

Redefining Reasonable Accommodation

Updating Temporary Traffic Control Guidance
for Pedestrians, Bicyclists, & Transit



City of
Oakland

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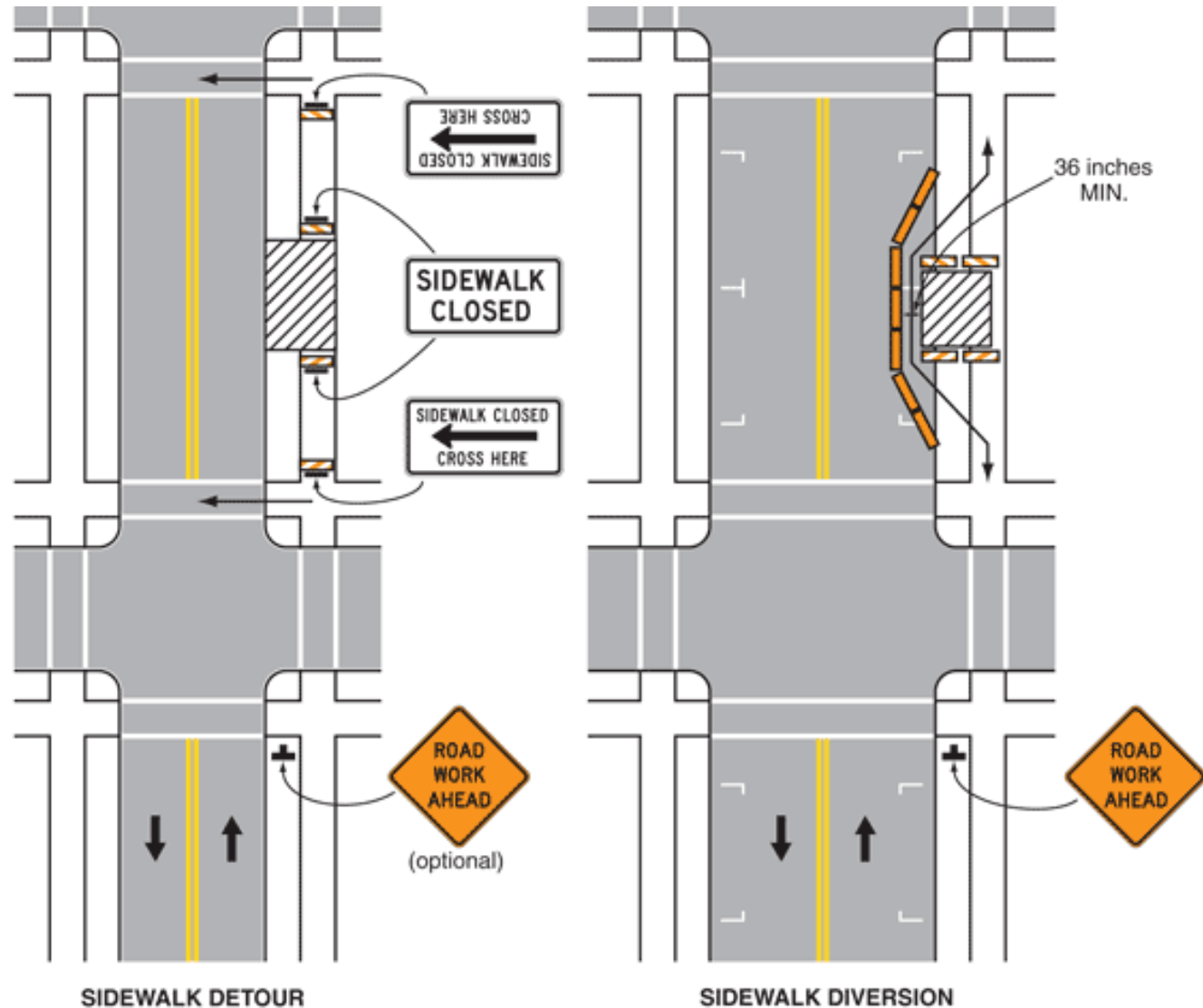
This presentation will cover

- ... An infill-minded approach
- ... That incorporates land use
- ... With lessons learned

Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.

