

CITY OF OAKLAND



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

Thursday, May 1st, 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. All Commission meetings will meet open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

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	Neighborhood Bike Routes Paving Coordination Update Attachment (40 minutes) Oakland DOT staff members David Pené and Jason Patton will provide an update on Neighborhood Bike Route improvements completed and planned through the implementation of the Five Year Paving Plan. This work is informed by Oakland's 2019 Bicycle Plan update and the Neighborhood Bike Route Implementation Guide . Focus corridors include the Sobrante Park-Brookfield Village route, West St (14th St to W Grand Ave), 7th Ave (E 8th St to Park Blvd), and E 19th St (Park Blvd to 13th Ave).
4:35	4	Bicycling and Pedestrian Infrastructure Design Details and Supplemental Guidance (30 minutes) The committee co-chairs will lead a discussion following up on the group's January 9, 2025, agenda item related to Oakland's design details for bicycling and pedestrian facilities (info here). This discussion will focus on the previously identified topics of protected intersection design details, roadway marking materials, pedestrian hybrid beacon (PHB) design details, and other areas of interest.
5:05	5	MTC and AC Transit Comment Letter Discussion (20 minutes) Members of the Bicyclist and Pedestrian Advisory Commission voted at their April 17, 2025, meeting to submit comment letters providing feedback on two draft documents: AC Transit's Transit-Supportive Design Guidelines and Metropolitan Transportation Commission's Bay Area Transit Priority Policy for Roadways . This discussion item will provide an opportunity for review and comments on the draft letters in advance of their submission to both agencies.
5:25		Future Agenda Item Suggestions (5 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.

Neighborhood Bike Route/Paving Coordination



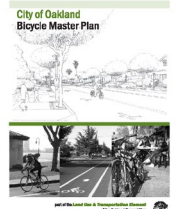
May 1, 2025
Safe Streets Division,
Bicycle & Pedestrian Program



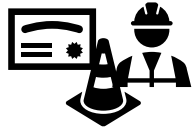
History



2007 Bicycle Boulevards were embraced in the **2007 Bicycle Plan**, which included 32.5 miles of bicycle boulevards in the network.



May 2019 With increased funding from **Measure KK**, the **2019 3-Year Paving Plan** increased overall paving mileage over previous years and resulted in a higher proportion of paving on neighborhood streets.



July 2019 The **2019 Bicycle Plan** renamed Bicycle Boulevards as Neighborhood Bike Routes (NBRs), increased their total proposed network mileage to 74 miles, and specified these actions: improve major street crossings; reduce or prevent speeding; prevent high car volumes; and increase pavement quality.



2020 - 2021 The ambitious proposals in the 2019 Bicycle Plan and the higher rate of NBRs being paved revealed a need to improve coordination and develop guidelines, leading to the **NBR Implementation Guidelines**.



Dec 2021 The **5-Year Paving Plan** is adopted, continuing OakDOT's aggressive paving with bond funds, and included ~50 miles of NBRs, in part from a \$11.3M set-aside for NBRs as 5% of the Plan's Local Streets Program.



2022 - now A **citywide NBR analysis** has been completed for the ~50 miles of NBRs in the Paving Plan, identifying locations for speed humps, stop-control changes, and traffic circles. Extensive traffic volume and speed data have been collected, and major crossing locations have been identified for coordination and evaluation.



NBR Implementation Guide



Staff Collaboration

Guidance developed in partnership with four key OakDOT sections:

Bicycle & Pedestrian Program

Traffic Engineering

Planning & Project Development

Complete Streets Paving

BPAC IC Collaboration

OakDOT partnered with the BPAC IC over a series of meetings to refine the guidance:

2/6/2020 – Kick-off discussion to define goals, key questions, and scope of guidance

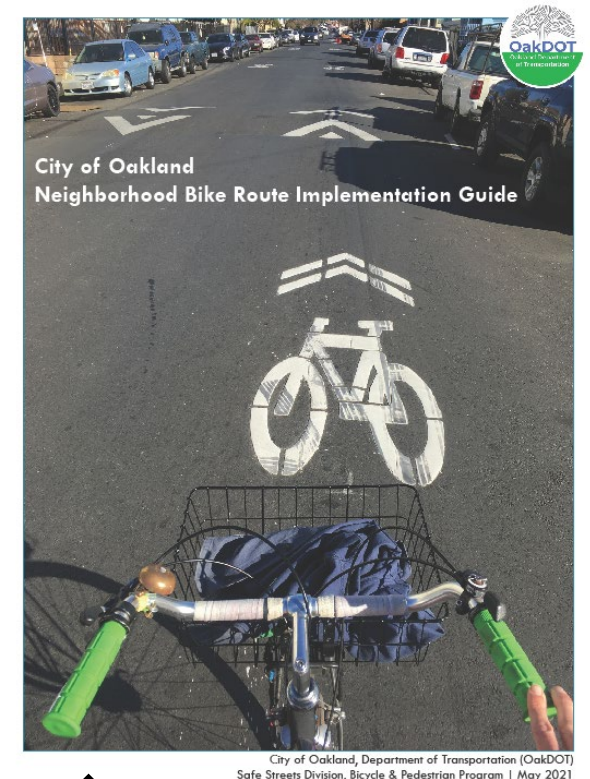
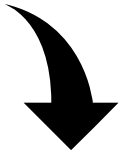
6/4/2020 – 1st draft guide presentation and discussion/feedback

