

Oakland Bicycle Pedestrian Advisory Committee
Minutes – April 18, 2013

Attendees: Ann Killebrew, Brian Toy, Carol Levine, Chris Hwang, Chris Kidd, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley Midori Tabata, Rebecca Saltzman, Robert Prinz, Ryan Chan, Sandra Padilla, Tom Willging, Chris Andree, Beki McElvain, Mike Jones, Brian Geiser

Minutes of last meeting were approved. Chris Andree volunteered to take minutes for the May meeting.

Lake Merritt Blvd/1st Ave (E 12th to International Blvd) striping redesign: Presented by city staff, Jason Patton. The new 12th Street bridge project is almost finished with some final tweeking to be done. However, there have been complaints by bicyclists about the section of new Lake Merritt Ave for the path leaving Downtown between E 12th Street and International Blvd. Staff is proposing some changes to improve the pathway. On the approach to E 12th Street: 3 through lanes & 1 right-turn only lane. Bike lane to be located between the through lanes left of the rightmost through lane. The bike lane will line up with bike lane on other side of the intersection and will then be located to the left of the right-turn only lane at International Blvd. At the International Blvd approach, there will be 2 through lanes & 1 right –turn lane with bike lane to left of right-turn lane. The bike lane will be 5' with 2' buffer on either side. This more substantial treatment was intended to give motorists the feeling that they couldn't cross the bike lane during this short segment and to encourage any necessary lane changing to happen before E 12th St. In addition, signage is proposed before E 12th Street to direct motorists to the correct lane particularly for right-turn at International Blvd.

Concerns: Primary concern is that motorists would cross the bike lane to get to right-turn lane (or out of the right-turn lane) at International Blvd or make a right-turn across the bike lane if they find themselves in the through lane. City hopes that the 'heavier' treatment would deter motorists from crossing the bike lane and would encourage motorists to be more aware and careful if making the right-turn from the through lane. It was suggested that flexible bollards (soft hit posts) be located to discourage the right-turn movement from through lane. Also would like to see traffic slowed down. To that end it may be possible to narrow travel lanes a bit on the approach to E 12th St. It was also suggested for the long-term to keep the bicycle lanes to the far right and use bicycle signals to safely move traffic. It was also suggested to use lane markings for lane direction in addition to signage. The intersection with 1st Avenue Place was also a concern with its very gentle angle. The bike lane will be dashed across the intersection and possibly will have a green lane treatment.

Biannual bike project status update: Presented by Jason Patton to keep us aware of what is happening on the implementation front and to give us the opportunity to ask for specific project presentations. The first page of about 25 projects are largely done. A few are still in need of public outreach but that is scheduled for later this year closer to their expected implementation date. The 7 projects on the 2nd page still needs some work. Staff has been focused on the previous page's projects. It is expected that 140 miles will be done by the end of the year. There are 220 miles in the proposed network. City would like to suggest that we discuss at a later meeting the option of continuing to build facilities or step back and focus on enhancements to existing network. Some of these have been in place for many years and could benefit from some adjustments through 'lessons learned'. The committee was interested in such a discussion. Not much has been done with signage since the last update but will continue to focus on the Shattuck and Harrison/Oakland corridors. Finally, a new list was created of bike projects that are being planned/implemented as part of other projects.

Design Forum on curbside bike lanes: Jennifer moderated this lively discussion of how to handle bike lanes on the approach to an intersection. This discussion focused on how to handle the situation when width is not available to continue the bike lane up to the intersection, i.e. when a left-turn pocket is needed. Two options were specifically discussed: 1) remove more parking closer to intersection and swing bike lane to curbside, and 2) end bike lane perhaps using sharrows for guidance to the intersection. Concerns for the 1st treatment were the location of the bicyclist to the right of traffic and potential for right-hook collisions. Benefits for the 1st treatment addressed the need for continuous bike facilities to attract new riders. It was felt that this was a good trade-off to build the bicycle population. Also fewer parked cars would open up visibility for pedestrians and would reduce the potential

for car dooring by reducing the number of parked vehicles. However there is the political and revenue issue to loss of parking spaces. In support of treatment #2, it was felt that this reduced the potential for right-hook collisions and with use of sharrows, bicyclists would better position themselves to stay away from this hazard. On the other hand, it was felt that sharrows don't really do much in attracting new riders or in giving direction or warning. A third consideration was suggestion: eliminate the need for left-turn pockets wherever possible with adjusted signals to avoid the situation in the first place.

