

**Minutes – August 20, 2009 Meeting of the  
Oakland Bicycle and Pedestrian Advisory Committee  
City Hall Hearing Room 4, 5:30pm – 7:30pm  
Thursday, 20-August-09**

Attendees:

Brian Toy, Chris Kattenberg, Dave Campbell, Doug Johnson, Fred McWilliams, Jonathan Bair, Josh Peterman (Kaiser/Fehr & Peers), Judy De Vries (Kaiser), Karen Smulevitz, Midori Tabata, Norm McAllister, Patrick Camalio, Robert Raburn, Zach Seal

Staff: Jason Patton, Jennifer Stanley, Stacey Perry

<b>AGENDA ITEM</b>	<b>DISCUSSION</b>
<b>1. Introductions, Appointments of Note Taker</b>	
<b>2. Approval of Meeting Minutes</b>	Approval of the July meeting minutes was deferred until September.
<b>3. Doug Johnson spoke about the German Marshall Fund Delegate Visit to Oakland</b>	The German Marshall Fund is a grant from the German government to foster exchange of ideas. Doug discussed the need for fund raising for the visitors from Europe and the series of meetings and events. The visit by the delegation is an opportunity to reach out and broaden discussion. A media plan is being developed. More information will be available in September and Doug can be contacted directly for more information.
<b>4. Kaiser Hospital – MacArthur Blvd Median Ped/Bike Access</b>	Josh Peterman, an engineer with Fehr & Peers representing Kaiser Hospital, presented the draft design creating an accessible pedestrian-only opening in the median across from Shafter Avenue. There was discussion and comments from the Committee regarding bulb outs, truck staging for the current construction project, and the proposed bike lanes on MacArthur Blvd, a City project which may add a bike opening to the median.
<b>5. Oakland Police Department Bike/Ped Safety and Bicyclist Enforcement</b>	Stacey Perry, OPD Traffic Safety Supervisor, informed the Committee of the 250 helmets and 100 light sets distributed; planned educational objectives and classes (on maintenance, safety); and bike safety seats. The committee offered comments on dealing with non-helmet

<b>Priorities/Initiatives</b>	use; safety classes; and stop sign running. Jason Patton suggested that OPD consider prioritizing enforcement to acknowledge the relative danger of stop sign running in residential areas (low) vs. the danger of red light running by bicyclists and motorists, and motorist speeding.
<b>6. New Bikeways</b>	<p>Jennifer and Jason discussed the recently installed bikeways on :</p> <ul style="list-style-type: none"> <li>• 5<sup>th</sup> Avenue, E. 10<sup>th</sup> Street to Embarcadero</li> <li>• 14<sup>th</sup> Street, Wood Street to Mandela Parkway (E)</li> <li>• 55<sup>th</sup> Street, Adeline Street to Telegraph Avenue</li> <li>• Oak Street/Lakeside Drive, 13<sup>th</sup> Street to 19<sup>th</sup> Street</li> <li>• Oakland Avenue, Orange Street to Santa Clara Avenue</li> </ul> <p>Handout provided (attached to minutes).</p> <p>Jason is working to fix issues with bike lanes such as those on Oak Street just past the new restaurant. Lakeshore.</p>
<b>7. Announcements, suggestions for next meeting topics</b>	<p>Agenda topic suggestions:</p> <ul style="list-style-type: none"> <li>• Installation of left turn pockets and their impact on bikeways in the bike plan</li> <li>• Progress of Fruitvale Alive</li> <li>• Bicycle access on Alameda side of Fruitvale Bridge</li> </ul> <p>Jason suggested that BPAC contact project managers for projects they want to see on agenda</p> <p>Announcements:</p> <p>Kidical Mass family friendly bike ride this Saturday from Frog Park in Berkeley to Lakeside Park in Oakland.</p>