MUTCD 6B, 2.E

Does not
specify
when or
where to
allow
detours vs.
diversions

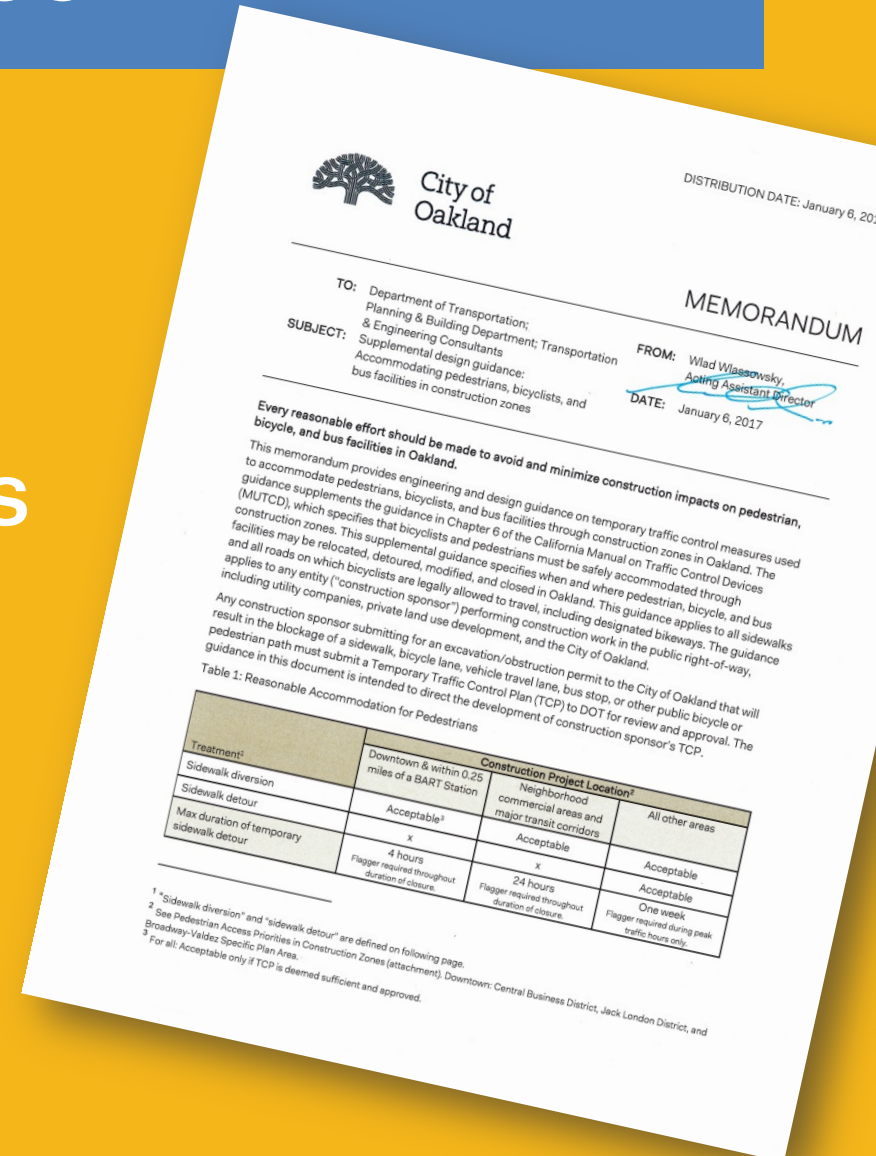




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New TTC Guidance

- Adds land use guidance for ped detours/diversions
- Clarifies bike preferences
- Articulates transit needs



