

BPAC Infrastructure Review Subcommittee: July 11, 2024 minutes

This meeting was held in-person at the Broadway Conference Room, 250 Frank Ogawa Plaza, Suite 4314, Oakland, CA 94612. [Original agenda page available here](#). Additional attendees, not committee members nor staff, also participated but are not noted here

Dianne Yee (BPAC Commissioner, Committee member)
Grey Gardner (BPAC Commissioner, Committee member)
Priyanka Altman (BPAC Commissioner, Committee member)
Robert Prinz (Committee co-chair)
Brendan Pittman (Committee member)

Colin Dentel-Post (Alameda CTC)
Matt Bomberg (Alameda CTC)
Jane Mei (Oakland DOT)
Jesse Boudart (Oakland DOT)
Pierre Gerard (Oakland DOT)

Acronyms:

- BPAC = Bicyclist and Pedestrian Advisory Commission, a city-appointed volunteer group that meets monthly to discuss and advise staff on bike/walk projects, policy, and funding
- DOT = Department of Transportation
- Alameda CTC = Alameda County Transportation Commission, a regional governmental agency focused on transportation planning and funding

3:30-3:45 pm Introductions and Updates on Previous Agenda Items

- Embarcadero West Rail Safety and Access Improvements (May 2, 2024) & TOWN for All, waterfront connection project (February 3, 2022) - [Community meeting next Thursday](#), July 17, 5-7:30pm at BLOC15 Event Venue, 252 2nd St, Oakland, CA 94607
- West Oakland Link (November 2, 2023) - Initial phase under construction now, W Grand from Mandela to Maritime - Protected intersection at Mandela and cycletrack on south side of W Grand to overpass bridge
- Oakland-Alameda Estuary Bridge Project (July 6, 2023) - [2 year estuary water shuttle pilot project](#) starting on Wednesday, July 17, with service 7am to 7pm

3:45-3:55 pm Public Comment

- none

3:55-4:40 pm West Oakland 14th Street Corridor Safety Project (Jesse Boudart & Jane Mei, Oakland DOT)

([presentation file here](#))

([Oakland DOT project page here](#))

([concept plan file here, May 2024](#))

Presentation:

- Focus on West Oakland, to somewhat connect to and continue the Downtown protected bikeway project currently under construction
- Project was funded 4 to 5 years ago as a state funded safety grant - Intent is to address vehicle speeding
- Project is on 14th St between 980 and Mandela Parkway - Original state funded project (HSIP = Highway Safety Improvement Program) is from Adeline to Mandela, including signal adjustments, flashing beacons (aka RRFBs = Rapid Rectangular Flashing Beacons) and road geometry changes
- Overlaps with AC Transit lines 14 and 36 - Another project in the vicinity is also adding floating bus stops with bike channels
- Fatal crash at 14th/Poplar in August 22
- Speeding is enabled due to 4 car lane configuration
- Typical lane capacity is 850 vehicles per hour, so 14th Street should be able to handle existing car traffic with just two travel lanes
- Concept includes mountable concrete curbs at select locations around intersections, which have been approved by the fire department
 - Larger version is 10 feet long and 2 feet wide, 6 inches high
 - Smaller version is 5 feet long and 1 foot wide, 3 inches high
- Staff considered a shared bike/bus lane around 16 feet wide, but it would be very difficult to keep drivers out of those spaces
- 14th/Mandela intersection
 - Including protected left turn lanes from 14th to Mandela in each direction
 - Curbside protected bike lanes through the intersection past the Mandela median
 - Not much curb work is included in this project for cost reasons, beyond the existing protected intersection and bus island features
 - The right turn from westbound 14th to northbound Mandela is highly used by drivers
- 14th/Adeline intersection
 - Protected intersection included at this location
 - Drainage update to move drainage grates away from the protected intersection, to reduce flooding in the bikeway channels
 - Lots of unused space at this intersection - Landscaping included on some of the new islands
 - May try out small bike signals on the near side of the intersection - Will have leading bike and pedestrian phases
- 14th/Filbert intersection
 - New crosswalk location where “goat path” informal crossing through the median is currently, along with a floating bus island to help serve as a sidewalk bulb out

