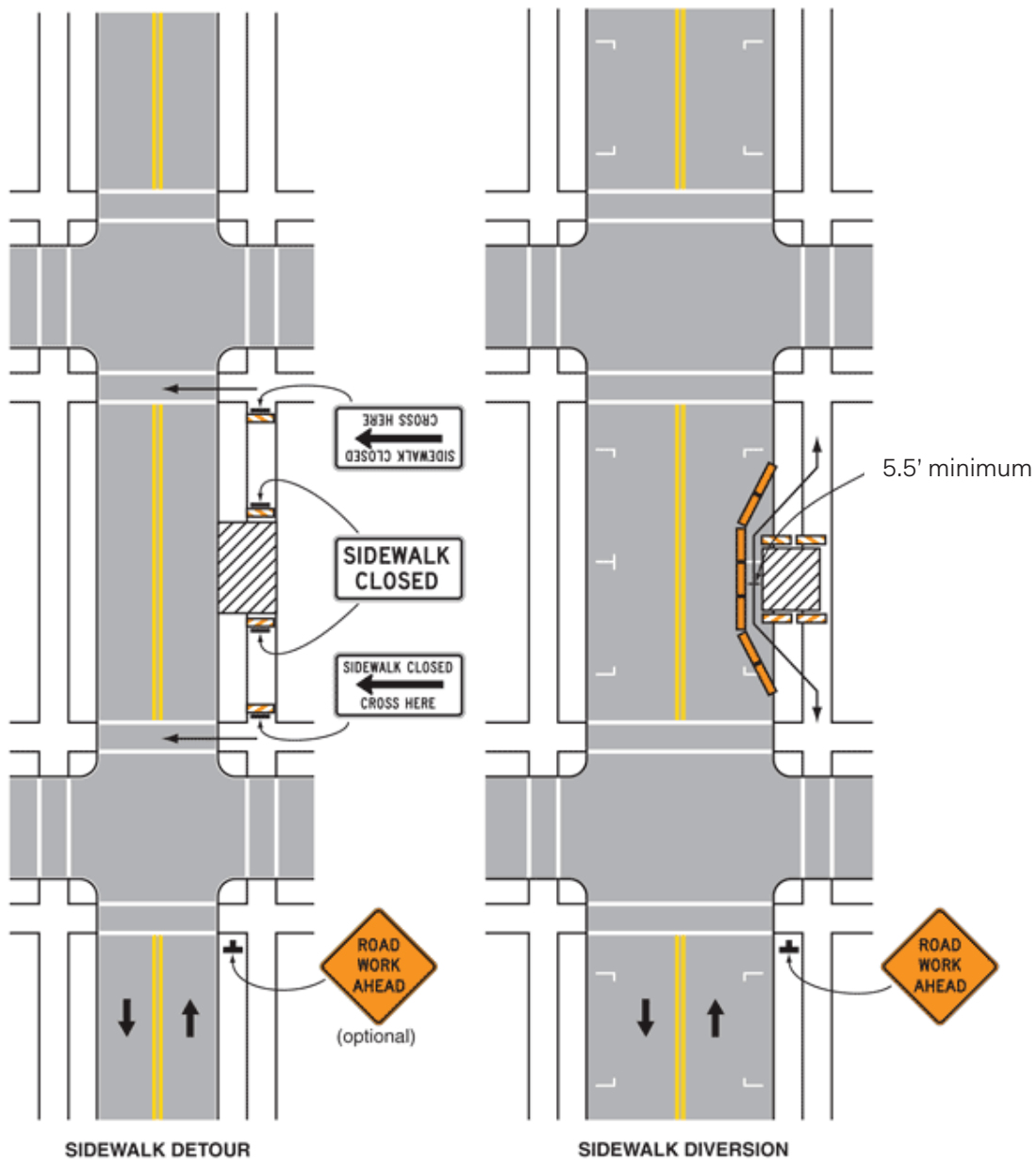
³ For all: Acceptable only if TCP is deemed sufficient and approved.

Pedestrian Accommodation

The two major types of temporary traffic control for pedestrians are adjacent **sidewalk diversions** and **sidewalk detours** (see Figure 1). To determine which temporary facility is appropriate, refer to Table 1. All temporary pedestrian facilities and alternate paths must be ADA-compliant, and all pedestrian-related signage shall be as permanent as the other TTC signage. Any diversions, detours, or full closures must be approved as part of a Traffic Control Plan.

- **Sidewalk Diversion** - A temporary, protected pedestrian route shall be provided adjacent to the sidewalk in a parking lane (if present), travel lane, or bicycle lane. It shall be protected from moving traffic by an approved barricade device that is detectable by people with visual disabilities. If the pedestrian diversion takes up a bike lane, bike accommodation must be maintained (see **Bicyclist Accommodation** below). All sidewalk diversion routes must keep and maintain minimum 5.5' clear width for pedestrian access.
 - The preferred treatment for long-term pedestrian diversions in construction zones in downtown Oakland and other areas with significant pedestrian activity is a **covered pedestrian walkway**. Covered walkways shall conform with Oakland Design and Construction Services Department standard detail M-5 (see attachment), the [CalTrans Temporary Pedestrian Facilities Handbook](#), ADA accessibility standards, OSHA structural specifications (to OSHA standards, 1910-28 "Safety requirements for scaffolding"). Design of the walkway should ensure limited obstruction between the top of railing and walkway cover to allow passive surveillance into and from the walkway, and should have a maximum exit access travel distance of 100 feet. Construction sponsors are responsible for maintaining adequate lighting within the covered walkway at all times and for removal of graffiti and cleaning of debris.
 - Construction sponsors may alternatively propose uncovered diversions using longitudinal channelizing devices, such as concrete k-rails. Channelizing devices used to separate a pedestrian diversion from moving traffic must fully protect pedestrians from motor vehicle impacts. Bases of temporary cyclone fences shall not extend over any adjacent traffic, bicycle lane, or pedestrian path of travel. Note: "water walls" are not permitted treatments for utility and private construction projects, and may only be used for short-term City of Oakland projects lasting fewer than 4 days.
- Pedestrian diversions shall always be clearly identified, wheelchair usable, shielded from motor vehicle traffic, and free of pedestrian hazards such as holes, debris, gravel, mud, etc.
- **Sidewalk detours are not acceptable in downtown Oakland, nor in areas where significant pedestrian activity occurs, such as near BART stations and in neighborhood commercial areas.** Only in areas where there is little existing pedestrian volume should a sidewalk detour be proposed. All detours should ensure accessible conditions. Sponsor may be required to make appropriate repairs to the detour route. Signage shall be provided at closest intersections to alert pedestrians of the sidewalk closure and direct them to the detour. Advance notification to pedestrians of any sidewalk detours or diversions shall be provided at the nearest crosswalk that meets minimum safety requirements on either side of the detour or diversion.
 - In areas where long-term sidewalk detours are not acceptable, **sidewalk detours** may be approved for limited duration when full closure of a sidewalk is required for intermittent and unavoidable construction activity. Refer to Table 1 for the maximum acceptable duration and conditions per project location.

Figure 1: Sidewalk Detour and Sidewalk Diversion⁴



Source: [MUTCD \(Figure 6H-28\)](#)

⁴ Water walls (conceptually illustrated here) are not permitted except for short-term City of Oakland projects lasting fewer than 4 days.

