



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the March 20, 2025 Meeting
City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

Meeting agenda at: www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Meeting called to order at 6:02 PM by BPAC Chair Ralston.

Item I. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with 9 Commissioners present (X).

Commissioners	Present
Priyanka Altman	X
Kirsten Flagg	X
Grey Gardner	X
Jimmy Jessup	X
Alexander Perry	X
David Ralston (Chair)	X
Patricia Schader	X
Nick Whipps (Vice-Chair)	X
Dianne Yee	X

Chair Ralston shared the milestone that the Oakland BPAC reached its 30th year this meeting. Happy Birthday BPAC!

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Natalie Mall, Yvonne Chan, Charlie Ream, Cathy DeLuca, Andre Soucy
2. Other attendees: Robert Prinz (Bike East Bay), George Spies (Traffic Violence Rapid Response), Anthony Campana (Traffic Violence Rapid Response), Eleanor (Grand Ave merchant and bicyclist), Cailin Gleason (Bike East Bay), Steve Hixon (Grand Ave resident), Alice Chen (Transport Oakland), Kevin Dalley (Policy and Legislative Committee of the BPAC), Chris Hwang (Walk Oakland Bike Oakland), Bryan Culbertson, Anwar Baroudi, Jerry Barclay, Ariel Navotas, Andrew Martin

Chair Ralston led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking. There were no known fatal bicyclist or pedestrian crashes since the last meeting.

Summary of Discussion:

- Vice-Chair Whipps noted a non-fatal crash.

Speakers other than Commissioners: N/A.

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at oaklandca.gov/services/oak311.

Summary of Discussion:

- Commissioners are required to fill out the Form 700 Annual Statement of Economic Interest by April 1.
- OakDOT March Grant Summary was made available (attached to these minutes)
- There is an informational item on Measure U, a bond measure which provides funding to DOT, on the agenda at the Oakland Public Works and Transportation Committee next Tuesday, March 25 at 11:30. Attendees were encouraged to attend the meeting or make a comment virtually to support the selling of Measure U Bonds.
- An item on Measure U is also on the agenda for the Special Monday 4/14 City Council Meeting.
- There will be a commemorative action put on by Traffic Violence Rapid Response (TVRR) at Grand Ave and Park View Terrace in front of Fairyland on Sunday, April 13th at 1pm to remember Michael Burroway who was killed crossing the street there.
- AC Transit is updating their multi-modal supportive design guidelines to become transit supportive design guidelines. The draft update prioritizes bus speed at the expense of traffic calming elements like speed bumps, raised crosswalks, raised intersections, and sharper turning radii. The guidelines were passed two weeks ago by the AC Transit Board. Comments will be accepted for the next two-months. The BPAC should provide comments. The document can be found at: www.actransit.org/planning/TSDG
- The Metropolitan Transportation Commission (MTC) is working on updating a Bay Area Transit Priority for Roadways policy. The proposed policy would require transit agency approval if there's a bus line on the street to apply for grants. This would add an additional level of difficulty for every grant application to MTC. The BPAC should provide comments.

Speakers other than commissioners: Noel Pond-Danchik (OakDOT), George Spies (TVRR), Anthony Campana (TVRR), Kevin Dalley, Charlie Ream (OakDOT)

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the February 2025 BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission February meeting minutes** was made (Jessup) and seconded (Perry). The motion was approved by unanimous voice vote.

Adopted minutes online at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Speakers other than commissioners: N/A.

Item 4. Committee & Liaison Overviews and Report Backs

Committees and liaisons of the BPAC provided brief updates to the Commission. A list of active committees is included in the agenda packet and at www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons.

- Infrastructure Committee:
 - The committee last met on March 6, 2025. During the item on the Caltrans Bay Area Bike Plan Update 2025, they discussed improving coordination between Caltrans and Oakland for maintenance on Caltrans right of way in Oakland. They noted that there is no equity component of the Caltrans State Highway Operation and Protection Program (SHOPP) Grant and recommended one be added. They also discussed encroachment permits being a burden for Oakland projects in Caltrans right of way. They asked for better coordination between City of Oakland and Caltrans right of way for more consistent bike facilities. They recommended the bike lane on Caltrans right of way on International Blvd on the Bus Rapid Transit corridor be upgraded to protected bike lanes.
 - They also had an item where they reviewed the Lakeshore Avenue Separated Bike Lanes Project which was extended one block to MacArthur Blvd for bicyclists to have an easier connection to the commercial area on Lakeshore Ave between Lake Park Ave and Mandana Blvd and beyond. The bike lane will be protected everywhere except the one block extension. Project plans are available at: www.oaklandca.gov/projects/lakeshore-avenue-separated-bike-lanes-project
 - Their next meeting is scheduled for May 1, 2025, from 3:30-5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304.
- Policy and Legislative Committee: The committee met last on February 10, 2025, and heard items on a recommendation to the Oakland Fire Department for street trauma prevention, and improved reporting of traffic injuries and fatalities: www.oaklandca.gov/meeting/feb-2025-bpac-policy-and-legislative. The next meeting is a special meeting on May 5th at 6PM. The committee's regular meeting time has changed to the 4th Monday in January, April, July, and October.

Summary of Discussion:

- There will be an agenda item at the April BPAC meeting to discuss feedback to AC Transit on the Transit Supportive Guidelines and to MTC on the Bay Area Transit Priority for Roadways. Interested people should meet to discuss a proposal to bring to the April meeting.

Speakers other than Commissioners: Anthony Campana, George Spies

Item 5. Bike to Wherever Day Planning

Chris Hwang (chris@wobo.org) from Walk Oakland Bike Oakland (WOBO) and Caitlin Gleason (caitlin@bikeeastbay.org) from Bike East Bay shared plans for and ways to get involved in Bike To Wherever Day (BTWD) on Thursday May 15, 2025. There will be pedal pools in the morning and a happy hour in the afternoon. For more information visit <https://wobo.org/> and bikeeastbay.org/btwd. Anyone including local business owners are encouraged to host an energizer station. A copy of the presentation and the flyer shared at the meeting are attached to these minutes.

Summary of Discussion:

- Help with outreach is encouraged.
- The BPAC will have a table during the happy hour.
- Discount codes for Bay Wheels e-bikes will be made available for BTWD.
- The BPAC meeting that is scheduled for the same night will likely be rescheduled for a week later, to May 22, 2024, to attend and support Bike to Wherever Day.
- Beers should be allowed to be brought to the tables. Alcohol was only allowed in one section per a requirement of the street closure permit from the Oakland Police Department.

Speakers other than Commissioners: Kevin Dalley

Item 6. Transportation Development Act Article 3 (TDA 3) FY 2025-26 OakDOT Applications

Andre Soucy, Transportation Planner, shared an overview of the TDA program, the status of previously awarded and ongoing TDA projects in Oakland, and the current proposals to request funds to implement TDA-eligible improvements for pedestrians and bicyclists. The applications are due June 13th. A copy of the updated presentation is attached to these minutes.

Summary of Discussion:

- More bike parking should be installed in East Oakland and policy should reflect that.
- People are encouraged to request racks, especially in East Oakland at www.oaklandca.gov/services/request-a-bike-rack
- Bike racks are only installed in front of commercial properties. They should be installed at every corner store in Oakland.
- Allowing racks in front of residential buildings, especially those with secondary uses, should be considered.
- Bike corrals should be installed in the street in the area created by red curb/daylighting.
- The BPAC should be involved in the decision-making process for picking the projects for future TDA grant applications.
- Jason Patton (OakDOT) previously managed the TDA program.
- The TDA grant is an annual, consistent, flexible use, relatively small dollar amount of funding that must be used within a short time frame. Given this, projects must be relatively inexpensive and ready to be implemented immediately after application. This is why it's usually used for projects that are already underway that could use additional funds like bike parking, stairs and paths maintenance, and to fill funding shortages for bigger capital projects.
- Due to the three-year implementation limit, it's not preferred to be used for projects that require contractors because of the contracting timeline. The Stairs and Paths program and the bike parking program are installed using on-call construction contracts, and ongoing programs, making them good fits for the grant.
- TDA grant funds were previously used to fund Bike East Bay educational programming until they found another source.
- OakDOT is open to other suggestions within these parameters for how to spend the money in future cycles.
- The fund estimate is released in early March, but it's typically within a predictable range, so planning could be done earlier.
- An item on TDA should be agendaized around November to discuss possible projects for the 2026 application.

Speakers other than Commissioners: Jason Patton, Robert Prinz, Kevin Dalley, Yvonne Chan

Item 7. Grand Ave Paving Project

Charlie Ream, OakDOT Project Manager, provided an update on the Grand Avenue Complete Streets Paving Project which is set to deliver safety improvements along with planned repaving of Grand Avenue from Broadway to Mandana Blvd. There are three main segments of the project: Uptown (1), Adams Point (2), and Grand Lake (3). OakDOT is currently seeking input on the future roadway configuration in Segment 2 - Adams Point, which is a core connection for people walking and biking between Downtown Oakland and East Oakland. The project team has performed traffic studies and transit analyses that show minimal impacts from the removal of either one lane of Westbound traffic, or the removal of one lane of traffic in each direction on Grand Avenue between Bay Place and El Embarcadero. Two options for the Adams Point segment were presented for discussion with commissioners. OakDOT also presented the current proposals for Segments 1 (Uptown) and 3 (Grand Lake) and went over the project schedule. For more info, see: www.oaklandca.gov/projects/grand/. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- Parking protected bike lanes would be difficult in the (3) Grand Lake section.
- The intersection of MacArthur Blvd and Grand Ave is already difficult for pedestrians because of the vehicle volumes and the freeway offramp. Removing the southbound lane of El Embarcadero would push more drivers to MacArthur Blvd and Grand Ave, making it worse for pedestrians. Given this, the brick pathway as a multi-use path is preferred.
- The multi-use path next to El Embarcadero will only work with a two-way cycle track, otherwise bicyclists on the east side of the lake turning left couldn't access the path.
- Currently, many drivers don't yield for pedestrians on Grand Ave, even where there are HAWK signals (High-Intensity Activated crossWalks) and Rectangular Rapid Flashing Beacons.
- Additional treatments like reducing the number of lanes and adding pedestrian refuges should help pedestrians to cross Grand Ave.
- The top priority should be to reduce speeds on this corridor given that it's dangerous for bicyclists and pedestrians. Given this, Alternative 2 (5 to 3 lane road diet) is preferred because reducing the number of lanes and road width will reduce speeds the most.
- Transit speeds should also be considered and Alternative 1 (5 to 4 lane road diet) is less impactful on transit speeds.
- One benefit of Alternative 1 (5 to 4 lane road diet) is that it is a simpler project and will be faster to implement.
- Both alternatives are still on the table, but OakDOT is currently recommending Alternative 1.
- One consideration about Alternative 1 (5-4 lane road diet) is that it would remove street parking along Lake Merritt where there is a lot of activity and vending. Alternative 2 (5 to 3 lane road diet) is preferred because it keeps that parking for the street vendors.
- The extra space of Alternative 2 could be used for a variety of uses including vending and parklets.
- Outreach should be done to the vendors at the lake. If less parking is provided, providing loading zones for vendors should be considered.
- The number of vehicles that would be diverted to nearby streets was not studied, but the hope is that most diverted vehicles would choose the freeway. The study assumed no diversion and thus the alternatives that are still being considered could carry all the traffic.

- Consider moving the bike lanes out toward the center of the street and have more space next to the sidewalk for vending or providing street furniture for resting.
- Many transit riders would prefer a safer ride than a slightly faster ride.
- Traffic analysis models showed with Alternative 1, significant queuing would happen at Grand Ave and Broadway and at Grand Ave and Mandana Blvd that would likely back up into the next intersections.
- Vehicle queuing modeling should consider the whole day rather than just peak hour traffic.
- Late night low-volumes and wide streets encourages speeding.
- The traffic analysis modelling only looks at traffic impacts, but it's only one part of the decision.
- Alternative 1, the 5 to 4 lane road diet, leaves space for future projects, potentially a bus only lane.
- AC Transit has considered adding bus-only lanes on this segment but has not moved forward yet. This project should be used to encourage a bus lane project to move forward.
- Either design would add pedestrian safety focused treatments like pedestrian safety islands.
- Treatments like centerline hardening will be considered in future iterations of design.
- The Grand Lake community is very concerned about this project.
- The project manager will be meeting April 4th with the business association.
- The Grand Lake section of the corridor should be removed from the HIN.
- There was a Caltrans bike and pedestrian project planned for the area that has been indefinitely paused. The project had planned to close the slip lane headed south on Grand Ave onto Santa Clara Ave. Since that project is not currently moving forward, this project will take on some improvements in that area including exploring the possibility of closing the slip lane. One potential idea is to close the lane and get nearby businesses to activate and maintain the space.
- If the bus stops in the travel lane to pick up passengers at the southbound bus stop on Grand Ave at Santa Clara Ave, traffic will back up, so this is not recommended.
- The materials presented at this meeting should be added to the city webpage.
- Because this is a paving project with a limited scope, additional treatments at certain locations will be needed. For instance, such treatments could be installed through part of a Highway Safety Improvement Program (HSIP) grant application.
- The project should install Alternative 2 (5 to 3 lane road diet) and allocate the extra space created by the lane removal to the center to keep it available as a future bus lane.
- The project on Telegraph Ave shows that the 3 lane section is better for pedestrian yield rates, and pedestrian visibility than the 4 lane section.
- Having multiple lanes of traffic in the same direction causes visibility issues for pedestrians, especially late at night when vehicle speeds are faster, and visibility is worse. There are a number of bars, restaurants, and other late-night points of interest on this part of Grand Ave making it especially important to plan for pedestrian activity at night.

Speakers other than Commissioners: George Spies, Anwar Baroudi, Bryan Culbertson, Jerry Barclay, Robert Prinz, Andrew Martin

Item 8. Agenda look-ahead, suggestions for meeting topics

The three-month look-ahead was included in the meeting's agenda packet.

Suggestions for meeting topics:

- Feedback on AC Transit's Transit Supportive Design Guidelines and MTC's Bay Area Transit Priority for Roadways policies at the April meeting

The May BPAC meeting will be rescheduled for Bike to Wherever Day. It's likely to be scheduled for Thursday, May 22, 2025.

Speakers other than Commissioners: N/A.

Meeting adjourned at 8:18 PM.

