

## BPAC July Minutes

### Attendees:

15 people attending, including staff

Previous meeting's minutes approved by Midori Tabata, seconded by Robert Prinz

Brian Toy, Chris Hwang, Chris Kidd, Dave Campbell, Jason Patton, Jennifer Stanley, Midori Tabata, Robert Prinz, Carolyn Winters, Jason Ling, Jim Clardy, Roger Vickery, Ron Scrivani, Randy Mellin, Rick Rickard, Michael Ford, Daniel Swafford, Joseph Tanios

### **Antioch Court Pedestrian Improvement Project**

Roger Vickery, former Montclair Village Association (MVA) Executive Director, provided a presentation on the Montclair Business Improvement District history in general, and the proposed Antioch Court project in particular. The purpose of this presentation was to intro the project to and receive input from the BPAC outside of the normal funding cycle.

In 2008 the Montclair Safety Improvement Council and the MVA, in partnership with landscape architect Leslie Golden of Golden Associates, initiated a plan with a focus on enhancing safety, increasing people flow, creating a community gathering spot and a unique identity for the area. This plan looked at the whole village, including public input on elements such as banners, street trees, crosswalks, transit connections, and bike/ped safety.

Antioch Court was identified as a starting place for the area plan, and the MVA has spent \$35k to date completing the project design. Specific project design elements include:

- Relocated crosswalk at Mountain and Antioch, increasing visibility and reduing crossing distance from 54 ft to 24 ft
- Left turn restriction from Antioch onto Mountain
- Sidewalk bulb out to restrict Antioch to one lane at Mountain
- Removable bollards to close street for events
- Leveling Antioch Street for safety (currently 21-degree slope, would be made 5-degree)

### Project needs:

- \$525k build cost
- Public Works financial commitment for already complete design
- Support from BPAC for 2014 budget, and assistance with finding additional funding

### Comments:

- Ron Scrivani - Proposed sidewalk extension will stop existing double parking in front of Peet's Coffee
- Jim Clardy - Project will add ADA compliance to curb ramps and business entrys
- Chris Kidd - BPAC should put off supporting project until it can be compared against other 2014 projects also in need of funding - Rapid flashing ped beacon at crosswalk could be added



- Carolyn Winters - There have been four pedestrian incident reports at project location, but budget might not support ped beacon at crosswalk
  - Jim Clardy - Drivers turning left from Antioch onto Mountain are not currently looking for peds in crosswalk
  - Carolyn Winters - Changes to Antioch may lessen incidence of wrong-way drivers
- Additional comments and questions can be sent to Daniel Swafford.

### **Mountain Blvd-Shepherd Canyon bikeway**

This item was brought to the BPAC by Jason Patton to discuss upgrading this route's wayfinding signage to the current standard and take input from the group as to the preferred route configuration. Once the wayfinding signage project is complete then alternate or additional bikeway striping could be considered.

This bikeway connects Lake Temescal to Montclair Village and up to Skyline Blvd. The Shepherd Canyon Bikeway part of this route was built in 1984, and in 2004 it was signed as a bike route although the 2007 bike master plan suggests a different route than is currently signed. The route has been divided into 6 segments, with only sections 3, 5, and 6 in question.

Comments for Section 3: Glenwood Glade or Duncan Way

- Rick Rickard - Glenwood Glade intersections with highway off-ramp with high speeds, turn onto Broadway Terrace was more difficult
- Cracks in concrete on Broadway Terrace create danger
- Jason Patton - Broadway Terrace and Duncan route has potential for future roadway reconfiguration and a better use of space

Comments for Section 5: Fernwood or Mountain

- Jim Clardy - Fernwood is preferable, less elevation - but west-bound left turn from Mountain onto Fernwood can be tricky

Comments for Section 6: Moraga or Mountain

- Jim Clardy - Narrow lanes on Mountain make for easier road sharing
- Chris Kidd - Gradual climb on Mountain is easier for typical cyclists
- Robert Prinz - Blind hill on this segment of Mountain may need signage warning motorists of potential bike traffic
- Jason Patton - There may be width for bike lanes in uphill direction on Mountain- further study required
- Rick Rickard - Median island at school on Mountain creates pinch point
- Chris Kidd - Safe Routes to Schools plan for Montclair Elem considers extending rail-trail into school - very long term
- Chris Hwang - Think about lack of sidewalks on Mountain as well

### **Embarcadero (Oak St to 16th Ave) bikeway restriping plan**



Jennifer Stanley provided an intro to this plan for updated bikeway striping on Embarcadero from Oak St to 16th Ave. There is no plan yet for this work to be installed, but it may possibly be timed after the new estuary bridge is constructed on Embarcadero.