Bicyclist Accommodation

As with pedestrian facilities, bike lane closures should be avoided. Existing bike lanes must remain clear (minimum 5') unless the bike lane closure is specifically approved as part of a Temporary Traffic Control Plan (TCP) and a reasonable accommodation for an alternate bicycle path of travel is implemented, defined and prioritized below:

1. Closing a parking lane and keeping the adjacent bicycle lane open;
2. Shifting the bicycle lane to a location on the same roadway to bypass the work zone or obstruction, and if necessary, shifting and narrowing the adjacent motor vehicle traffic lanes; provided the adjacent motor vehicle travel lanes shall be maintained at no less than ten feet (10 ft.) wide;
3. Closing the adjacent motor vehicle travel lane to provide space for a bicycle lane, provided that a minimum of one (1) motor vehicle travel lane shall remain in the same direction of travel;
4. Merging the bicycle lane and the adjacent motor vehicle travel lane into a shared travel lane adjacent to the work zone or other obstruction, installing sharrow lane markings in the shared travel lane and installing signage directing bicyclists to merge into the shared travel lane; provided the shared travel lane shall be maintained at no less than fourteen feet (14 ft.) wide; and
5. As a last resort, detouring bicyclists onto an adjacent roadway, in which case the detour route shall be adequately signed and replicate, as closely as practicable, the level of safety found on the bicycle route being blocked.

Any TCP that identifies bike lane closures, detours, or other bike facility changes is subject to approval and shall address the following guidance:

1. Active bike lanes must remain clear (5' minimum). Signage, channelizing devices, barriers, and other equipment shall not be placed in active bike lanes or in locations that would block bicyclists' path of travel.
2. Bike lanes shall not be closed for construction activities unless the closure is documented and approved in a TCP.
3. TCPs shall indicate the length and duration of all bike lane closures.
4. Where bike lanes must be closed, advance notification and tapers shall be provided with sufficient length to allow bicyclists to merge into the adjoining travel lane in advance of the bike lane closure.
5. TCPs that include bike lane closures shall post construction zone speed limits of 25mph or less.
6. All bicycle-related signage shall be as permanent as the other TTC signage in the construction zone.
7. If the TCP includes roadway striping, temporary bike lanes and/or sharrows shall be installed.
8. The City's Bicycle Facilities Program Manager, or his/her designee, shall review TCPs that include bikeway detours or bike lane closures of longer than one week.

Refer to *Multi-lane Roadway with Travel Lane Closure, Temporary Bike Lane, and Parking Lane Closure* and *Single-lane Roadway with Bike Lane Closure and Parking Lane Closure* (attachments).

Bus Stop Relocation or Closure

Temporary relocation of a bus stop for construction activity requires written approval from AC Transit, submitted at the time of a TCP submission. Temporary bus stops must also be approved by the DOT. Any parking obstruction, sidewalk obstruction, travel lane obstruction, or other accommodation required for the temporary bus stop shall be proposed through an obstruction permit application at the sponsors' expense.

Lane Closures

On multi-lane roadways, traffic lanes may be converted to a bike lane or pedestrian diversion, as specified in an approved TCP. Below is a set of guidance related to lane closures:

- As a general rule, no more than one lane fewer than the total lanes per direction may be closed. For example, a four-lane roadway with two lanes in each direction shall provide a minimum of one lane in each direction.
- Different guidance applies to lane closures on multi-lane one-way streets in downtown Oakland. So long as a minimum of one travel lane remains open, the closure of two or more travel lanes may be approved upon request.
- The minimum width of a temporarily narrowed traffic lane is 10', clear of any obstructions, including traffic cones or delineators.
- Existing left turn lanes shall be maintained. Left turn lanes should not be used for temporary through travel lanes.
- Completely closing any direction of traffic is generally not allowed. This includes any plan which allows one lane to be used for two directions of traffic ("Two-Way Flag Control"). An approved TCP is required to use "Two-Way Flag Control."
- When any movement is reduced to a single lane that includes left and through movements at an intersection, the TCP may need to prohibit the left turn movement to facilitate efficient traffic flow. The TCP should include a recommended detour of the left turn.
- Any TCP proposing to reduce travel lanes on Broadway to one lane per direction between Embarcadero West and Grand Ave may be required to identify additional transit-supportive treatments, such as queue jumps, to ensure transit delay is reduced.

Developing a Temporary Traffic Control Plan

Reflecting the above guidance, Temporary Traffic Control Plans shall be prepared by a certified traffic engineer. Proposed design and placement of the temporary traffic control signs, devices and roadway markings shall be in compliance with the most recent edition of the MUTCD.

Subject to the conditions in Tables 1-3, periodic full closures of streets and sidewalk may be approved. Note: the safe and reasonable flow of pedestrian and bicycle traffic is to be maintained in preference to construction activities and the flow of construction vehicles. If periodic full closures are necessary and anticipated, the construction sponsor shall indicate the following within the TCP, subject to approval:

- 1) The proposed location of flaggers or spotters to be posted at each end of the closed pedestrian or cycle route for the entire duration of time the intermittent closure is in place; and
- 2) The times of day when intermittent closure may occur; and
- 3) Acknowledgement that advance notice to the Department of Transportation, Oakland Police Department, and emergency services is required for each full closure, subject to fine and/or revocation of obstruction permit.

Display of Permitted Temporary Traffic Control Plan

After an obstruction permit and TCP is approved and before commencing any activities that result in the blockage of a pedestrian or bicycle facility, construction sponsors must display a copy of the obstruction permit at a prominent, publicly accessible location near the construction site entrance. Additionally, the following information must be simultaneously displayed:

- 1) The range of dates during which the obstruction permit is valid;
- 2) The name and contact information of the party requesting the obstruction permit;
- 3) A clear description of the approved temporary traffic control plan
- 4) An Oakland Department of Transportation phone number and email address to direct questions, comments, and concerns regarding the blockage.

Planning Appropriately for Temporary Traffic Control Plan Review

Every reasonable effort should be made to avoid and minimize construction impacts on pedestrian, bicycle, and bus facilities in Oakland. As such, construction sponsors for land use development projects may elect to propose and receive feedback on preliminary plans for temporary traffic control within a land use development planning application. At minimum, construction sponsors should submit TCP proposals 60 days before desired construction start date.

