



CITY OF OAKLAND

DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612
Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Infrastructure Committee Agenda **Thursday, July 6th, 2023; 3:30-5:30 pm** **250 Frank Ogawa Plaza, Suite 4314, Lake Merritt Conference Room**

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission
Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Commissioner Members (co-chair(s) in bold)
David Ralston, Patricia Schader, Dianne Yee

Community Members (co-chair(s) in bold)
George Naylor, **Robert Prinz**, Midori Tabata, Brandan Pittman, Reginald (“RB”) Burnette, Jr.

This is an in-person meeting. People participating in the meeting must attend in-person. Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City’s [Sunshine Ordinance](#) and the State’s [Brown Act](#).

Public Survey on Return to In-Person Meetings: A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland:
<https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-bel13f6cd32bb>.

If you have any questions, please email Pierre Gerard, staff liaison to the commission at pgerard@oaklandca.gov.

Time	#	Topic
3:30	1	Introductions and Updates on Previous Agenda Items (15 minutes)
3:45	2	East Oakland Neighborhood Bikeways Project (60 minutes) – Jesse Boudart, OakDOT Transportation Engineer (jboudart@oaklandca.gov), will provide an overview of work done to date on community engagement and design for this project covering four East Oakland corridors. For more information, see the following webpage: https://www.oaklandca.gov/projects/east-oakland-neighborhood-bike-routes .
4:45	3	Oakland-Alameda Estuary Bridge Project (30 minutes) – Rochelle Wheeler, Senior Transportation Coordinator at the City of Alameda (rwheeler@alamedaca.gov), will lead a discussion about a bicyclist and pedestrian bridge proposal across the estuary between West Alameda and Jack London Square. For more information on this project, see the following webpage: https://estuarybridge.org/ .
5:15	4	Future Agenda Item Suggestions (15 minutes)



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email pgerard@oaklandca.gov or call

(510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a pgerard@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 pgerard@oaklandca.gov 或致電 (510) 238-6313 或 711 (電話傳達服務)。請避免塗搽香氛產品, 參加者可能對化學成分敏感。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ pgerard@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

