

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4344 . OAKLAND . CALIFORNIA . 94612
Public Works Agency TEL: (510) 238-3466
Transportation & Infrastructure Planning & Programming FAX: (510) 238-7415

Bicycle and Pedestrian Advisory Committee, Monthly Meeting
Thursday, September 20, 2012; 5:30-7:30 pm
Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka 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 (5 minutes)—Seek motion to adopt the July and August meeting minutes.	A
5:40	3	Shattuck/52nd St intersection redesign review (20 minutes)—Staff from the Transportation Services Division will share the redesign of the Shattuck Ave/52 nd St intersection.	A
6:00	4	Bicycle Master Plan reaffirmation (35 minutes)—Staff will describe the upcoming City Council staff report to reaffirm the 2007 Bicycle Master Plan (a requirement for State Bicycle Transportation Account grant funding eligibility) and take input on report components and desired outcomes.	A
6:35	5	Bicycle Community / Public Works Agency Pavement Meeting Attachment (15 minutes) —Midori Tabata and Jason Patton will provide a report back on the 23-Aug-2012 meeting between Public Works staff and members of the bicycle community regarding the state of Oakland's pavement.	I
6:50	6	14th St Bikeway design concepts review Attachment (30 minutes)—Staff will present preliminary ideas on the design for the 14 th Street Bikeway Project, Brush St to Oak St/Lakeside Dr.	A
7:20	7	Announcements, suggestions for next meeting topics (10 minutes)	Ad

*** Topic Types:**

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

Agenda online at:
www2.oaklandnet.com/n/OAK036766

Oakland Public Works Agency and Bicycle Community Stakeholders Potholes and Pavement Meeting – August 23, 2012

Participants

Brian Aldrich, Grizzly Peak Cyclists
David Ferguson, PWA Department of Infrastructure and Operations, Assistant Director
Ian McDonald, East Bay Bicycle Coalition
Jamy Bacchus, Berkeley Bicycle Club
Jason Patton, PWA Bicycle & Pedestrian Facilities Program
John McCabe, PWA Business & Information Analysis Division
Ken Cluff, Cycles of Change, EBVC
Midori Tabata, Oakland Yellowjackets, Alameda Countywide BPAC, Oakland BPAC
Renee Rivera, East Bay Bicycle Coalition
Tom Willging, Royal Ground Velo Raptors
Vit Trojan, Public Works Agency Director