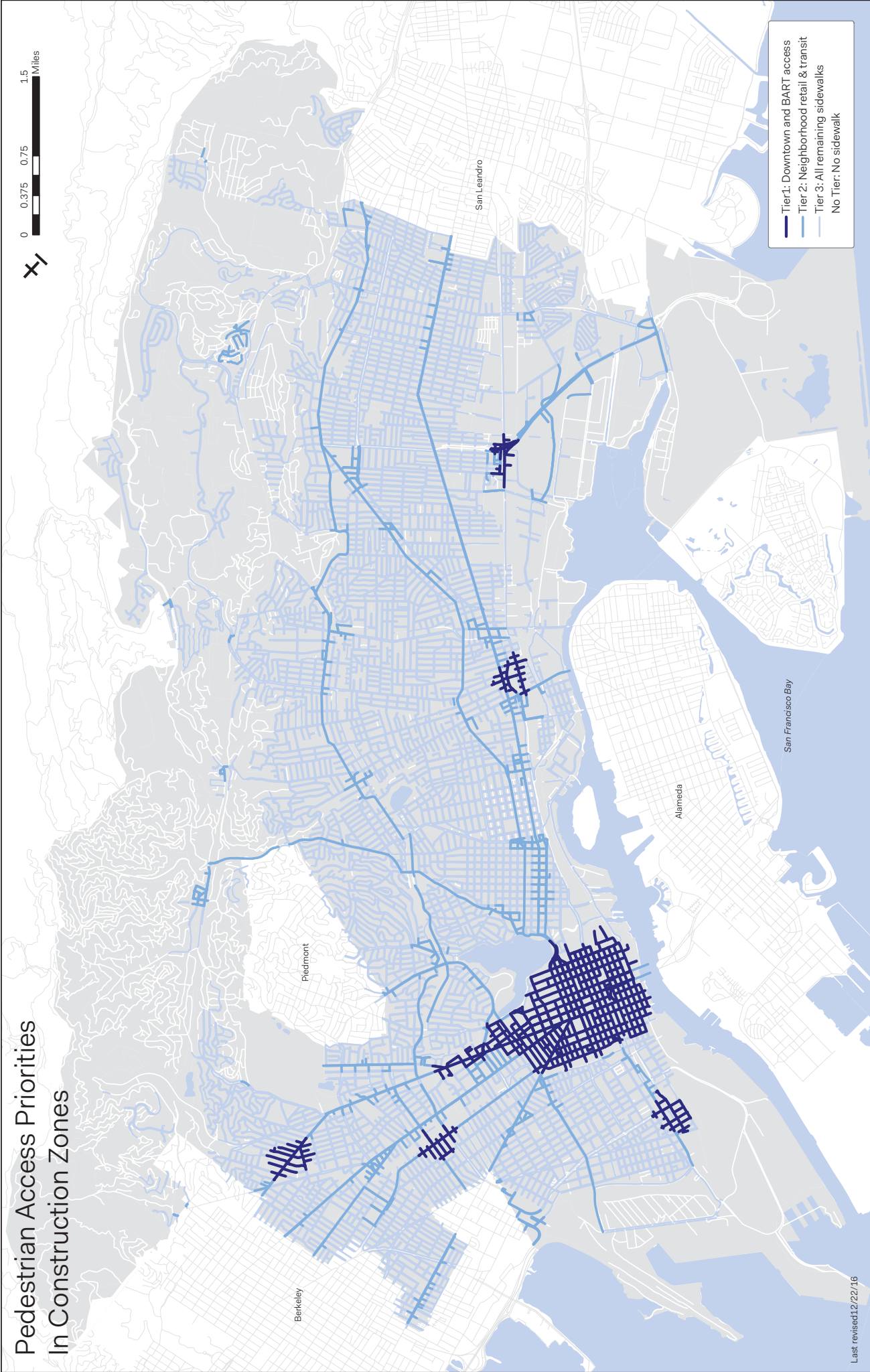
Balancing Obstruction Permit Fees

Construction sponsors that provide a diverted path of travel for bicyclists and/or pedestrians by converting a travel lane and/or parking lane may request a waiver of related obstruction fees, subject to agreement from the Department of Transportation and approval by the City Administrator.

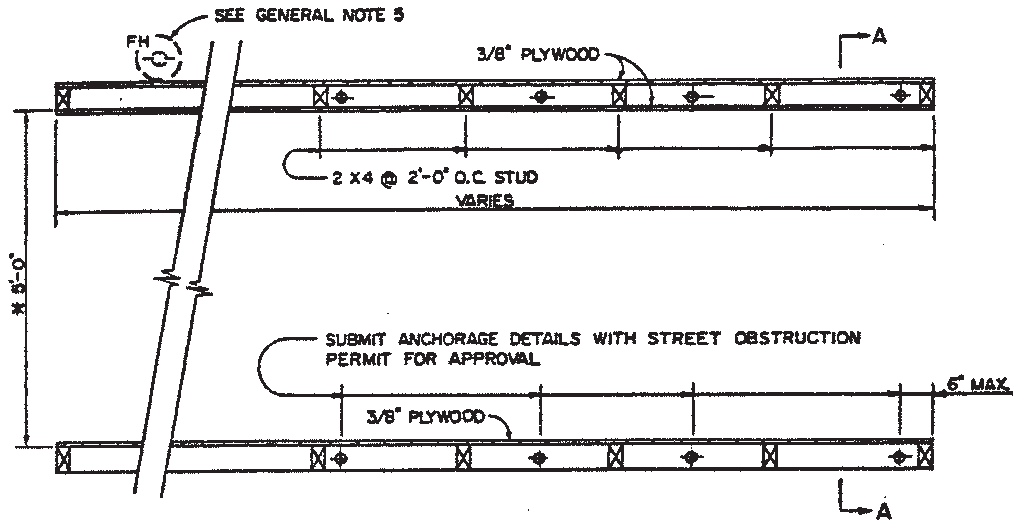
Attachments

- *Map: Pedestrian Access Priorities in Construction Zones*
- *Detail M-5: Guidelines for Temporary Pedestrian Walkway Canopy*
- *Detail TTC-1: Multi-lane Roadway with Travel Lane Closure, Temporary Bike Lane, and Parking Lane Closure*
- *Detail TTC-2: Single-lane Roadway with Bike Lane Closure and Parking Lane Closure*

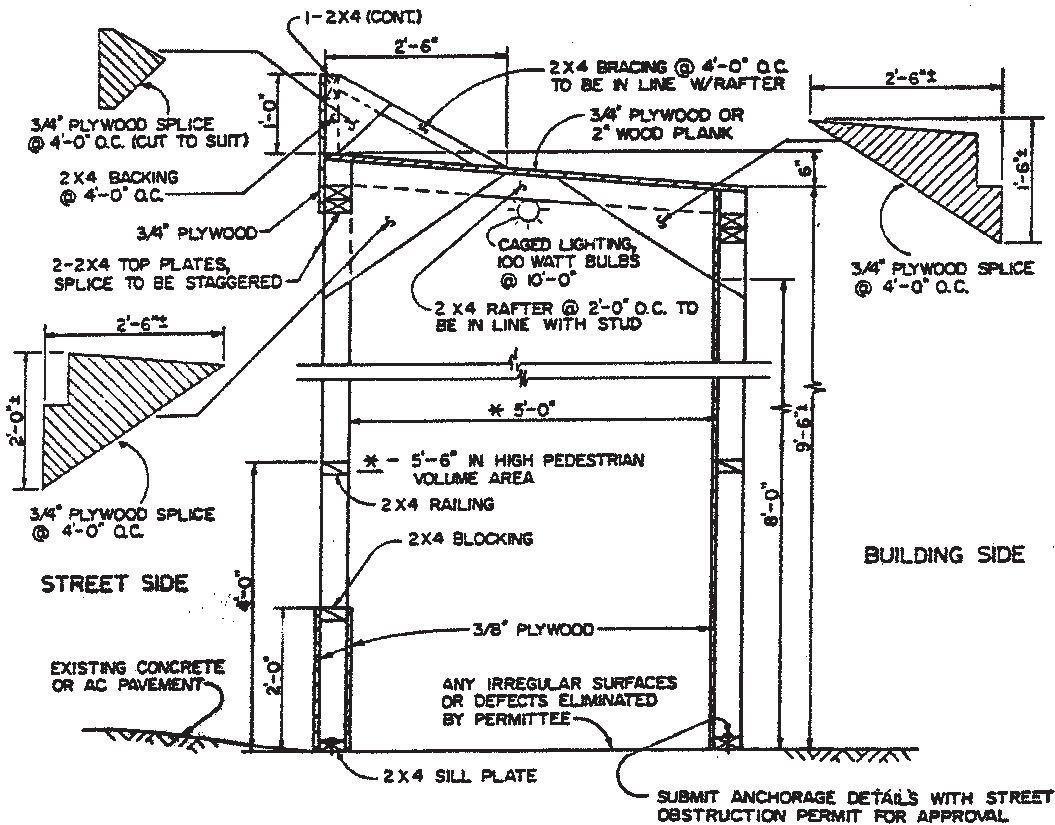
Pedestrian Access Priorities In Construction Zones



- Tier 1: Downtown and BART access
- Tier 2: Neighborhood retail & transit
- Tier 3: All remaining sidewalks
- No Tier: No sidewalk



FLOOR PLAN
NTS



SECTION A-A
NTS

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE SIGNED CITY OF OAKLAND STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION IS AVAILABLE FOR PURCHASE FROM THE CONTRACT ADMINISTRATION DEPARTMENT.