Comments on schematic page S-01:

- Plan will include a lane reduction past the railroad tracks on Embarcadero at 1st St, although a study will be required
- This segment includes bike lanes with a buffer on the traffic side (left), not the parallel parking side (right)

Comments on schematic page S-02:

- Sharrows are shown on the estuary bridge but the new bridge would be wide enough for bike lanes
- New bridge will also include a sidewalk on the inland side and a bike/ped path on the other side
- bridge project is out to bid right now - 1 to 2 year project
- During new estuary bridge construction bike traffic will be detoured onto new lanes striped on 7th St
- 5th Ave/Embarcadero intersection will eventually be signalized
- Dave Campbell - Bike lane buffer should use double white lines in east-bound direction
- Jennifer Stanley - Double white lines are used when there are no cars crossing bike lane to park at curb
- Robert Prinz - Green paint should be used in conflict zones like at Embarcadero around 5th Ave
- Dave Campbell - Bike stencil density should be increased, especially in curve toward Oak Street
- Jason Patton - Increased bike stencil density is possible and will be considered
- Randy Mellin - Rules on striping should be as consistent as possible
- Chris Kidd - Striping should account for planned Lake Merritt Channel overcrossing - pedestrian amenities and crossing space should be considered at Embarcadero and 5th Ave
- Robert Prinz - Bike lanes should be striped across highway on and off ramps, with signage on highway off-ramps warning drivers of bicyclists
- Jennifer Stanley - Caltrans BPAC is appropriate venue for highway signage requests
- Chris Hwang - Unused railroad tracks on Embarcadero cause a danger
- Jason Patton - Removal of railroad tracks is difficult but paving or concrete pads up to and between rails is possible, and is planned for upcoming project on Peralta St in West Oakland

### **Draft design/policy for green pavement in bike lane conflict zones: Round 2**

This item was presented by Jason Patton as an update to a previous BPAC discussion on the use and design of green paint in bike lane conflict zones. The proposed treatment will be used where bike lanes intersect with turn pockets, slip turns, or messy intersections, and will consist of skipped green paint in the bike lane through the “conflict zone” area, with solid green paint in the bike lane both before and after the skipped paint to serve as “anchors”. Bike lanes with traffic on both sides will get a solid green treatment.



Initial test projects will be installed at:

- Near side of Lakeshore at tennis courts
- Lake Merritt Blvd at E 12th and International
- Lakeshore Ave near E 18th and Athol
- Lakeshore Ave at 1st Ave next to the right turn pocket

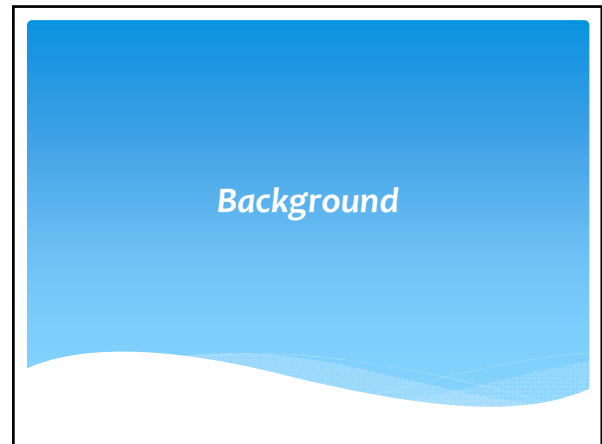
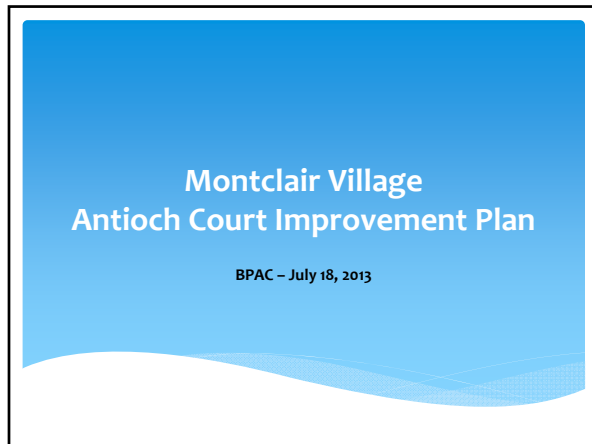
Comments:

- Chris Kidd - A “nubbin” of green paint in the bike lane at the far side of intersections could be used for visual continuity
- Jason Patton - Pilot project will happen sometime later in 2013
- Dave Campbell - BPAC members should ride and test out green lanes in other areas to get a feel for traction on paint