Minutes recorded by Noel Pond-Danchik, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on March 26, 2025 with comments requested by March 6, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the April 2025 BPAC meeting agenda and considered for adoption at that meeting.

OakDOT March 2025 Grant Application Summary

Awarded in March 2025:

Grant Name	Funding Agency	Application Date	Project	Funding Request	Funding Received
Transportation Fund for Clean Air	Bay Area Air Quality Management District	6/28/24	Calm East Oakland Streets	\$497,000	\$497,000
			LAMMPS Phase II and Phase III	\$175,000	\$175,000
			MLK Jr Way Complete Streets Paving Project	\$187,000	\$187,000
Highway Safety Improvement Program Cycle 12	Caltrans	9/9/24	SOS Senior Safety Improvements	\$1,839,420	\$1,839,420
			SOS Neighborhood Bike Route Major Crossings Safety Improvements	\$1,098,360	\$1,098,360
TOC Planning & Implementation Grants	MTC	11/22/24	TDM Program Update	\$300,000	\$300,000
Climate Program Implementation Grants	MTC	12/20/24	Fruitvale Connections (38 th Ave/Lower High Street Planning)	\$300,000	\$300,000

Applications in progress:

Grant Name	Funding Agency	Application Date	Project	Funding Request	Funding Received
Housing Incentive Pool	MTC	12/31/24 <i>(submitted)</i>	LAMMPS Phase II and Phase III	\$10,033,000	<i>Pending 4/9 and 4/23 MTC approval</i>
Capital Investment Plan	ACTC	10/31/24 <i>(submitted)</i>	Speed Camera Program Implementation	\$2,000,000	TBA May 2025
			Chinatown 9th Street Corridor Design	\$2,000,000	TBA May 2025
			MLK Jr Way Complete Streets Paving Project	\$2,000,000	TBA May 2025
Caltrans Sustainable Planning	Caltrans	1/22/25 <i>(submitted)</i>	ADA Transition Planning in West Oakland	\$700,000	TBA summer 2025
			Jingletown/San Antonio Neighborhood Study	\$700,000	TBA summer 2025
			Hegenberger to Estuary Bike/Ped improvements Project	\$700,000	TBA summer 2025
Affordable Housing & Sustainable Communities	California Strategic Growth Council	May 2025 <i>(application in progress)</i>	Broadway Streetscape, 7 th Street Connection, MLK Streetscape	\$15,000,000	TBD
Transportation Development Act Article 3	MTC	6/13/25 <i>(application in progress)</i>	Comstock Stair Path; 14th Ave ascending to 17th Ave	\$343,787	TBD
			CityRacks Bicycle Parking Program Phase 17	\$75,000	TBD



**Chris Hwang, Walk Oakland Bike Oakland
Caitlin Gleason, Bike East Bay**

**OAKLAND BIKE TO
WHEREVER DAY**

**PREPARED FOR: BPAC
MARCH 20, 2025**



MAY 15 2025



OAKLAND BIKE > TO > WHEREVER DAY

**HAPPY HOUR
4 - 7 PM
OLD OAKLAND**

PEDAL POOLS!

ride with your elected officials!
starting at 7:15 am
arriving at city hall 8:30 am

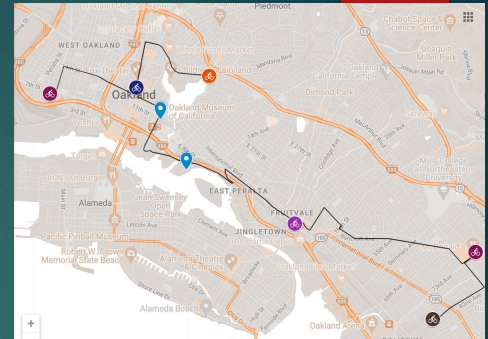
**FOR MORE
INFO:**

wobo.org/btwd2025
bikeeastbay.org/btwd



BTWD MORNING EVENTS

- ▶ OAKLAND RIDE (PEDAL POOL) WITH ELECTED OFFICIALS
- ▶ COFFEE CHAT AT CITY HALL (FRANK OGAWA PLAZA)
- ▶ ENERGIZER STATIONS ACROSS THE CITY AND AT MAJOR TRANSIT HUBS



<u>Starting Location</u>	<u>Meet Up Time</u>
81 st Ave Library	7:15am
Fruitvale BART	7:45am
West Oakland BART	8:00am
Grand Lake Theater	8:00am
Rockridge BART	7:50am
New Wheel at Leimert	7:45am
END POINT: Frank Ogawa Plaza	8:30am

Old Oakland Happy Hour 4pm - 7pm

- Free Event
- Bike East Bay - Bike Bags
- Bicycling / Micromobility Orgs
- Community, City, and Regional Resources
- Joy + Community

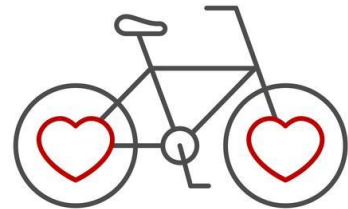


Bike Programs Highlight

► Bike Programs Tent at Happy Hour

Invites to FWB, RAR, Grizzly Peak Cyclists, Veloraptors, Friday Coffee Ride, SF Bike + Brew, CRAP, Oakland Yellowjackets, Ride for a Reason, Bike Bus, Community Colleges, UC Berkeley, East Bay Bicycle Trails Council, Northeastern University: Ride Like a Girl, Diablo Valley Cycles –Cinderella, ALC groups, Scraper Bike Team, California Field School, Spokeland, Biketopia, Red Bike Green, Black Girls Ride Berkeley, Mini Flyers, East Bay Kidical Mass, East Bay Bike Party,

and more.



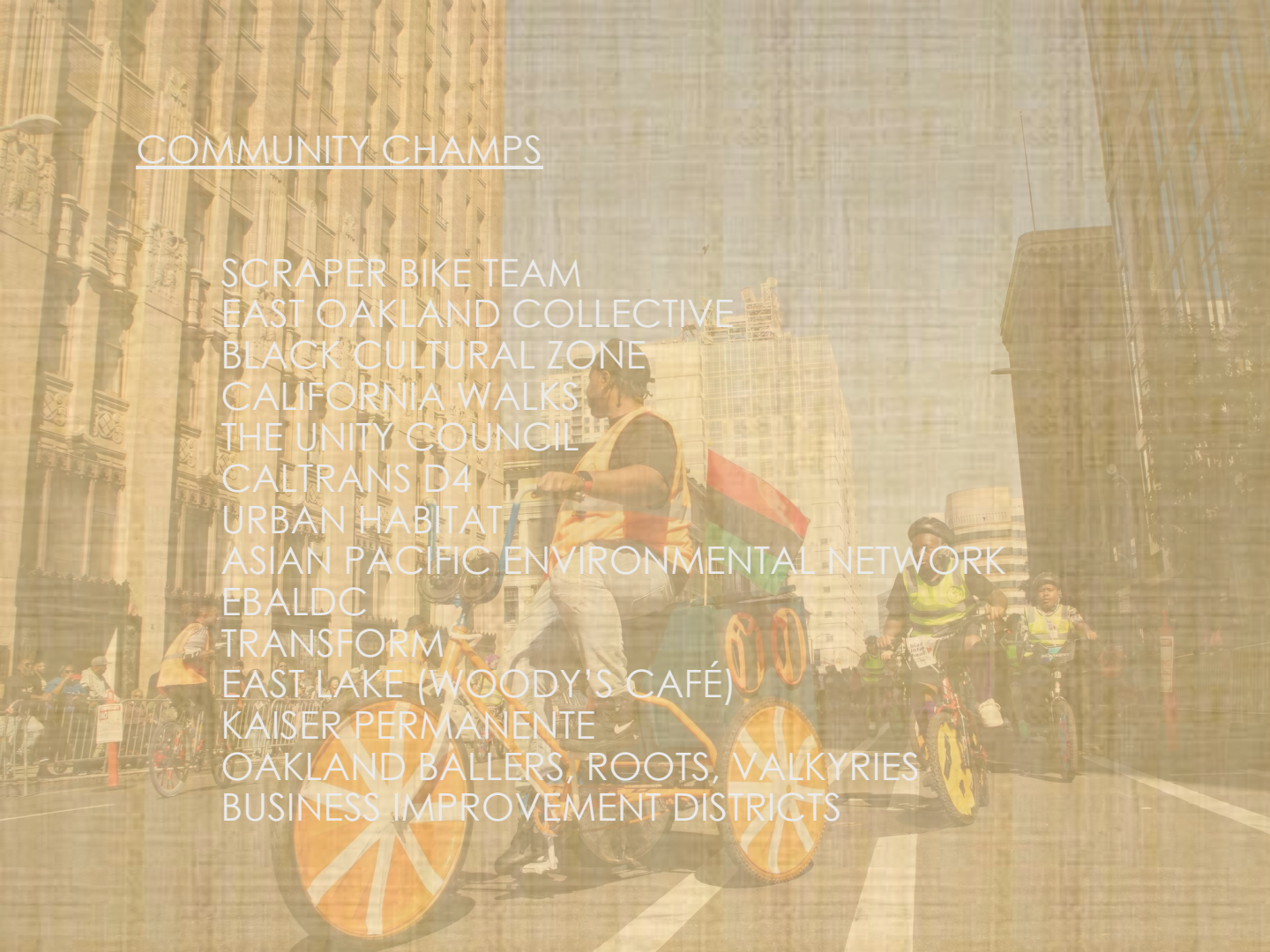


Outreach Channels

Councilmember lists
Business Improvement Districts, Neighborhood Groups
WOBO and Bike East Bay digital community
Community Champions
Tabling organizations

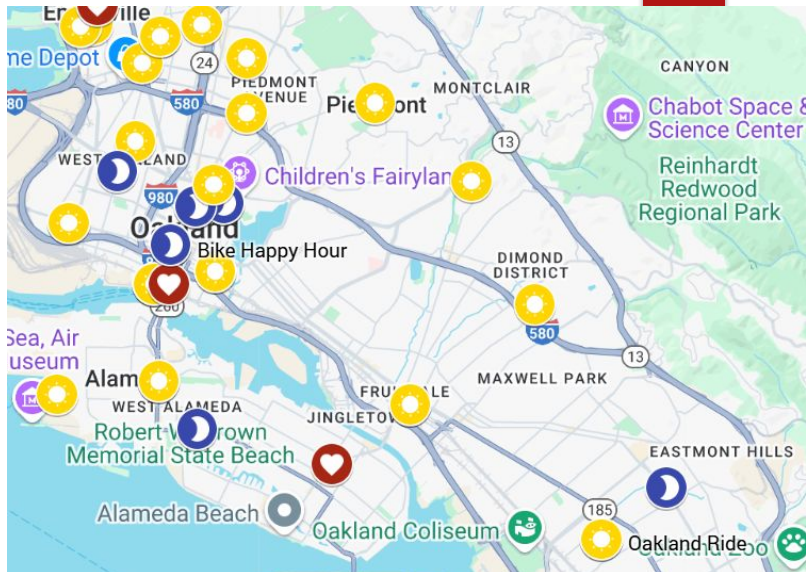
COMMUNITY CHAMPS

SCRAPER BIKE TEAM
EAST OAKLAND COLLECTIVE
BLACK CULTURAL ZONE
CALIFORNIA WALKS
THE UNITY COUNCIL
CALTRANS D4
URBAN HABITAT
ASIAN PACIFIC ENVIRONMENTAL NETWORK
EBALDC
TRANSFORM
EAST LAKE (WOODY'S CAFÉ)
KAISER PERMANENTE
OAKLAND BALLERS, ROOTS, VALKYRIES
BUSINESS IMPROVEMENT DISTRICTS



Energizer Stations All Day

- ▶ 18/115 of the 2024 stations were in Oakland
- ▶ Free to host
- ▶ Can happen at any time of day
- ▶ Will be listed on the interactive map
- ▶ Bags and training supplied by Bike East Bay
- ▶ Register to host with Bike East Bay



Bike To Wherever Days

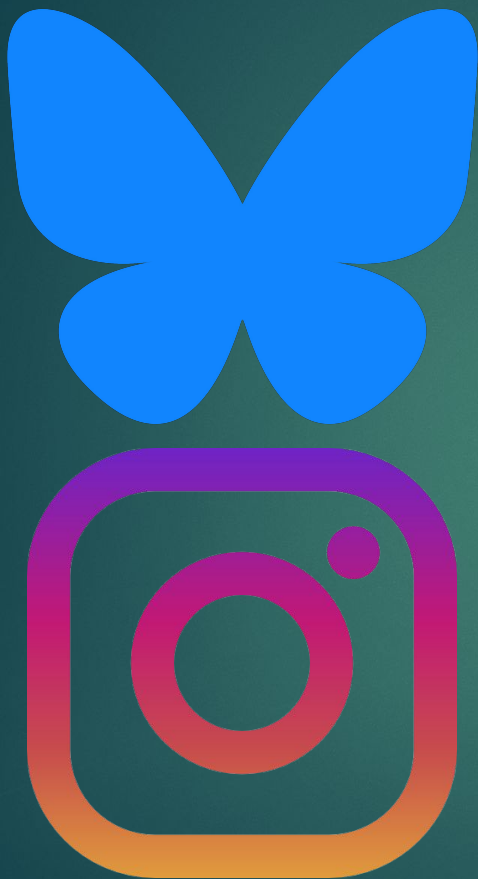
2025 ALAMEDA • CONTRA COSTA • MARIN • NAPA • SAN FRANCISCO
SAN MATEO • SANTA CLARA • SOLANO • SONOMA • BAY AREA



Bike All Month long

- ▶ Outreach Partner
- ▶ Pedal Pool Ride
- ▶ Table at Happy Hour
- ▶ Bicycling Resources
- ▶ Additional Volunteer Opportunities
 - ▶ Prepare the bags at Bike East Bay May 6 + 7





SHARE SOCIALLY

@walkoakbikeoak
@bikeeastbay
#BTWD2025
#Nopollutecommute
#OaklandGold

Pledge to Ride:
<http://bikeeastbay.org/pledge>

Media Kits and Photos will be
available at wobo.org/btwd25



Questions?

Chris Hwang

chris@wobo.org

Caitlin Gleason

Caitlin@bikeeastbay.org

bikeeastbay.org/btwd

Bike To Wherever Days



4 REASONS TO RIDE ON

THURS, MAY 15



1

Grab an Iconic Tote

Over 100+ Energizer Stations will be handing out free tote bags filled with goodies to bikers.

