

CITY OF OAKLAND



Bicyclist and Pedestrian Advisory Commission (BPAC), Infrastructure Committee Meeting Agenda

Thursday, March 6th, 2025; 3:30-5:30 pm
250 Frank Ogawa Plaza, Suite 4314, Broadway 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>

Previous Meeting Information and Minutes:

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA>

*Commissioner Members (co-chair in **bold**)*

Priyanka Altman, Grey Gardner, Patricia Schader, **Dianne Yee**

*Community Members (co-chair in **bold**)*

Robert Prinz

This is an in-person meeting, so people cannot join or give public comments online or by phone. Hybrid meetings, where people can attend both in person and online, may start once the City of Oakland has set up the necessary procedures and resources. All Commission meetings will meet 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-be13f6cd32bb>.

If you have any questions, please email Robert Prinz (robert@BikeEastBay.org) and BPAC Commissioner Dianne Yee (yee.bpac@gmail.com).

The meeting will take place at 250 Frank Ogawa Plaza on the 4th floor, in the Broadway Conference Room. Here are instructions to participate in this public meeting:

- Enter the 250 Frank Ogawa Plaza building from the plaza, across from City Hall.
- Sign in at the security desk and proceed to the elevators.
- Ask the elevator attendant to provide access to the 4th floor.
- Follow the posted signs to the Broadway Conference Room from the 4th floor elevators.

Time	#	Topic
3:30	1	Introductions and Updates on Previous Agenda Items (15 minutes)
3:45	2	Public Comment (10 minutes) Members of the public may comment on any issue within BPAC Infrastructure Committee's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .
3:55	3	Caltrans Bay Area Bike Plan Update 2025 Attachment (35 minutes) Jasmine Stitt, Caltrans District 4 Complete Streets Performance Coordinator, will provide a presentation on the draft Caltrans Bay Area Bike Plan Update, with a focus on recommendations and priorities related to Oakland. This updated bike plan analyzed conditions for biking along and across the State Transportation Network in the nine-county Bay Area, and identified priority improvements to provide a more connected, lower-stress bicycle transportation network in our region. The draft plan details are available online here , with public comments requested by the end of March 2025.
4:30	4	Lakeshore Avenue Separated Bike Lanes Project Review (45 minutes) Pablo Miras and David Pené, Oakland DOT - Staff will provide an overview of the Lakeshore Avenue Separated Bike Lanes Project (info here) planned between E 18th Street and El Embarcadero, with additional improvements extending to MacArthur Blvd. The staff presentation will review the 100% design details with a focus on a physically separated two-way bikeway along Lake Merritt, pedestrian safety updates, and transit facilities.
5:15	5	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 bikeped@oaklandca.gov or call 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 bikeped@oaklandca.gov o llame 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 bikeped@oaklandca.gov 或致電 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 bikeped@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.



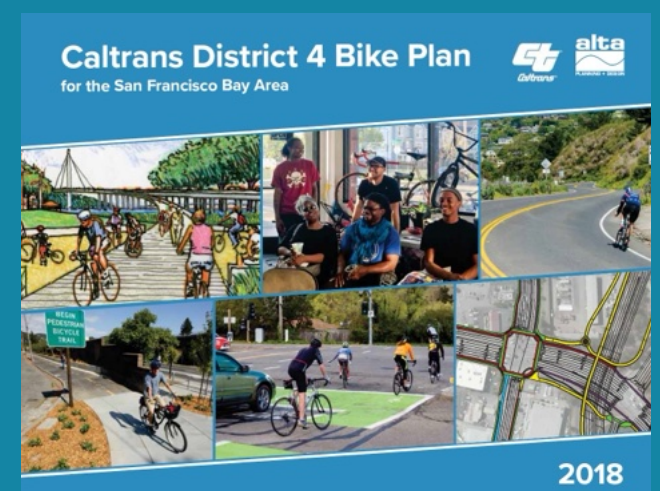
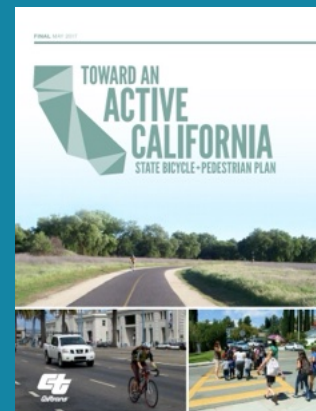
CALTRANS
BAY AREA

Bike Plan Update



Why Update the Bike Plan?