CITY OF OAKLAND

DESIGN AND CONSTRUCTION SERVICES DEPARTMENT



**GUIDELINES FOR TEMPORARY
PEDESTRIAN WALKWAY CANOPY**

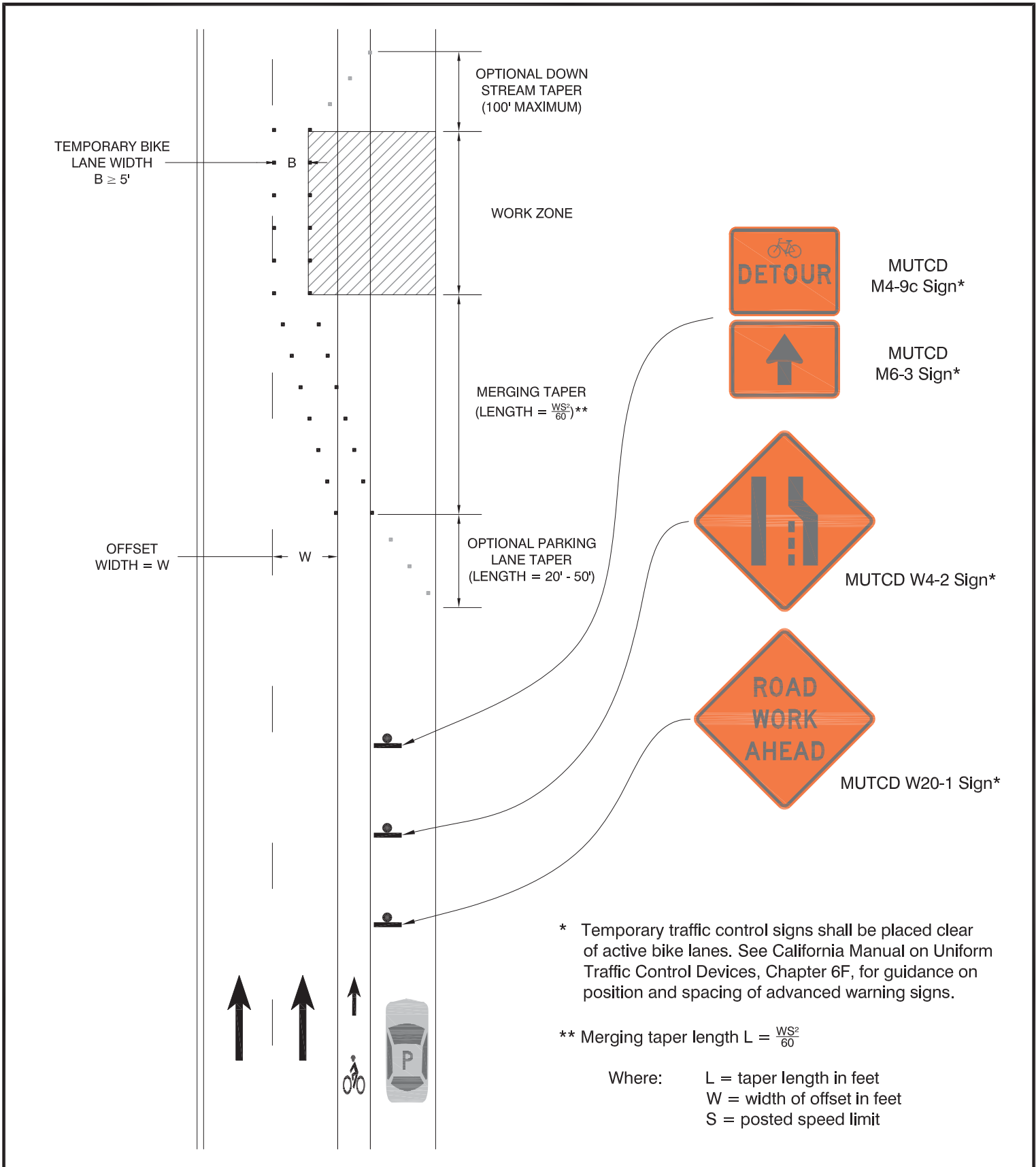
ENGINEERING DESIGN MANAGER

DATE: JANUARY 2002

REV. DATE: _____

DWG.

M-5



CITY OF OAKLAND

BUREAU OF ENGINEERING AND CONSTRUCTION
BICYCLE FACILITIES PROGRAM
250 FRANK H. OGAWA PLAZA, SUITE 4344 * OAKLAND CA, 94612
(510) 238-3466 * FAX (510) 238-7415

MULTI-LANE ROADWAY WITH TRAVEL LANE CLOSURE, TEMPORARY BIKE LANE, AND PARKING LANE CLOSURE

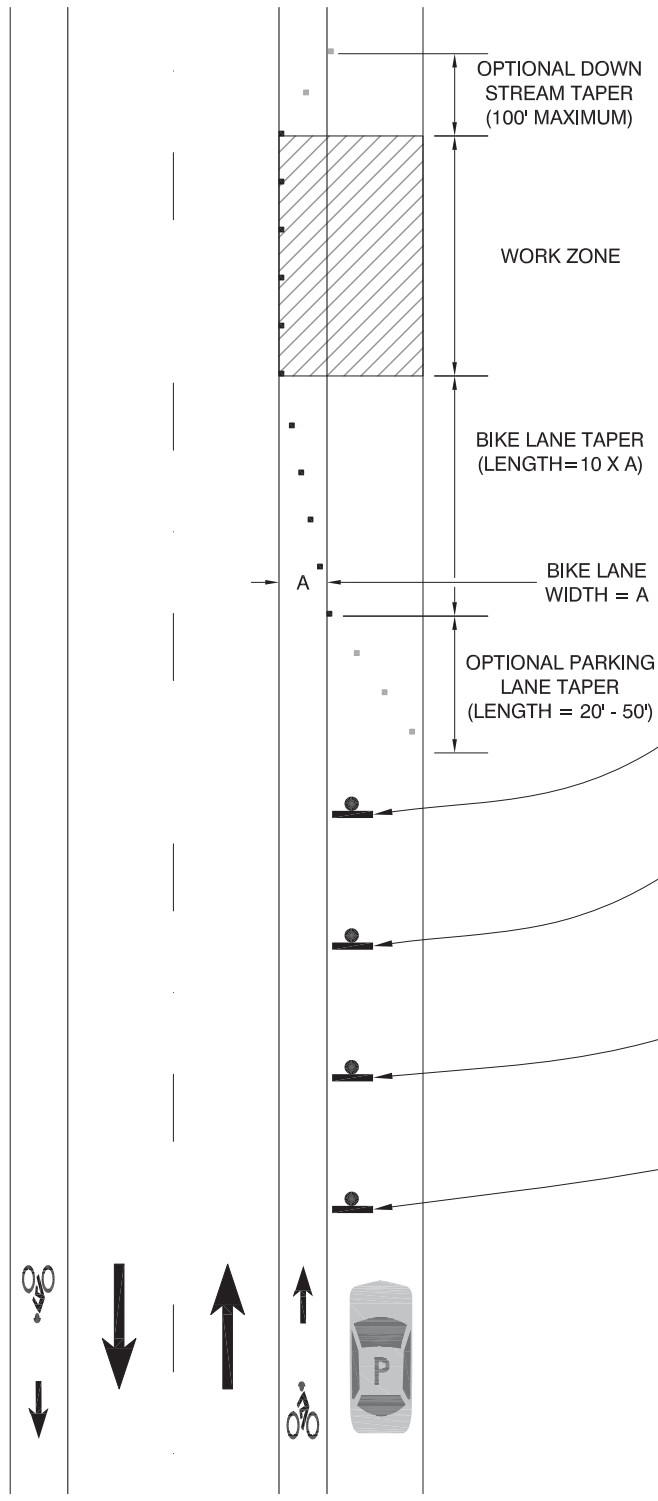
TEMPORARY TRAFFIC CONTROL DETAILS

SCALE: NOT TO SCALE

DWG. NO.