Meeting adjourned at 7:30 pm

**Pedestrian / Bicycle Facilities on W. MacArthur Blvd**  
**City of Oakland BPAC Meeting**  
**August 20, 2009**



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# Outline

- History
- Analysis
- Recommendations
- Initial Design
- Ultimate Design
- Future Improvements
- Questions



## History

- Condition of Approval of Phase I Hospital Improvements included the following:

*“Subject to City review and approval, public improvements to be provided as part of Phase 1 shall include the extension of the existing median on MacArthur Boulevard at the intersections with Shafter Avenue and Manila Avenue to eliminate left turns to and from these roadways”*

- Objective was to eliminate cut-through traffic in the neighborhood
- Unintended consequence of obstructing access for pedestrians and cyclists



## Analysis

- Kaiser goal: Regain access for users in a safe and convenient manner
- Putting it back the way it was is not an option
- Kaiser design team objective: Work with the City to achieve a crossing design that achieves the objective, meets the City's needs, is quickly buildable, and fiscally responsible.
- Design of crossing treatments involves three questions:
  - Should a crossing be designed at all
  - Where should it go
  - What treatments should be included.

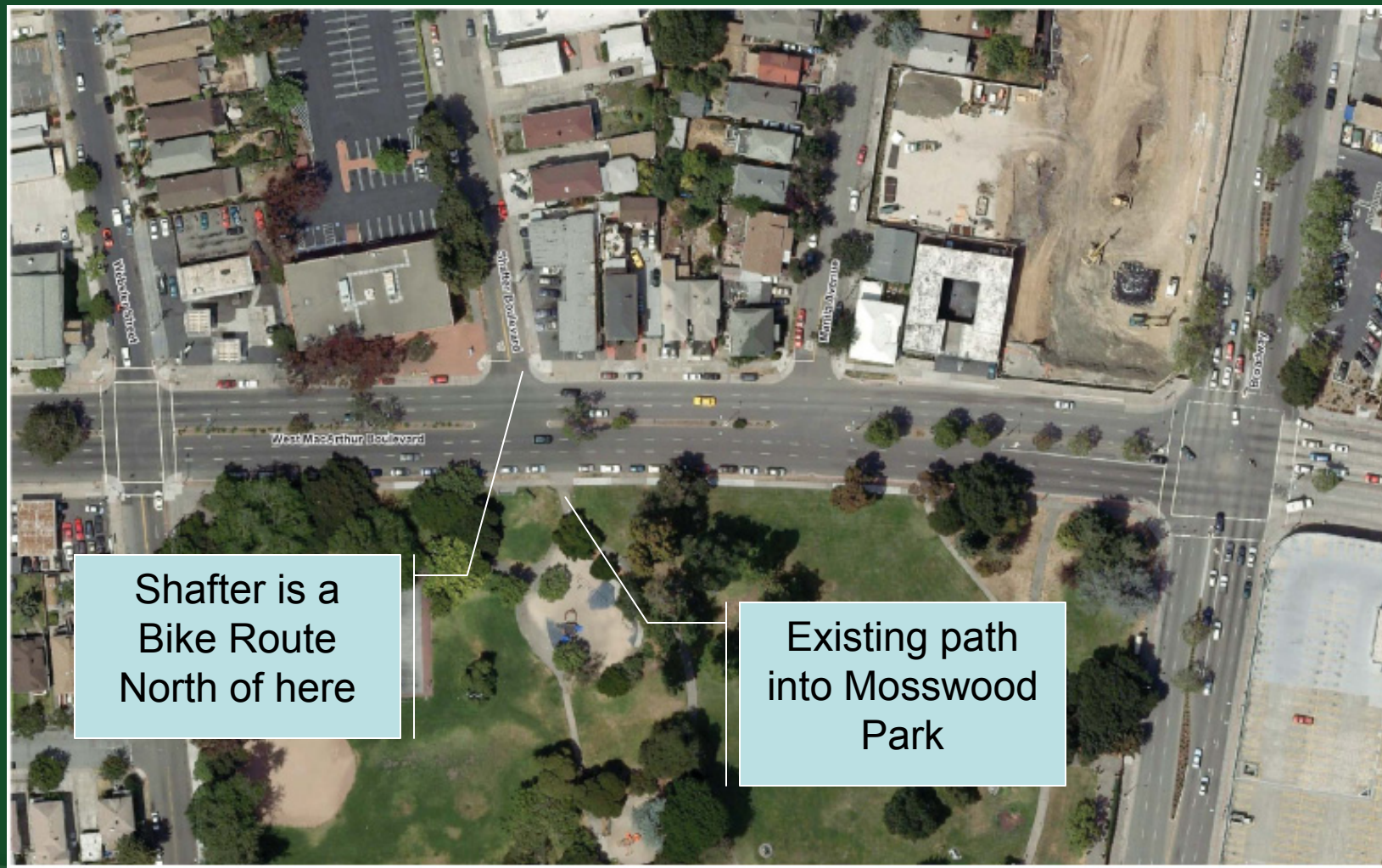


## Analysis – Should a crossing be designed at all?

- Hospital, park and residential area = potentially significant pedestrian demand
- Other crossings are hundreds of feet away
- It is expected that pedestrians will want to cross either at Manila or Shafter (as is legally allowed) so the crossing should be investigated