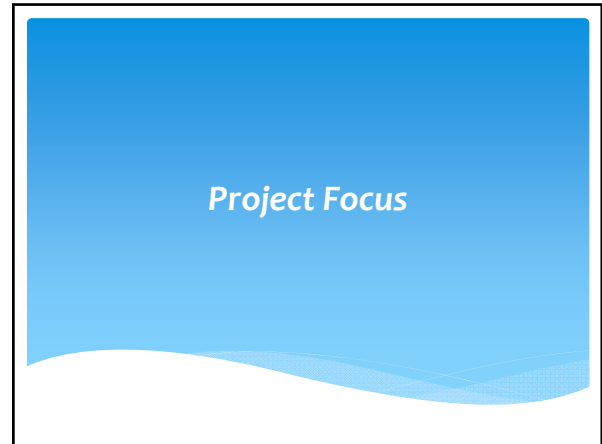
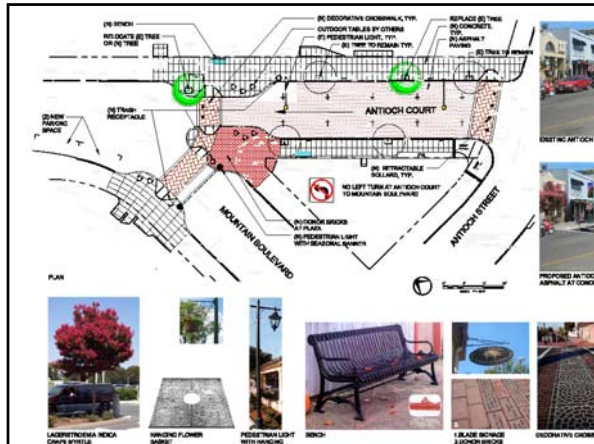
Attachments:

- Antioch Court project presentation
- Mount Blvd-Shepherd Canyon bikeway handout
- Green pavement in bike lane conflict zones handout











## Project Design

### Design: Pedestrian Safety

- \* Relocation of Crosswalk at Mountain/Antioch Court Intersection
- \* Better Visibility
- \* Reduced Crosswalk Length
- \* Current Length: 54.5 Feet
- \* Revised Length: 24 Feet



### Design: Traffic Calming

- \* No Left Turn from Antioch Court
- \* Bulb-outs Restrict Traffic to One Lane



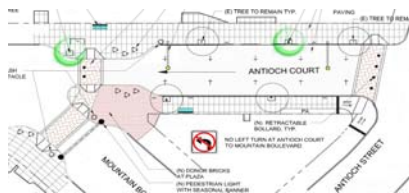
### Design: Bike-friendly Access

- \* Integral Part of City Bike Route
- \* Increased Utilization of Existing Bike Racks



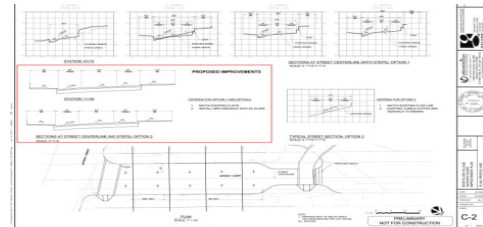
### Design: Community Gathering Space

- \* Removable Bollards to Close Street for Events



### Design: Community Gathering Space

- \* Leveling of Street for Safety



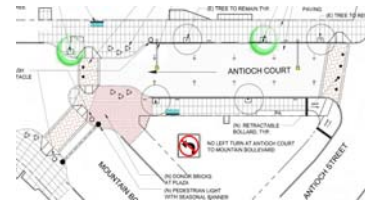


## Current Project Scope & Need

## Current Project Scope

\$525,000

Antioch Court Total Project Cost



## Current Project Scope

- \* Have:
  - \* Design Documents Completed
  - \* Merchant & Community Support
  - \* PWA Financial Commitment
- \* Ready:
  - \* Construction Documents to be Prepared
  - \* Civil Engineer Commitment – City Approved

## Current Project Need

- \* Seeking from BPAC
  1. 2014 BPAC Financial Support for Project
  2. Advocacy and Assistance for Additional Funding from City Agencies and Other Sources