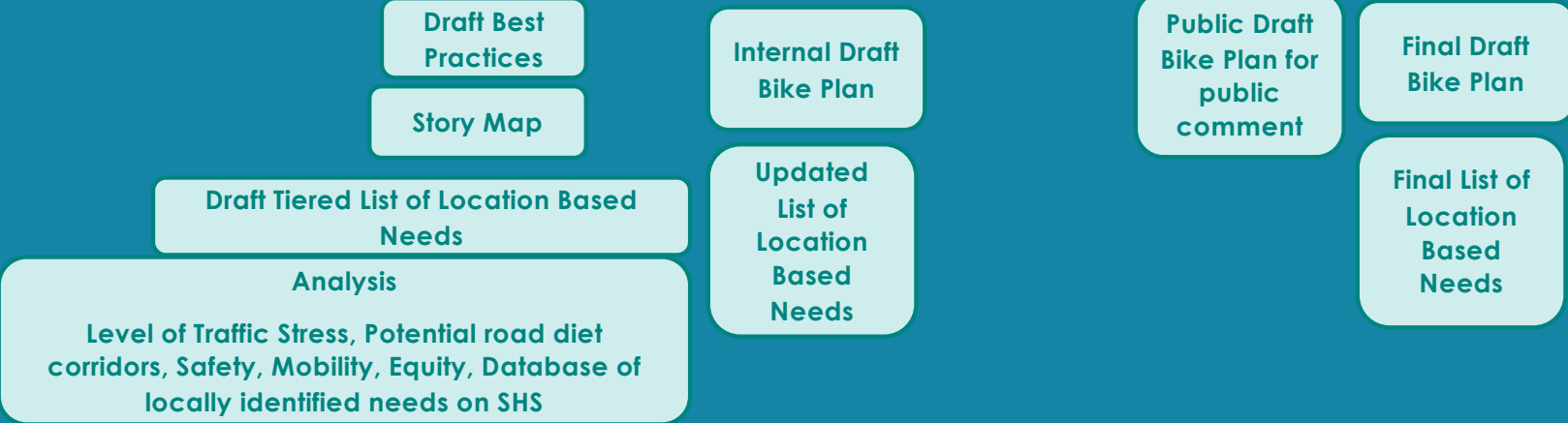
- Current D4 Bike Plan is 6 years old
- Opportunity for Engagement
- Performance Tracking
- Build on success and identify more paths forward



Timeline

Kick Off

We are here



Public / Stakeholder Engagement



Draft Bike Plan

- **What's in the Draft Plan?**
 - Purpose and Overview
 - Terms and Definitions
 - Vision and Goals
 - Progress Report
 - Public Engagement
 - Existing Conditions
 - Needs Analysis
 - Next Steps
 - Top Tier Project Highlights



Progress Report



Policy

- Director's Policy 37 – in 2021, Caltrans released its Complete Streets Policy that directs all transportation projects to include comfortable, convenient and connected facilities for people walking, biking and taking transit.
- DIB 89-02 – Design information bulletin – Class IV Bikeway Guidance
- DIB 94 – Complete Streets Design Guidance

Challenges

While Caltrans has made critical progress in policy and bikeway implementation, key challenges remain. A summary of these challenge areas are detailed below. These areas were identified through stakeholder feedback, staff insights, and an analysis of existing bikeway conditions.