MAP-21 and California' proposed Active Transportation Program: Christopher Kidd, BPAC vice-chair, gave this presentation on changes with new federal MAP-21 legislation and its impact on state funding. The new federal legislation has \$0.8 billion within its Transportation Alternatives Program (TAP). Although this is less money than previous SAFETEA-LU bill, there are more restrictions on how this money is to be used, i.e. must be only for TAP projects. One-half of the TAP money goes to the state DOTs and one-half to the MPOs. In California, the distribution of these funds is still being considered but the programs that focus on bike/ped projects will all be consolidated under into the Active Transportation Program (ATP). There still is no structure in place for the distribution of these funds but expect to have this in place this summer. The ATP won't start funding until FY 2014-15 so there may be a funding gap. This could be an issue for Safe Routes to School programs. Stay tuned!

Announcements:

- City now has an on-street bike corral request form. So let your favorite businesses know
- 70 projects have been submitted to Alameda CTC for OBAG funding. EBBC has created a poll so go vote on your favorites (ebb.org)
- California Bicycle Coalition (CBC) is looking for new affiliate board members
- Chris Kidd is engaged!
- BTWD is May 9th. Jennifer could still use a few volunteers so please contact her
- Bike commuter of the year nominations are due by April 22. Go to <http://www.youcanbikethere.com/bcoy> to submit your nominations
- If you can help with pedal pools on BTWD, contact Chris Andree at ChrisA@wobo.org
- EBBC is now in Oakland in Jack London Square

Meeting adjourned at 7:35 pm.

Minutes respectfully submitted by Carol Levine

Attachments

- Bi-annual projects status update
- Handouts: Curbside bike lanes

City of Oakland Bicycle and Pedestrian Facilities Program
Bikeway Striping Projects Tracking

Street	From	To	Length (miles)	Bikeway Type	Project Type	Design (% complete)	Feasibility	BPAC Review	AC Transit review	Community Outreach	Environmental clearance	City Council approval	Fund Source	Paving	Caltrans permit	Implementation
105th Ave-1	Edes Ave	Russett St	0.3	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	n/a	2013
10th St	Oak St-Kaiser	4th Ave-5th Ave	0.3	2	new	100%	✓	x	✓	✓	✓	✓	2212	no	n/a	2013
16th Ave	E 12th St	Embarcadero	0.3	2	new	100%	✓	x	n/a	✓	✓	✓	2162	no	✓	2013
16th/Ardley Ave	23rd Ave	E 12th St	2.3	2/3B	new	100%	✓	x	✓	✓	✓	✓	2162	no	n/a	2013
20th St	Broadway	Harrison St	0.2	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	n/a	2014
32nd St/Hollis St	San Pablo Ave	Emeryville	1.0	2/3B	new	100%	✓	✓	✓	✓	✓	✓	2212	no	✓	2013
40th St	Emeryville border	Webster St	0.8	3A	new	100%	✓	prell	✓	✓	✓	✓	2163	spot AC	n/a	2013
48th St	Shattuck Ave	Webster St	0.2	3B	new	100%	✓	x	n/a	✓	✓	✓	2212	no	n/a	2013
Adeline St	47th St	61st St	0.7	2	new	100%	✓	✓	n/a	✓	✓	✓	2212	no	n/a	2014
Alcatraz Ave	Dover St	College Ave	0.9	2/3A	new	100%	✓	x	n/a	✓	✓	✓	2116	no	n/a	2013
Broadway	38th St	Broadway Ter	0.9	2/3A	new	100%	✓	✓	✓	✓	✓	✓	pave	no	n/a	2013
Chabot Rd / Golden Gate Ave	College Ave	Broadway	0.9	3B	new	100%	✓	x	n/a	✓	✓	✓	2212	overlay	✓	2014
Clay St	7th St	17th St	0.5	2/3A	new	100%	✓	x	✓	✓	✓	✓	2212	no	n/a	2014
E 12th St	14th Ave	Fruitvale Ave	1.4	2/3A	new	100%	✓	✓	✓	✓	✓	✓	2163	no	n/a	2013
Embarcadero Bridge Detour	2nd St / Oak St	Embarcadero/	1.4	2/3A	new	100%	✓	x	n/a	✓	✓	✓	2211	no	✓	2014
Foothill Blvd	Austin St	45th Ave	1.1	3A	new	100%	✓	x	✓	✓	✓	✓	pave	slurry	n/a	2013
Grand Ave	Jean St	El Embarcadero	0.7	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	✓	2014
Harrison/Oakland	Hamilton Pl	Piedmont	1.1	2/3A	new	100%	✓	x	✓	✓	✓	✓	2162	no	✓	2013
Lakeshore Ave	Lake Park Ave	Mandana Blvd	0.3	3A	restripe	100%	✓	x	✓	✓	✓	✓	pave	yes	✓	2013
MacArthur Blvd	Buell St	Seminary Ave	0.6	2	new	100%	✓	x	✓	✓	✓	✓	pave	yes	n/a	2013
Peralta St	Mandela Pkwy	32nd St	0.6	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	n/a	2014
Piedmont Ave	MacArthur Blvd	Pleasant Valley Ave	0.7	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	n/a	2013
Shafter Ave / Miles Ave	Forest St	College Ave	0.3	2/3A	new	100%	✓	x	✓	✓	✓	✓	2212	no	n/a	2014
Shattuck Ave	45th St	Woolsey St	1.3	2	new	100%	✓	x	✓	✓	✓	✓	varies	partial	✓	2013
Telegraph Ave	16th St	20th St	0.2	2	new	100%	✓	✓	✓	✓	✓	✓	pave	yes	n/a	2014
Webster St	14th St	Grand Ave	0.6	2	redesign	100%	✓	x	n/a	n/a	✓	✓	pave	overlay	n/a	2014

