



Bicycle and Pedestrian Advisory Committee, Monthly Meeting
Thursday, May 20, 2010, 5:30-7:30 p.m.
Oakland City Hall, 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 (consent item) (5 minutes) Vote on motion to adopt April meeting minutes.	A
5:40	3	Park Blvd path design alternatives <i>Attachment</i> (30 minutes)—Jason Patton will describe design alternatives for a proposed path on the east (uphill) side of Park Blvd, along Dimond Canyon, from Leimert Blvd to Mountain Blvd.	A
6:10	4	In-street bike parking: survey of other cities (LINK) and next steps for Oakland pilot project (30 minutes)—Jennifer Stanley will summarize other cities in-street bike parking designs and policies, describe Oakland's draft policies and pilot project, and take recommendations for pilot installation locations.	A
6:40	5	Bicycle detection at actuated traffic signals <i>Attachment</i> (20 minutes)—Jason Patton will describe how video cameras are being installed to improve bicyclist detection at Oakland's actuated traffic signals. He will explain new design guidance for pavement markings to indicate those locations (while maximizing safe roadway positioning); and share a preliminary plan to prioritize new video camera locations (to be funded by a TDA Article 3 grant).	I
7:00	6	Bike to Work Day report back (10 minutes)—Jennifer Stanley will share the numbers (and unquantifiables) from Oakland's 17 th Annual Bike to Work Day, and take suggestions for next year's event.	A
7:10	7	BPAC Chair's annual report (10 minutes)—BPAC Chair, Jonathan Bair, will discuss his report on BPAC activities over the last year.	I
7:20	8	Announcements, suggestions for next meeting topics (10 minutes)	A