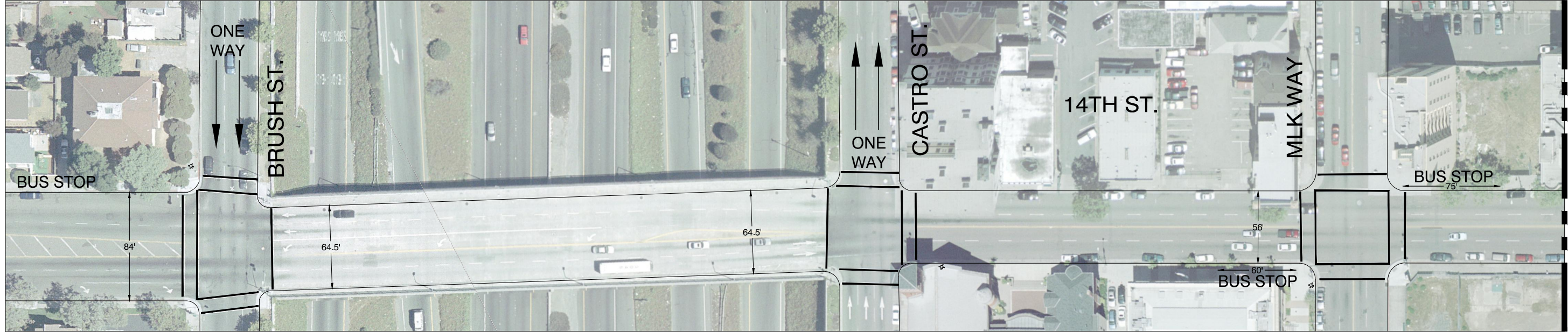
Discussion Topics

- Utility trenching, pavement damage, and utilities' responsibilities: PWA is developing new, tougher standards to protect pavement.
- Pavement management and the cost-effectiveness of preventive maintenance: 80% of funds for prevention; 20% for "worst streets" selected by City Council members.
- Available annual funds for paving versus needed funds (\$8M versus \$28M) to address \$435M in deferred maintenance.
- Measure B1 countywide transportation sales tax on the November ballot, and the extent of additional paving that would be possible with additional funds.
- Coordination of paving on existing and proposed bikeways through coordination with the City's Five Year Paving Plan and through bicycle-specific projects.
- When choosing which streets (of the 80%) to repave, bikeways win in a tie-breaker between two otherwise-equal streets.
- PWA's volume of service requests: 37,000/year with 1,300 for potholes.
- Backlog of pothole service requests (1,200) and efforts to catch up: pothole blitz by City crews; use of contractors through current paving contracts.
- SeeClickFix and the value of submitting photos with pothole service requests: saves staff time because the photo helps determine the scope of work.
- Tracking the status of service requests and the challenge of providing updated information: too many requests to update; public confusion/concern regarding status.
- New efforts to combine overlapping service requests to improve efficiency for city crews and not "close" requests until issues are resolved.
- Grizzly Peak Blvd: The paving contract goes to City Council this fall, but the street probably won't be repaved until fall 2013. Grizzly Peak Century is in early May 2013.
- Self-repaired potholes: There is public interest in do-it-yourself pothole repairs, but it is too risky (e.g., traffic control) and likely would not fix sufficiently.
- Donate to a specific street repair: We'll work with you; City Council would have to authorize receiving the gift for the purpose.

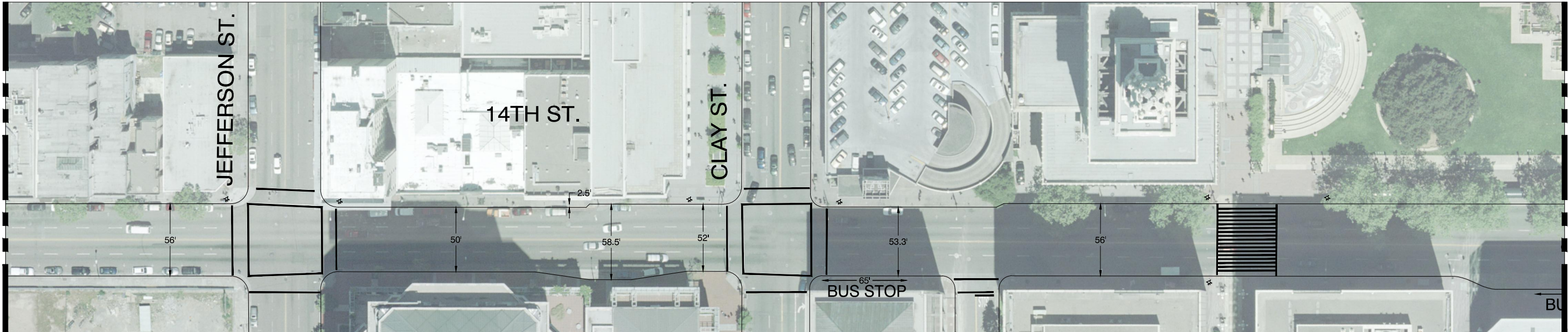
Outcomes

- The Fact Sheet on Oakland Streets is a valuable communications tool to share with others:
<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak029773.pdf>.
- PWA to provide EBBC with maps of what Oakland could pave with and without Measure B1.
- EBBC to work with the clubs to identify ten potholes each month of foremost importance for maintaining and improving public safety.
- Follow-up meeting on October 9 (12:00-1:30pm) as part of the monthly coordination meeting between Oakland PWA, EBBC, and Walk Oakland Bike Oakland.

MATCH LINE A



MATCH LINE A



MATCH LINE B

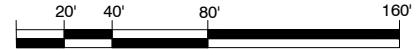
LEGEND

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

CONSTRUCTION NOTES

- | | | | |
|---|---|----|---|
| 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. | 7 | WHITE BUFFER STRIPING
Install 6 inch white striping every 8 feet at 45 degree angle. |
| 2 | SHARROW
Install first sharrow marking 20 feet after curb return or as noted. Install other sharrow markings as noted. See Detail. | 8 | YELLOW BUFFER STRIPING
Install 6 inch yellow striping every 8 feet at 45 degree angle. |
| 3 | PARKING TEE
Install short stem toward curb, distance measured from center of cross. Spacing between tees to be determined by engineer. See Detail. | 9 | REMOVE CONFLICTING STRIPING |
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| 5 | SPEED HUMP STRIPING
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| 6 | LADDER CROSSWALK
Install 2 foot stripes spaced 2 feet apart, bounded by standard 1 foot crosswalk stripes, white unless otherwise noted. See Detail. | | |