Add Land Use Context for Peds

Tier 1

Downtown or within $\frac{1}{4}$ mile walk of a BART station

Tier 2

Commercially zoned streets and major transit corridors

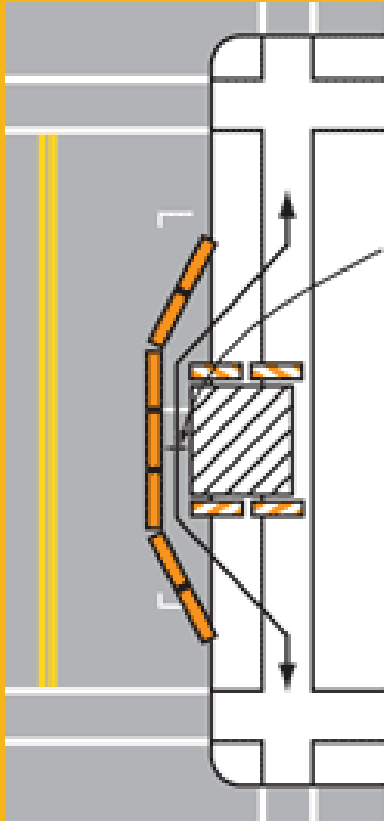
Tier 3

All remaining sidewalks not included in Tier 1 or 2

Tier 1

Downtown or within ¼ mile walk of
a BART station

Diversion



Detour