TTC-1

DATE: OCT 2016



MUTCD R4-11 Sign*
(Black on Orange)



Modified
MUTCD W20-5 Sign*



MUTCD C17(CA) Sign*



MUTCD W20-1 Sign*

* Temporary traffic control signs shall be placed clear of active bike lanes. See California Manual on Uniform Traffic Control Devices, Chapter 6F, for guidance on position and spacing of advanced warning signs.



CITY OF OAKLAND

BUREAU OF ENGINEERING AND CONSTRUCTION
BICYCLE FACILITIES PROGRAM
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(510) 238-3466 * FAX (510) 238-7415

SINGLE-LANE ROADWAY WITH BIKE LANE CLOSURE AND PARKING LANE CLOSURE

TEMPORARY TRAFFIC CONTROL DETAILS

SCALE: NOT TO
SCALE

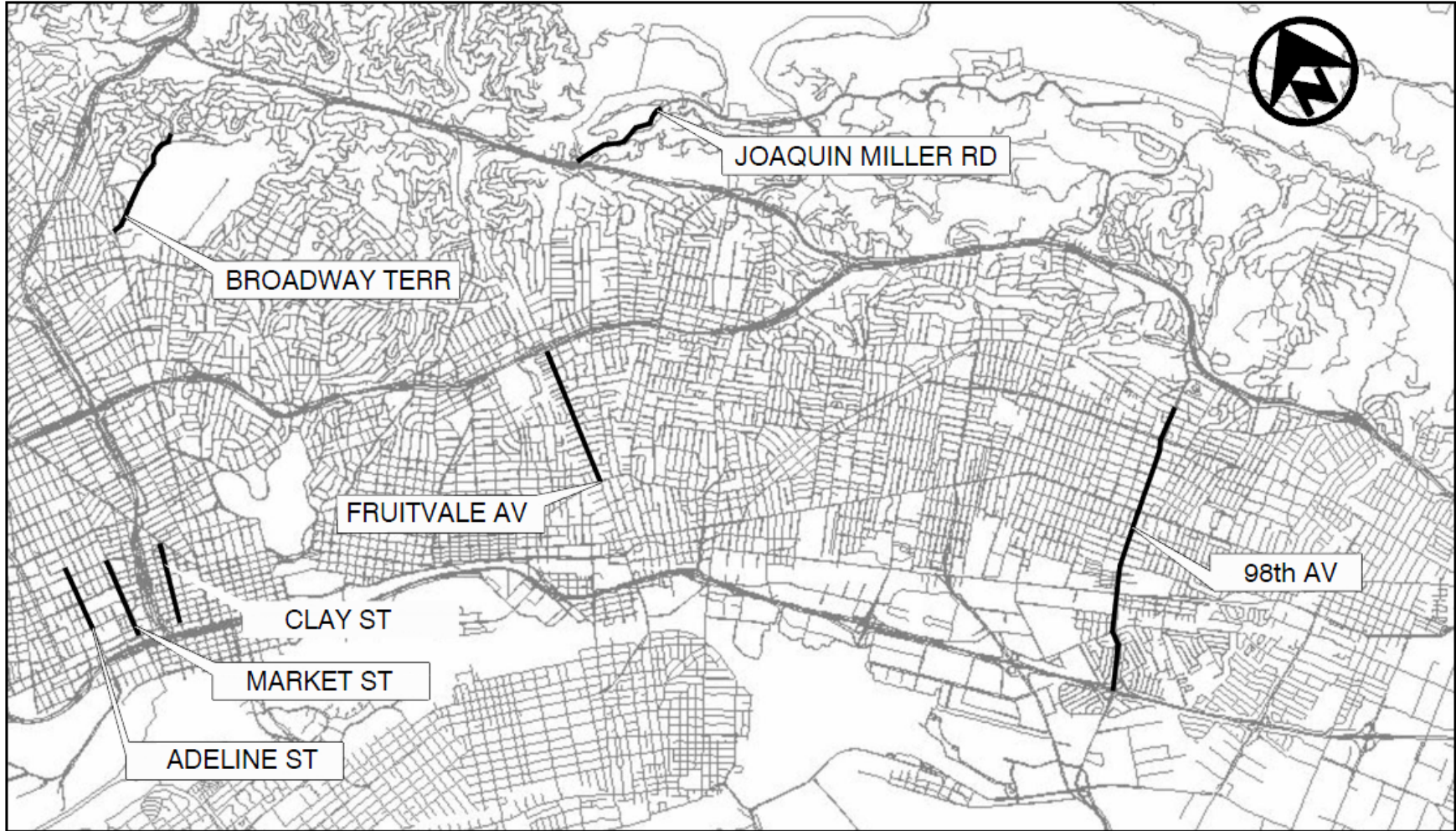
DWG. NO.