- Pedestrian amenities are always recommended (e.g. curb extensions, median refuge) but at this location, pedestrian demand is likely to be sufficient to warrant additional traffic control device(s)



## Analysis – Where should it go?



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Location is near an existing or proposed park, school, hospital or other major pedestrian generator/ attractor

FIELD	CATEGORY	INPUT	UNITS
1	Speed Limit	35	mph
2	Peak Hour Pedestrian Volume	20	ped/h
3	Major Road Peak Hour Volume (Total)	1500	veh/h
4	Major Road Peak Hour Volume Direction 1	700	veh/h
5	Major Road Peak Hour Volume Direction 2	800	veh/h
6	Average Pedestrian Walking Speed	3.5	ft/s
7	15th Percentile Crossing Speed	3	ft/s
8	Pedestrian start-up time and end clearance time*	3	s
9	Pedestrian Crossing Distance (curb to curb)	86	ft
10	First Half Crossing Distance	38	ft
11	Second Half Crossing Distance	38	ft
12	Number of Lanes (total both directions)	6	Lanes
13	Expected Motorist Compliance	Moderate	
14	Is frequent at-grade transit present?	No	
15	Are bicycle lanes present?	No	
16	Is there heavy bicycle traffic?	No	
17	Is there a clear major and minor road?	Yes	
18	Is this a midblock location or off-set intersection?	No	
19	Is there heavy truck traffic?	No	
20	Does existing infrastructure limit potential treatments?	No	
21	Is there on-street parking at the location?	Yes	
22	Is the location in a downtown area?	No	
23	Is a median refuge island present?	No	
24	Is there sufficient width to accommodate a median?	Yes	
25	Actual Total Pedestrian Delay		s