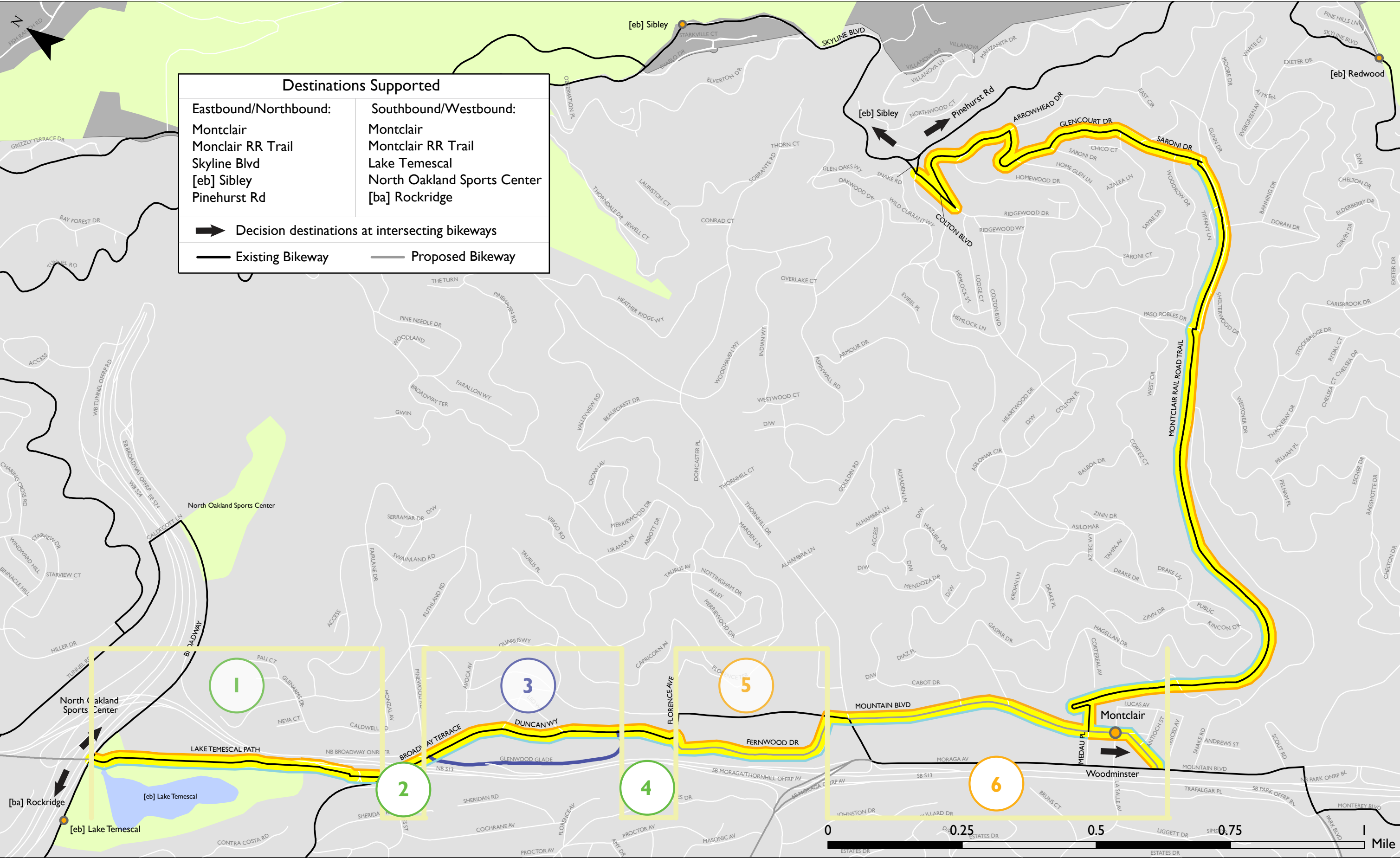
## Questions?

- |                       |                        |
|-----------------------|------------------------|
| * MVA – Merchants     | * MSIC                 |
| * Daniel Swafford     | * Carolyn Winters      |
| * Executive Director  | * Past Chair           |
|                       | * Jim Clardy           |
|                       | * JM Clardy            |
|                       | * JM Clardy Architects |
| * Community           | * Civil Engineer       |
| * Roger Vickery       | * Jason Ling           |
| * Past Chair – MSIC   | * PE, PMP, QSD, Urban  |
| * Past Ex. Dir. - MVA | Design Consulting      |
|                       | Engineers              |