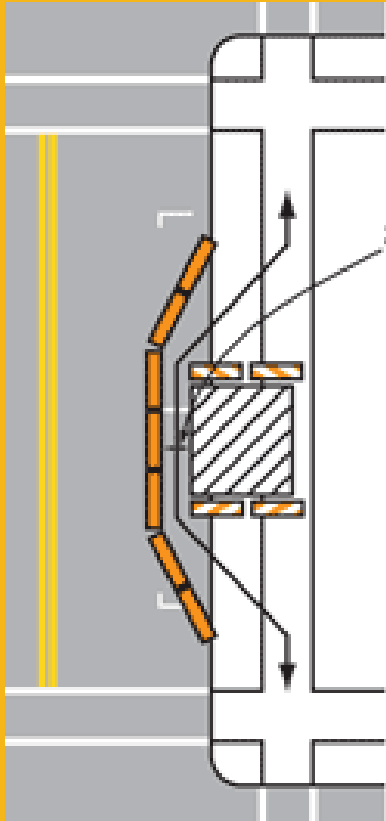


4 hours max,
flagger required

Tier 2

Commercially zoned streets and major transit corridors

Diversion



Detour

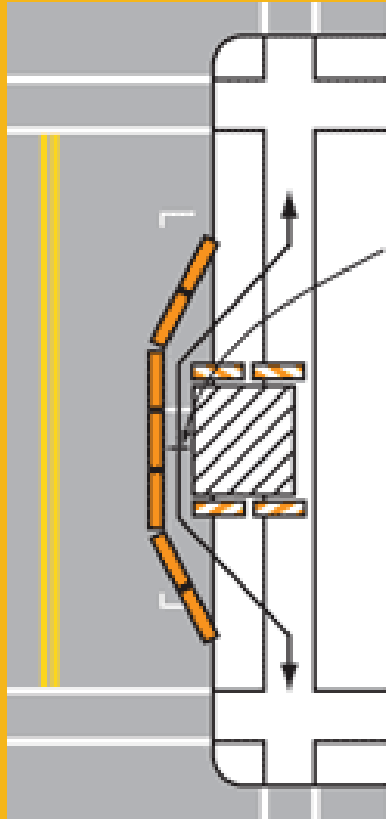


24 hours max,
flagger required

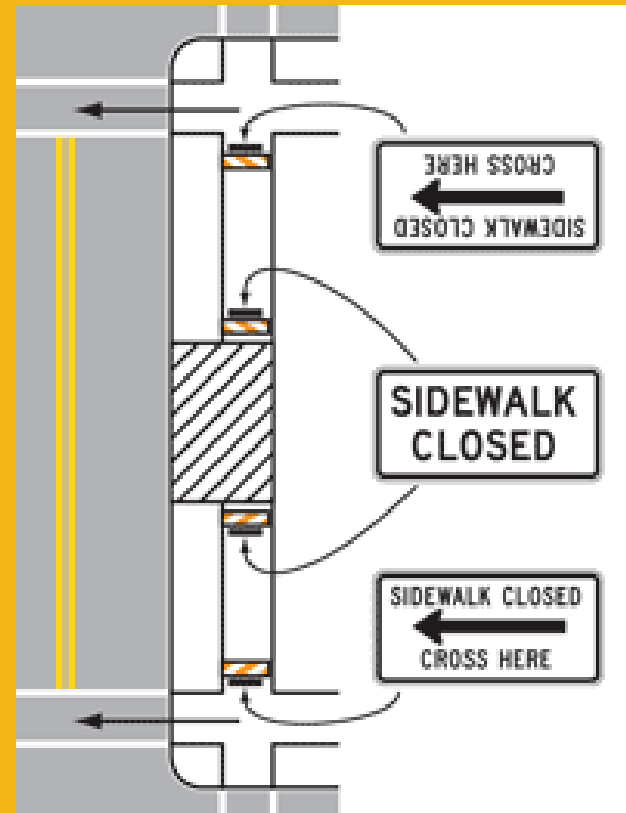
Tier 3

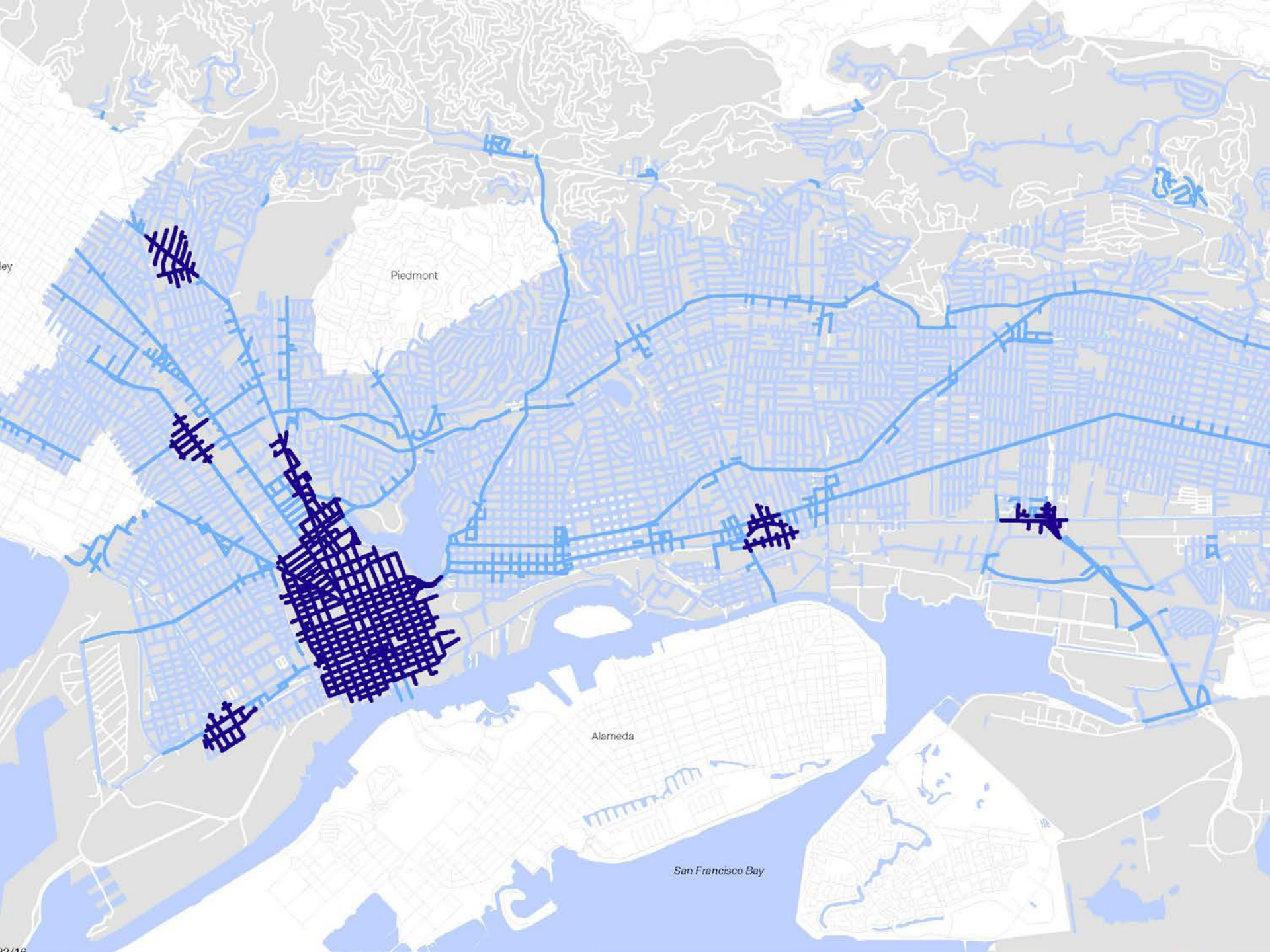
All remaining sidewalks not included in Tier 1 or 2

