BPAC Infrastructure Committee: May 1, 2025 minutes

This meeting was held in-person at the Broadway Conference Room, 250 Frank Ogawa Plaza, Suite 4314, Oakland, CA 94612. Original agenda page available here. Additional attendees, not committee members nor staff, also participated but are not noted here

Dianne Yee (BPAC Commissioner, Committee member)
Robert Prinz (Committee co-chair)
Patricia Schader (BPAC Commissioner, Committee member)
Jimmy Jessup (BPAC Commissioner, Committee member)
Priyanka Altman (BPAC Commissioner, Committee member)

Jason Patton (Oakland DOT)
Pierre Gerard (Oakland DOT)
David Pené (Oakland DOT)
Patrick Phelan (Oakland DOT)
Anthony Campana (member of the public, MTC and AC Transit Comment Letter item)

Acronyms:

- BPAC = Bicyclist and Pedestrian Advisory Commission, a city-appointed volunteer group that meets monthly to discuss and advise staff on bike/walk projects, policy, and funding
- DOT = Department of Transportation
- Alameda CTC = Alameda County Transportation Commission, a regional governmental agency focused on transportation planning and funding
- NBR = Neighborhood Bike Route, a traffic-calmed residential street with design features intended to serve bike riders of all ages and abilities

3:30-3:40 pm Introductions and Updates on Previous Agenda Items

- Oakland Alameda Access Project (OAAP) - from November 10, 2017 - May 14 virtual open house - construction start expected this year
- 2023 On-Call Bikeway Striping Project - from September 7, 2023 - project went out to bid to contractors, got only one response that was double the estimate - rebid is out to bid now

3:40-3:55 pm Public Comment

- none

3:55-4:35 pm Neighborhood Bike Routes Paving Coordination Update (David Pené and Jason Patton, Oakland DOT)

(presentation file here)

Discussion:

- Are bikeway markings through and/or stop signs at forced turn diverters being considered?
    - Not currently, staff are trying to take a light approach at first to see what works - Through markings through diverter at 55th St / Vicente
- What's the threshold for traffic calming, determining how much it will drive traffic to side streets
    - It's less of a concern to staff regarding speed humps as opposed to car diverters - This is why a more robust process is required
- Is the lack of city ability
    - It's more of a capacity issue with the city's concrete crews - they're currently working on more urgent issues like uplifted sidewalks
- Berkeley is currently evaluating forced turn diverter safety, after a driver going through the turn recently failed to yield and hit a pedestrian in a crosswalk
    - Staff: Acknowledged
- Correct that paving program will address around 50 of the existing 75 mile paving program?
    - Yes, and upcoming Slow Street network proposals will add on to the 50 miles somewhat

4:35-5:05 pm, Bicycling and Pedestrian Infrastructure Design Details and Supplemental Guidance (Jason Patton, Oakland DOT)

(city landing page here)

Presentation:

- Detail for plantings within traffic islands detail in development
- Working group of project managers who have developed protected intersections - Both geometry & typical markings

Discussion:

- Protected intersections
    - Curb paint, reflectors, and signage - See Adeline/W Grand for example - Opportunity for "no right on red" prohibitions
    - Maximum offset standard for bike path of travel through intersection - See westbound Grand at Telegraph as example - Also minimum corner island standard - See SW corner of 14th/Clay

        - If certain maximums or minimums aren't met then a raised protected corner should be recommended, providing better protection & flexibility in constrained locations - See Walnut & Civic Center in Fremont for example
- HAWK beacons / Pedestrian Hybrid Beacons
    - More detailed signage - "stop on red - stop on flashing red, then proceed if clear" - see Ashby/HIllegass in Berkeley for example
    - "Bicycle detected" indicator lights
    - Curbside protected bikeway channels leading to intersection, along w advance stop lines for drivers - or bike ramp up onto sidewalk in advance of the intersection
        - Allows bike traffic to filter forward to the front w/o being blocked by right turning drivers
        - Provides for a protected & advance waiting space
        - Also allows better reliability for bike detection for signal, including advance detection for less waiting time
        - Passive detection can also be coupled with push buttons for a secondary option
- Bikeway markings
    - Diverters
        - Standardized bikeway through-markings at forced turn car diverters - Drivers tend to only look for other traffic in the direction other cars will be going
        - All-way stop signs at forced turn diverters
    - Protected bikeways
        - Issue: Not enough awareness of bikeway for people crossing it perpendicular - Existing markings are mainly attended to be experienced along the bikeway but not across it
            - Consider solid green bikeway markings for protected bikeways with expected high crossing movements - Could include parking protected bikeways in commercial areas, at parklets, and past bus boarding islands
        - Issue: Excess bumpiness of markings
            - Reduce the use of chevrons, only at signalized intersections and major driveways - Otherwise dashed green or just dash white bike lane edge lines can be use
            - Use one-piece preformed thermoplastic markings wherever possible as opposed to stencils - bike lane markings & chevrons

5:05-5:25 pm, MTC and AC Transit Comment Letter Discussion

(comment letter draft file here)

Discussion:

- Instead of concerns about single lane road diets
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- AC Transit is currently taking comments on the design guidelines through the end of May
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5:25-5:30 pm, Future Agenda Item Suggestions

- Slow Streets network update
- Measure U update
- HSIP updates
- City coordination w utility projects
- MTC Transit Priorities for Roadways
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