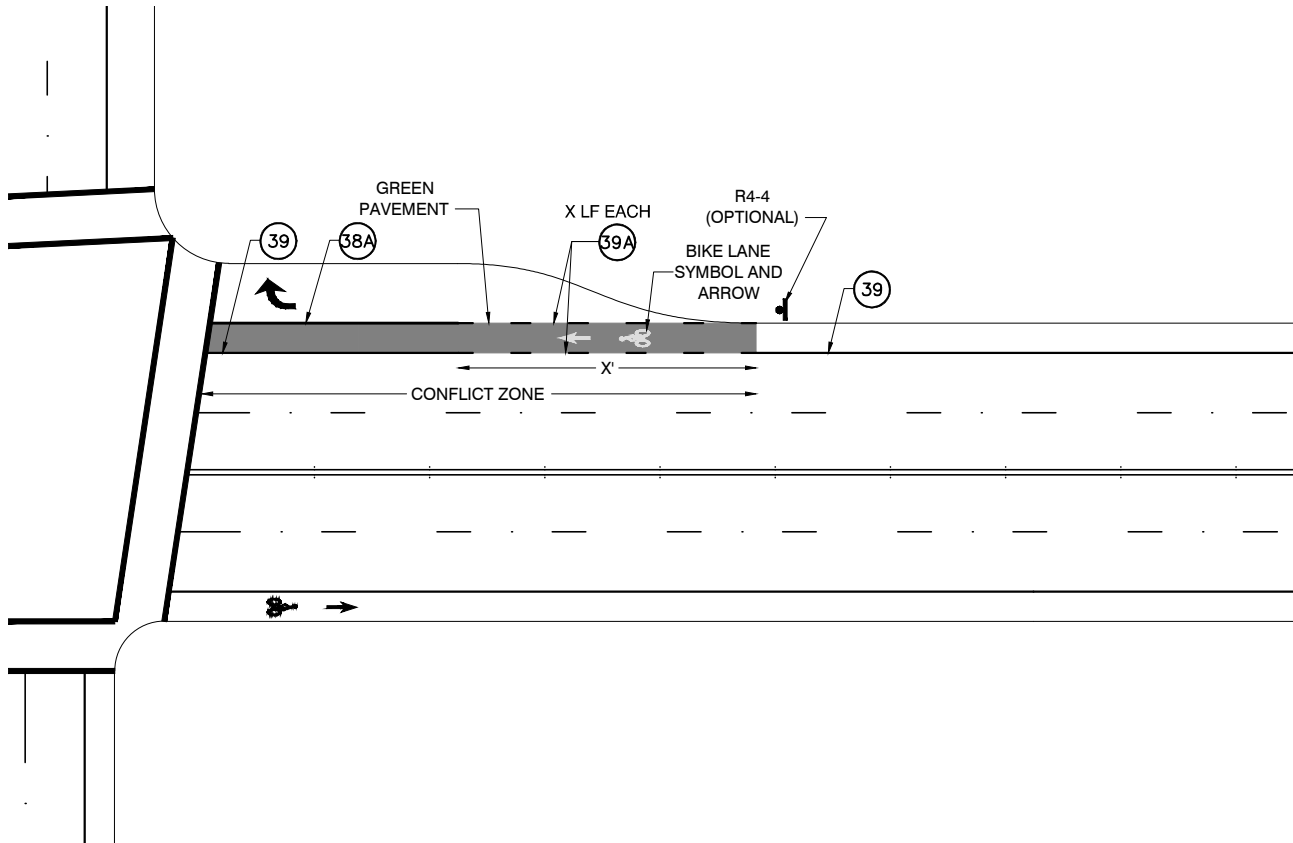
# Mountain Blvd/Shepherd Canyon (Broadway to Skyline Blvd) Overview Map

Last Revised: 18 July 2013





# TURN POCKET (TYPE 3)



## Policy:

Green bike lanes may be used to alert bicyclists and motorists of a conflict zone where a continuous bike lane crosses a slip turn, a turn pocket opening, or an oblique intersection.

## Striping:

The green bike lane should be installed for the length of the conflict zone. The treatment includes two bike lane skip stripes (Detail 39A), green color for the width of the bike lane, and a bike lane symbol/arrow.

Along the turn pocket, the green bike lane is bounded by a bike lane line (Detail 39) and a channelizing line (Detail 38A). The conflict zone starts at the beginning of the turn pocket taper. The conflict zone ends at the crosswalk or limit line. The bike lane symbol/arrow is centered in the turn pocket opening.

## Signage:

The R4-4 sign (Begin Right Turn Lane Yield to Bikes) may be used in conjunction with the green bike lane.