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#### OUTPUTS

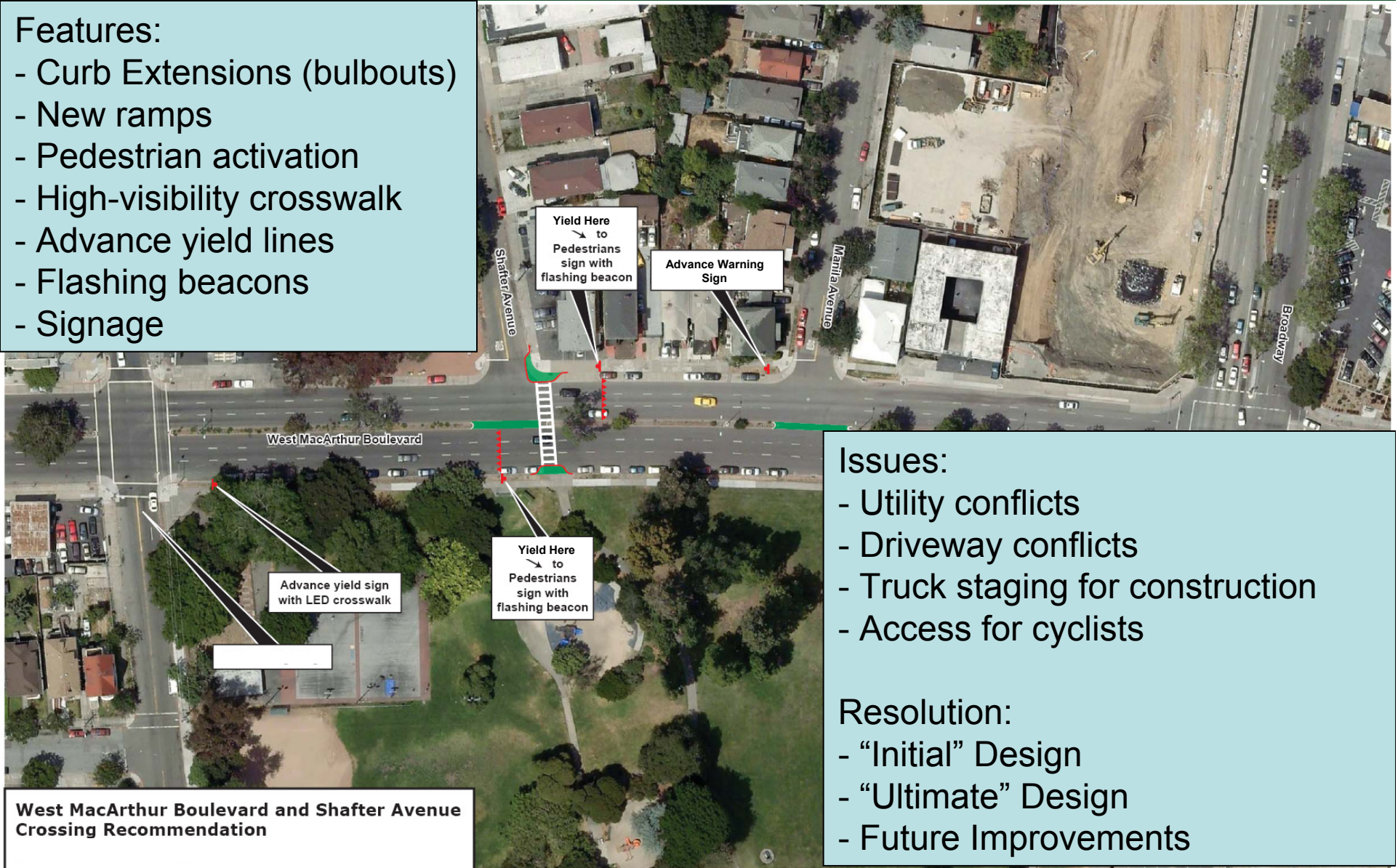
Signalized Crossing or Unsignalized Crossing?	Unsignalized Crossing
Pedestrian LOS	F
Candidate Pedestrian Treatment Identified:	Hawk*
Candidate for Median Refuge Island?	YES
Candidate for Road Diet?	YES
Other Treatments for Consideration**:	Hawk*, Stutter Flash*
Paired Treatments for Consideration	Curb Extensions, Bus Bulb, Rectangular Crosswalk

Adapted from the City of [illegible] Installation Guidelines, [illegible]

# Recommendations

## Features:

- Curb Extensions (bulbouts)
- New ramps
- Pedestrian activation
- High-visibility crosswalk
- Advance yield lines
- Flashing beacons
- Signage



