

BPAC Infrastructure Review Subcommittee: March 7, 2024 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 co-chair)

Robert Prinz (Committee co-chair)

Gray Gardner (BPAC Commissioner)

Patricia Schader (BPAC Commissioner)

Brendan Pittman (Committee member)

Cathy DeLuca (Oakland DOT, Laurel Access to Mills, Maxwell Park & Seminary Project item)

Charlie Ream (Oakland DOT, Laurel Access to Mills, Maxwell Park & Seminary Project item)

Patrick Phelan (Oakland DOT, Lakeshore Ave Separated Bikeway Project item)

David Pené (Oakland DOT, Lakeshore Ave Separated Bikeway Project item)

Jason Patton (Oakland DOT)

Pierre Gerard (Oakland DOT)

Colin Piethe (Oakland DOT)

Megan Wier (Oakland DOT)

Tony Dang (Oakland DOT)

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
- AHSC = Affordable Housing and Sustainable Communities, a state grant funding program for below market rate housing construction along with sustainable transportation infrastructure
- NBR = Neighborhood Bike Route, a traffic-calmed residential street with design features intended to serve bike riders of all ages and abilities

3:30-3:45 pm Introductions and Updates on Previous Agenda Items

- [7th Street Connection Project](#) from January 2024 meeting - 35% (concept level) design plan feedback due by end of the day, March 18, 2024. Email comments to cchan@oaklandca.gov. Staff looking for feedback on:

- Major elements that impact how the street functions (number of lanes, bulb outs, etc.)
- If anything is missing (such as crosswalks) or anything that folks would add to the proposed design
- If there are additional locations where accessible parking spaces are needed
- [East Bay Greenway, 73rd Ave to Seminary](#) from December 2020 meeting - Expected to break ground in March 2024, complete by late 2024 or early 2025
- [Lake Merritt Blvd cycletrack](#) from December 2020 meeting - Awarded \$3M in Safe Routes to BART funding - Estimated completion by Fall 2027

3:45-4:15 pm Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Project Update (Cathy Deluca, Oakland DOT)

([project plan here](#))

([Oakland DOT project page here](#))

Presentation:

- Community led project to connect Laurel District to Mills and surrounding neighborhoods
- Existing pathway (phase 1) connects from Laurel District to Mills College
- Phase 2 continues further along MacArthur, now at full design - money to fully design it but not yet construction
- Now entering into discussions on phase 3 along Seminary from MacArthur to Sunnymere
- People liked the phase 1 pathway, but this type of work is not in the scope of the existing phase 3 paving project - Looking into added construction funding
- Applying for AHSC and Safe Streets for All grants, due in March and May
- Phase 3 project now at 15% (initial concept) designs completed - outreach on these designs underway now to inform next design stage (35%)
- Seminary is 2 lanes uphill, was 2 lanes downhill but previously reduced to 1 via painted median
- Concept for Seminary:
 - Add a 2-way bike/walk path along the college side, reducing Seminary to one car lane each way
 - Complete sidewalk where gaps exist currently
 - Some sort of barrier between street and pathway - Materials not yet determined
 - All being built along city right of way, not Mills College right of way
 - Maintain some sort of median between the uphill and downhill car traffic - Perhaps a mountable median that fire trucks can drive over
 - New crossings from the pathway to the surrounding neighborhoods
 - Sunnymere and Seminary intersection
 - Lots of new housing & traffic from Oak Knoll development, which is building bike lanes on Kuhnle Ave and new traffic signal at Kuhnle/Seminary

- Opportunity to square off intersections more via corner extensions
- Fatal crash in 2023 occurred after downhill curve area, looking into design details to slow car traffic in that area
- Bus stop at Outlook is before the intersection because AC Transit wants buses to be able to pull out of traffic during a stop and not stay in the lane
- Seminary and MacArthur, staff is interested in tightening up the intersection further via sidewalk extensions
- Conversion of dedicated right turn “slip” lane at Seminary and Camden via phase 2 project - Attendee comment that slip turn lane currently floods often and needs drainage work

Discussion:

- Can there be refuge islands at the crosswalks across Seminary, for people who can't cross the whole street in one phase
 - Yes, will look into it
- Commenter likes inclusion of traffic signals at the top of the hill - Speed control is critical, Can speed cushions be added? The pathway barrier needs to be robust
 - Staff looking into guardrails or something else substantial
 - Downhill grade is steep, might preclude speed cushions - Can look into them for less steep sections
 - City's rapid response team is looking into short term speed control opportunities at the Outlook intersection where a pedestrian was hit and killed in 2023 - Downhill road diet with paint/posts might be possible as short term opportunity
- Can stop signs be added at some intersections as opposed to pedestrian beacons
 - Will look into it - AC Transit runs buses on this corridor, may prefer signal
- Intersection of MacArthur and Camden is gnarly, commenter likes the attention there - Traffic signal there doesn't slow drivers there - Will uphill direction be one lane?
 - Yes, uphill will be reduced to one lane
- How to anticipate the worst behavior at intersections - Are treatments like at MacArthur/35th Ave used for sideshow prevention possible - Hardened center lines at least at the intersection
 - MacArthur / Camden / Seminary has a similar installation
- Lots of right hand passing when there aren't vehicles parked - Opportunity to break up the parking a little bit
 - Good idea, will look into it
- Opportunity for increased greenery with the project on both sides of the street and in the median - 14th Ave project has in-street tree wells included, something similar could be included in this project to also help discourage passing in the parking aisle
 - Good idea, will look into it
- Commenter likes the staff recommendation to further narrow the intersections with sidewalk extensions beyond what's shown in the 15% plan, also to better guide and slow drivers through turns - Opportunity to add median noses at crosswalks to further slow left turns