2

Win Prizes

For every mile you log in the Bay Area Bike Challenge, you are eligible for giveaways!

3

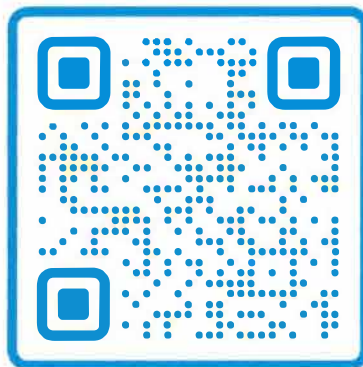
Make Friends

Celebrate at Bike Happy Hour: drinks, music, and good vibes will be flowing in Old Oakland.

4

Power in Numbers

Nearly 100,000 people will take the pledge to bike for safer, healthier cities. Join us on the Bay Area's biggest day for biking!



SCAN HERE & PLEDGE TO RIDE!

Find more info about free events, group rides, bike classes, and giveaways.

BikeEastBay.org/Pledge

Thank you to our sponsors



AC Transit • Alameda County Public Works Agency • Bayer • City of Albany • City of El Cerrito • City of Hayward • City of Newark • City of San Leandro • East Bay Municipal Utility District
Fehr & Peers • MCE • Oaklandside - Berkeley - Richmond - Washington Health • Veo • City of San Pablo • Port of Oakland • UC Berkeley Parking & Transportation Dept.

Transportation Development Act (TDA 3) FY 2025-26

Andre Soucy
Funding Strategy
March 2025

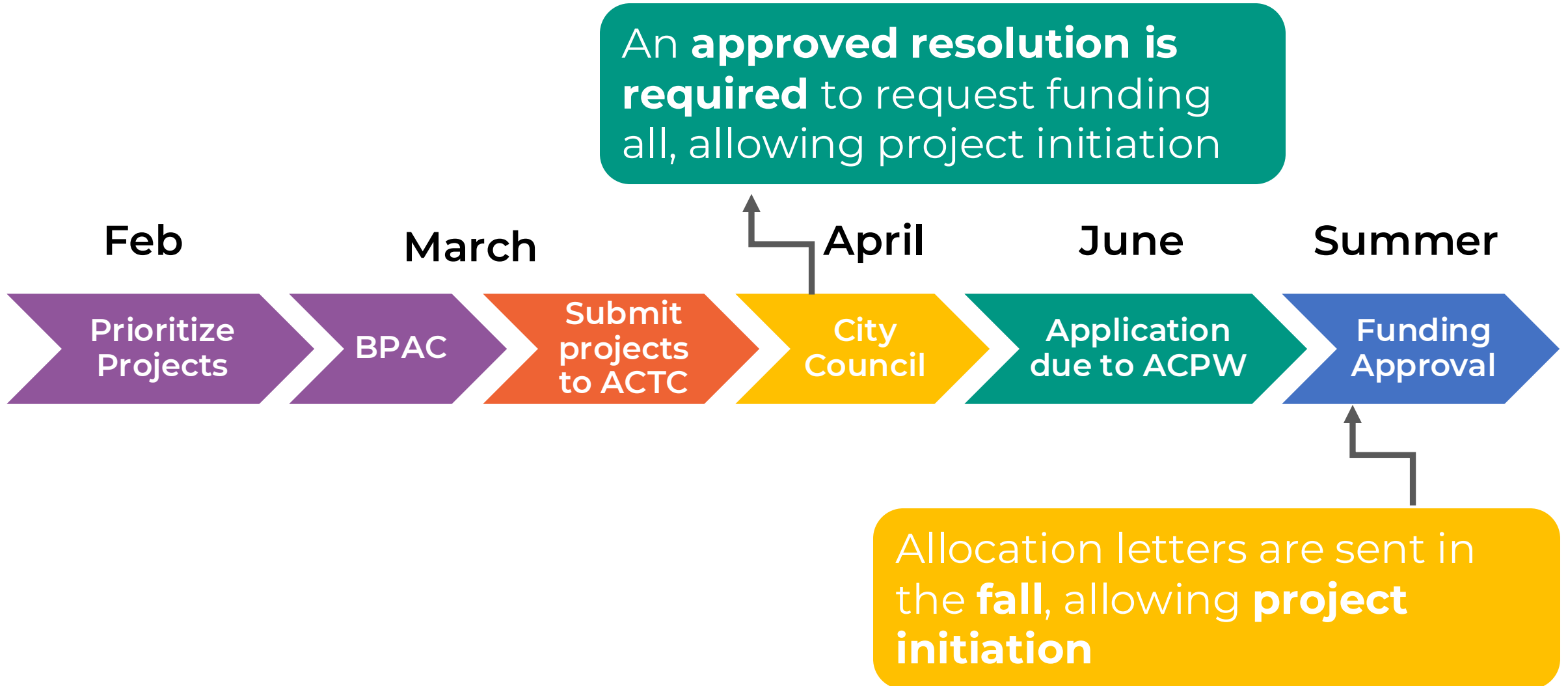


Overview

Eligible Uses

- Construction/engineering of a bicycle or pedestrian capital project
- Maintenance of a multi-purpose path
- Bicycle safety education program
- Development of a comprehensive bicycle or pedestrian plans
- Restriping Class II bicycle lanes.
- Pedestrian safety education (February 24, 2016)

Timeline

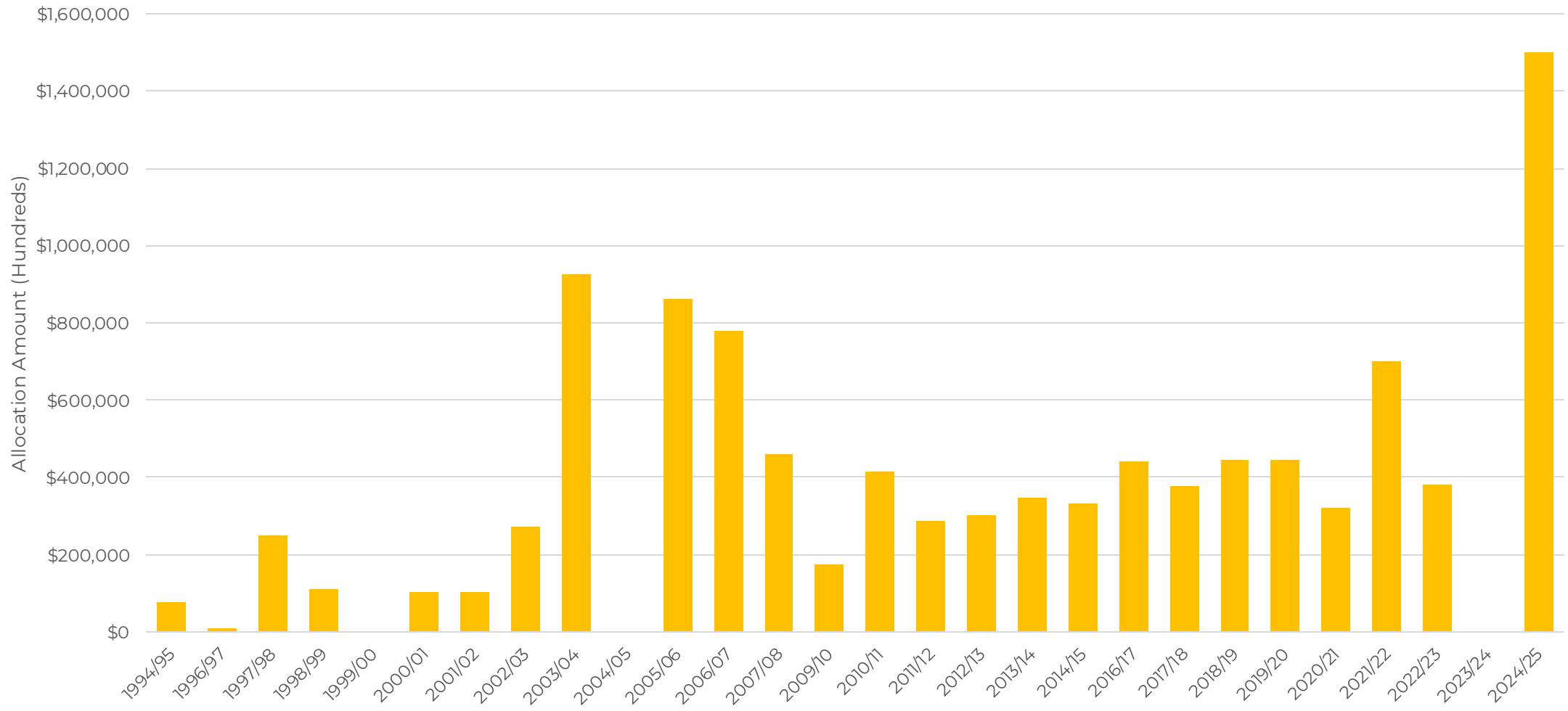


History

**Over \$10.4M in
25+ years of
TDA Allocations**

- Bicycle Safety Education
- Bicycle Signage & Parking
- Bike Safe Storm Drain
- Paths & Stairs
- Grant matching
- Streetscape projects

25+ Years of TDA Allocations - \$10.4 M



Active TDA Projects

Project	Allocation	Estimated Completion
East 23rd Street Stair Path #104 Rehabilitation	\$808,032	Summer 2027
Rosemont Ave to Longridge Ave Stair Path #206 Rehab	\$694,242	Summer 2027
Burr, Wilson & Palmer Stairs	\$ 359,000	Spring 2026 (under construction)
Outlook to Hillmont Stair-Path Program	\$ 138,000	Summer 2025 (under construction)
E. 20th Stair-Path Rehabilitation	\$ 371,796	Summer 2025 (under construction)
Foothill Blvd Pedestrian Safety Improvements	\$ 360,000	Summer 2025 (currently 90% complete, awaiting PG&E approval)
Bicycle Parking Installation	\$75,000	Summer 2025 (additional program funding to be requested this year)
Bicycle Wayfinding Signage	\$75,000	Summer 2027

Preliminary TDA Estimate & Prioritization

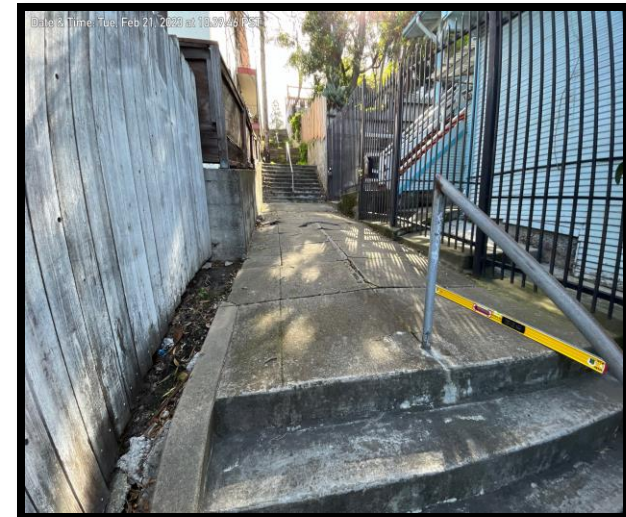
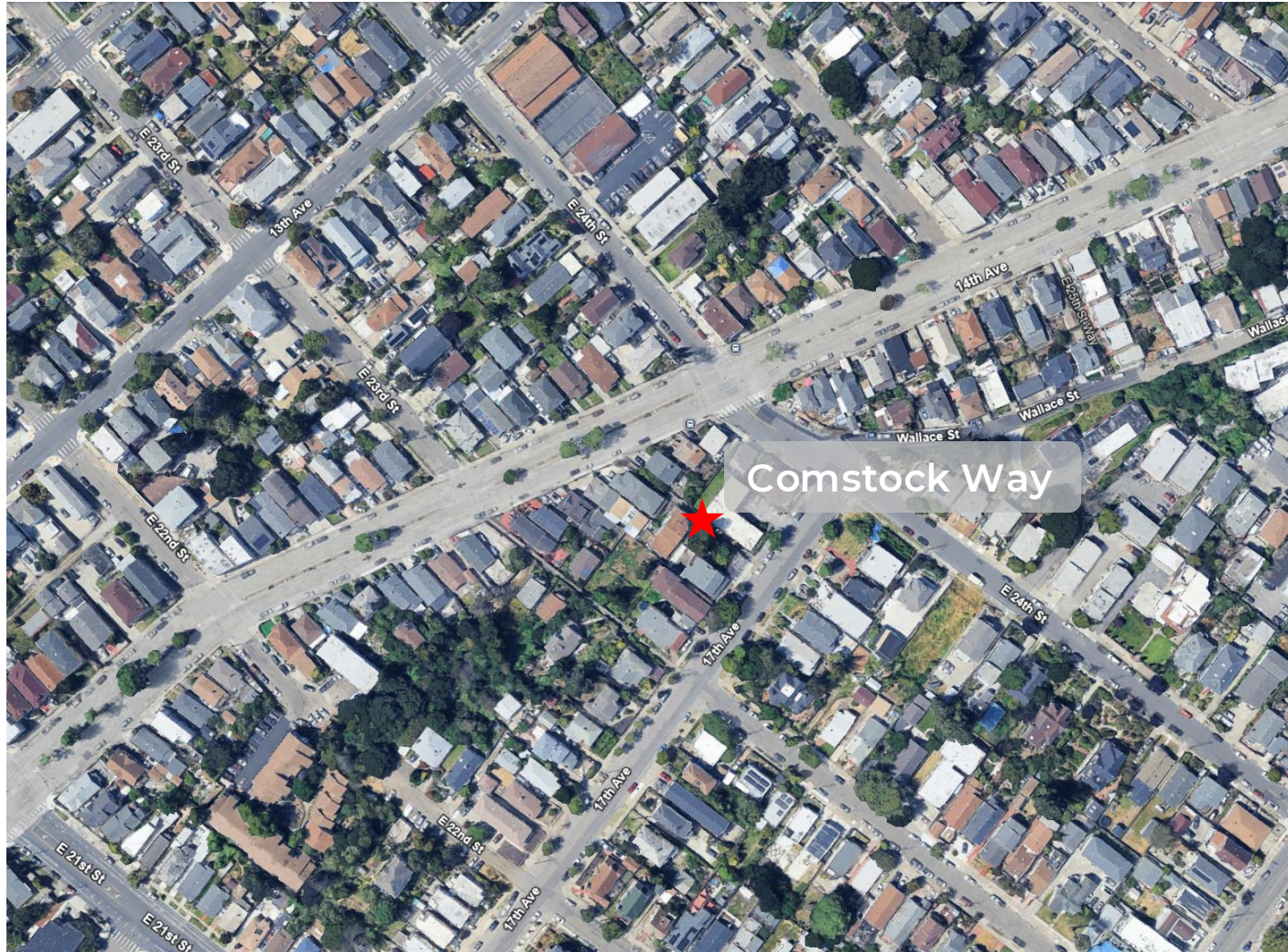
\$418,787