## Issues:

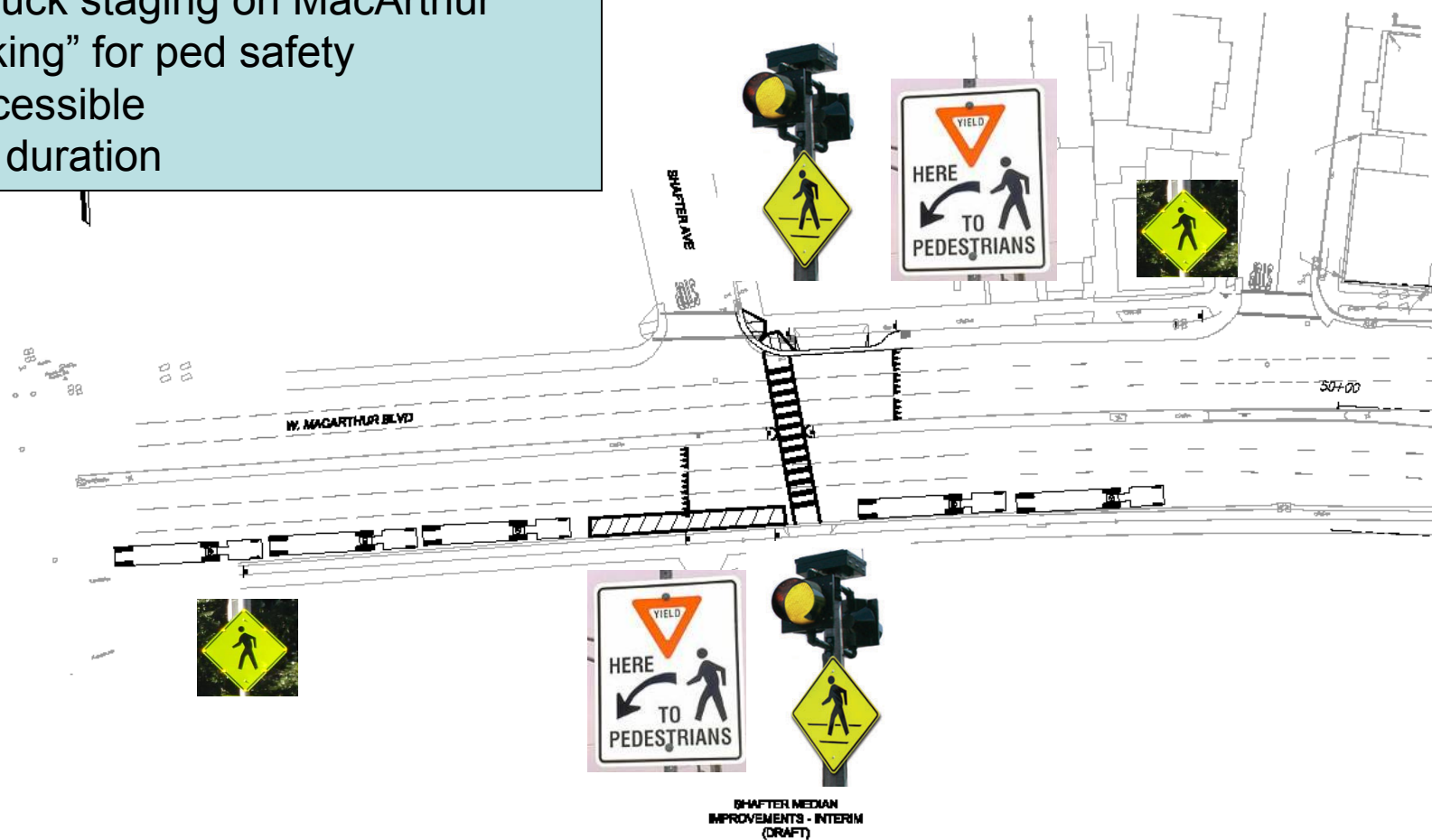
- Utility conflicts
- Driveway conflicts
- Truck staging for construction
- Access for cyclists