Oakland-Alameda Estuary Bridge

A New Bicycle-Pedestrian Connection

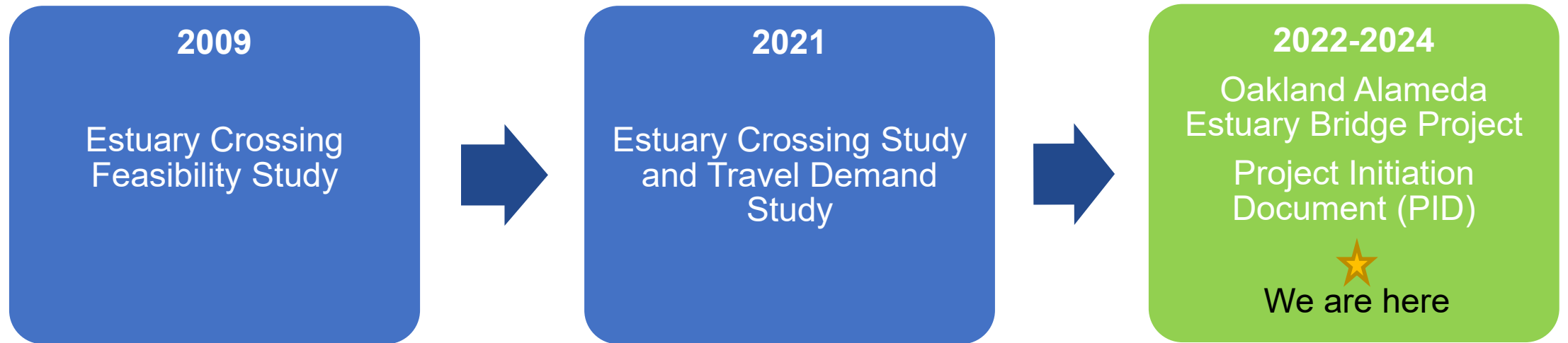


East to west aerial view of the Oakland Estuary
Photo Credit: Maurice Ramirez

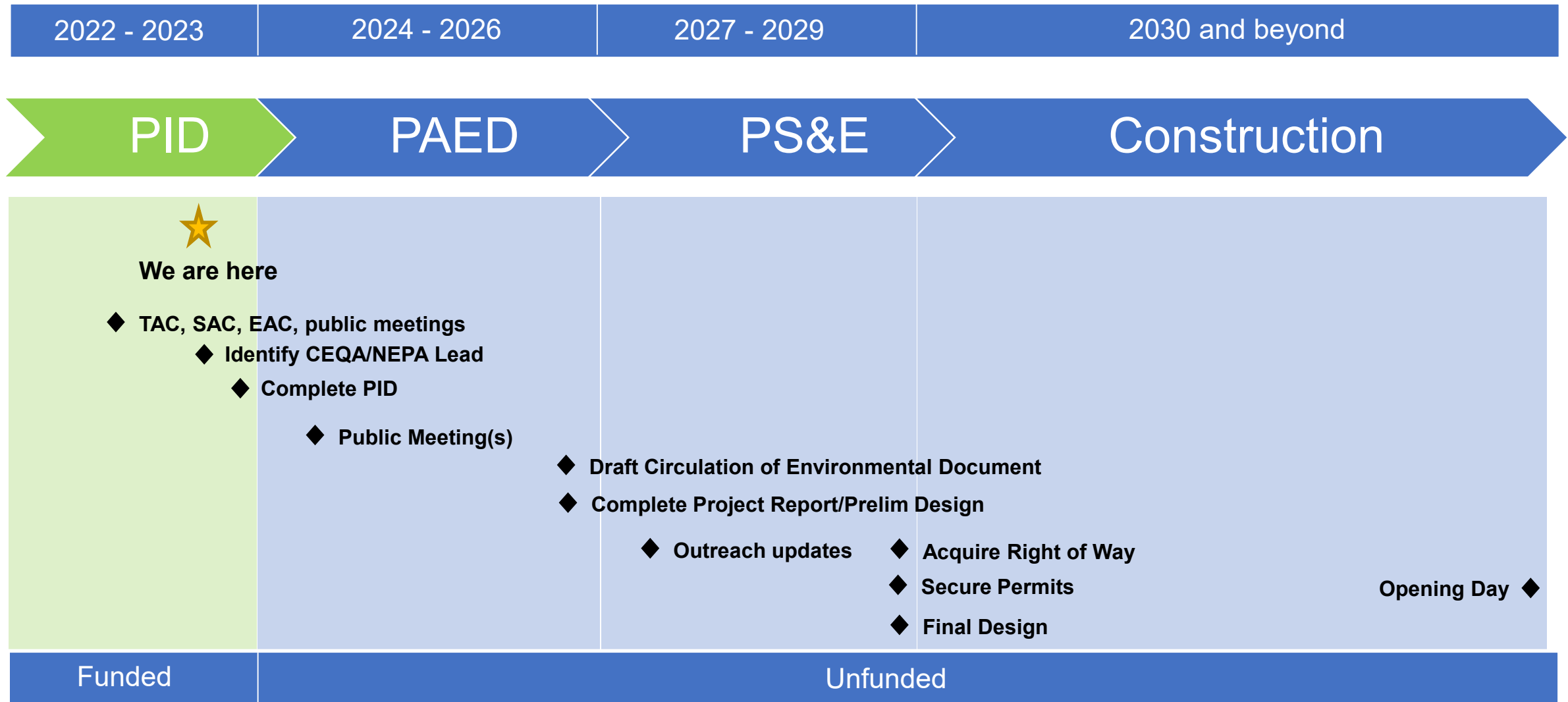


Concept Image of Oakland-Alameda Estuary Bridge