Discussion:

- Larger mountable concrete curbs will be at intersections, but will smaller ones be used elsewhere?
 - No, away from intersections no mountable curbs will be used - Mostly for cost reasons, both materials and labor
- Are these the first such treatments OakDOT is using?
 - Yes these are the first, though similar materials have already been used at corners on Telegraph Ave
- What is an average per unit cost for the mountable concrete curbs? What about flex posts?
 - Around \$2k per unit for mountable concrete curbs - About \$300-500 for plastic curb-mounted flex posts
- Think about how these will remain visible with wear and maintenance? Think about a combination of curbs and delineators - Seconded and thirded by other commenters - Bike riders have crashed on the mountable curbs on Telegraph when they were covered by leaves, so a more vertical element
- Would street sweeping be affected by the mountable curbs?
 - No, street sweepers would still be able to along the curb
- Opportunity to bend bike lane toward the curb at intersections in order to make the median more substantial
 - Concrete gutter here is pretty wide, about 6 feet, which isn't great to bike in - Bike riders may prefer to continue straight at minor intersections, but some of the major intersections are getting protected intersections and other treatments
- Opportunity for before/after speed surveys to understand the impact
 - Great idea, staff will look into it
- Slow Streets essential places implemented a short road diet around the middle school
- Would red curbs be added next to the mountable curbs, or would drivers be expected to travel over the curbs to reach parking - If there are long areas with no parking then the bike lane + parking aisle might be used by people to drive/speed in
 - 20 feet ahead of intersections will be red curbed - in other places no, drivers will likely go over the curbs to reach a curbside parking spot
- Is there standard signage for crosswalk flashing beacons
 - No standard signage is available yet
- 14th/Mandela intersection
 - Interest in adding protected intersections and removing westbound right turn lane merge across the bike lane
 - Budget limitations restrict these opportunities, but it's worth looking into for a future add on especially in conjunction with a road diet on Mandela which would open up more space for protected corners
 - Opportunity for 2-stage turn boxes for bike left turns from Mandela to 14th St
 - Staff will look into it
- 14th/Adeline intersection
 - Will no right on red prohibitions be added? "Right turn yield to bike/ped" signs?
 - Yes there will be right turn prohibitions. Will look into
 - For slower pedestrian traffic, will there be a median refuge island
 - No, but the overall crossing distance will be reduced
 - How long are the bus stop islands
 - All are 40 feet long, and 10 feet wide (above the 8 foot minimum)
 - Is staff in communication with the corner store owners at the north-east corner about loading activities - Could try a parking protected bike lane in advance in order to help prevent bikeway blockages

- Due to space constraints some loading zones are proposed within the bikeway - In these cases bike riders can either merge into the bus lane or ramp up onto the sidewalk to walk their bike
 - Interested in looking into metered loading zones to discourage overstays and make enforcement easier
- Paratransit loading zone design along the bikeway, cut outs and rolled curbs are being provided to enable the drivers to access the curb
 - Paratransit drivers are not allowed to use AC Transit bus stops, because vehicle dwell times and loading can take a while
 - Paratransit drivers are not allowed to park around the corner from their destination, as they sometimes need to escort their riders to the door and are required to keep their vehicle within line of sight
- Both local and rapid bus stops will be consolidated due to the more significant stop infrastructure included in this project
- Additional comments are provided by committee member Brendan Pittman via [markups on the plan files here](#)

Discussion:

- Would like to see pedestrian signal buttons relocated to make them easier to access - Or remove the need to push a walk signal button
 - Opportunity for corridor-wide signal policy including shorter wait times for crossings (45 seconds or less), rest-in-walk signals for San Pablo, “hot” walk signals and leading pedestrian phases for crossings of San Pablo Ave - Also enabling bike traffic to activate leading pedestrian intervals

5:15-5:30 pm, Future Agenda Item Suggestions

- Previously proposed agenda items including Major Projects Division bikeway gap analysis, bikeway marking design guidelines, and curbside painted buffer to physically separated bikeway upgrades analysis will all be considered for future meetings