Diversion



Detour





Updated Guidance for Bikes

In order of preference:

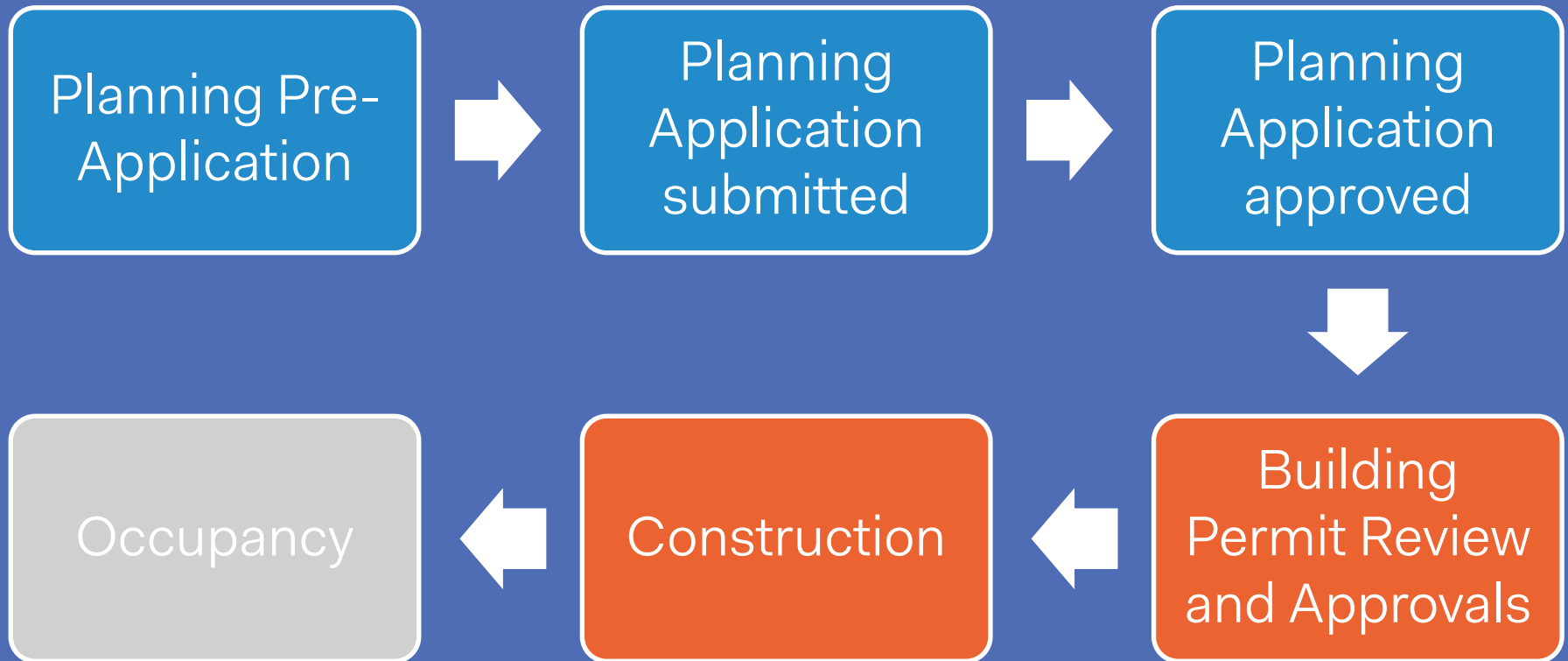
1. Provide temporary bike lane in parking lane
2. Provide temporary bike lane in street by narrowing traffic lanes
3. Provide temporary bike lane in street by closing traffic lanes
4. Taper bike lane into shared traffic lane