Rise in Traffic Collisions

California and the rest of the nation are seeing an increase in fatalities and serious injuries on their roadways, especially bicycle and pedestrian collisions. While Caltrans is committed to reducing collisions, implementing the safe systems approach across over 1,200 lane miles of the State Highway System in the Bay Area is a long process.



Design Standards

Design standards can be a barrier to robust bicycle improvements. While Design Information Bulletin number 94 (DIB 94) is an important step, interchange design standards restrict shoulder conversions to Class IV bikeways or require going through a long Design Standard Decision Document (DSDD) process.



Robust improvements in SHOPP Projects

While State Highway Operations and Protection Program (SHOPP) has provided an important funding source to providing bicycle infrastructure it has also seen major challenges. Caltrans implementation of complete streets tends to be piecemeal and opportunistic. Robust intersection improvements are lacking, with no protected intersection installed on

Caltrans right of way in the last 5 years in Caltrans Bay Area (District 4). Funding constraints in the SHOPP restrict materials used to lower quality. Constrained budgets, timelines, and value engineering may remove complete streets elements from scope as a way to reduce costs and time.



Oversight Projects

The Caltrans oversight process adds time and costs to projects initiated by local jurisdictions. The Design Standard Decision Document (DSDD) and the permit process can be long, especially for quick-build safety projects. Smaller jurisdictions may not have the staff capacity to navigate the oversight process which can add uncertainty to project timelines.



Public Engagement

Public engagement for Caltrans projects tends to not be as robust as partner agencies. Caltrans tends to start outreach during the environmental phase, while starting engagement efforts during the project initiation phase may provide more robust opportunity for feedback. Caltrans also tends to not have as much information about upcoming projects available on their website, specifically SHOPP projects.



Standalone Bike Mobility Project.

Limited dedicated bike projects are initiated by Caltrans. Bike/ped improvements are mostly added on to projects initiated for highway and motor vehicle improvements. This leads to key gaps in the bicycle and pedestrian transportation network that could increase mobility.



Maintenance issues

Stakeholders and the public have voiced their concern that maintenance on Caltrans right of way can be challenging. Caltrans sometimes delegates its maintenance for bicycle and pedestrian facilities to local agencies who may not have the capacity to upkeep facilities. The contents of maintenance agreements aren't well known to public jurisdiction staff.



Operational Demands

State right of way is constrained by existing development and/or environmental sensitivities, so it's often necessary to remove existing motor vehicle lanes in order to add in dedicated, low-stress bikeways. The lack of clear, objective documentation for how Caltrans will determine what level of traffic delay to accept if it improves active transportation mobility results in some bicycle improvements being delayed or canceled based on operational speculation or staff-level objections.

Needs Analysis

The primary purpose of this planning effort is to establish a prioritized list of “location-based needs,” or specific locations on or across the State Highway System that need bicycle investments.

SAFETY



Prioritize the elimination of fatal and severe bicycle involved collisions

MOBILITY



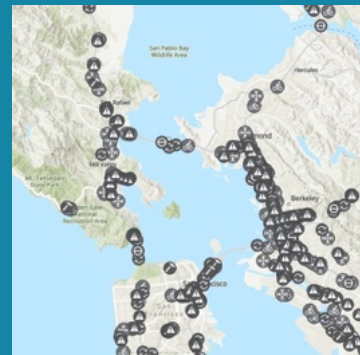
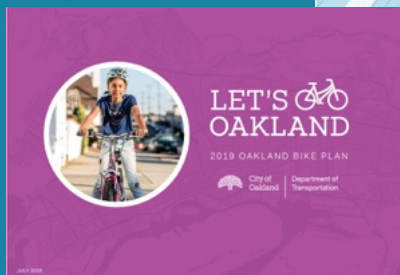
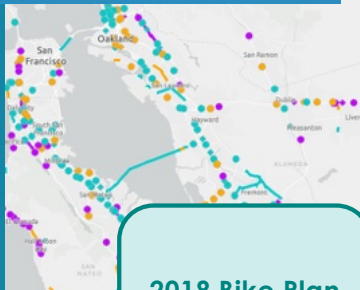
Increase biking by providing comfortable, convenient, and connected bikeways