TTC-2

DATE: OCT 2016

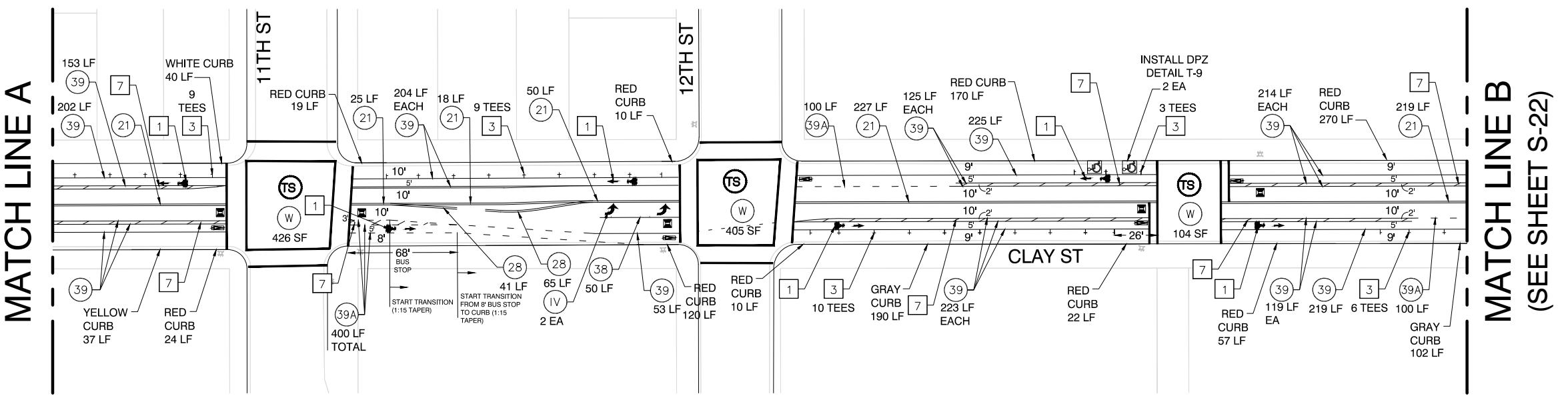
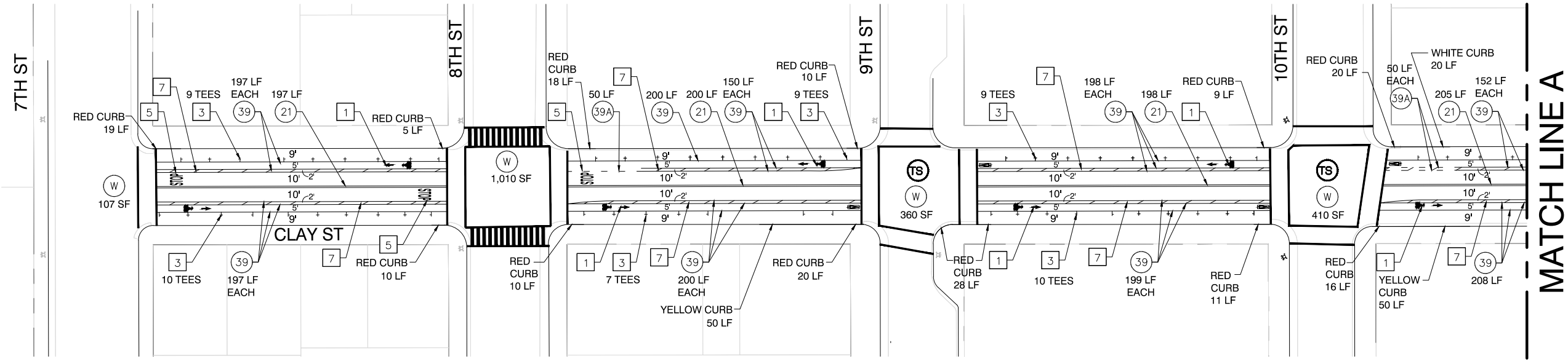
PLANS FOR THE CONSTRUCTION OF CITYWIDE
PREVENTIVE MAINTENANCE RESURFACING

FUNDED BY:
MEASURE BB
ALAMEDA COUNTY VEHICLE REGISTRATION FEE (VRF)
CITY PROJECT NO. C427720



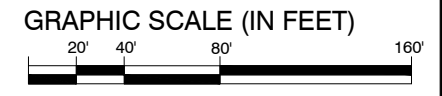


PROJECT TITLE



| LEGEND | | CONSTRUCTION NOTES | |
|--------|---|--------------------|---|
| # | STRIPING CONSTRUCTION NOTE NUMBER | 1 | BIKE LANE SYMBOL & ARROW Install bike lane symbol and bike lane arrow markings 20 feet after curb return (as measured from base of symbol) and/or as noted. Space symbol and arrow 6 feet apart. See Detail, Sheet D-06. |
| ⊙ | STRIPING DETAIL NUMBER PER CALTRANS STD PLANS (2015) Traffic lines as cardinal number Arrows as roman numeral | 2 | SHARROW Install first sharrow marking 20 feet after curb return or as noted. Install other sharrow markings as noted. See Detail, Sheet D-06. |
| Ⓣ | EXISTING TRAFFIC SIGNAL | 3 | PARKING TEE Install short stem toward curb, distance measured from center of cross. Spacing between tees to be determined by engineer. See Detail, Sheet D-06. |
| Ⓜ | CROSSWALK/LIMIT LINE (SOLID ONE FOOT WHITE LINE) | 4 | BIKE DETECTOR SYMBOL Install bike detector pavement marking 1 foot from limit line and centered in lane, or as noted. See Detail, Sheet D-06. |
| Ⓨ | CROSSWALK/LIMIT LINE (SOLID ONE FOOT YELLOW LINE) | 5 | WORD PAVEMENT MARKING Install pavement markings per Caltrans Standard Plans (2015) A24D and A24E. |
| ⊙ | FIRE HYDRANT | 6 | LADDER CROSSWALK Install 2 foot stripes spaced 2 feet apart, bounded by standard 1 foot crosswalk stripes, white unless otherwise noted. See Detail, Sheet D-06. |
| ⊙ | BLUE FIRE HYDRANT MARKER | 7 | WHITE BUFFER STRIPING Install 6 inch white striping every 15 feet at 45 degree angle, or as noted. |
| ETR | EXISTING TO REMAIN | 8 | YELLOW BUFFER STRIPING Install 6 inch yellow striping every 8 feet at 45 degree angle, or as noted. |
| LF | LINEAR FEET | 9 | GREEN THERMOPLASTIC MARKING Install green thermoplastic markings, dimensions noted on plans. |
| SF | SQUARE FEET | 10 | REMOVE EXISTING MARKING Grind out existing conflicting pavement marking. |
| CR | CURB RETURN | 11 | REMOVE EXISTING STRIPING Grind out existing conflicting traffic striping for entire block unless noted otherwise. |
| FC | FACE OF CURB | | |

DRAFT



CITY OF OAKLAND
BUREAU OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA, SUITE 4344 • OAKLAND, CA, 94612
(510) 238-3466 • FAX (510) 238-7415

FEHR PEERS
2201 Broadway Suite 400 Oakland, CA 94612
(510) 834-3200

PROFESSIONAL ENGINEER
PRELIMINARY
NOT FOR CONSTRUCTION
NO. 71946
EXP. 12/31/17
CIVIL
STATE OF CALIFORNIA

CLAY STREET
7TH STREET TO
12TH STREET

| | No. | DATE | BY | REFERENCE |
|-------------|-----|------|----|-----------|
| REVIEWED BY | JP | | | |
| DESIGNED BY | GR | | | |
| DRAWN BY | DD | | | |

STRIPING PLAN
S-21

PROJECT NO.
C427720

SCALE: 1"=40'

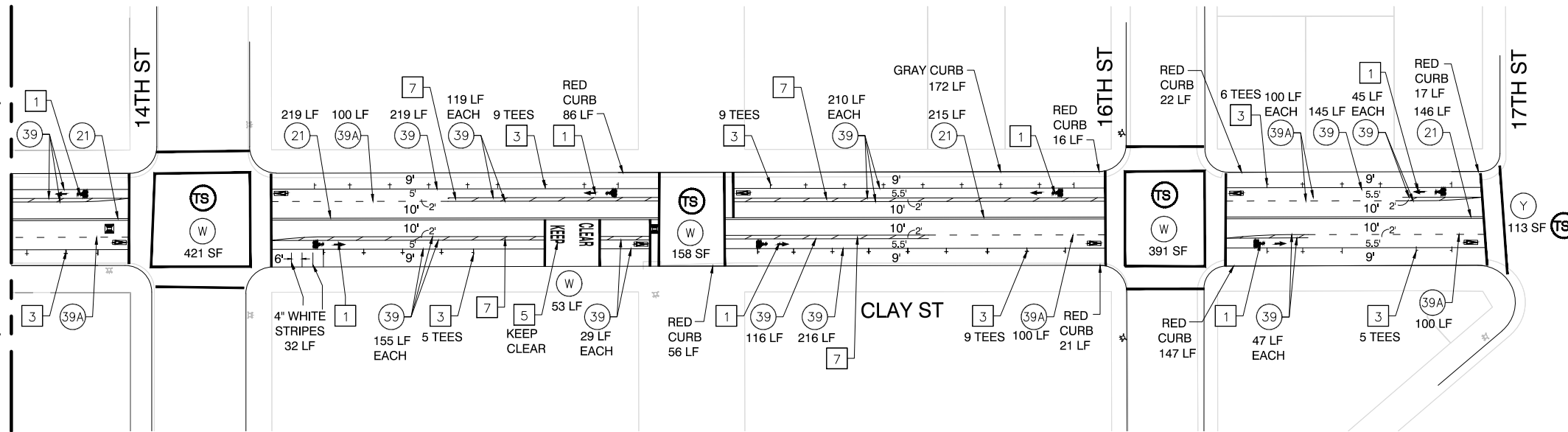
SHEET NO.
47 OF 48

DATE: 11/2/16

DRAWING NAME: W:\Wmcr\Oak\Draw\PROJECTS\Other_Office_Projects\OK15-0049.03_Bonded_Wear_Course_Striping_Plans\CAD\Final_Submittal\0049.03-Clay St.dwg
PLOTTED BY: gubendall