Estimated Funding Availability FY 2025-26

How We Prioritized Projects:

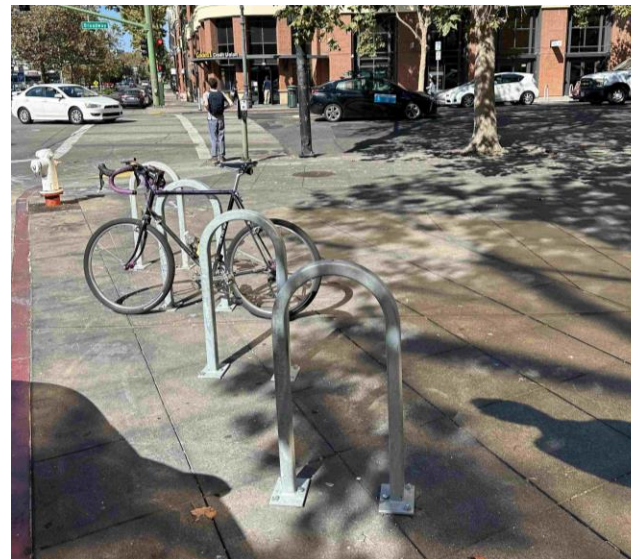
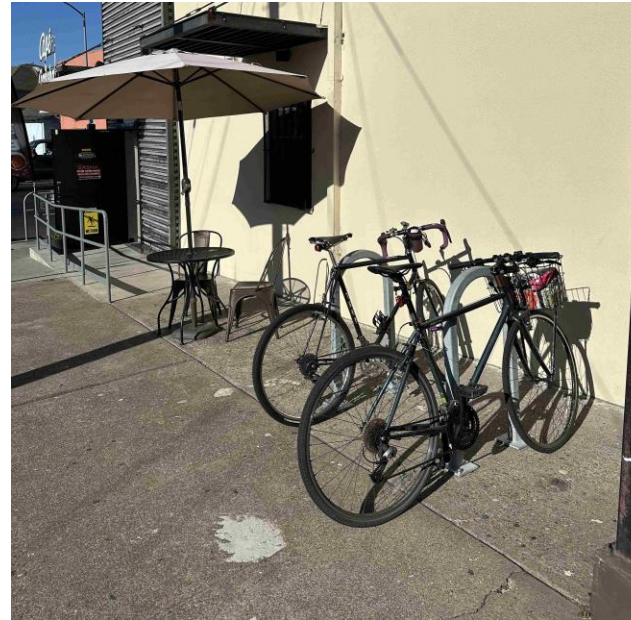
- Existing projects with funding needs
- Project readiness
- Ability to implement within 3 years

Proposed Funding Request – Comstock Way Stair Path



Proposed Funding Request – CityRacks Program Phase 17

- Install ~100 new bike parking racks throughout Oakland.
- Locations are determined by public request and staff evaluation.
- **Program highlights:**
 - **Approx. 12,150** publicly-accessible bicycle parking spaces in Oakland
 - Through CityRacks Bike Parking Program Phase 16 (FY22-23 allocation), at least:
 - **150** racks providing 300 bicycle parking spaces will have been installed
 - **30** public requests for bicycle parking will have been fulfilled
 - **50** City staff-initiated locations for bicycle parking will have been established




Bicycle Parking Locations

Official Website for the City of Oakland | Interim Mayor Kevin Jenkins

English Español 中文 Tiếng Việt Translate

Services Departments My Government

Transportation (OakDOT) Topics Bicycle Parking



Bicycle Parking

To support bicycling, the City offers a variety of bicycle parking-related services and resources.

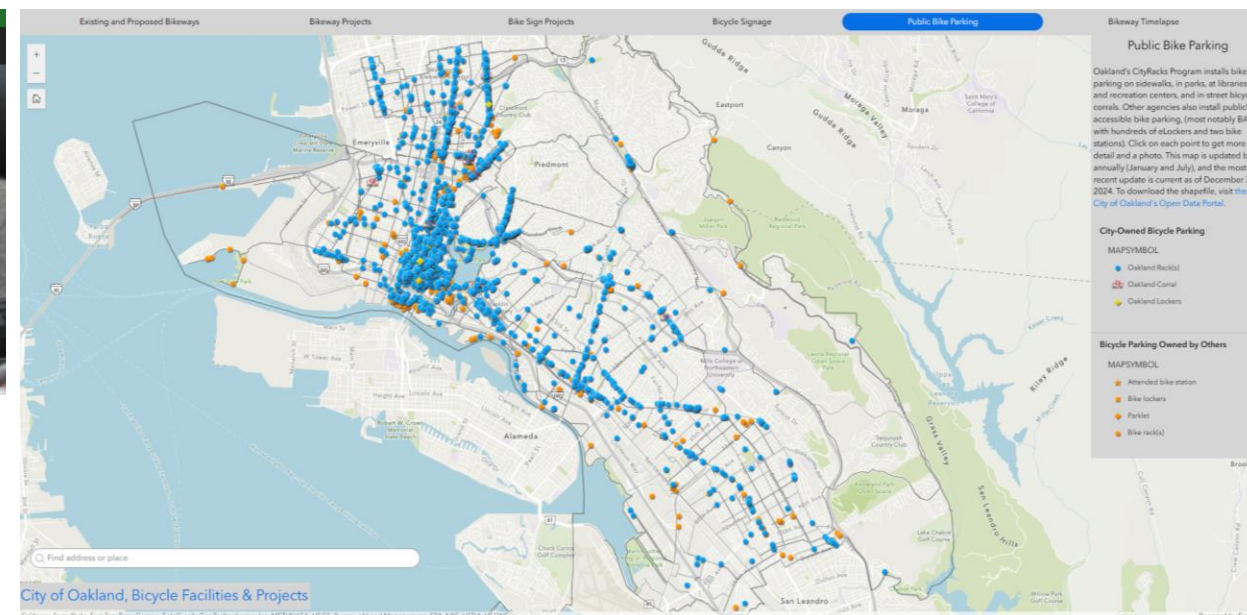
Services Resources

Services

[Request a Bike Rack](#)

[Apply for In-Street Bike Parking Corral](#)

<https://www.oaklandca.gov/topics/bicycle-parking>



<https://experience.arcgis.com/experience/32e8f63fd0bc435f88d73a605c3866cc/page/Page/?org=oakgis&views=Public-Bike-Parking>

FY 2024-25 Draft Proposed Allocation Summary

Project

Comstock Stair Path; 14th Ave ascending to 17th Ave

\$343,787

Funding Request

\$418,787

Thank you!

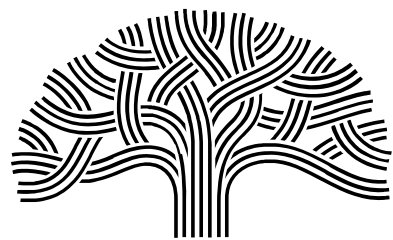
Questions?

dotgrants@oaklandca.gov



Grand Avenue Complete Streets Paving Project

Charlie Ream
Transportation Planner
OakDOT

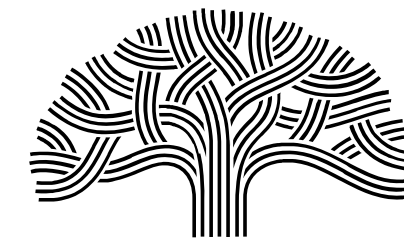


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OAKLAND



Project Goals

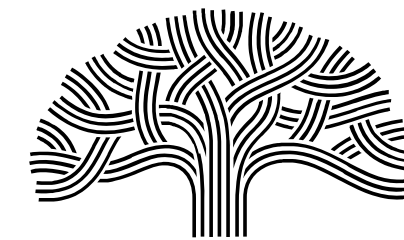
- Create a slower, calmer street and gateway to Lake Merritt
- Address speeding and other causes of injuries and collisions on this High Injury Corridor
- Create a separated bike lane on Grand Avenue and support efforts to create a two-way connected path around the Lake
- Improve transit reliability and provide amenities for bus riders
- Maintain curb access and space for loading on commercial block faces



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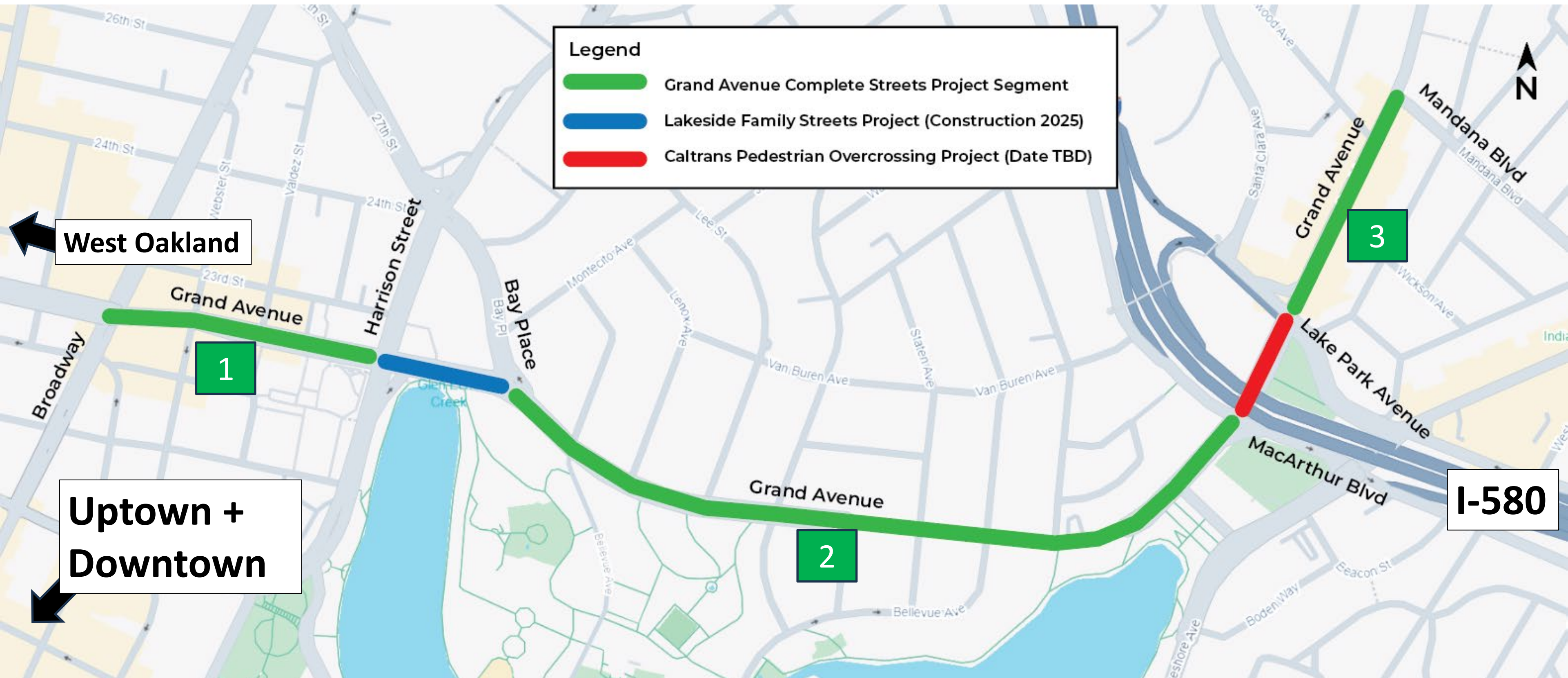
Goals of this Presentation

1. Provide information on current project status and direction
(Traffic Analysis, design direction, upcoming outreach)
2. Go over a OakDOT's proposed alternatives for 3 project segments
 1. Uptown (Broadway to Harrison)
 2. Adams Point (Bay Place to MacArthur)
 3. Grand Lake (Santa Clara to Mandana)
3. Talk through implications of Caltrans Overcrossing Project
(on indefinite hold)



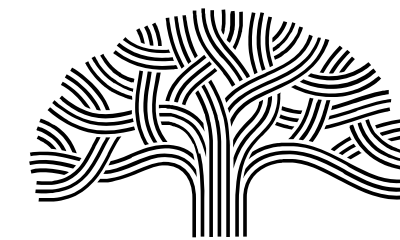
**CITY OF
OAKLAND**

Project Overview



Project Timeline

- 2022-2023 – Concept design and public outreach (limited scope)
- 2023-2024 – Coordination with Caltrans on Pedestrian Overcrossing Project (MacArthur to Santa Clara)
- 2024 – Grand Avenue project contracting for Detailed Design
- Fall 2024 – \$1.2M Design contract executed with Wood Rodgers, Inc
- Fall 2024 – Notified by Caltrans that Project on indefinite hold
- March 2025 – Lakeside Family Streets Project start
- Spring 2025 – Public Outreach on preferred alternative, start of Detailed Design



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Segment 1, Uptown - Overview