MUTCD R4-4 Sign

CITY OF OAKLAND

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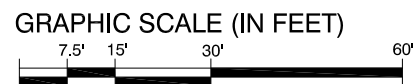
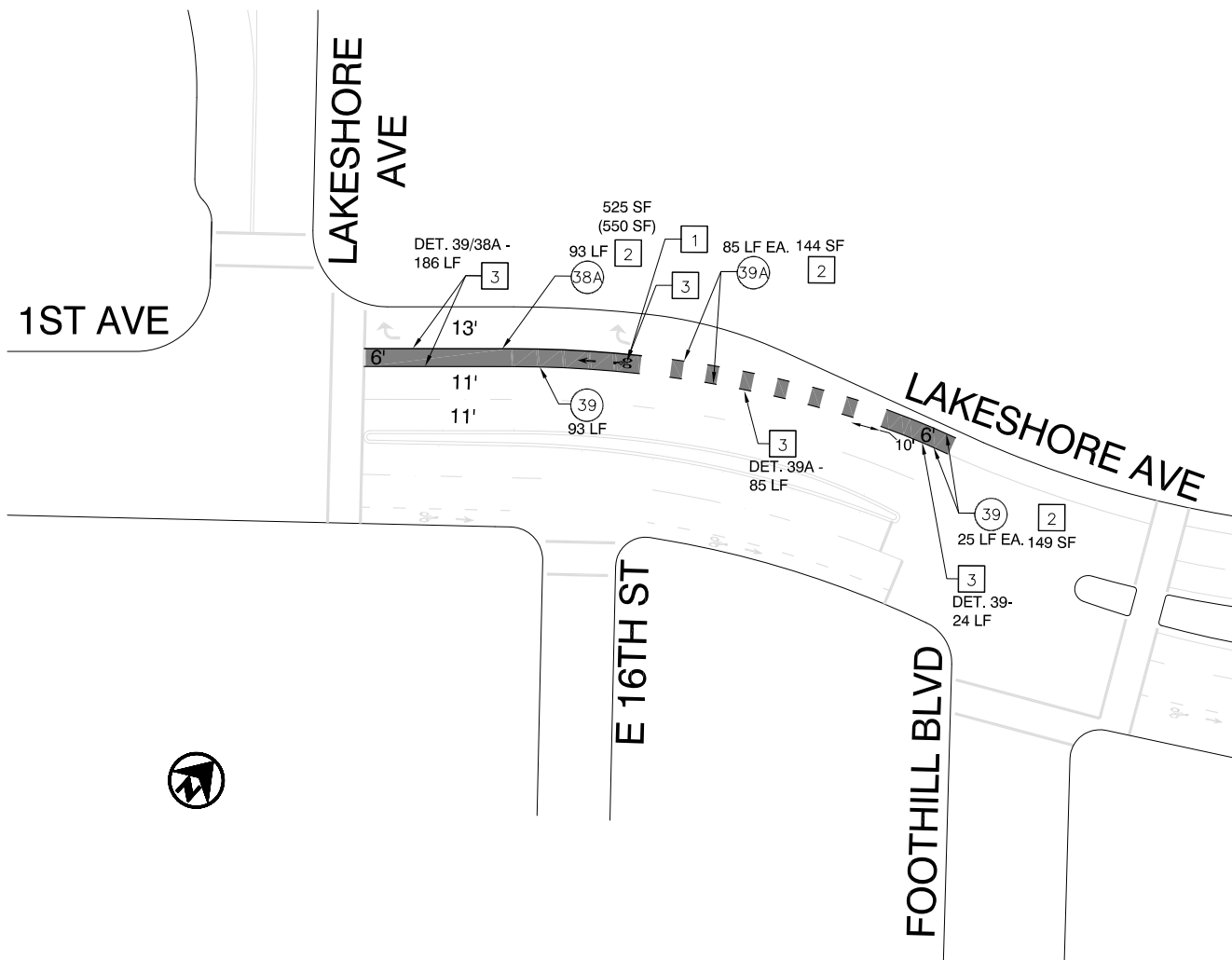


DRAFT GREEN BIKE LANES

DATE: January 2013  
REV. DATE: \_\_\_\_\_

DWG.  
G-3





## LEGEND

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

## CONSTRUCTION NOTES

- BIKE LANE SYMBOL & ARROW**  
Install pre-formed thermoplastic bike lane symbol and bike lane arrow markings on a green backing.
- GREEN BIKE LANE**  
Install green thermoplastic backing in between the two Detail 39A stripes defining the bike lane.
- REMOVAL**  
Remove conflicting striping/markings.



**CITY OF OAKLAND**

DEPARTMENT OF ENGINEERING AND CONSTRUCTION  
250 FRANK H. OGAWA PLAZA, SUITE 4344 \* OAKLAND CA, 94612  
(510) 238-3466 \* FAX (510) 238-7415

Lakeshore Avenue &  
1st Avenue

PROJECT NO.  
**C384910**

SCALE: 1" = 60'