GRAPHIC SCALE (IN FEET)



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**14TH ST
BRUSH ST - OAK ST**

REVIEWED BY	No.	DATE	BY	REFERENCE
PETER CHUN				
DESIGNED BY				
JASON PATTON				
DRAWN BY				
ARS				

STRIPING PLAN

PROJECT NO.
TBD

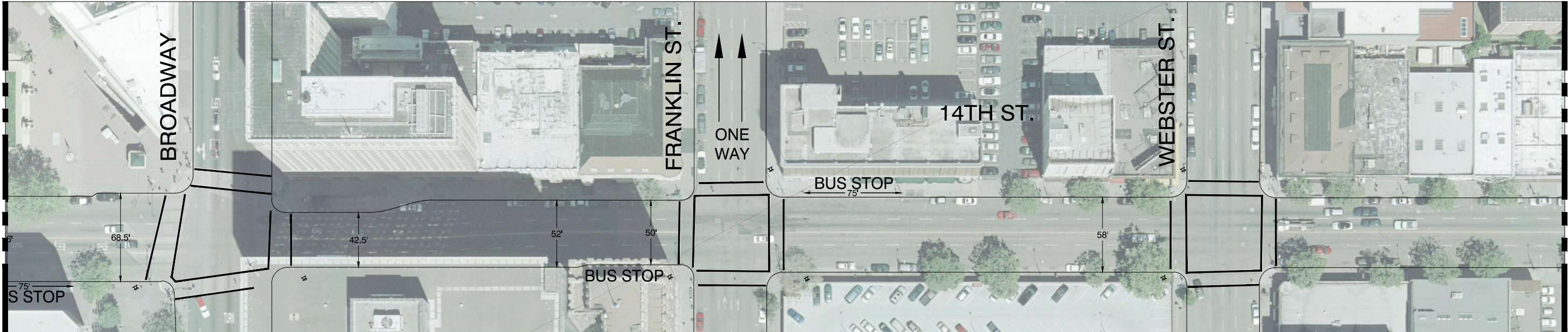
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DATE: DATE

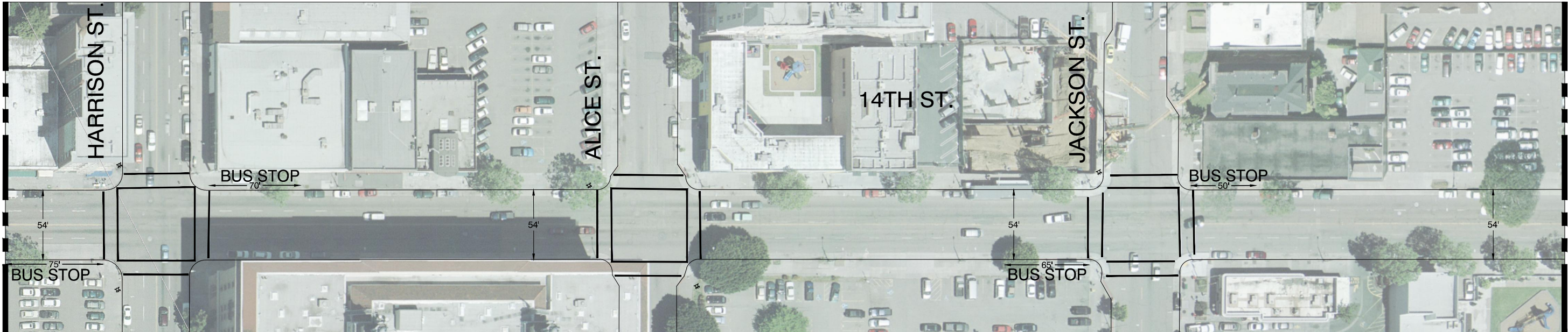
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MATCH LINE C