Segment 2, Adams Point - Overview

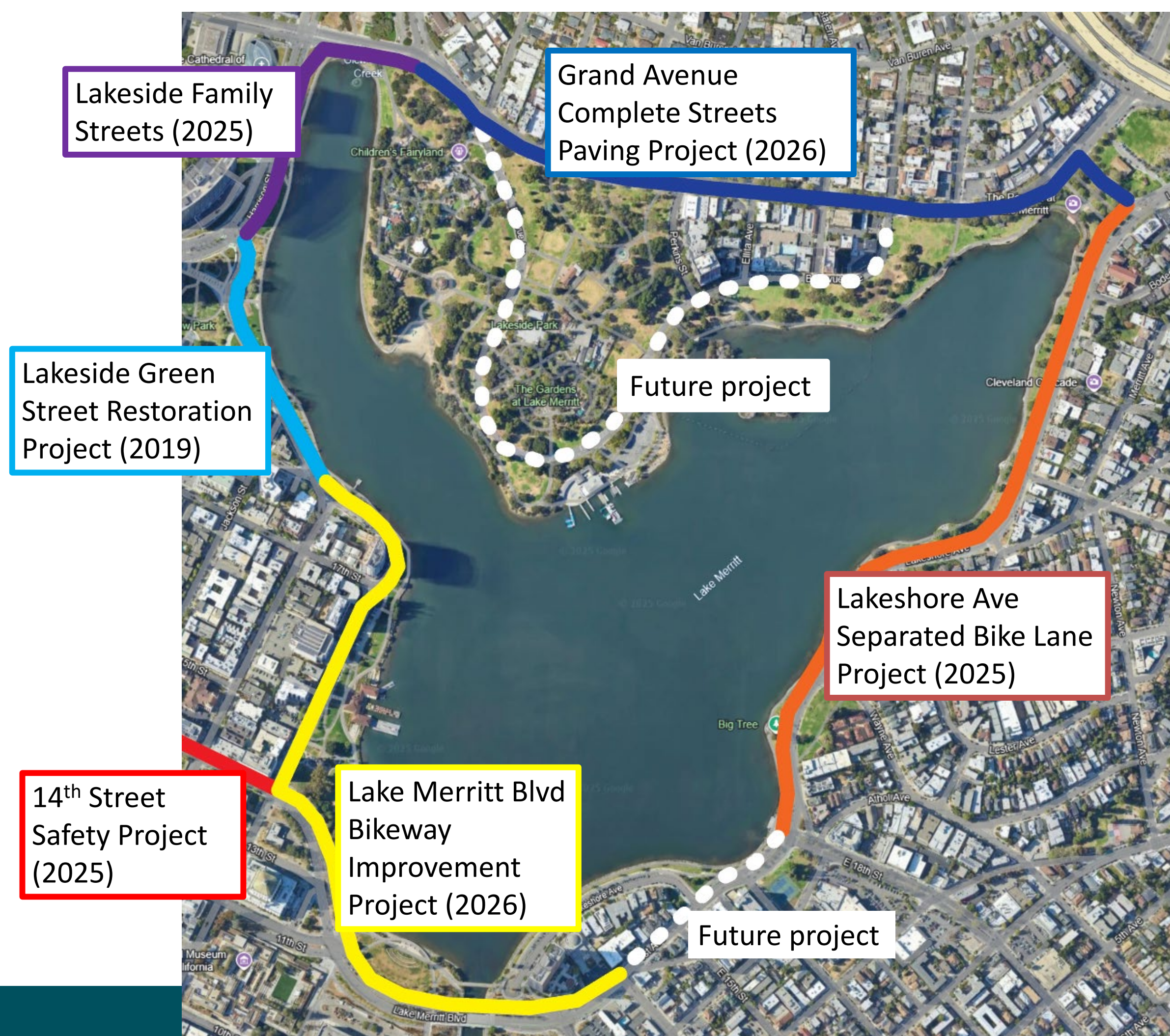


Segment 3, Grand Lake - Overview

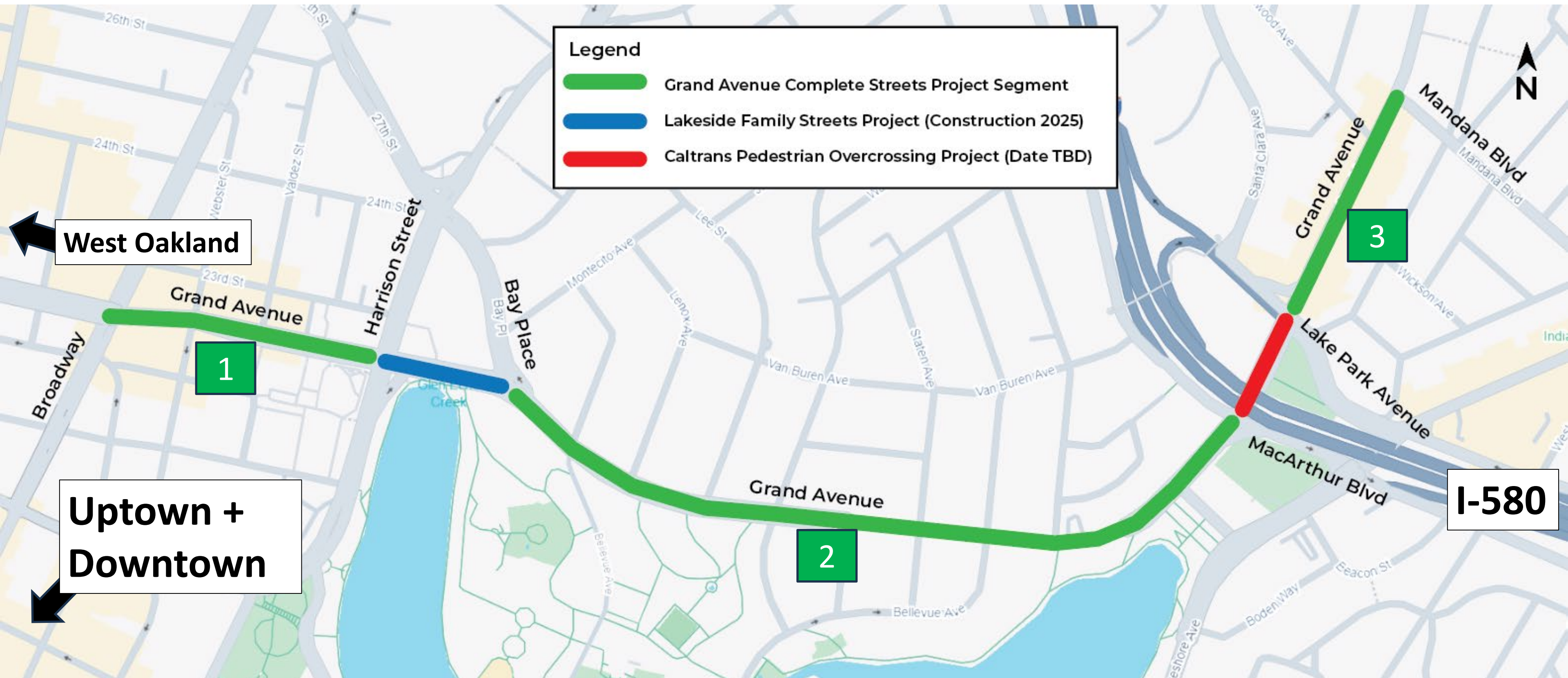


Lake Merritt Bikeways

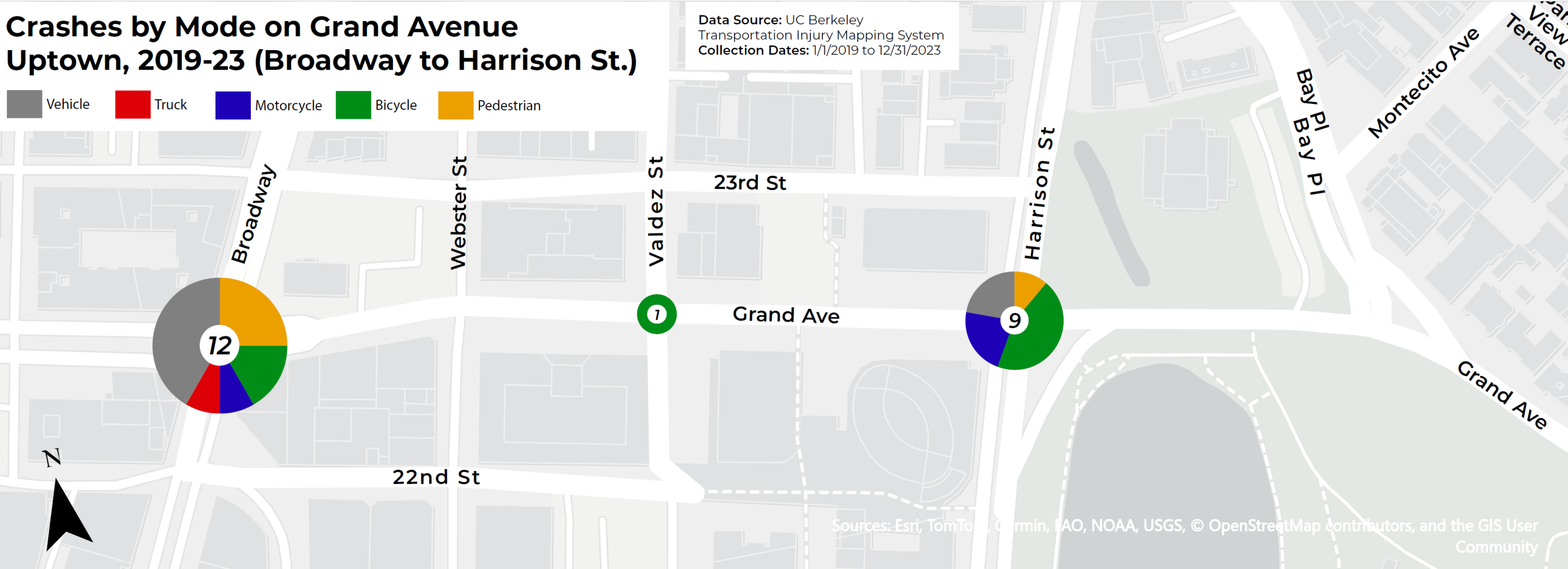
This map shows a high-level plan and timeline for completing a continuous ring of high-quality bike facilities around Lake Merritt