EQUITY



Eliminate barriers to biking, so that everyone has access to high quality biking infrastructure no matter their race, socioeconomic status, identity or where they live

Methodology to Tier List of Location Based Needs



2018 Bike Plan Project List



Went through jurisdiction bike plans and added projects



Engagement Comments

County Priority Bikeways

Gap in low stress network

Severe collision locations



Prioritization Methodology

Safety 

Mobility 

Equity 

- Weighted Crash Density

- Density of Short Trips
- on a Regional Bikeway Network
- Proximity to Transit
- Permeability
- Public Feedback

- Cal Envrio Screen
- MTC's Equity Priority Communities

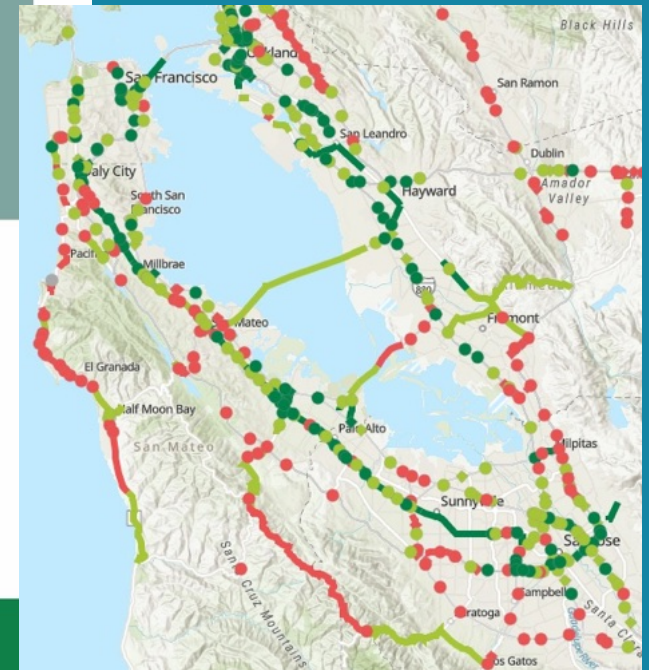


**Location Based
Need Score**

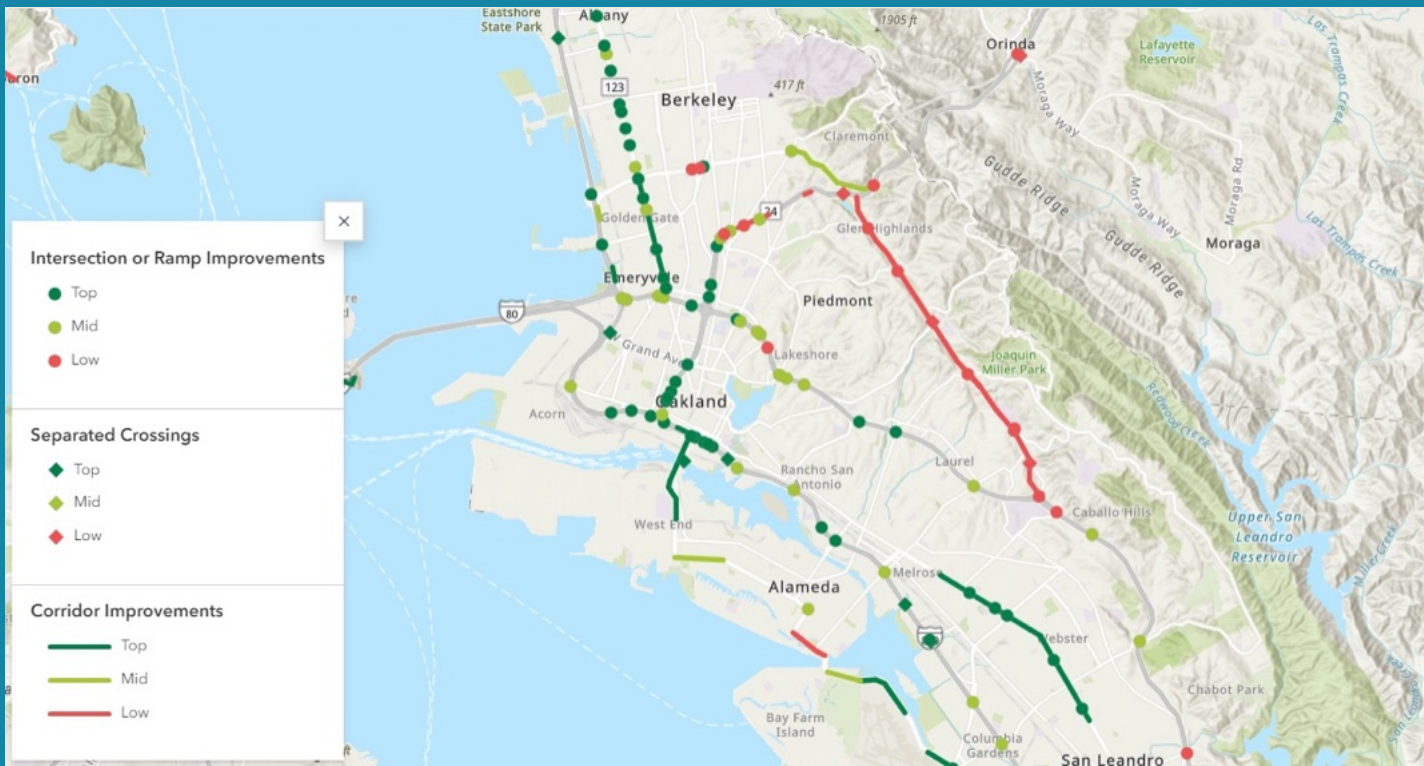
Low

Mid

High



Oakland Bikeway Needs

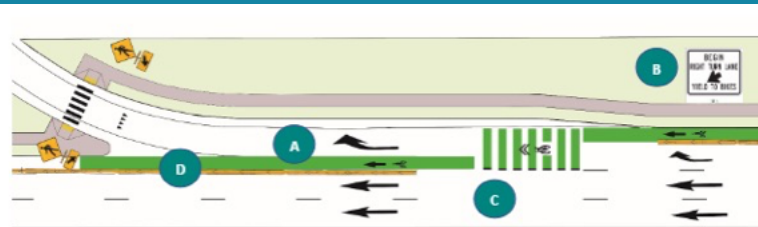


Interchange Needs