Source: HNTB

Project History



Overall Schedule

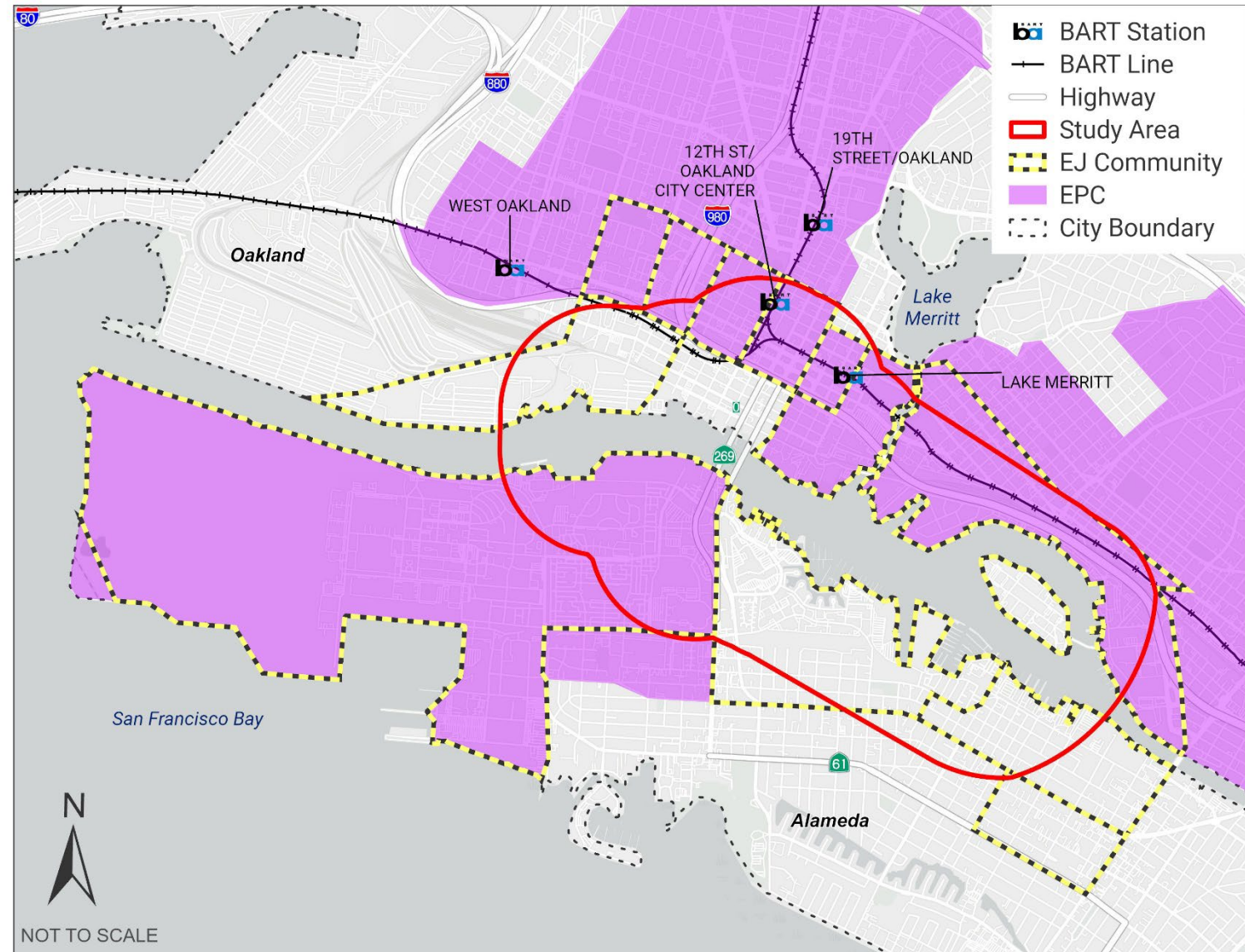


Need – Limited Access

Barrier Effect:

Limited cross-estuary bike and pedestrian facilities between western Alameda and Oakland create a barrier to walking/biking between these two communities.