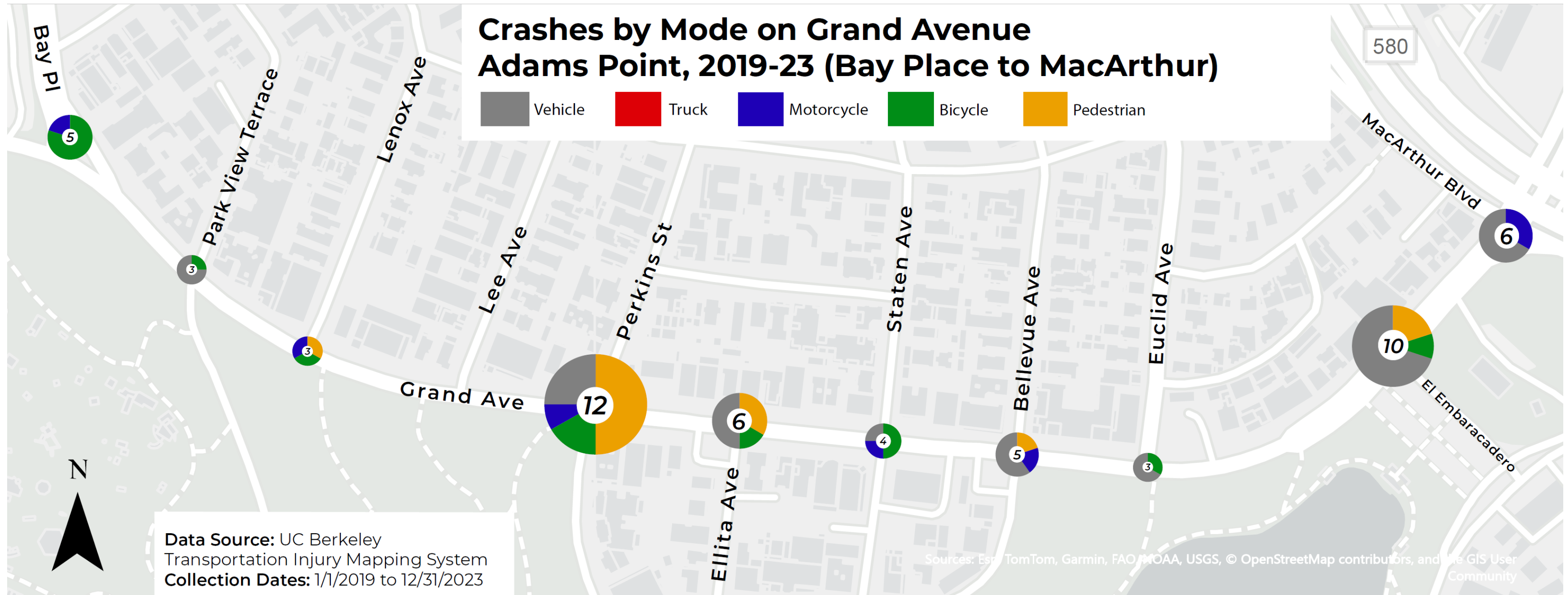
Project Overview



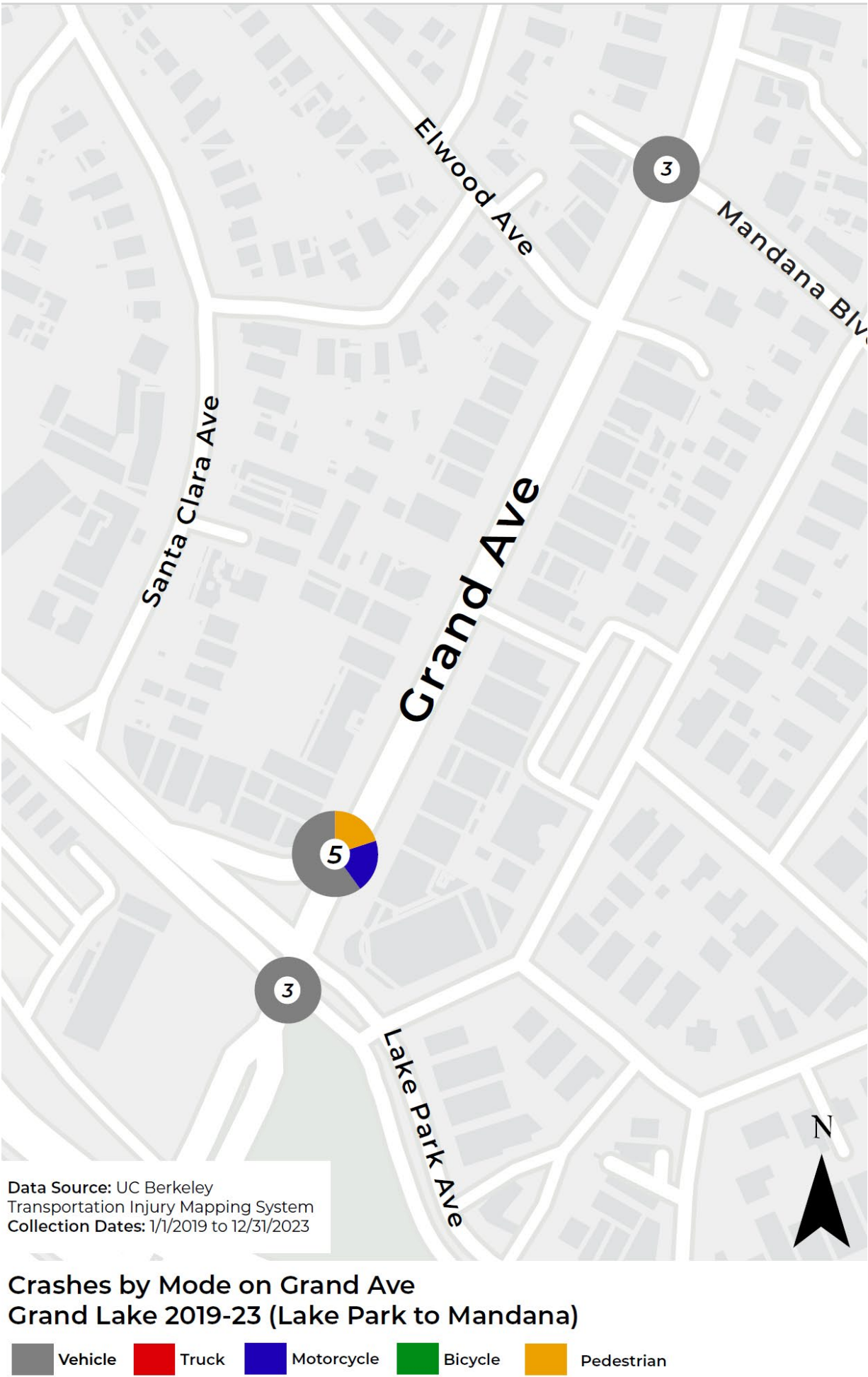
Collisions - Segment 1, Uptown



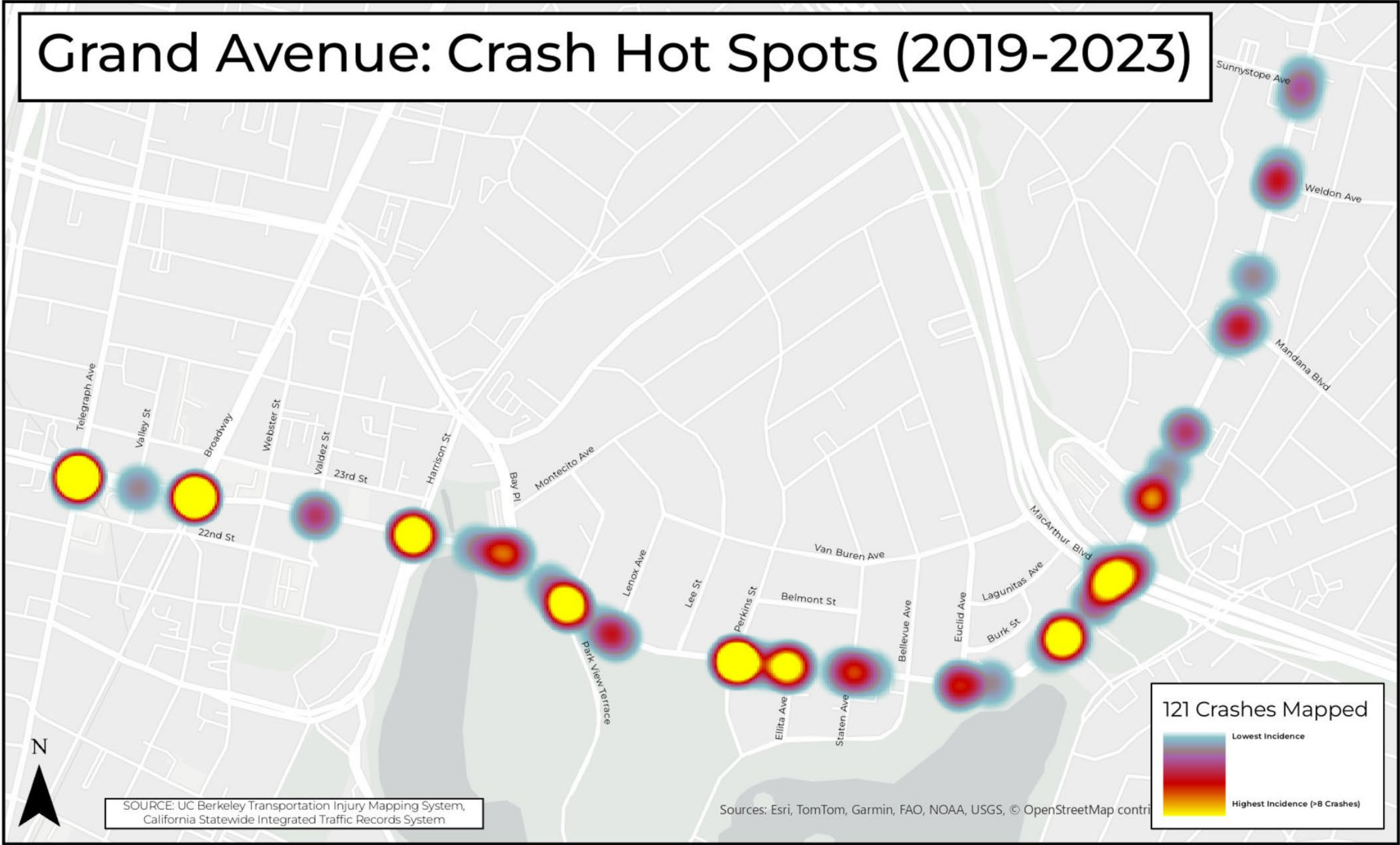
Collisions - Segment 2, Adams Point



Collisions - Segment 3, Grand Lake

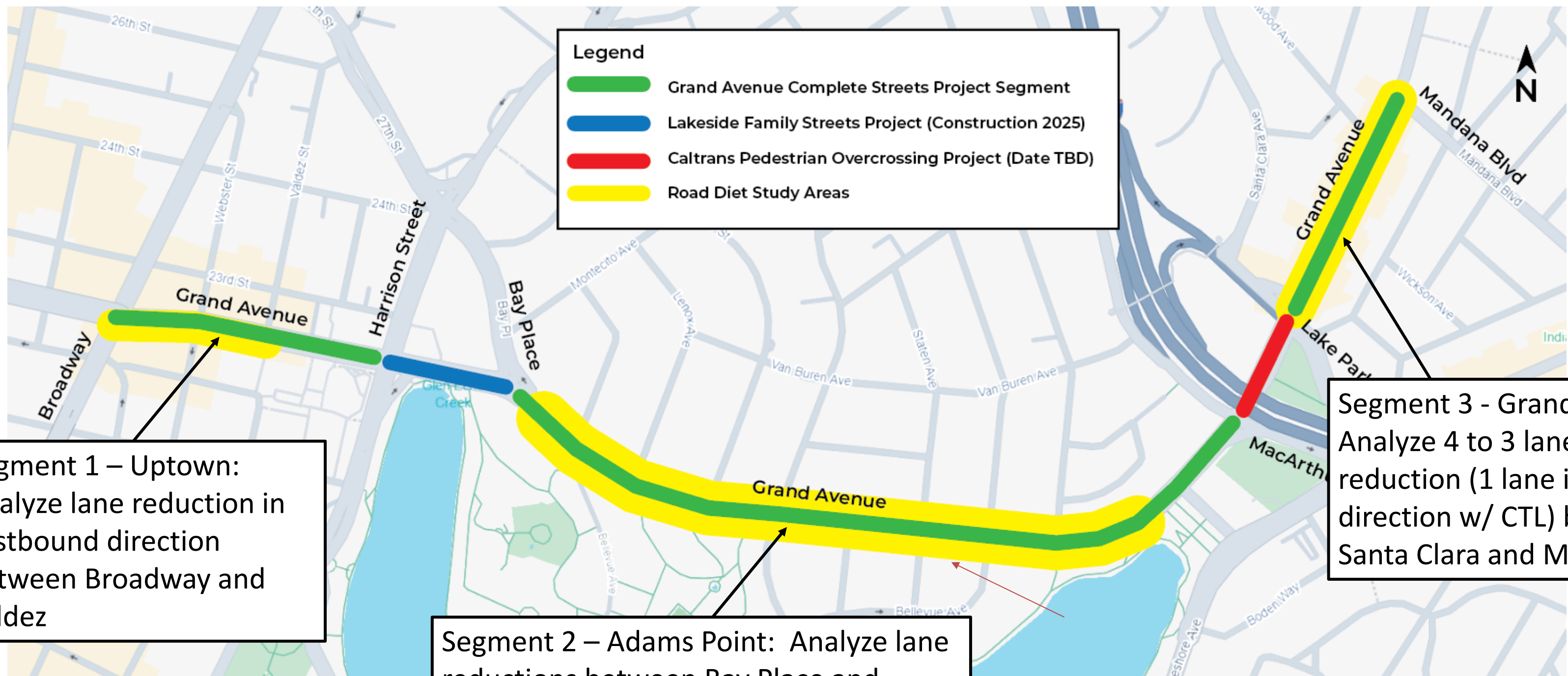


Collision Heatmap – Broadway to Mandana

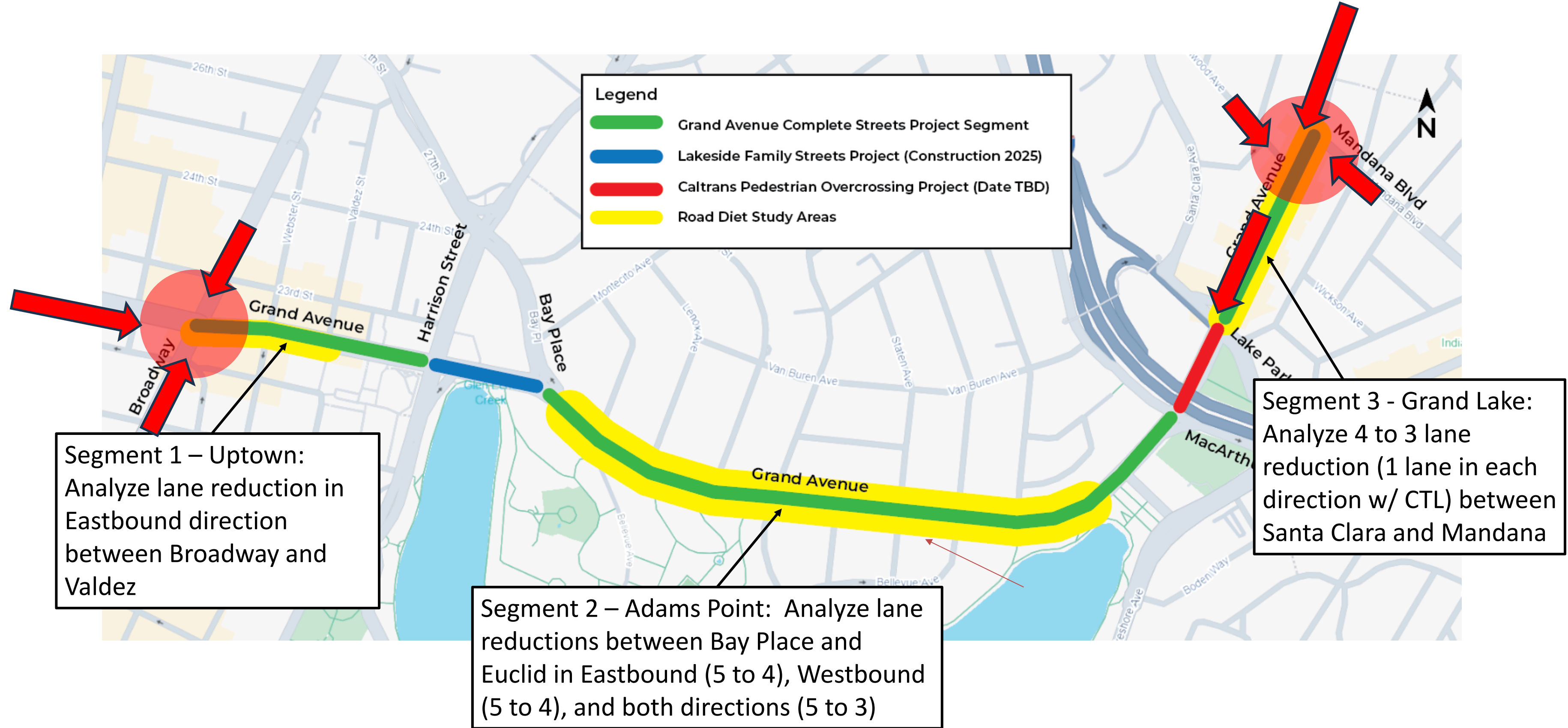


Traffic Analysis (2025) - Version

1

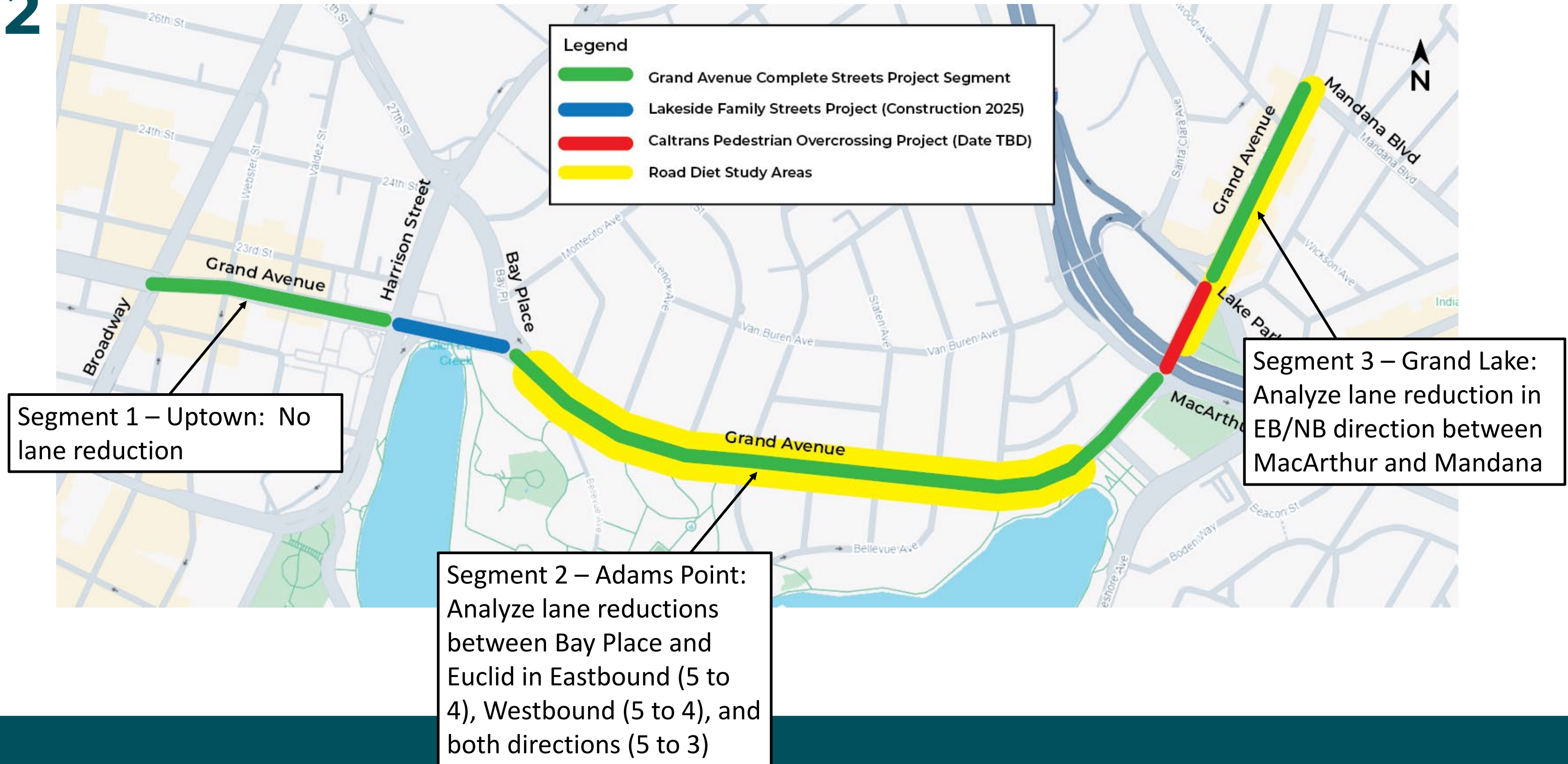