MATCH LINE C



MATCH LINE D

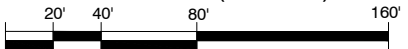
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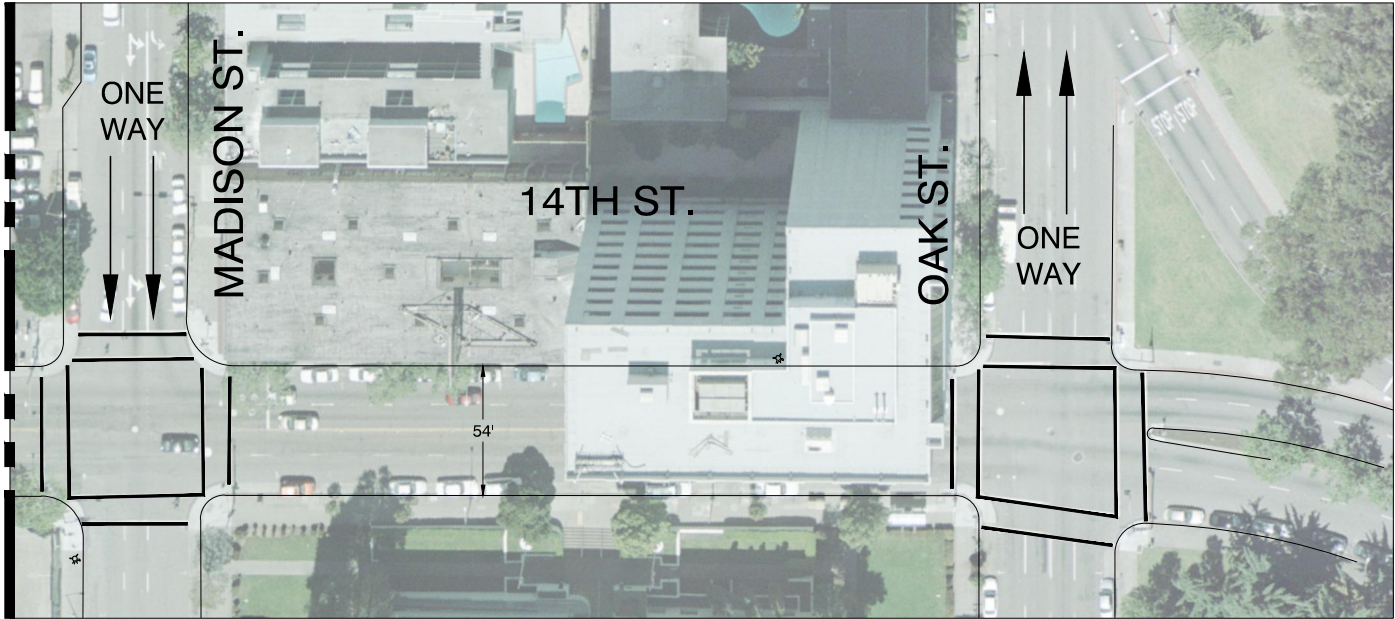
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MATCH LINE D