KEY

[check] = completed | n/a = not applicable | BPAC = Bicycle Pedestrian Advisory Committee | x = pending BPAC request | Bikeway Type = 2 (bike lane), 3A/3B (sharrows)

City of Oakland Bicycle and Pedestrian Facilities Program
Bikeway Striping Projects Tracking

Street	From	To	Length (miles)	Bikeway Type	Project Type	Design (% complete)	Feasibility	BPAC Review	AC Transit review	Community Outreach	Environmental clearance	City Council approval	Fund Source	Paving	Caltrans permit	Implementation
Embarcadero/E 7th St	16th Ave	Kennedy St	0.8	2	redesign	90%	✓	x	n/a	n/a		✓	2212	no	n/a	
Broadway	Broadway Ter	Keith Ave	0.8	2	new	65%	✓	x					pave	no		
Camden Rd	Seminary Ave	Bancroft Ave	0.5	2	new	65%	✓	x				✓	2212	no	n/a	
College Ave	Alcatraz Ave	Broadway	1.0	3A	new	65%	✓	x	✓			✓		no		
Edgewater Dr	End	Hegenberger Rd	1.1	2	new	65%	✓	x				✓	pave	partial	n/a	
Embarcadero	Oak St	16th Ave	1.5	2	redesign	35%	✓	x				✓	2212	no	n/a	
West St	MacArthur Blvd	Grand Ave	1.0	2	restripe	35%	✓	x	n/a	n/a		✓	2212	no		

Design Completed (100%):

19.6 roadway miles

Design In Progress (15% - 90%):

6.7 roadway miles

Total:

26.3 roadway miles

Design Completion

100%	Plans packaged for construction
90%	Review (field, internal, external)
65%	Markings and details
35%	Lane configuration
15%	Project set-up (limits, viewports, street widths)

Color Coding

	Pending task
	Priority task

Funding

2116	US Department of Transportation
2140	Caltrans (BTA, SR25, or Caldecott settlement)
2162	TDA Article 3
2163	MTC (SR2T or paving)
2166	BAAQMD
2212	Measure B Ped/Bike Local (ACTIA)
2214	Measure B Ped/Bike Grant (ACTIA)
2609	Federal Stimulus - EECBG (DOE)
5320	Measure DD
	Included in paving project
	pave
	Included in streetscape project
	street

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[check] = completed | n/a = not applicable | BPAC = Bicycle Pedestrian Advisory Committee | x = pending BPAC request | Bikeway Type = 2 (bike lane), 3A/3B (sharrows)