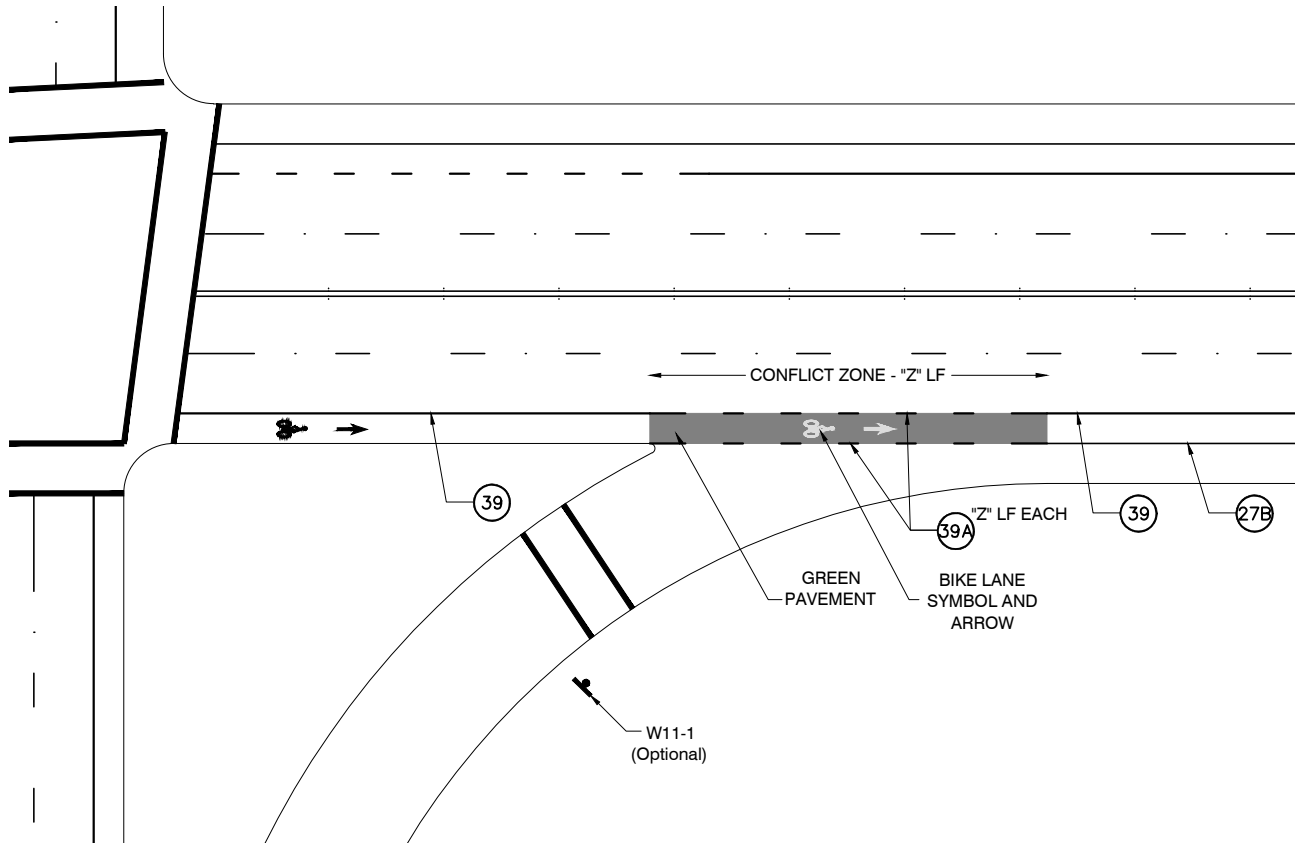
SHEET NO.

DATE: December 2012

5 OF 5



## SLIP TURN - DOWNSTREAM (TYPE 2)



### Policy:

Green bike lanes may be used to alert bicyclists and motorists of a conflict zone where a continuous bike lane crosses a slip turn, a turn pocket opening, or an oblique intersection.

### Striping:

The green bike lane should be installed for the length of the conflict zone. The treatment includes two bike lane skip stripes (Detail 39A), green color for the width of the bike lane, and a bike lane symbol/arrow.

The conflict zone starts at the end of the median island that separates the through lanes from the slip turn. The conflict zone ends where the curb line becomes parallel to the roadway centerline. The bike lane symbol/arrow is centered in the conflict zone.

### Signage:

The W11-1 sign (Bicycle Traffic) may be used in conjunction with the green bike lane.