8/6/2020 – Discussion of guidance in the context of ongoing 3-year paving, coordination challenges, outstanding guidance questions, and looking forward to next paving plan

2/4/2021 – Revised guide & completion timeline (by 5-year paving plan) presented, more discussion/feedback

4/1/2021 – Revised guide presented, final round of discussion/feedback

**NBR Guide
published
May 2021**



**To be updated as a
Slow Streets
Implementation Guide**

NBR/Paving Citywide Analysis



Goals

- Build a knowledge base and map of conditions related to NBRs (traffic volumes and speeds, speed humps, major crossings).
- Develop recommendations early enough and at a level of detail to feed efficiently into paving construction documents and to inform a robust public process.
- Document out of scope recommendations for future capital projects.

Scope

188 roadway segments analyzed, encompassing the ~50 miles of NBRs on the Five-Year Paving Plan

- **Data Collection:** 93 traffic counts collected to understand traffic volumes and speeds
- **Speed Hump Siting:** 598 blocks analyzed for proposed speed humps (and documented *151 blocks with existing humps*)
- **Additional Traffic Calming Proposals** (mainly traffic circles): at blocks where speed humps are infeasible; at the intersection of two NBRs; and on streets with existing traffic calming and speeds/volumes above NBR targets.
- **Side-Street Stop:** 167 intersections analyzed to reduce locations where cross-traffic does not stop.
- **Major Street Crossings:** Identifying, analyzing, and developing improvements for NBR crossings.

By the Numbers



<i>Treatment</i>	<i>Locations Evaluated</i>	<i>Opportunities Identified</i>	<i>Recommendations Provided to a Project (to date)</i>	<i>Improvements Constructed To-Date During 5-Year Paving Plan</i>
Speed hump (or cushion or table)	598 blocks	399	167	77
Side Street Stop Control	167 intersections	151	65	18
Traffic circle (or gateway treatment)	167 intersections	86	26	17

Opportunities & Constraints



Paving projects can be a very efficient means for delivering traffic safety improvements.

- Speed humps and stop control changes are now standard practice in OakDOT paving projects.
- OakDOT is growing its capacity for delivering traffic circles and other types of islands.

Not all paving projects are equally equipped to deliver NBR upgrades.

- Utility projects may have scope limitations that preclude OakDOT from implementing upgrades.
- Paving projects by in-house crews are not equipped for delivering traffic circles and other islands.

Major crossing improvements have specific opportunities and challenges.

- The best paving project for improving an NBR's major street crossing is a paving project on the major street – not on the NBR.
- There are MANY opportunities for improving intersections along NBRs by coordinating with projects on streets that intersect NBRs.
- Local street projects have limited ability to implement major street crossing improvements as these projects generally have narrower scopes.

The City of Oakland's current budget challenges and lack of bond funding are delaying construction and resulting in utility projects where full-width paving and traffic safety improvements cannot be coordinated.

Coordination: Sobrante Park-Brookfield Village



- Existing Bikeway
- Proposed Bikeway
- Paving Project 1006309 - complete
- Paving Project 1006633 - complete
- Paving Project 1006578 - 2025
- EBMUD Coordination - 2028
- Five Year Paving Plan - Year TBD