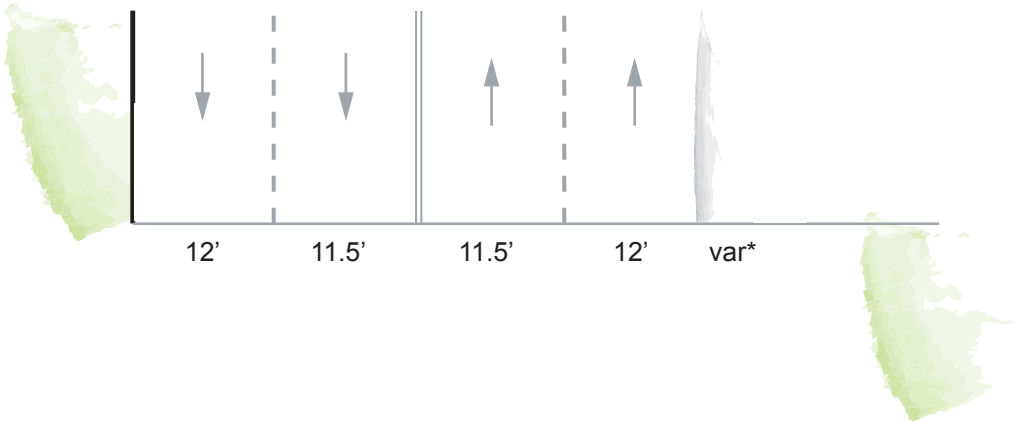
*** Topic Types:**

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

Park Blvd Path, Existing and Alternative Cross Sections

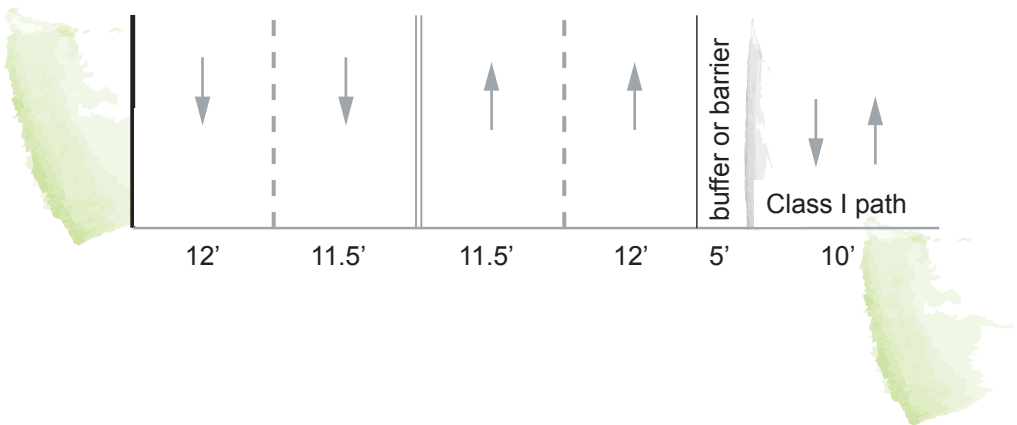
Existing

Total roadway width (from aerials): 47'-48'
plus 10' sidewalk on bridges



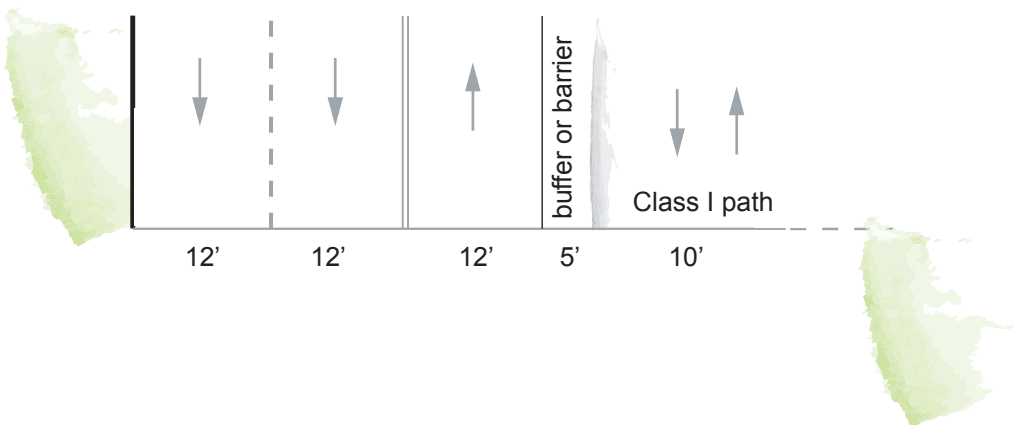
Alternative #1

Total cross-section width: 62'
• no change in roadway width
• buffer may be replaced with vertical barrier



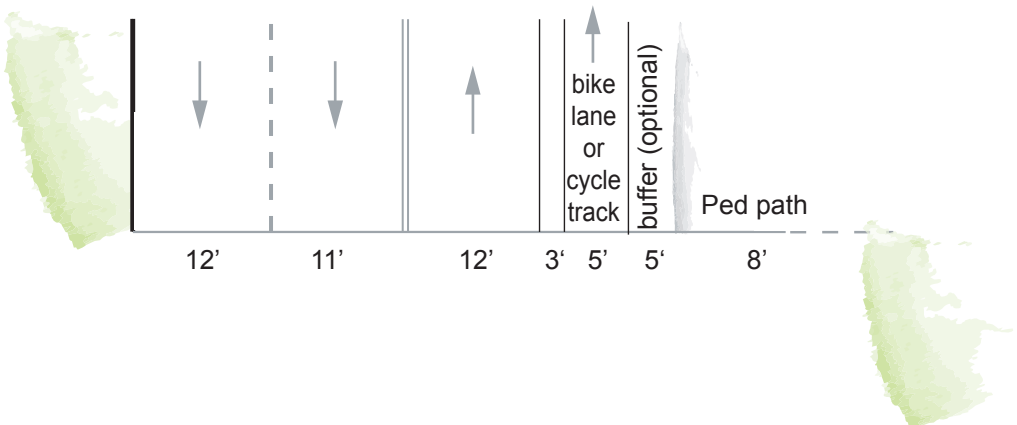
Alternative #2

Total cross-section width: 51'
• decreases roadway width by 11'