Traffic Analysis (2025) - Version 1 (Impacts)



Traffic Analysis (2025) - Version

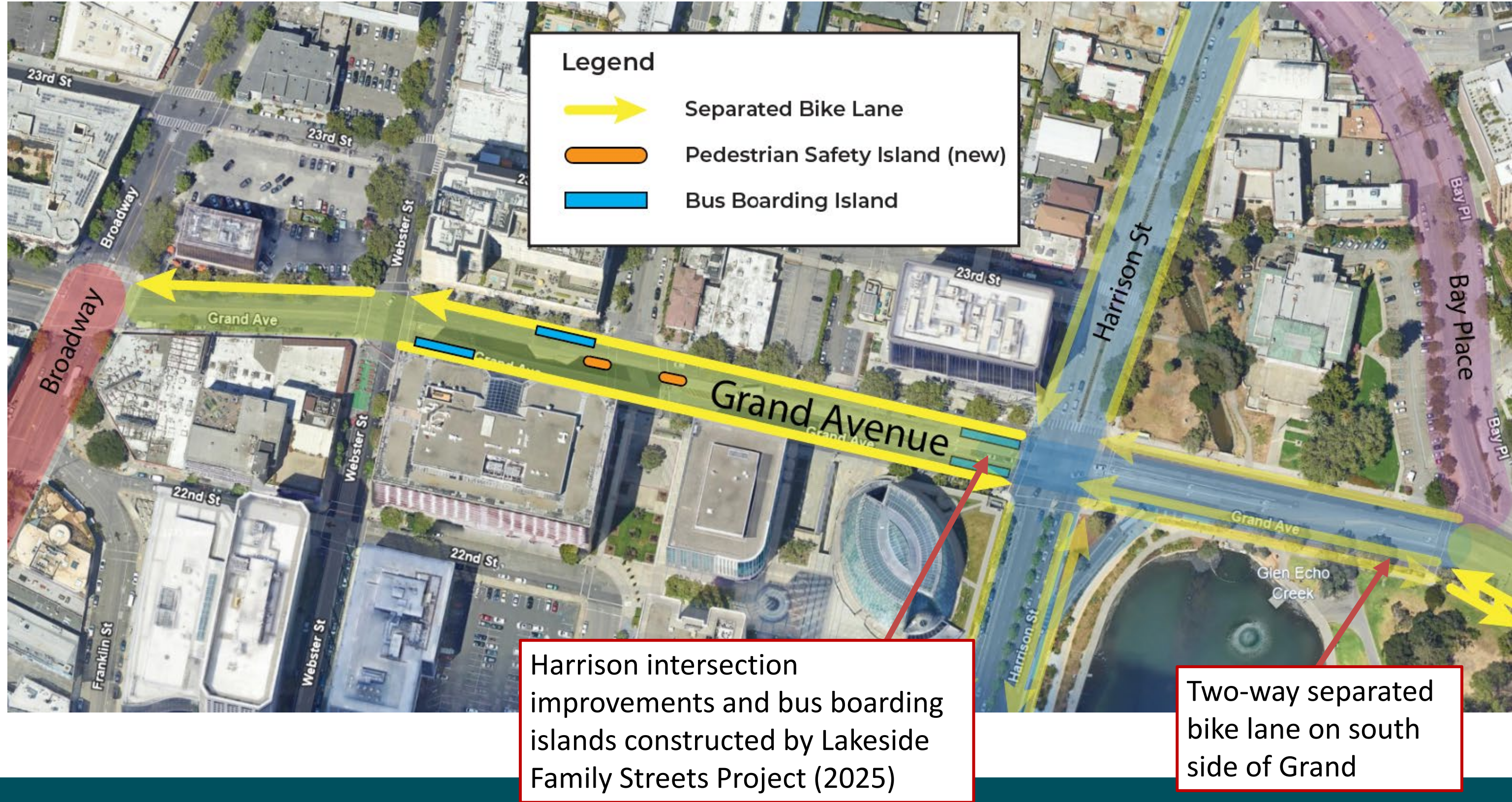
2



Project Overview

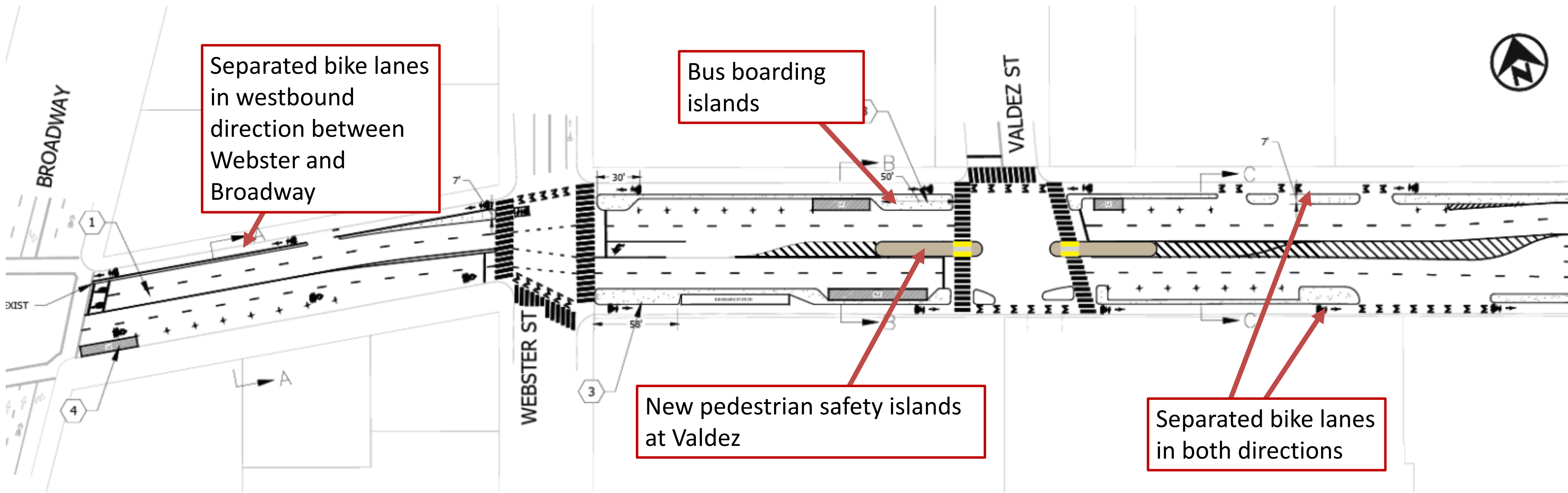


Segment 1, Uptown – Proposed Improvements

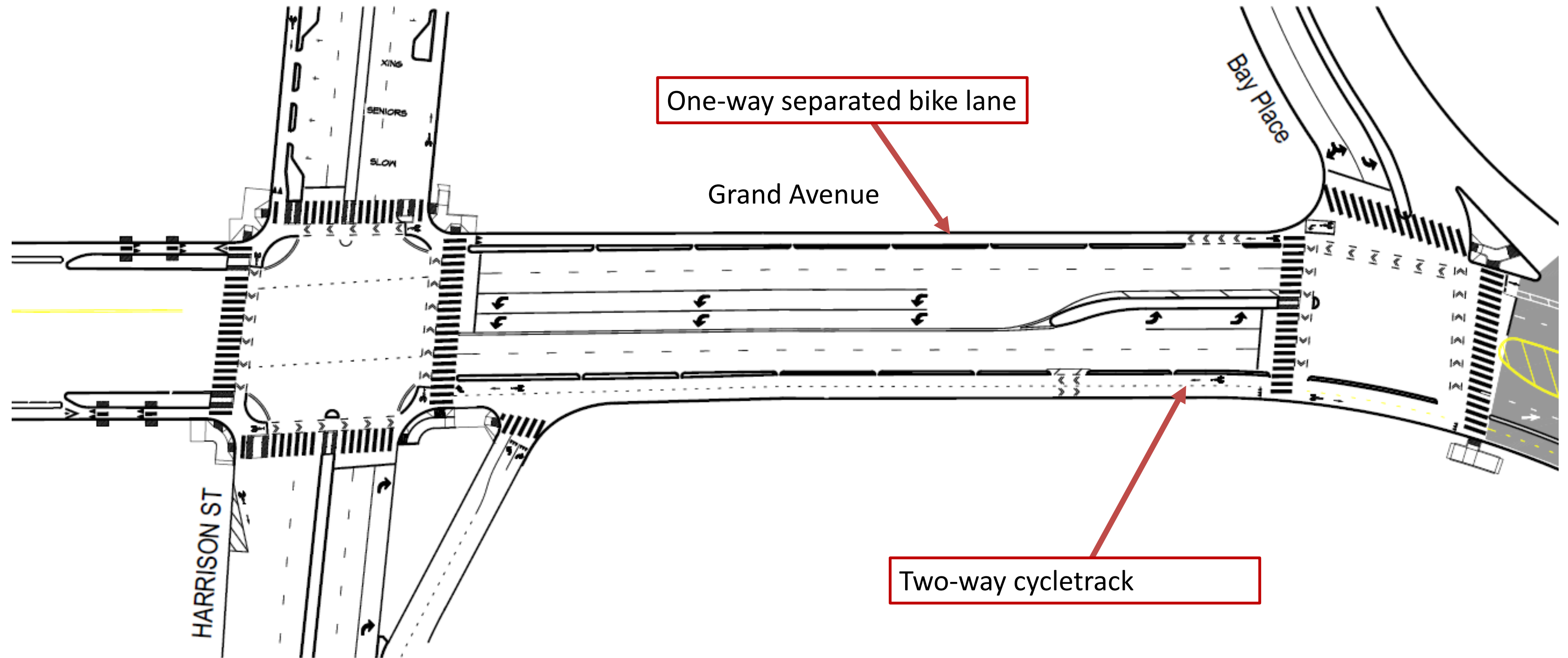


Segment 1, Uptown - Details

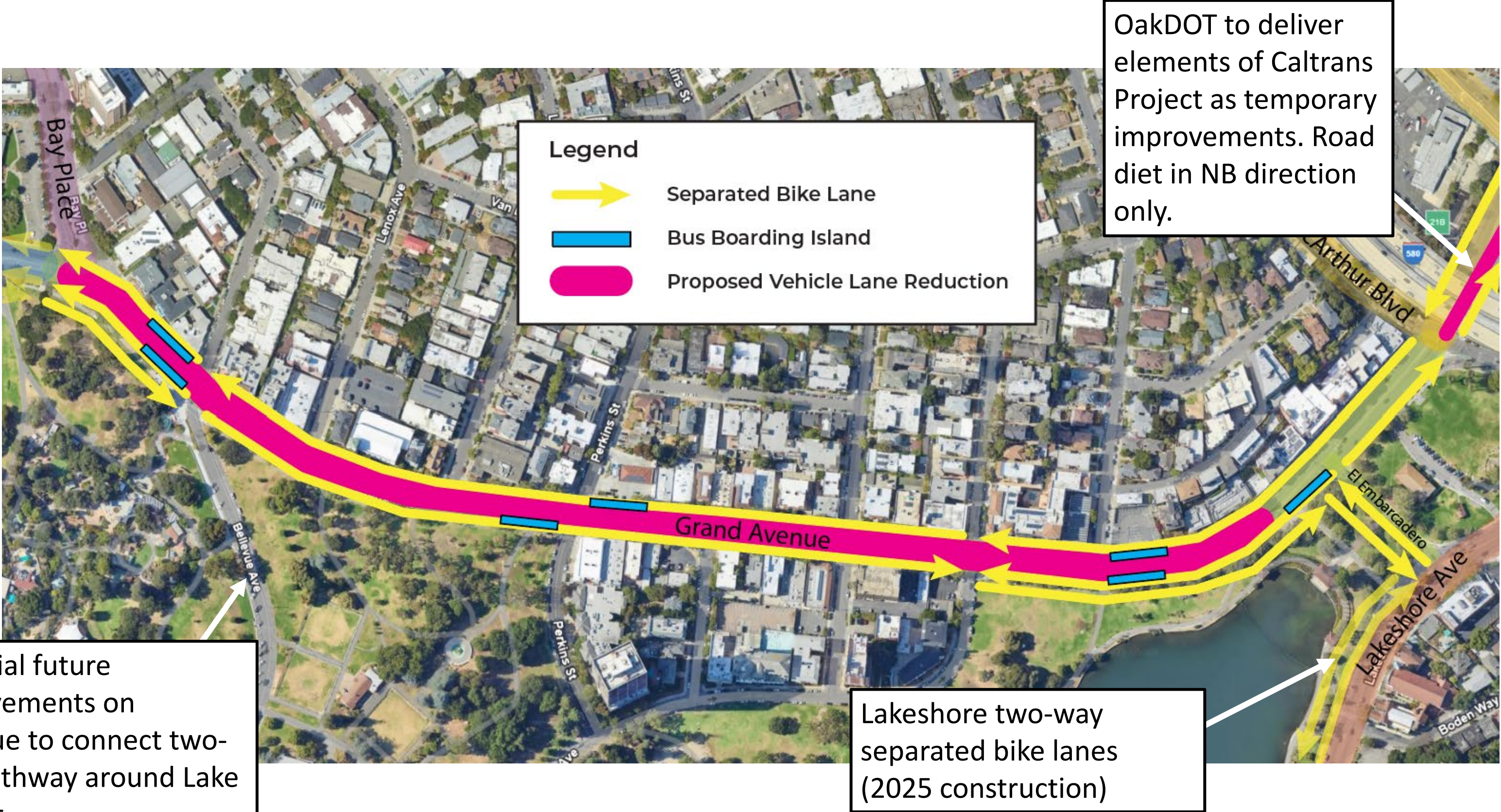
Source: Concept Planning effort 2023



Lakeside Family Streets (2025)