City of Oakland Bicycle and Pedestrian Facilities Program
Bikeway Signage Projects Tracking

Corridor	From	To	Length	Design	BPAC Review	Community Outreach	Funding Source	Cost Estimate	Implementation
Bay Trail (on-street)	Horton St	High St	8.1	100%	x	n/a	2162	\$ 45,360	2013
Grand Ave	Market St	El Embarcadero	1.9	100%	x	n/a		\$ 10,640	2013
Foothill/Bancroft	Lakeshore Ave	San Leandro	7.5	55%	x	n/a		\$ 42,000	
Shattuck Ave/48th St	Berkeley	Telegraph/Webster	1.6	55%	x	✓		\$ 8,960	
Harrison/Oakland	Piedmont border	Grand Ave	1.8	35%	x	✓	2162	\$ 10,080	
Grizzly Peak / Skyline / Golf Links	Berkeley	Mountain Blvd	18.0	15%	x	n/a		\$ 30,000	
Mountain/Shepherd Canyon	Broadway	Skyline Blvd	4.4	15%				\$ 24,640	

Design Completed (100%):

Design in Progress (> 0%):

Total (> 0%):

10.0 roadway miles
33.3 roadway miles
43.3 roadway miles

Color Coding

	Pending task
	Priority task

Design Status Work Completed

100%	Final work order
90%	Final project map and installation locations
75%	Field verification
55%	Revised project map and field review sheet
35%	Preliminary project map (sign locations, sign messages)
15%	Overview map (project boundaries, supported destinations)

Funding

2140	Caltrans (BTA)
2162	TDA Article 3
2163	Safe Routes to Transit (MTC)
2166	BAAQMD
2212	Measure B Ped/Bike Local (ACTIA)
2230	State Gas Tax (CIP)
2609	Federal Stimulus (DOE)

Future Projects (in priority order)

Lakeshore/Lake Merritt Blvd (formerly	Piedmont border	Oak St	2.4	0%			\$ 13,440
E 18th St/4th/5th Aves	Lakeshore Ave	Embarcadero	1.1	0%			\$ 6,160
14th St	Wood St	1st Ave	2.1	0%			\$ 11,760

REVISE FUTURE PROJECTS based on review of SG45/G93 map. Consider prioritizing small projects that replace SG45s (e.g., 20th/MLK, Washington/Clay, etc).

KEY

Design = % completed | [checkmark] = completed | n/a = not applicable
prelim = preliminary | BPAC = Bicycle Pedestrian Advisory Committee | x = pending BPAC request