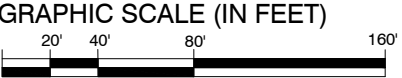
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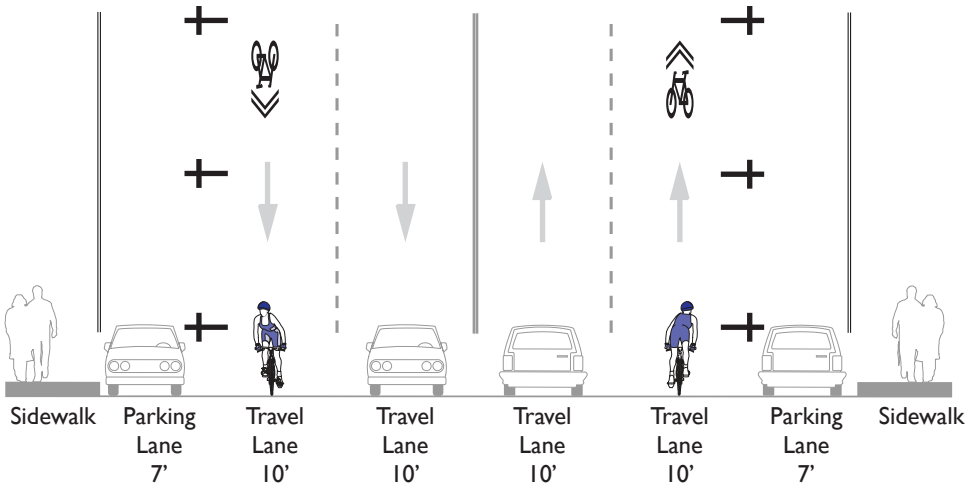
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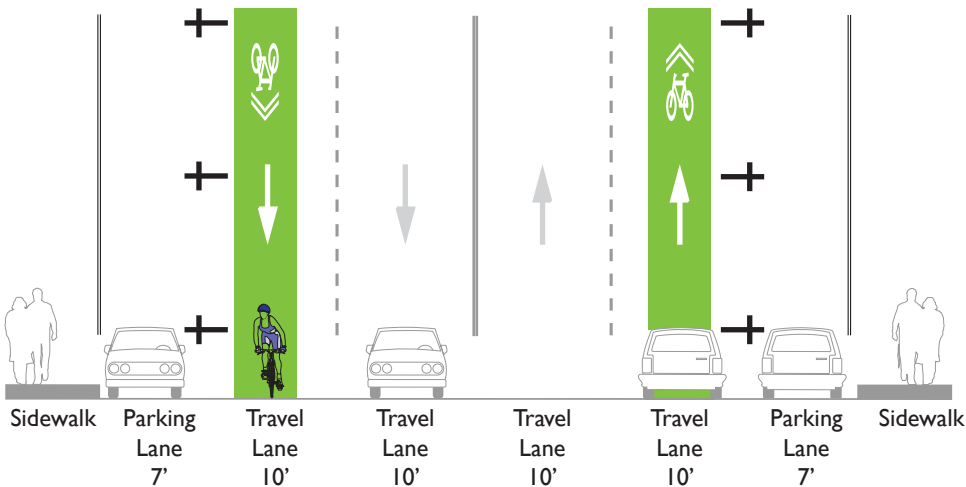
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DATE:	
DATE	

I4th Street Bikeway, Webster St to Oak St
Cross-Section Concepts/Alternatives (54' curb-to-curb)