A bike driveway will connect to Lindheim Overcrossing



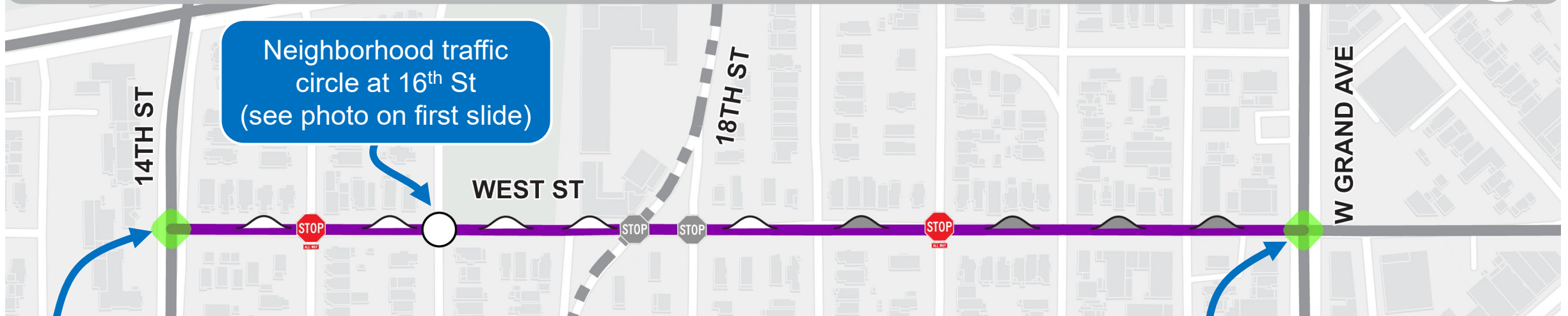
Bike driveways will connect Jones Ave to Norgren St



Raised intersection table at Knight St & 105th Ave



Implementation Example: West St



14th St crossing improvement proposed in project by others: Median cut-through



Example location: Lowell St at Stanford Ave

Standard Paving NBR Treatments: Sharrows, speed humps, side-street stop controls



Example location: Lowell St at Stanford Ave

W Grand Ave crossing improvements under consideration: Median closure, cut-throughs, RRFB



Example location: SE Division St (Portland)

Implementation Example: Eastlake



Park Blvd Crossing improvement proposed in project by others: RRFB & ped safety islands

Cut-through diagonal diverters on E 19th St and on 7th Ave

Crossing Improvements at 5th Ave and at 8th Ave: Floating corner bulb-outs & high-vis markings/signage



Example location: 11th Ave & Foothill Blvd



Example location: 11th Ave & E 19th St

Standard paving Slow Street treatments: SLOW legends, side-street stop controls, speed humps



Example location: 8th St

E 10th St crossing improvement by others: separated bike lanes and all-way stop control

Future crossing improvement opportunities at E 15th St, Foothill Blvd, and E 18th St



David Pené & Jason Patton, Bicycle & Pedestrian Program

Safe Streets Division

City of Oakland, Department of Transportation

~ with thanks to ~

Complete Streets Infrastructure Division

Traffic Engineering Section

Neighborhood Bike Route (NBR) / Paving Coordination – Five Year Paving Plan to Date

(5/1/25, BPAC Infrastructure Committee presentation)

Constructed

- 11th Ave (E 8th St to Bayview Ave)
 - Project 1005312 (completed 2021) installed sharrows and a bike cut-through at an existing diagonal diverter.
 - Project 1006365 (completed 2022) installed additional speed bumps.
 - Project 1007238 (pending) will install additional side-street stop controls.
 - An HSIP 11 project will install crossing improvements at Foothill Blvd and E 15th St.
 - An HSIP 12 project will install crossing improvements at International Blvd.

- 18th St (Wood St to Peralta St)
 - In-house project (completed 2025) installed speed humps, all-way stop control at Peralta St, and sharrows between Campbell St and Peralta St.

- 25th Ave/E 29th St/Sheffield Ave (from E 27th St to MacArthur Blvd)
 - Project 1006309 (constructed 2024) installed speed humps and sharrows.

- 26th St (Mandela Pkwy to Magnolia St)
 - Project 1006218 (constructed 2025) removed railroad tracks and installed speed humps and side-street stop controls.

- 34th Ave (Foothill Blvd to Peralta Hacienda Park)
 - Project 1006309 (constructed 2023) installed sharrows, speed humps, and side-street stop controls.

- 55th St/Vicente Wy/Cavour St (from Telegraph Ave to Shafter Ave)
 - Project 1006598 (constructed 2024) installed speed humps, side-street stop controls, and sharrows. (Note: Side-street stop is not feasible on Vicente Wy, so upstream speed humps were installed instead.)

- 59th St/Howell St/Ayala Ave/Forest St (from Shattuck Ave to College Ave)
 - Project 1006598 (constructed 2024) installed speed humps, side-street stop control, sharrows, and repaired an existing street closure. (Note: Pending undulations not yet advanced on two blocks of Forest St, for further coordination with AC Transit.)

- 103rd Ave (Royal Ann St to International Blvd)
 - Project 1006633 (constructed 2024) installed sharrows and replaced existing speed humps.