- Access impacts Equity and EJ communities
- Transit – AC Transit buses and SF Bay Ferry require fees and are not offered 24 hours per day
 - Reduced service on weekends



Need – Limited Access– SR 260 (Posey Tube)

Underground Posey Tube path:

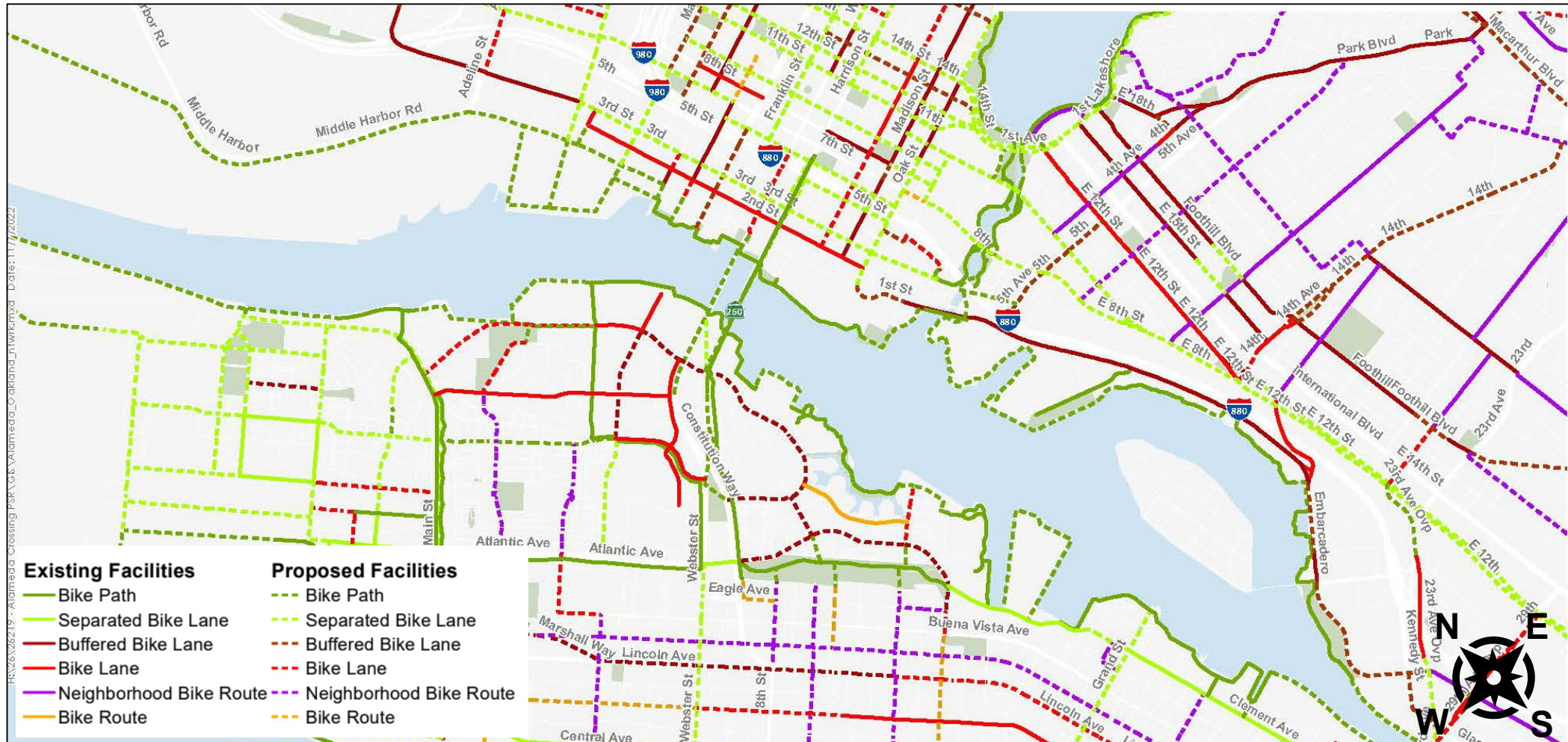
- Substandard 3' biking/walking path
- Negative user reactions
- Opening a second path (Webster Tube) is not a long-term fix
- Provides for less than 10% of estimated demand