Caltrans Bay Area District 4
Bike Plan Update 2024

Bicycle Best Practices



Interchange – Interim design Option 2: On-Ramp – Direct Path

The on-ramp direct path design option moves the conflict point of bicyclists and motor vehicles before the on-ramp, where confident cyclists would begin negotiating the merge. This treatment is similar to the striping of on-street bicycle lanes at standard intersections where dedicated right turn movements are present to avoid a right-hook collision. A benefit of this treatment is that it is a more direct route and a more expected facility, especially for strong and confident cyclists.

This facility wouldn't be considered an all ages and abilities facility and would only be an interim design, until more robust bicycle improvement could be installed.

Typical Application

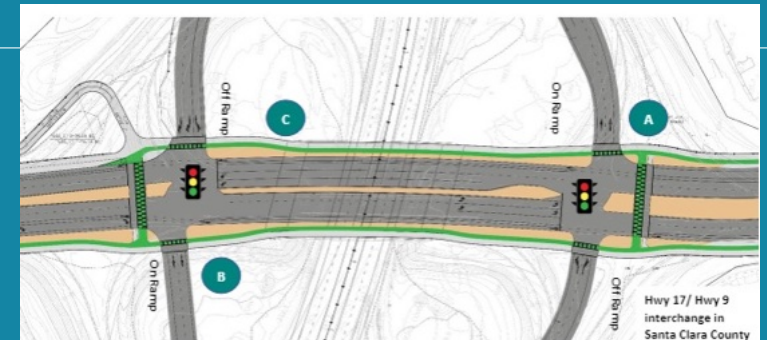
- Existing freeway interchange upgrades or repaving projects