## Resolution:

- "Initial" Design
- "Ultimate" Design
- Future Improvements

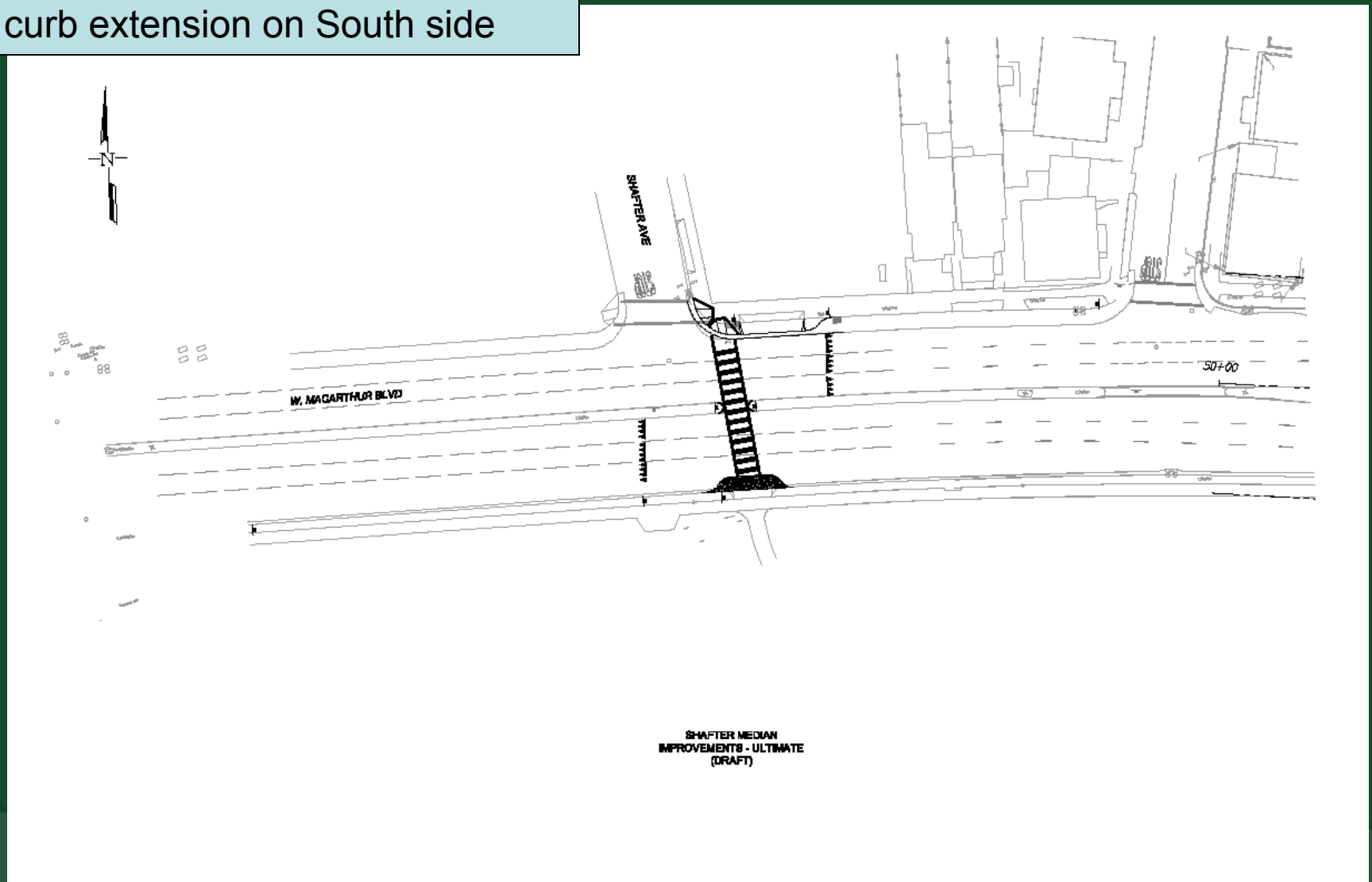
## “Initial” Design

- Allows truck staging on MacArthur
- “No Parking” for ped safety
- ADA Accessible
- 3 to 4 yr duration