A 2009 Photo of the Underground Posey Tube Path

Need – Disconnected Trail Networks

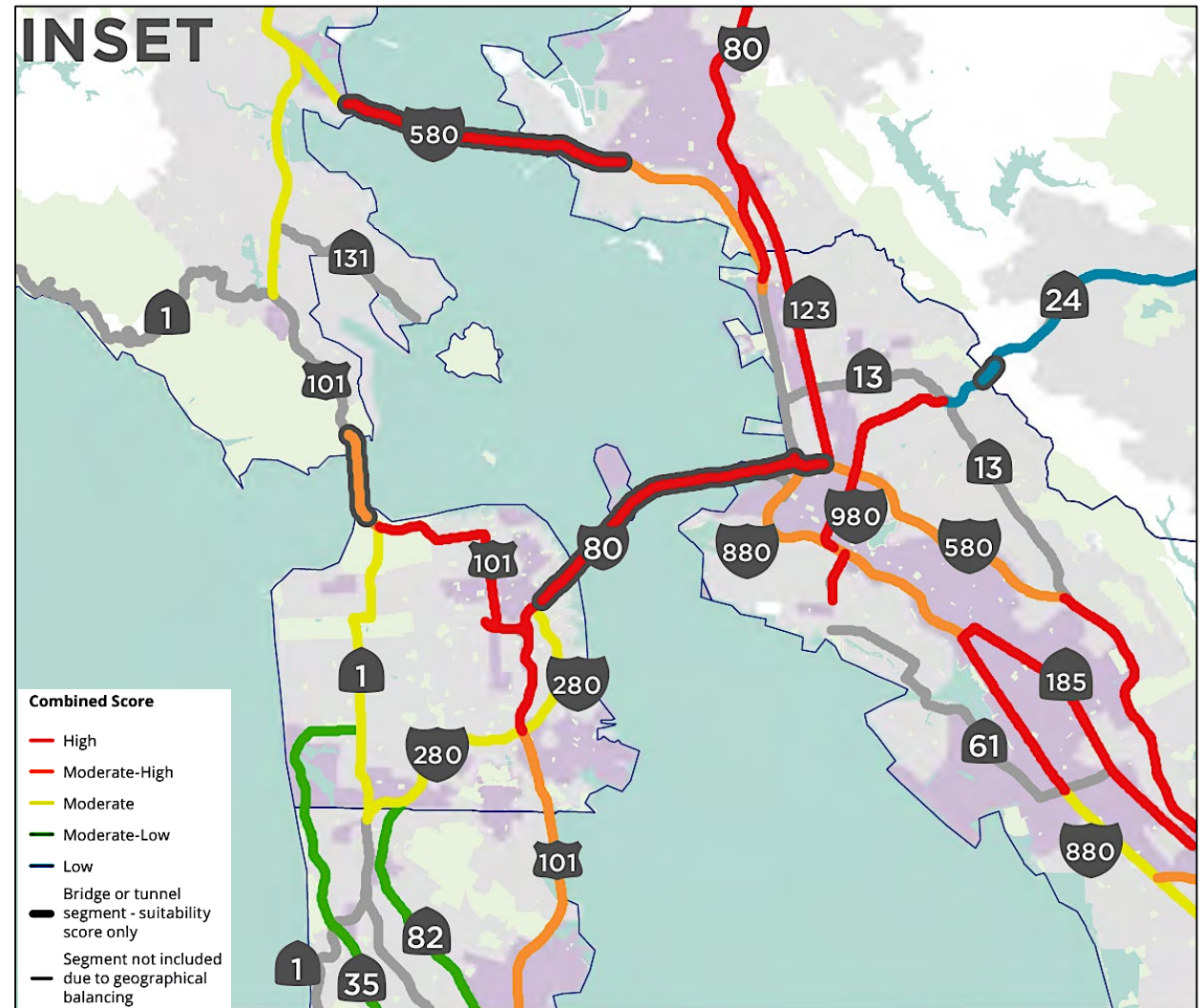
Bay Trail and local trails in two cities do not connect across the estuary.