Adeline St & San Pablo Ave, Emeryville

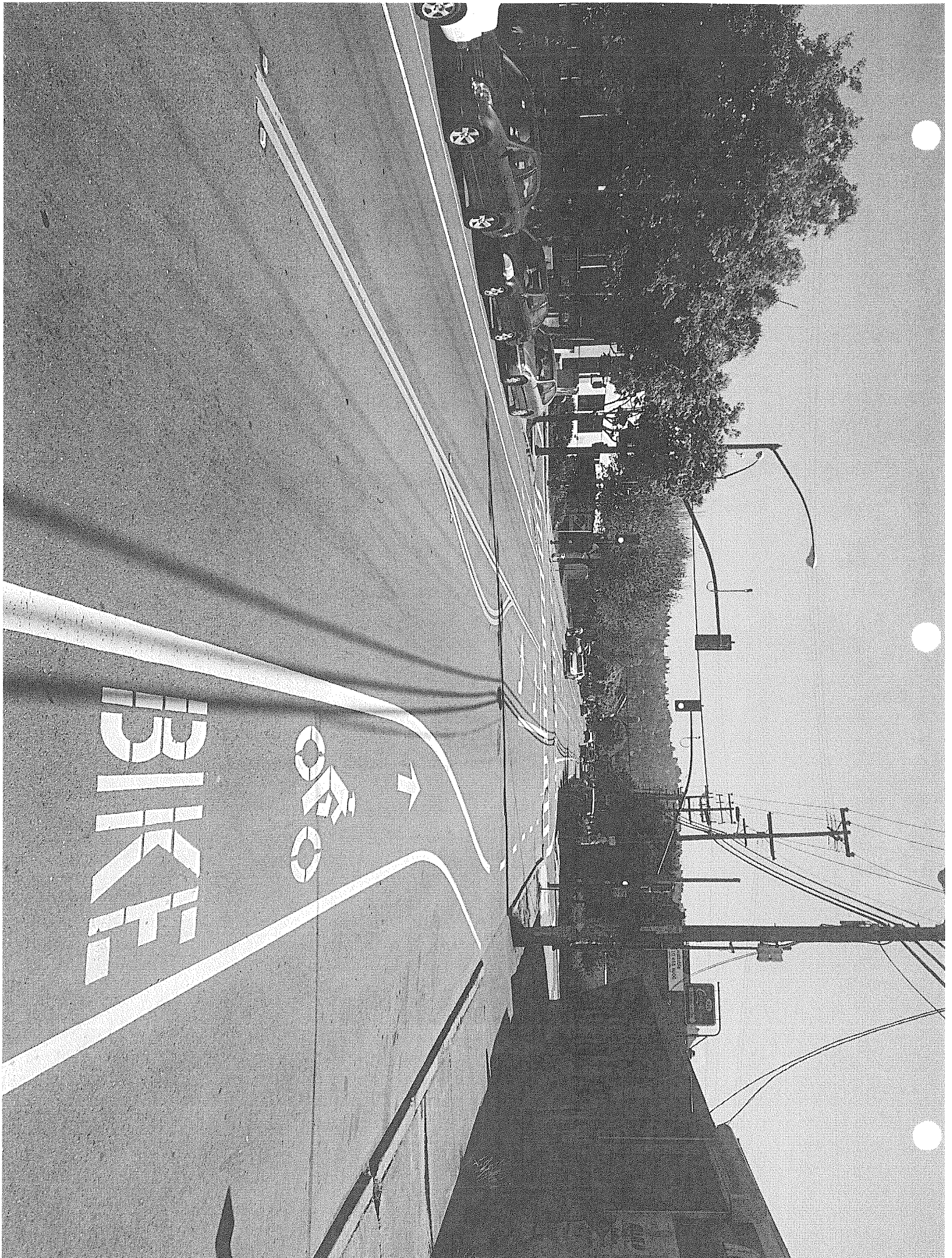


Gilman St & 6th St, Berkeley



West MacArthur Blvd & Telegraph Ave, Oakland







Removing parking to install curbside bike lanes at intersections

There are two design options for streets with bike lanes at intersection approaches where a left-turn pocket or lane must be retained or added. The following tables summarize the pros and cons of the two options.

Option #1: Remove parking and shift the bike lane towards the curb.

Arguments For	Arguments Against
Allows for a continuous bike lane.	Puts bicyclists where they are the most vulnerable to right hook collisions, particularly when the light is green.
Bike lanes generally increase the number of bicyclists. "Safety in numbers" is proven.	The bike lane on the near-side of the intersection may not line up with the bike lane on the far-side of the intersection, requiring merging in the intersection.
Experienced cyclists can move out of the bike lane, so the design doesn't force a particular positioning.	Novice bicyclists may pay less attention at intersections because they are simply "following the bike lane."
Many motorists and bicyclists don't understand that motorists are supposed to merge into the bike lane to make a right turn. Therefore, a curbside bike lane does not have much effect on behavior.	Parking removal requires occupancy studies and public notification which increases project costs and time, and may generate controversy.
	The extent of parking removal can be large in order to accommodate the turn pocket length, transition, and far-side alignment (e.g., 240+ feet or 12+ spaces).
	Removal of metered parking is a revenue issue for the City.
	In locations with wide gutters or drainage inlets, the curbside bike lane could be narrow, even with gutter replacement (approx. \$80 per linear foot).

Option #2: Retain parking and fill in the gap with sharrows, moving the bicyclist into the through lane.

Arguments For	Arguments Against
Encourages good lane positioning for bicyclists proceeding straight or turning left.	The bike lane is discontinuous, and leaves bicyclists with no dedicated space exactly where they need it most.
Drivers are less likely to right hook bicyclists because bicyclists are much further from the curb and it's more natural for drivers to turn right behind the bicyclist.	May discourage bicyclists from riding by being the "weak link" in the bikeway.
It's an expedient design for delivering projects because it avoids thorny issues with parking, revenue, gutters, and drainage inlets.	