Example Caltrans Facilities

- Auto Mall Pkwy/ I-880 interchange in Alameda County
- Fremont Blvd/ I-880 interchange in Alameda County

Design Features

- A** Limit length of the 'floating' bike lane to 150' or provide for greater separation such as a buffer or raised outer separation when the bike facility is between two lanes of traffic. Consider including a partially separated floating bike lane.
- B** Regulatory signs can help clarify who has the right of way.
- C** Mark vehicle entrance onto ramp with green-colored conflict markings. Green-colored pavement is used to enhance the conspicuity of locations where bicyclists are expected to operate and areas where bicycles and other roadway traffic might have potentially conflicting weaving crossing movements. Even if ramp includes multiple lanes, reduce ramp entry to a single vehicle lane to limit conflicts.
- D** Upgrade Class II bike lanes to Class IV separated bikeways where possible.



Interchange – Diamond

Diamond interchanges typically contain characteristics that provide more comfortable bicycle access than alternative configurations. Diamond interchanges normally have the on-ramp/off-ramps intersect the local roadway at 90 degrees, facilitating slower turning speeds and minimizing long crossing distances. Intersections are often signal or stop controlled, which cause motorists to stop before turning, increasing the likelihood that they will see and yield to bicyclists or pedestrians.

Typical Application

- Multilane freeway interchanges

Example Caltrans Facilities

- Hwy 17/ Hwy 9 Interchange (Proposed Design Option) in Santa Clara County

Design Features


- A** Signal-separated crossing and/or a protected intersection at the on ramp/off ramps.
- B** Meet ramp and local roads at 90-degrees where possible. Design the curb radii of the ramp intersection such that motorists cross the path of bicycles and pedestrians at a slow speed, preferably 15 mph.
- C** Class IV or Class I are typically preferred for interchanges, because it minimizes uncontrolled conflicts and provides maximum separation.
 - Use contrasting pavements to clearly indicate to pedestrians the sidewalk path of travel.
 - Consider using truck aprons to tighten curb radii.



Online Materials


<https://experience.arcgis.com/experience/508f21b300fc4a9aa24a7999e1717145>

Home Draft Report



Caltrans Bay Area Bike Plan Update 2025


Caltrans Bay Area (District 4) has updated the District 4 Bike Plan, first adopted in 2018. This Updated Bike Plan analyzed conditions for biking along and across the State Transportation Network in the nine-county Bay Area, and identified priority improvements to provide a more connected, lower-stress bicycle transportation network in our region.



View and Comment on the Draft Report

The Bike Plan Draft Update analyzes existing conditions and identifies opportunities to improve biking on and across the state highway system.


[View and Comment on the Report](#)



Bicycle Best Practices Report

As part of the Caltrans Bay Area Bike Plan Update, Bicycle Best Practices were developed to showcase comfortable, convenient, and connected bikeway facilities on and across the state highway network.


[View the Best Practices](#)



View the Web Story Map

The web story map identified bicycle needs and improvements as well as the analysis and methodology used to prioritize these needs.


[View the Web Map](#)



Download the Report

Download the Draft Report here.

[Download the Report](#)



Explore Map

The explore map is an interactive map that contains many of the layers and data developed with the Bike Plan Update.

[Explore the Data Map](#)

For more info or comments, contact D4BikePlan@dot.ca.gov

Key Questions for Oakland BPAC

- What can Caltrans do to be a better partner with our local jurisdictions and public?
- What would you like to see Caltrans do to improve bike mobility in the City of Oakland?





Questions/
Comments?
Jasmine.stitt@dot.ca.gov