RA2626219 - Alameda Crossing P&S V&A Alameda_Oakland_P&S v2.mxd Date: 11/17/2022

Need – Disconnected Trail Networks

Caltrans District 4 identified a Webster Street connection as one of the top 3 corridors for a future bike highway



Source: Caltrans Bay Area Bike Highway Study (2022)

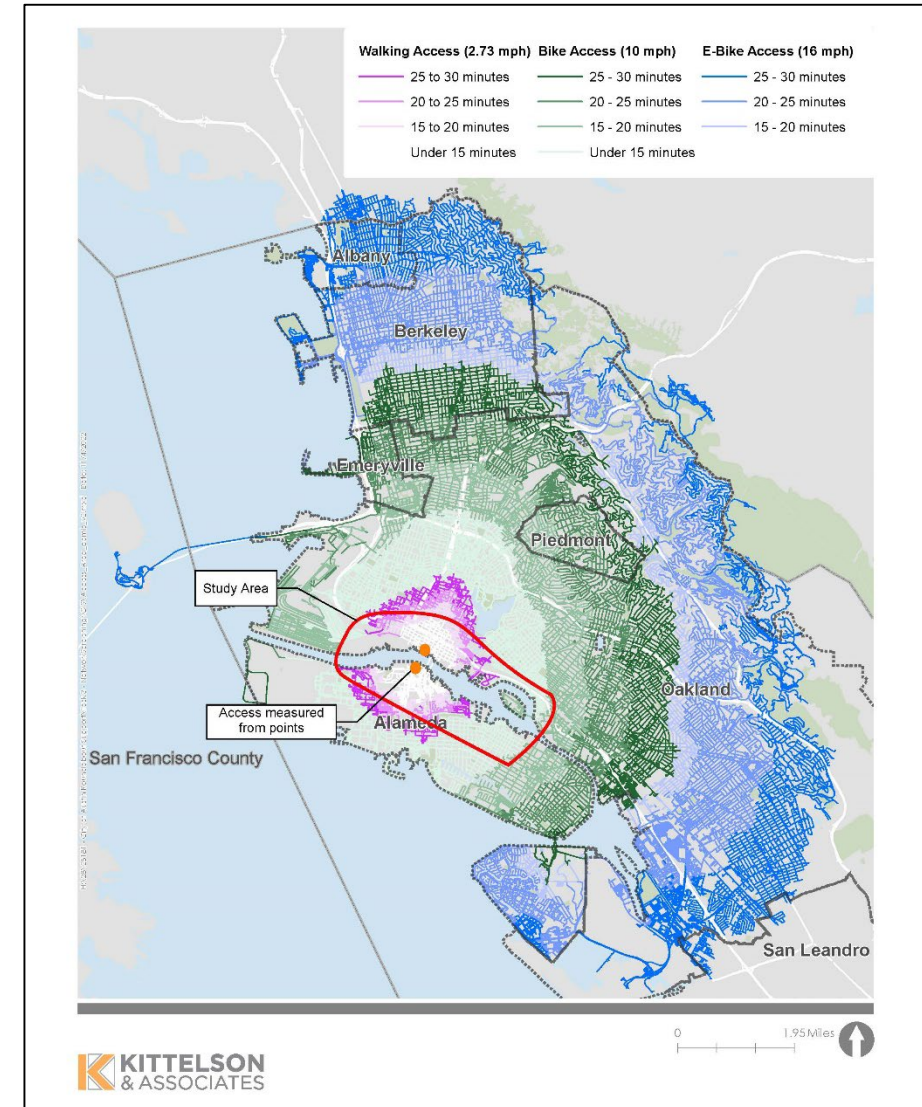
Need – Support Regional Growth

- Today approximately 48,000 motor vehicles per day travel between western Alameda and downtown Oakland via the Tubes
- Planned Growth in both cities would increase demand for cross estuary trips in 2030 to approximately 56,000 trips.
- Planned Development: mixed-use residential, urban infill, Transit Oriented Development underway on both sides of the Estuary.