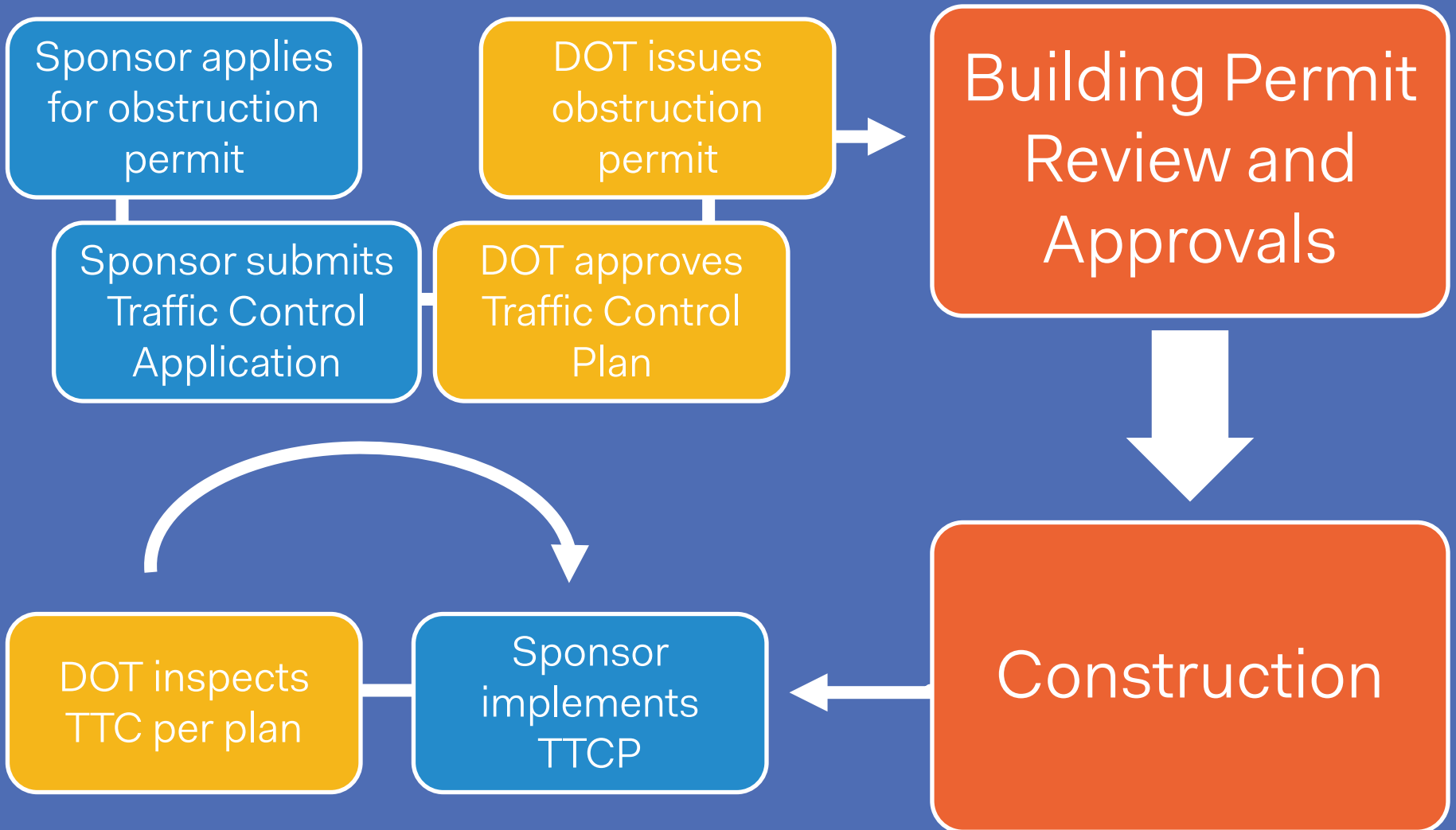
New Guidance for Transit

- Temporary relocation of a bus stop for construction activity **requires written approval from AC Transit**
- Any parking obstruction, sidewalk obstruction, travel lane obstruction, or other accommodation required for the temporary bus stop **shall be proposed through an obstruction permit application** at the sponsors' expense.