MATCH LINE B
(SEE SHEET S-21)



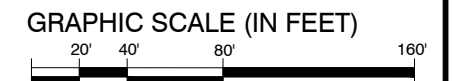
LEGEND

- # STRIPING CONSTRUCTION NOTE NUMBER
- ① STRIPING DETAIL NUMBER PER CALTRANS STD PLANS (2015)
Traffic lines as cardinal number
Arrows as roman numeral
- Ⓣ EXISTING TRAFFIC SIGNAL
- Ⓦ CROSSWALK/LIMIT LINE (SOLID ONE FOOT WHITE LINE)
- Ⓨ CROSSWALK/LIMIT LINE (SOLID ONE FOOT YELLOW LINE)
- 🔥 FIRE HYDRANT
- 🔵 BLUE FIRE HYDRANT MARKER
- ETR EXISTING TO REMAIN
- LF LINEAR FEET
- SF SQUARE FEET
- CR CURB RETURN
- FC FACE OF CURB

CONSTRUCTION NOTES

- 1 BIKE LANE SYMBOL & ARROW
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- 9 GREEN THERMOPLASTIC MARKING
Install green thermoplastic markings, dimensions noted on plans.
- 10 REMOVE EXISTING MARKING
Grind out existing conflicting pavement marking.
- 11 REMOVE EXISTING STRIPING
Grind out existing conflicting traffic striping for entire block unless noted otherwise.

DRAFT



CLAY STREET
12TH STREET TO
17TH STREET

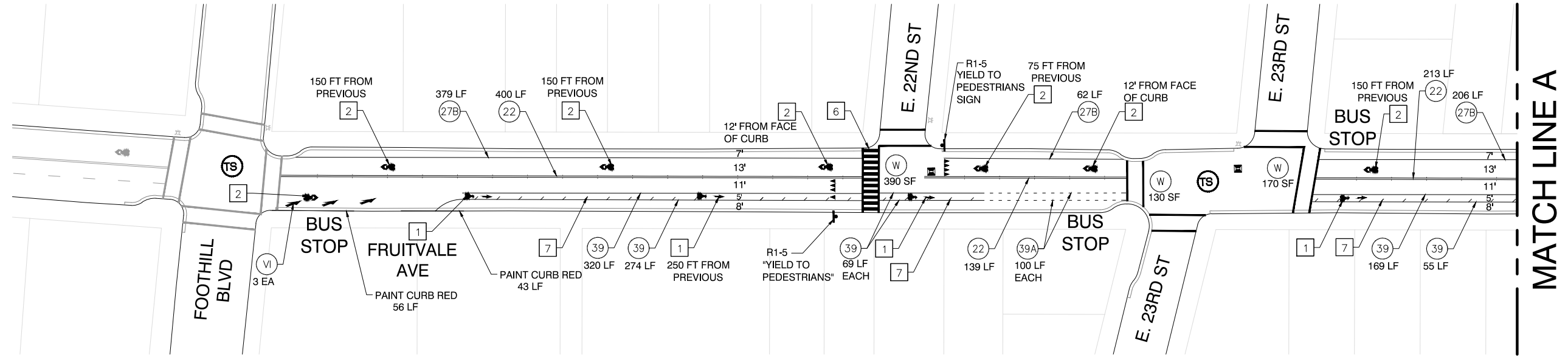
| | No. | DATE | BY | REFERENCE |
|-------------|-----|------|----|-----------|
| REVIEWED BY | JP | | | |
| DESIGNED BY | GR | | | |
| DRAWN BY | DD | | | |

STRIPING PLAN
S-22

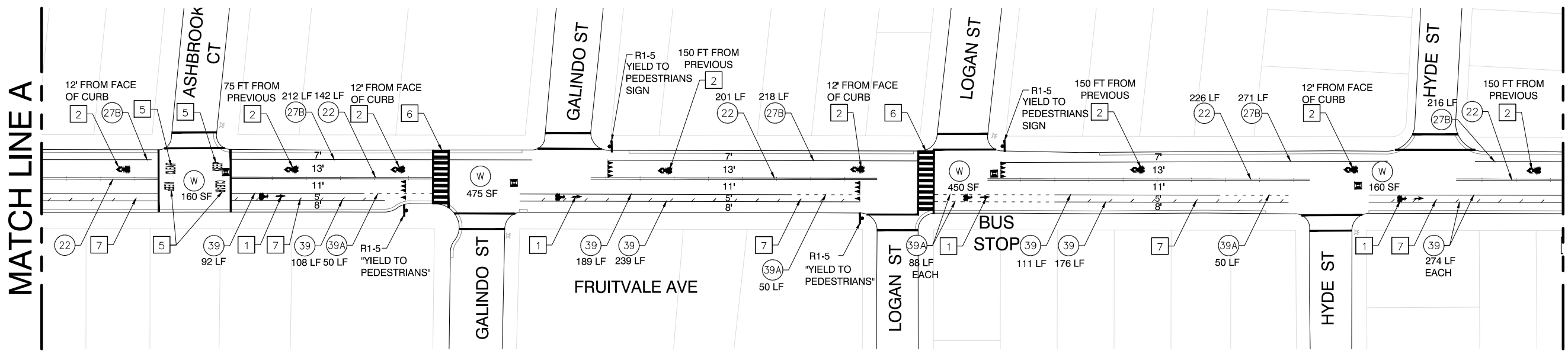
PROJECT NO.
C427720

SCALE: 1"=40'
DATE: 11/2/16
SHEET NO.
48 OF **48**

DRAWING NAME: W:\Wmnr_Creek\4 Drive\PROJECTS\Other_Office_Projects\OK\Process\OK15-0049.03_Bonded_Wear_Course_Striping_Plans\CAD\Final_Submittal\049.03-Clay St.dwg
PLOTTED BY: gubendall



MATCH LINE A

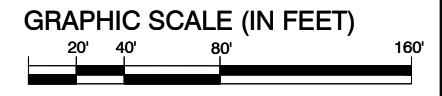


MATCH LINE A

MATCH LINE B
(SEE SHEET S-13)

| LEGEND | | CONSTRUCTION NOTES | |
|--------|---|--------------------|---|
| # | STRIPING CONSTRUCTION NOTE NUMBER | 1 | BIKE LANE SYMBOL & ARROW Install bike lane symbol and bike lane arrow markings 20 feet after curb return (as measured from base of symbol) and/or as noted. Space symbol and arrow 6 feet apart. See Detail, Sheet D-06. |
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| FC | FACE OF CURB | | |