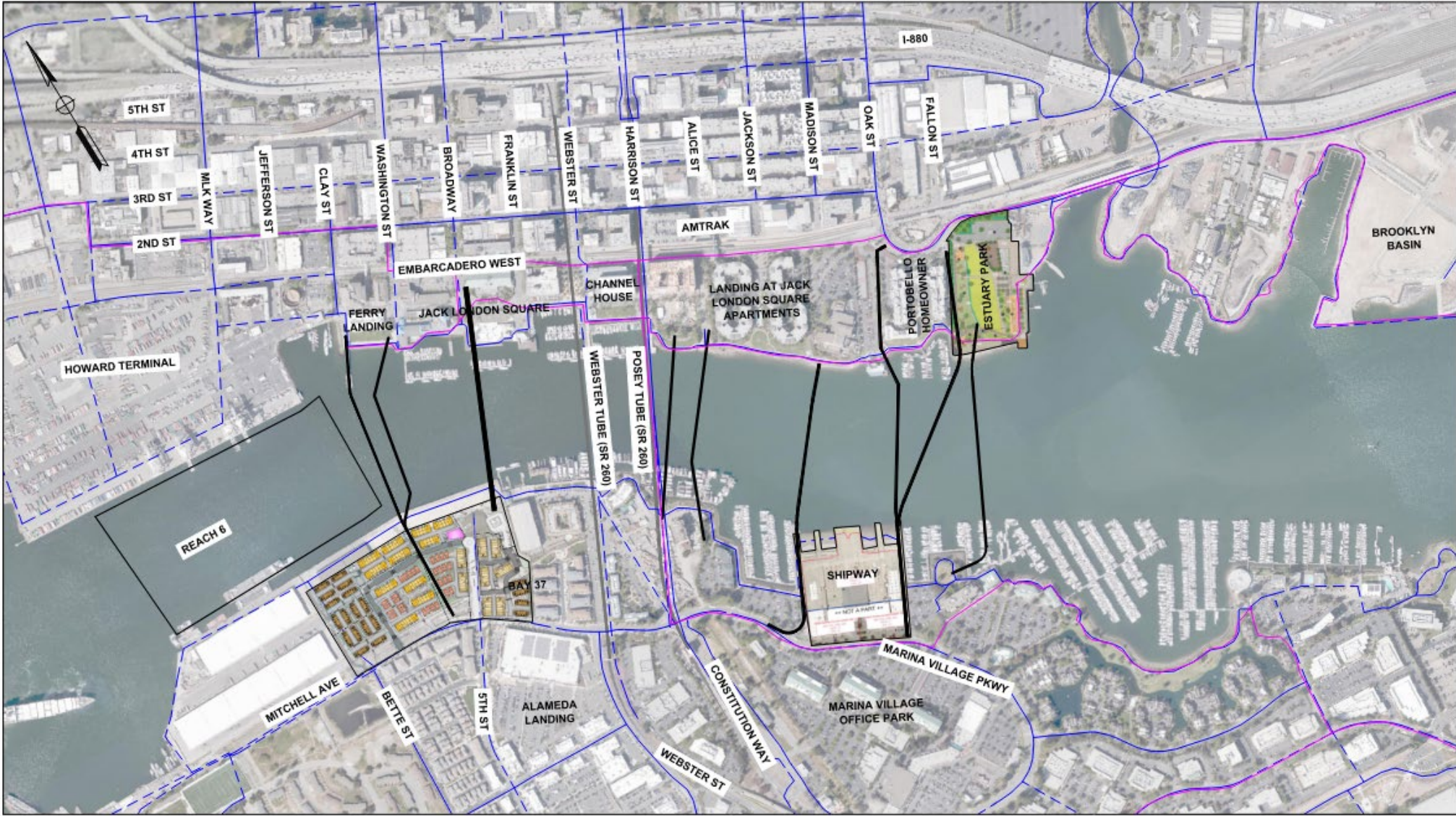


Need – Supporting Healthy Communities

- Reduce vehicle trips
- Health: Mode shift from motor vehicles could off-set the expected increase in air pollutant emissions, thereby protecting community health and promote increased physical activity.
- Greenhouse gas (GHG) emissions: Alameda and Oakland support mode shift away from single-occupancy fossil fuel vehicles to:
 - Reduce transportation pollution/ contributions to climate change