- Concern about people parking in a painted median
 - Most people who live here know how dangerous the street is, are unlikely to park in the middle
- What is the fire department roadway clearance requirement for this segment
 - Currently they are requesting a 20' clearance minimum

4:15-5:15 pm, Lakeshore Ave Separated Bike Lanes Project (Patrick Phelan & David Pené, Oakland DOT)

[\(presentation file here\)](#)

[\(project plan here\)](#)

[\(Oakland DOT project page here\)](#)

Presentation:

- Project is being delivered in coordination with an existing EBMUD utility project, and cost sharing
- Two cycletrack separation options being considered: Either continuous raised concrete islands with gaps for parked drivers to enter/leave their vehicles, or raised concrete islands only at pedestrian crossings but precast concrete curbs elsewhere
- Currently looking into stormwater permit requirements - There are limits to what the city can do with impervious materials before more expensive green stormwater treatments are required
- Sheet one of the concept plan - Lakeshore and E 18th St intersection
 - Southbound cycletrack continues straight into curbside painted bike lane past E 18th
 - Bike riders who want to turn right would use ramp up to sidewalk to wait for walk signal
- Sheet two of the concept plan: Lakeshore and Hanover intersection
 - Concrete island to shorten pedestrian crossing distance and slow car turns onto Hanover
 - Raised concrete bus boarding island with raised pedestrian crossing across pathway
- Sheet three of concept plan - north of Hanover
 - Shows detail of accessible car parking space, as well as periodic midblock curb ramps to get between the parking spaces and the lakeside path
- Sheet four of the plan - Lakeshore and Wayne intersection
 - Lots of concrete islands to narrow pedestrian crossing distances and slow turns, prohibit parking ahead of the crosswalk, and add center medians at crosswalk
- Sheet five of the plan - Lakeshore north of Brooklyn
 - One of the existing pedestrian sidewalk extensions (bulb out) would be removed to make space for the cycletrack - But overall crossing distance is shortened
- Sheet six of the plan - Lakeshore and Boden

- Existing median north of Boden has to be mostly removed to make space for the cycletrack - Possible removal of one street tree closer to El Embarcadero
- Sheet seven of the plan - Lakeshore and El Embarcadero
 - Cycletrack narrows to 10 feet here, instead of 12 feet throughout most of the rest of the project
 - Would enable buffered, paint only bike lane southbound between MacArthur and El Embarcadero

Discussion:

- Previously we were told the project will start in fall 2024 but the plan says 2025. Which is correct?
 - EBMUD will start their project in fall 2024 and Oakland DOT work will follow
 - City is continuing to coordinate with EBMUD, hoping to start work this year
- How will project connect to other projects, resulting in full cycletrack around the lake - Thinking of gap between E 18th and International
 - Lake Merritt Blvd cycletrack project starting construction in 2025 - Gap between these two projects can't be completed via this project but staff is already thinking about how to connect them
 - Grand Ave protected bikeway project will connect to the Lakeshore cycletrack project with a facility on El Embarcadero and Grand - Design details are currently being worked out
- Is there any plan now or later to remove right turn "slip" lanes at E 18th St or MacArthur Blvd
 - Likely not via this project, that's outside the scope of this project, would probably require signal relocations
- Are the medians going to just be painted or is there an opportunity for more substantial treatments, even periodic?
 - What staff is trying to do with 7-foot striped median is enough space for the periodic pedestrian islands - Fire department wants 26 feet clearance so this helps satisfy their needs
- Will the crosswalks have flashing beacons?
 - That is not currently part of the project concept, opportunity for future upgrade
 - Staff are trying to avoid electrical or drainage work, adding cost and complexity beyond what can be done via this near term project
- E 18th is a very dangerous intersection, drivers get a lot of speed especially on the south side - Is there an opportunity to constrain Lakeside ahead of the intersection northbound? - Second the need to close the right turn slip lane from E 18th to Lakeshore
- Opportunity for flex posts on top of the islands at intersections to help guide drivers
- Conversations so far focus on existing traffic volumes, is there a way to route traffic elsewhere?
 - Definitely, and it's a longstanding need
- Opportunity for greenery - Planters on top of islands, or future opportunity to add trees like on the other side of the lake

- Landscaping isn't off the table for this project, looking into opportunities for what can be done with this project
- Is concrete work included along gutter - Some sections currently not in good condition
 - Yes concrete repairs are part of the project
- Scramble phase (bike and pedestrian crossings in all directions at once with no cars, like Oakland Chinatown) opportunity at E 18th - Also consider move the ramp off the cycletrack ahead of the E 18th intersection not before, then have bike riders turn left onto E 18th via a dedicated bike crossing not mixing with the crosswalk
 - Moving the ramp could also help to support bike riders approaching the cycletrack from the cul de sac side street headed north
- Start thinking about how and when the traffic signals can be upgraded to help support bike turn movements at other intersections
- Add center line posts or other treatments in the cycletrack after intersections to prevent drivers from entering the bikeway
- Opportunity for speed cushions in the roadway to help slow car speeds in addition to the cycletrack
 - Staff is working on an evaluation with AC Transit on speed cushion analysis and design

5:15-5:30 pm, Future Agenda Item Suggestions

- AC Transit service changes on Broadway - current conditions include lots of double parked cars - Possible agenda item to think about how that section of Broadway is used to prioritize transit