DRAFT



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BUREAU OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA, SUITE 4344 • OAKLAND CA, 94612
(510) 238-3466 • FAX (510) 238-7415

FEHR PEERS
2201 Broadway Suite 400 Oakland, CA 94612 (510) 834-3200



FRUITVALE AVENUE
FOOTHILL BLVD TO HYDE STREET

| REVIEWED BY | No. | DATE | BY | REFERENCE |
|-------------|-----|------|----|-----------|
| JP | | | | |
| DESIGNED BY | | | | |
| GR | | | | |
| DRAWN BY | | | | |
| DD | | | | |

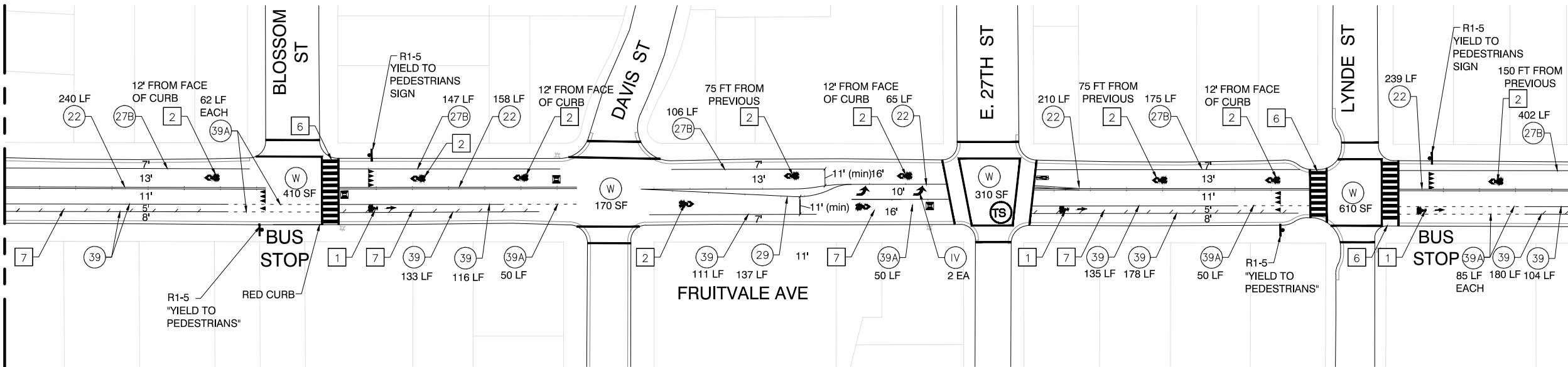
STRIPING PLAN
S-12

PROJECT NO.
C427720
SCALE: 1"=40'
SHEET NO.
38 OF **48**
DATE: 9/23/16

DRAWING NAME: \\W\m\creek\Drawn\PROJECTS\Other_Office_Projects\OK\Projects\OK15-0649.03_Bonded_Wear_Course_Striping_Plans\CAD\Final_Submittal\049.03-Fruitvale.dwg
PLOTTED BY: gundall

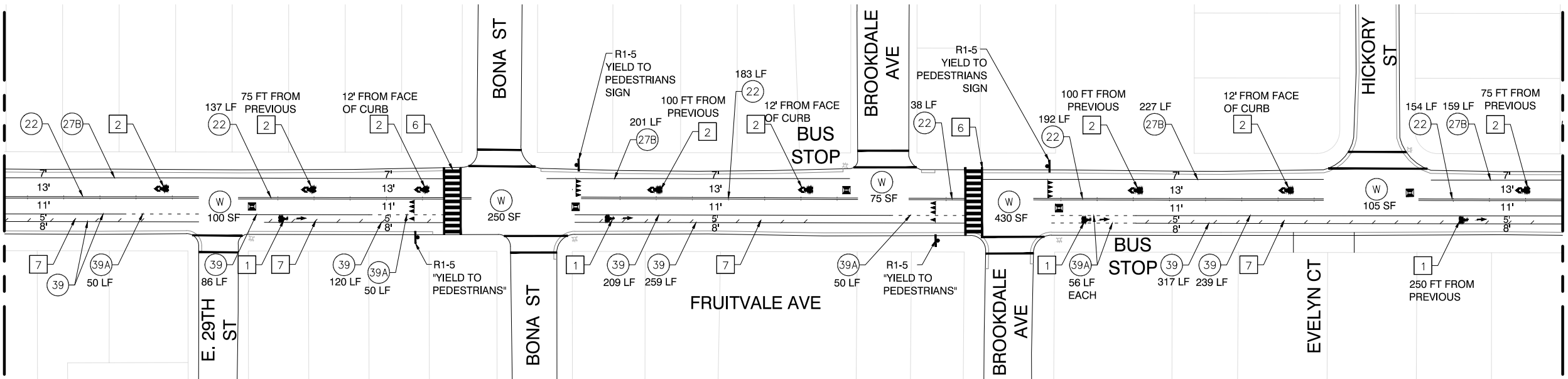


MATCH LINE B
(SEE SHEET S-12)



MATCH LINE C

MATCH LINE C
(SEE SHEET S-12)



MATCH LINE D
(SEE SHEET S-14)

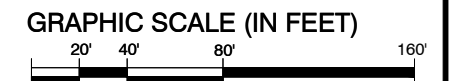
LEGEND

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- ① STRIPING DETAIL NUMBER PER CALTRANS STD PLANS (2015)
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- W CROSSWALK/LIMIT LINE (SOLID ONE FOOT WHITE LINE)
- Y CROSSWALK/LIMIT LINE (SOLID ONE FOOT YELLOW LINE)
- ⊙ FIRE HYDRANT
- BLUE FIRE HYDRANT MARKER
- ETR EXISTING TO REMAIN
- LF LINEAR FEET
- SF SQUARE FEET
- CR CURB RETURN
- FC FACE OF CURB

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FEHR PEERS
2201 Broadway Suite 400 Oakland, CA 94612 (510) 834-3200



FRUITVALE AVENUE
HYDE STREET TO HICKORY STREET

| REVIEWED BY | No. | DATE | BY | REFERENCE |
|-------------|-----|------|----|-----------|
| JP | | | | |
| DESIGNED BY | | | | |
| GR | | | | |
| DRAWN BY | | | | |
| DD | | | | |

STRIPING PLAN
S-13

PROJECT NO.
C427720

SCALE: 1"=40'
DATE: 9/23/16
SHEET NO.
39 OF **48**

1/19/17, BPAC Agenda, Item #9 Attachment

Three-month agenda look-ahead

- Draft Pedestrian Master Plan –request for special meeting in February (date TBD)
- BRT construction effects on bicyclists and pedestrians
- Bikeways 2.0 project update
- Bike to Work Day

Commissioner announcements

- Bike East Bay will be providing free valet bike parking at the Women's March in Oakland on Saturday, January 21, from around noon-3:30pm at Frank Ogawa Plaza (end of march destination). More details are online at <https://womensmarchbayarea.org/oakland-march/> (Commissioner Prinz)

Active BPAC Committees

| Committee | Date convened | Details | Commissioners / Other members |
|---------------------------------------|---------------|---|--------------------------------|
| Open Forum responses | 3/17/2016 | ongoing | Kidd, Tabata, others tbd |
| review OMC bicyclist-related sections | 1/21/2016 | changes to bicycle registration and licensing requirements pending approval by City Council in Dec 2016 | Wheeler (chair), Prinz, Tabata |
| draft strategic plan | 1/15/2015 | document adopted at December 2015 meeting pending resolution of final concerns presented by commissioners and staff | Kidd, Sahar Shirazi, others |