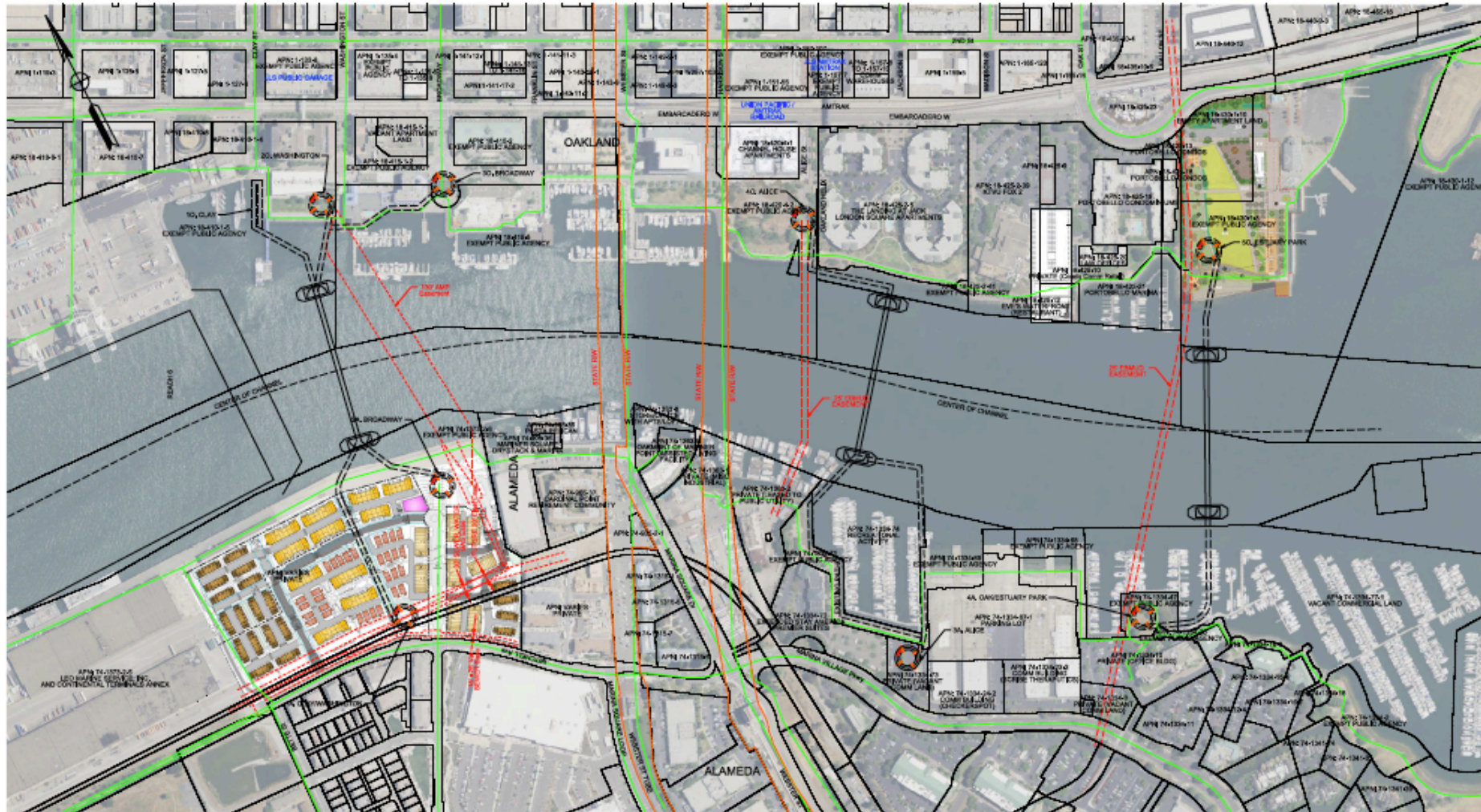


Study Area with Remaining Potential Corridors



Three Preferred Corridors

OAKLAND ALAMEDA BICYCLE PEDESTRIAN BRIDGE PROJECT LANDING/APPROACH OVERVIEW



SCALE: 1" = 200'

1/26/2023

LEGEND

- EASEMENT
- STATE RIGHT-OF-WAY
- EXISTING/PROPOSED BICYCLE NETWORK
- REACH 5

PRELIMINARY
FOR DISCUSSION ONLY