Scenario 1: Existing cross-section

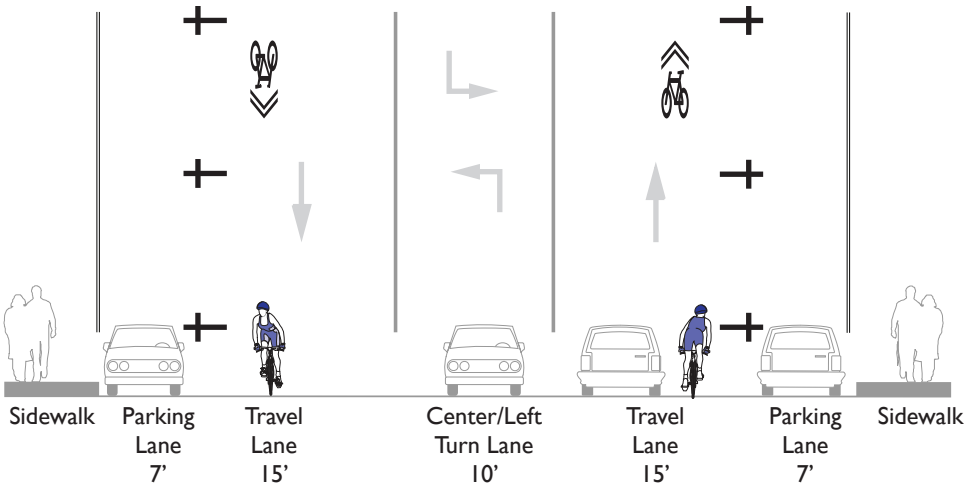


Cross-section #1A: shared lane w/ sharrows

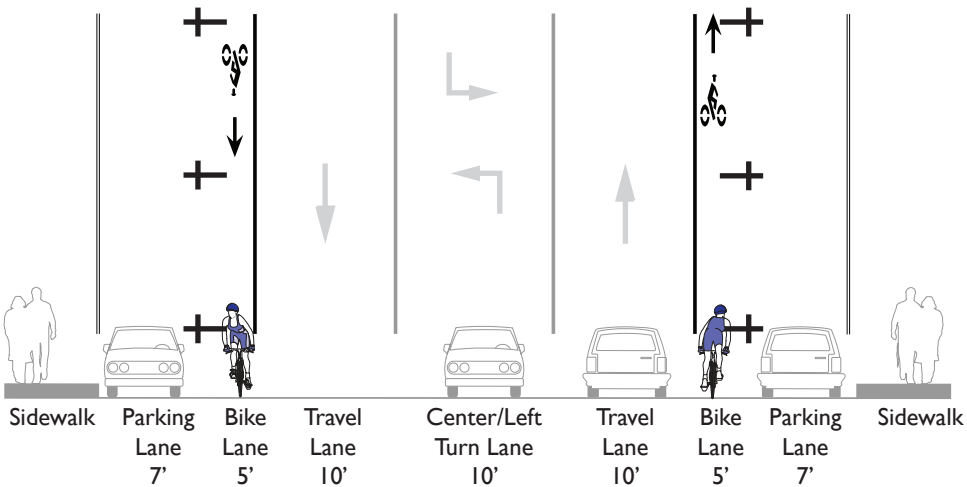


Cross-section #1B: shared lane w/ sharrows & green band

Scenario 2: Four-to-three lane road diet

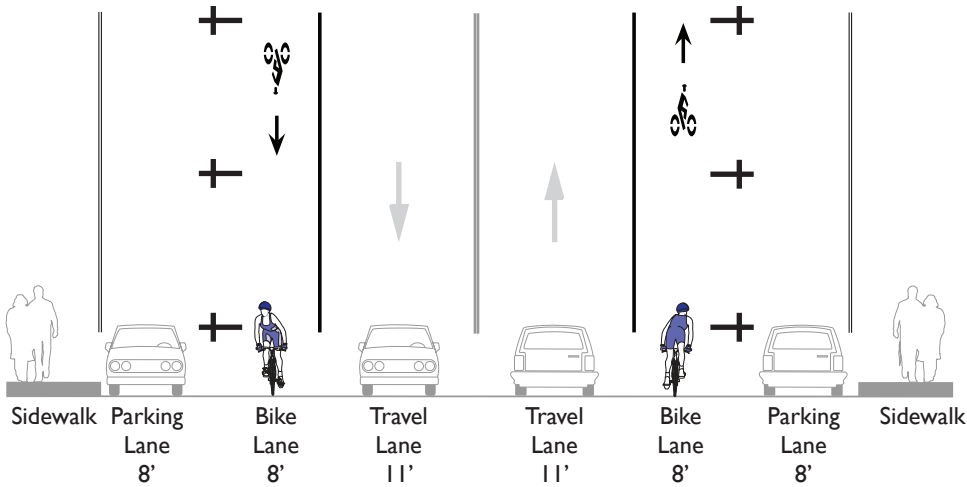


Cross-section #2A: wide outside travel lanes, sharrows

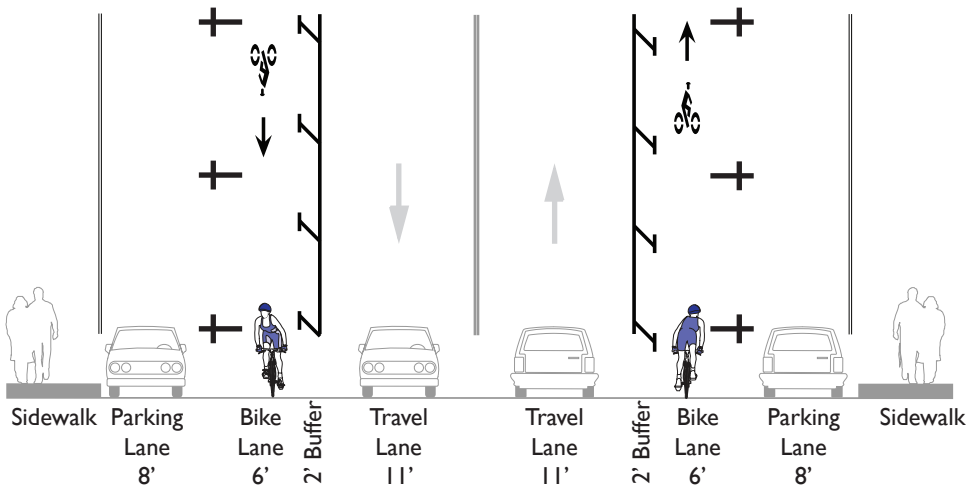


Cross-section #2B: minimum width travel and bike lanes
(does not comply with Bicycle Master Plan recommendations)

Scenario 3: Four-to-two lane road diet



Cross-section #3A: wide bike lanes



Cross-section #3B: buffered bike lanes