- 105th Ave (Edes Ave to southern end)
 - Project 1006633 (constructed 2024) installed sharrows, speed humps, a raised intersection, and side-street stop controls.

- 107th Ave/E St
 - Project 106633 (constructed 2024) installed all-way stop control.
- Darien Ave/Eldridge Ave
 - Project 106633 (constructed 2024) installed side-street stop control.
- Webster St (38th St to 40th St)
 - Utility Coordination Project 1006973 (constructed 2024) installed speed humps and reinstalled existing sharrows.
- Wood St (16th St to 20th St)
 - Project 1006255 (constructed 2024) installed speed humps and sharrows. (Note: sharrows and railroad track removal extended up to 32nd St).
- Speed humps installed by Project 1006337, a citywide speed hump contract (constructed 2024/2025), that added speed humps on streets previously paved without NBR improvements:
 - 21st Ave (E 21st St to E 30th St)
 - 103rd Ave (International Blvd to Byron Ave)
 - Barner Ave (Morgan Ave to Morgan Ave)
 - Brookdale Ave (35th Ave to High St)
 - Byron Ave (103rd Ave to MacArthur Blvd)
 - California St (Patterson Ave to 38th Ave)
 - E 31st St (14th Ave to 23rd Ave)
 - Genoa St (58th St to Arlington Ave)
 - Morgan Ave (Coolidge Ave to Barner Ave)
 - Tiffin Rd (Waterhouse Rd to Fruitvale Ave)

Speed Humps Installed on NBRs through Petitions (i.e., not through paving projects)

- 16th Ave (E 15th St to Marin Wy)
- 41st St (Opal to Manila Ave)
- 52nd St (Genoa St to West St): Cushions installed (rather humps in response to OFD request)

In Process

- 7th Ave (E 8th St to Park Blvd)
 - Project 1007238 will construct SLOW legends, speed humps, side-street stop controls, and bike cut-throughs at existing diagonal diverters. Note: Limited, striping/signage only improvements will be made at the major street crossings of E 15th St, Foothill Blvd, & E 18th St.
- 27th St (Market St to Wood St)
 - Project 1007239 will construct sharrows, speed humps, and side-street stop control.

- 32nd St (Mandela Pkwy to Helen St)
 - Project 1007239 will construct speed humps and replace sharrows. (Note: A speed hump was not advanced on the one block from Wood St to Mandela Pkwy due to the industrial land uses.)
- Ardley Ave (Excelsior Ave to MacArthur Blvd)
 - Project 1006985 will construct speed cushions and replace existing sharrows.
- Bayview Ave/Elliot St (from 11th Ave to E 34th St)
 - Project 1007238 will construct sharrows, side-street stop controls, speed humps, and a neighborhood traffic circle.
- Beacon St (Lakeshore Ave to MacArthur Blvd)
 - Project 1006985 will construct speed humps, side-street stop control, and replace existing sharrows. Note: Upcoming road diets on MacArthur Blvd and Lakeshore Ave will incrementally improve the connecting major street crossings.
- Cairo Rd (Hegenberger Loop to Coral Rd)
 - Project 1006578 will install sharrows and replace existing speed humps.
- Coral Rd (Cairo Rd to Lindheim Overcrossing)
 - Project 1006578 will install sharrows and replace existing speed humps.
- E 19th St (Park Blvd to 14th Ave)
 - Project 1007238 will construct SLOW legends, speed humps, side-street stop controls, gateway/incremental crossing improvements at 5th Ave and 8th Ave, and bike cut-throughs at existing diagonal diverters.
 - An HSIP 11 project will install crossing improvements at Park Blvd.
- Hegenberger Loop (Hegenberger Rd to Cairo Rd)
 - Project 1006578 will install sharrows. Note: No traffic calming proposed at present. There are industrial land uses and AC Transit asked for alternatives to undulations. We are considering other bikeway types.
- Jones Ave (Edes Ave to southern end)
 - Project 1006578 will construct speed humps, a bike ramp to the Lindheim Overcrossing, and sharrows.
- Norgren St/Caswell Ave/Denslowe St/Darien Ave (from southern end of Jones Ave to St Elmo Dr)
 - Project 1006578 will construct speed humps, side-street stop controls, sharrows, and bike ramps to connect the cul-de-sacs at Jones Ave and Norgren St.
- West St (14th St to W Grand Ave)
 - Project 1007239 will install sharrows, side-street stop controls, and a neighborhood traffic circle. Note: Pending crossing improvement at W Grand Ave under consideration.
 - An HSIP 10 project will construct a crossing improvement at 14th St.