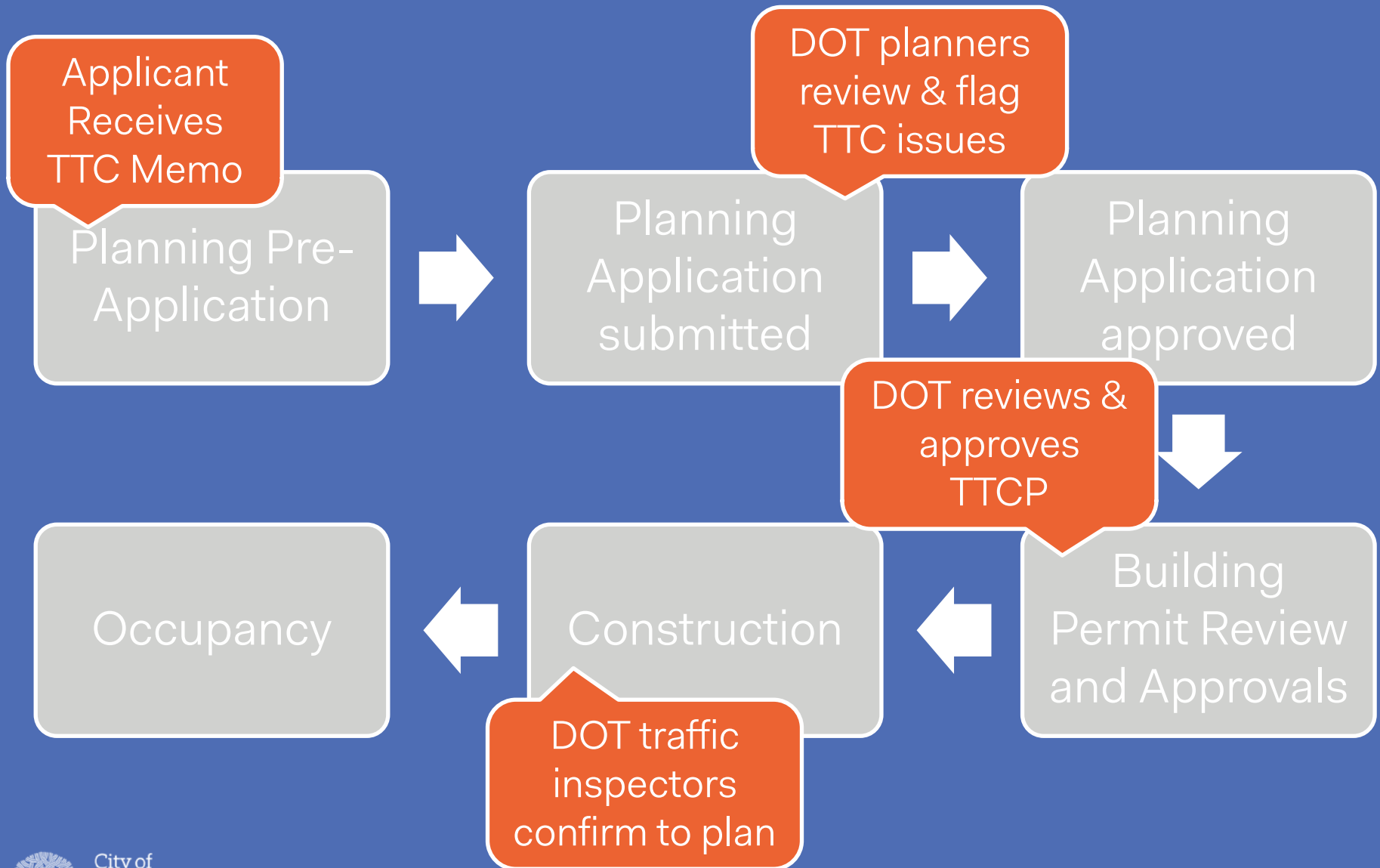
A Very Simplified Development Flowchart



Temp Traffic in the Building Phase



Implementing New Guidance





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4-4-17

How OakDOT Did It:

1. Get everyone in the room
2. Get direction from on high
3. Assign responsibility
4. Search APBP listserv for
“temp traffic control”
5. Aim for great, not perfect

What OakDOT Learned:

1. Pick what matters
2. Provide guidance early
3. Set a high standard and force sponsors to make the case for flexibility

What's Next?

1. Hire additional traffic inspectors
2. Revisit obstruction fee schedule
3. Develop public-facing information tools



Thank you!

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