## “Ultimate” Design

- Adds curb extension on South side



# Questions and Comments

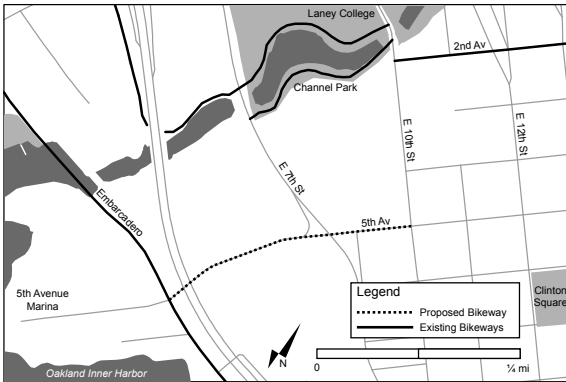


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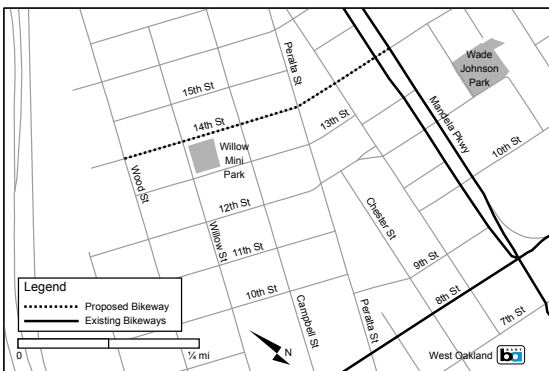


Handout, Oakland Bicycle & Pedestrian Advisory Committee, August 20, 2009  
Five new bikeways installed July-August 2009

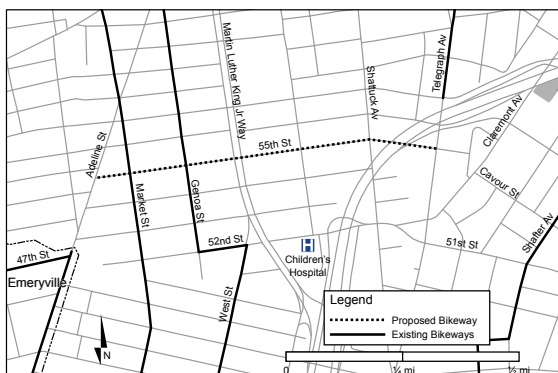
**5th Ave, E10th St-Embarcadero (0.3 miles, bike lanes)**



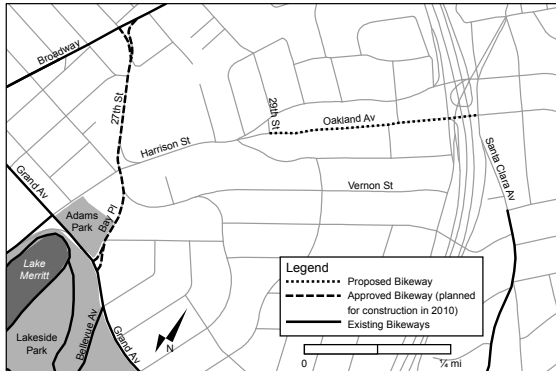
**14th St, Wood St-Mandela Pkwy (0.4 miles, bike lanes with sharrow transition at Mandela, WB)**



**55th St, Adeline St-Telegraph Ave (0.6 miles, bike lanes; 0.1 miles, sharrows)**



**Oakland Ave, Orange/Harrison-Santa Clara Ave (0.4 miles, bike lanes, ~ 200' sharrow section under I-580)**



**Oak St/Lakeside Dr, 13th St-19th St/Madison St (0.4 miles bike lanes)**