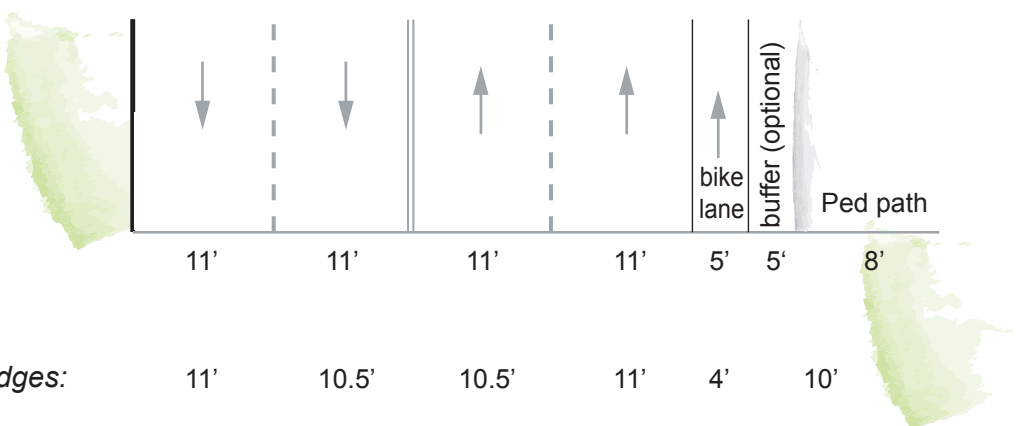
Alternative #3

Total cross-section width: 51'
• decreases roadway width by 4'
• decreases path width by 2'
• 5' buffer is optional



Alternative #4

Total cross-section width: 57'
• increases roadway width by 2'
• decreases path width by 2'
• 5' buffer is optional

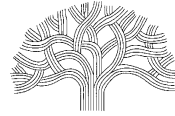


On bridges:

11' 10.5' 10.5' 11' 4' 10'

City of Oakland

Community & Economic
Development Agency (CEDA)
Department of Engineering and Construction
Transportation Services Division



Memorandum

To: TSD Engineering Staff
From: Wladimir Wlassowsky
Date: DRAFT – May 11, 2010
Re: Supplemental Design Guidance – Bicyclist Detection at Traffic-actuated Signals

This memorandum provides engineering and design guidance on detecting bicyclists at actuated traffic signals in Oakland. It supplements the guidance in Caltrans Policy Directive 09-06 (attached) which describes how all new or retrofitted traffic signals with actuation shall detect bicycles and motorcycles (effective September 10, 2009). The Caltrans guidance updates California MUTCD Sections 4A.02, 4D.105 (CA), and Figure 4D-111 (CA) and adds Table 4D-109 (CA). This memorandum also responds to the City of Oakland's Bicycle Master Plan Action 1B.2 – Traffic Signals: "Include bicycle-sensitive detectors, bicycle detector pavement markings, and adequate yellow time for cyclists with all new traffic signals and in the modernization of all existing signals" (p. 56). This supplemental design guidance provides City of Oakland standards and guidance for the use of detection zones, bicycle detector symbols, and bicyclist pushbuttons.

CA MUTCD Option: The detection zone in a bike lane may be narrower than 6 ft. See Figure 4D-111 (CA).

Oakland Standard:

- **The detection zone in a bike lane shall be the width of the bike lane.**

CA MUTCD Option: A Bicycle Detector Symbol may be used. See Sections 9B.12 and 9C.05.

Oakland Standards:

- **The bicycle detector symbol shall only be used at all actuated traffic signals that are capable of detecting bicycles.**
- **A bicycle detector symbol shall be installed on each actuated approach in the right-most lane serving the bicyclist's destination, including left turn lanes and through lanes or bike lanes.**

- The bicycle detector symbol shall be installed with the leading edge of the marking located one foot behind the Limit Line (or crosswalk) (see attached Detail).
- The bicycle detector symbol shall be centered either in a normal width travel lane or, if the travel lane is more than 12ft wide, centered 6 ft from the left lane line. For bike lanes, the bicycle detector symbol shall be centered 2 ft from the left bike lane line (Detail 39/39A).

Oakland Guidance:

- The R10-22 sign (“To request green wait on bicycle detector symbol”) should not be used unless engineering judgment determines that the bicycle detector symbol by itself provides insufficient guidance.

CA MUTCD Option: A bicyclist pushbutton may be used to supplement the required limit line detection.

Oakland Standard:

- A bicyclist pushbutton shall not be used to supplement the required limit line detection.

Attachments

- Caltrans Policy Directive 09-06
- City of Oakland Bicycle Detector Symbol Detail