MUTCD W11-1 Sign

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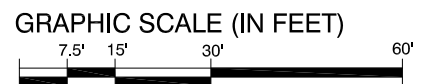
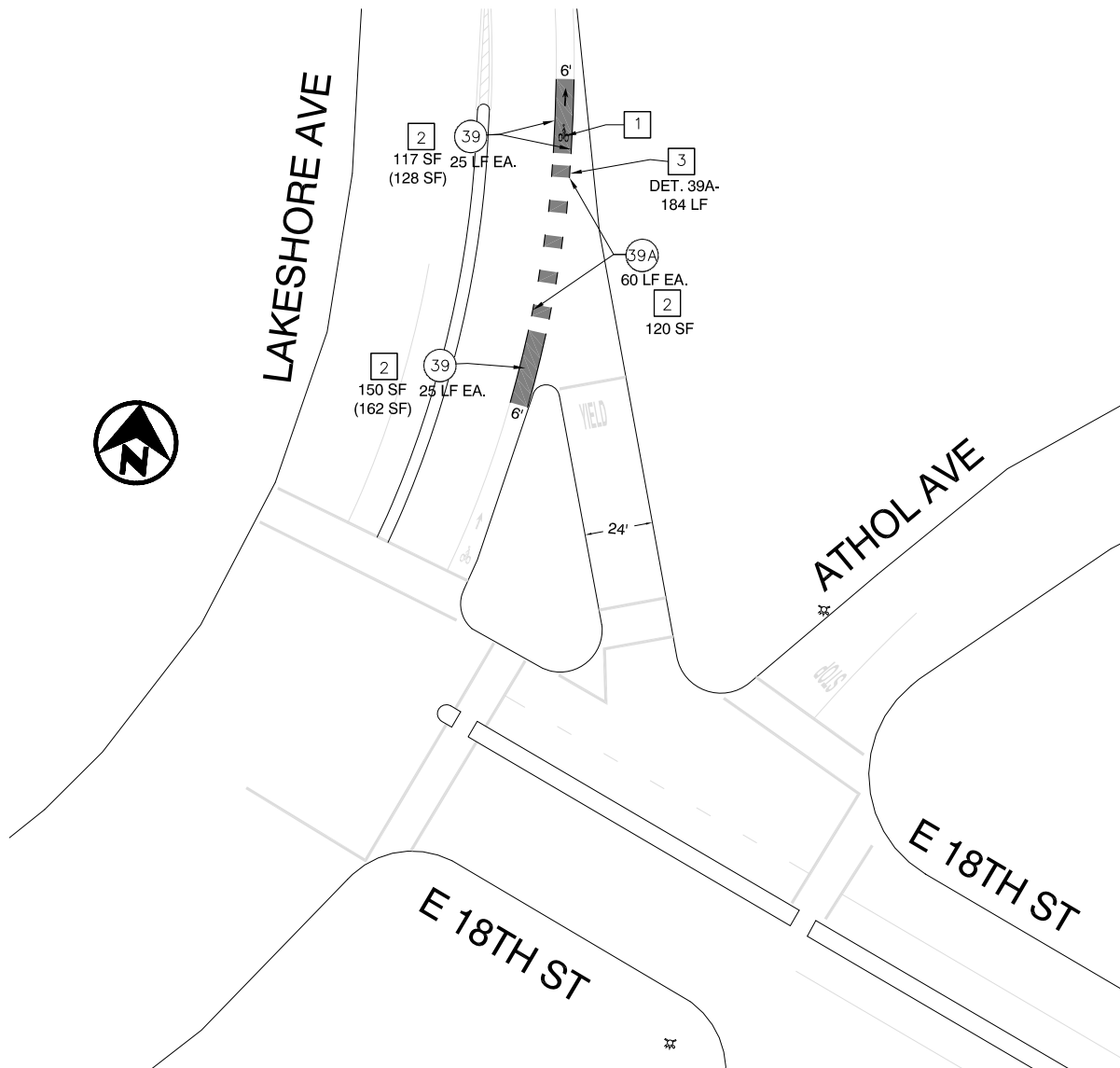


DRAFT GREEN BIKE LANES

DATE: January 2013  
REV. DATE: \_\_\_\_\_

DWG.  
G-2





## LEGEND

- # STRIPING CONSTRUCTION NOTE NUMBER
- # DETAIL NUMBER PER CALTRANS STD PLANS  
Traffic lines as cardinal number  
Arrows as roman numeral
- TS TRAFFIC SIGNAL
- W CROSSWALK/LIMIT LINE (SOLID ONE FOOT WHITE LINE)
- Y CROSSWALK/LIMIT LINE (SOLID ONE FOOT YELLOW LINE)

- FIRE HYDRANT
- BLUE FIRE HYDRANT MARKER
- ETR EXISTING TO REMAIN
- LF LINEAR FEET
- SF SQUARE FEET
- CR CURB RETURN
- FC FACE OF CURB

## CONSTRUCTION NOTES

- 1 BIKE LANE SYMBOL & ARROW  
Install pre-formed thermoplastic bike lane symbol and bike lane arrow markings on a green backing.
- 2 GREEN BIKE LANE  
Install green thermoplastic backing in between the two Detail 39A stripes defining the bike lane.
- 3 REMOVAL  
Remove conflicting striping/markings.



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**E 18th Street &  
Lakeshore Avenue**

PROJECT NO.  
**C384910**

SCALE: 1" = 60'

SHEET NO.

DATE: January 2013

4 OF 5