Segment 2, Adams Point – Proposed Improvements

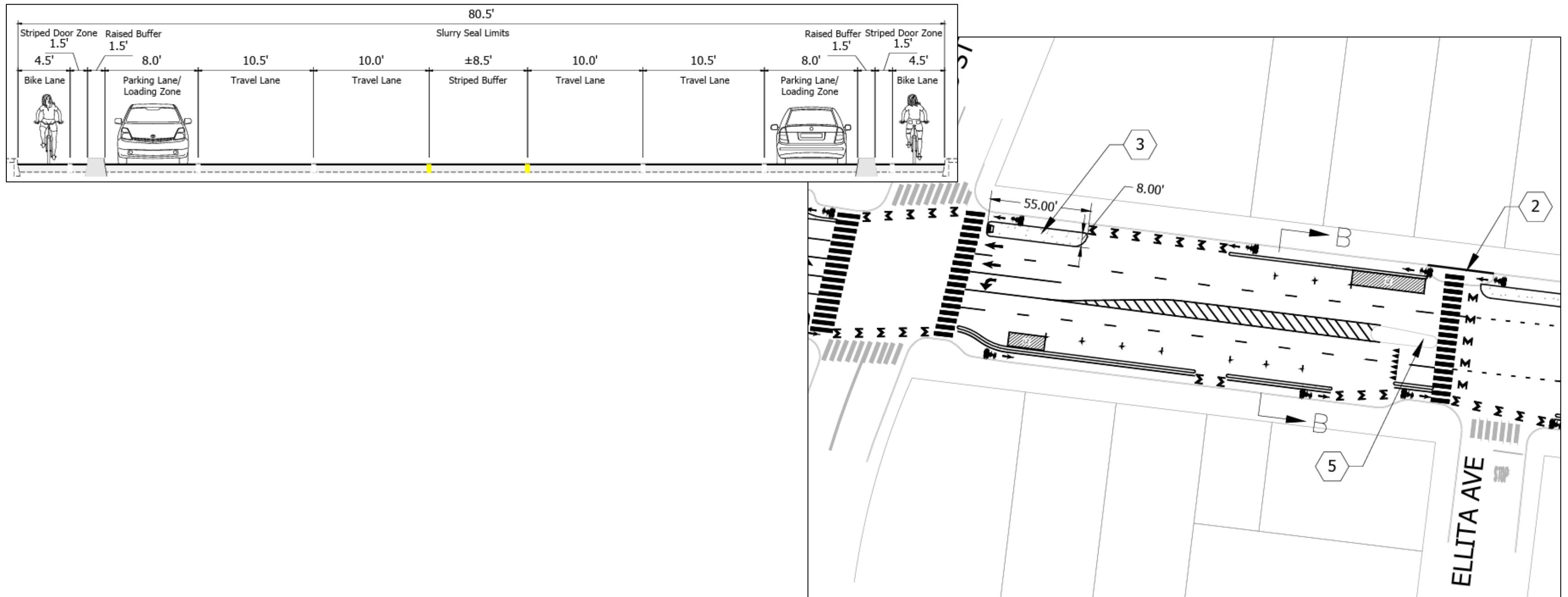


Options Considered – Segment 2, Adams

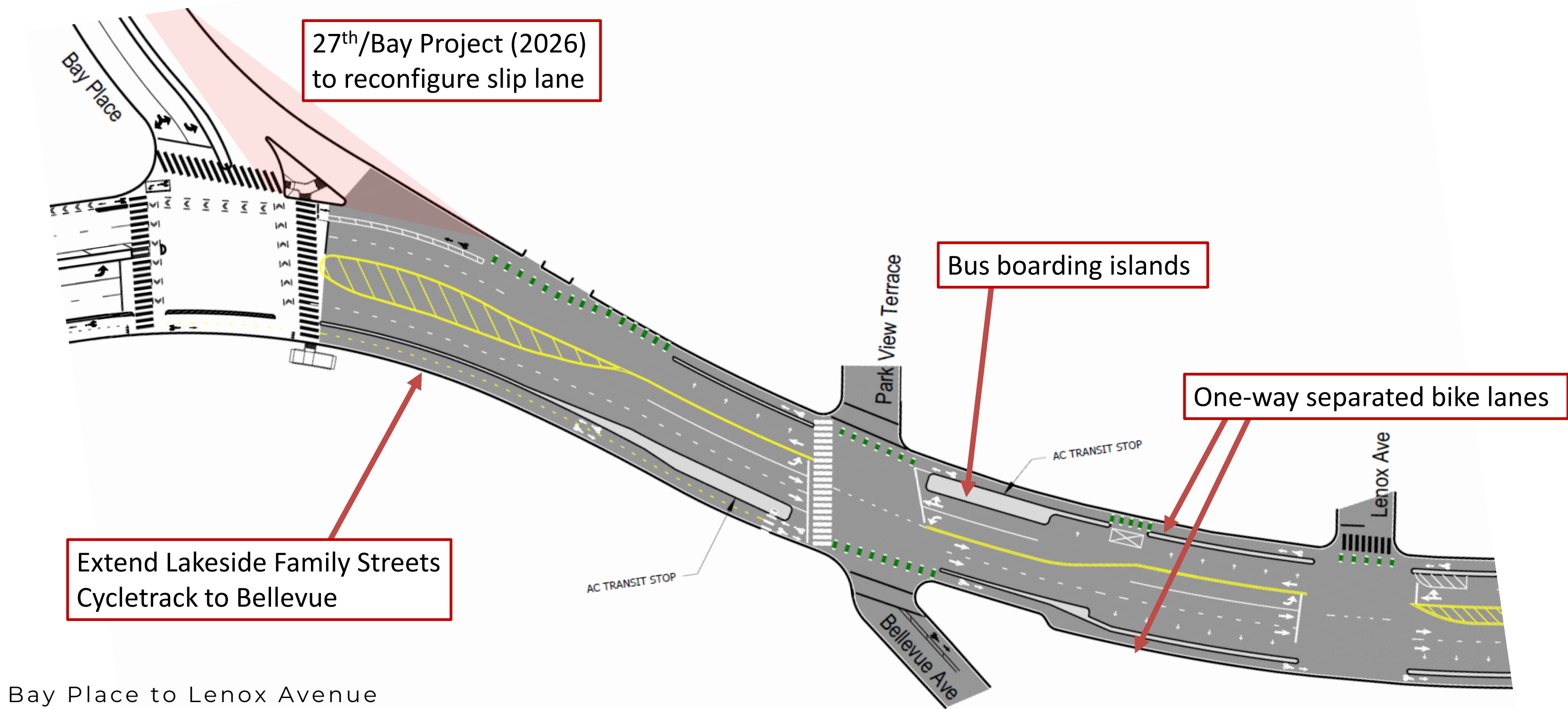
OakDOT considered and discarded the below option during project development

Point

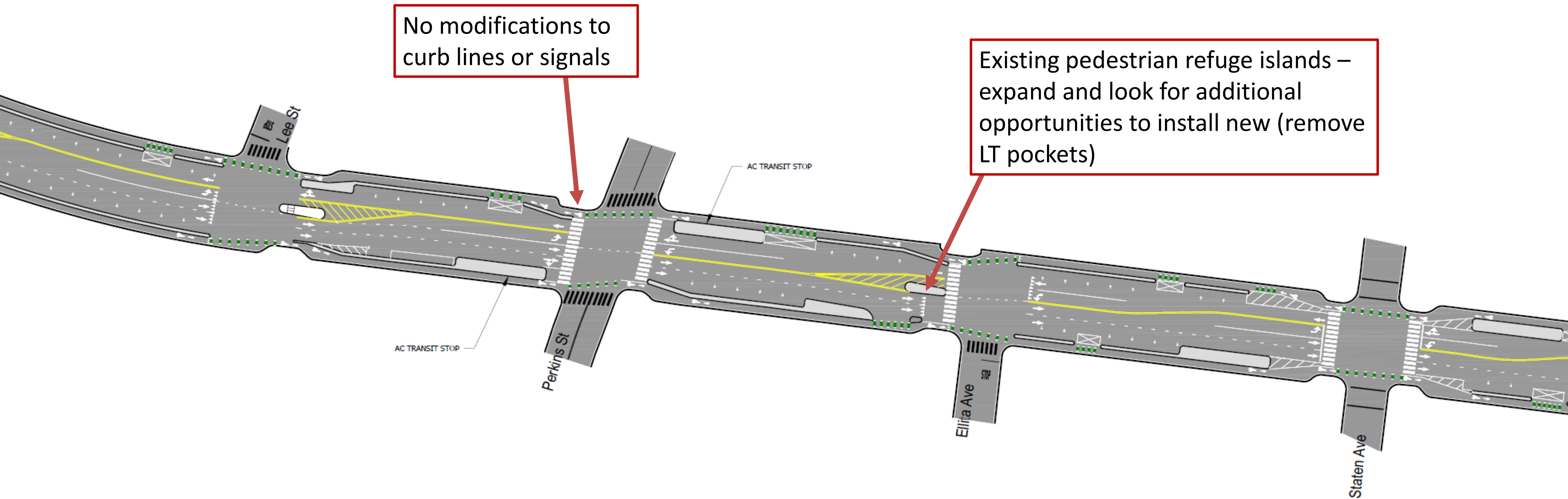
Previous Concept Plan – Keep 5 Lanes and add Separated Bike Lanes



Segment 2, Adams Point – Alternative 1 – WB Road Diet

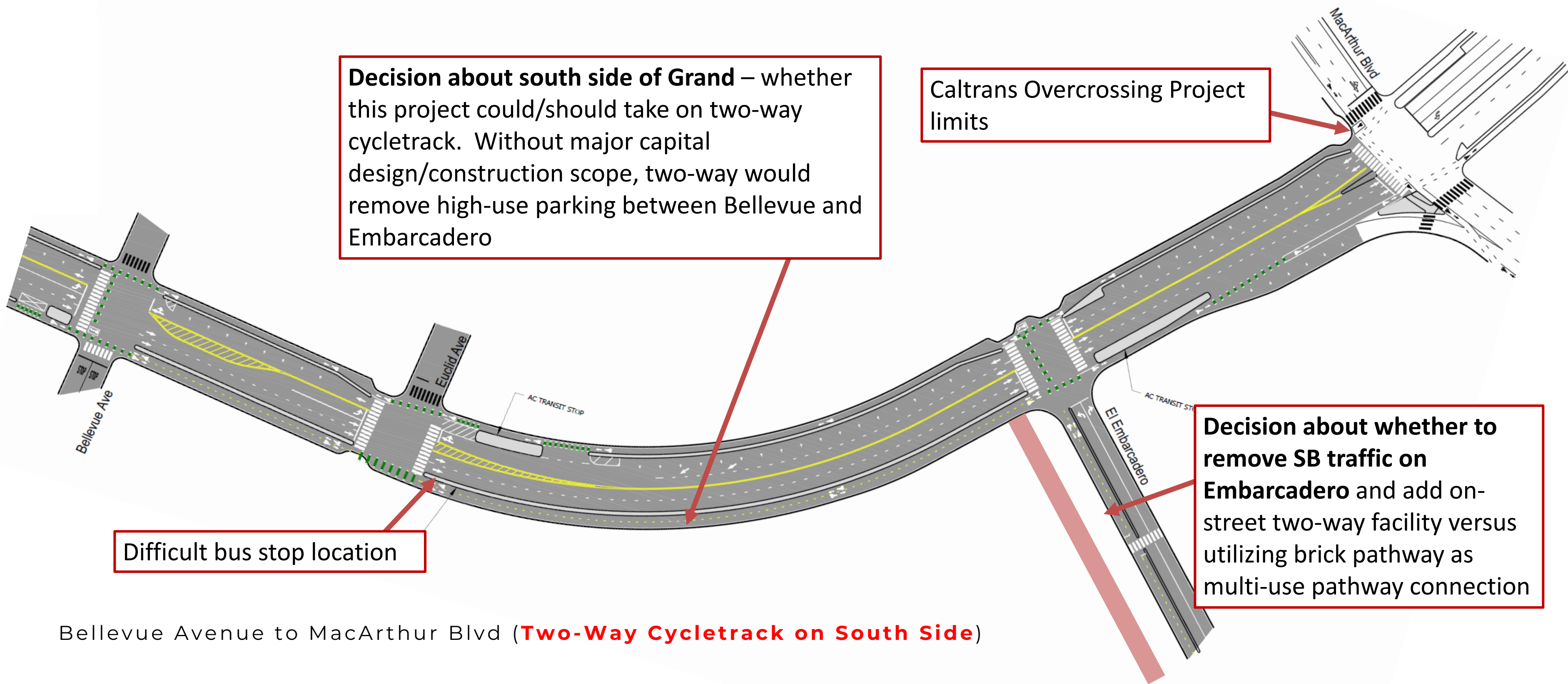


Segment 2, Adams Point – Alternative 1 – WB Road Diet



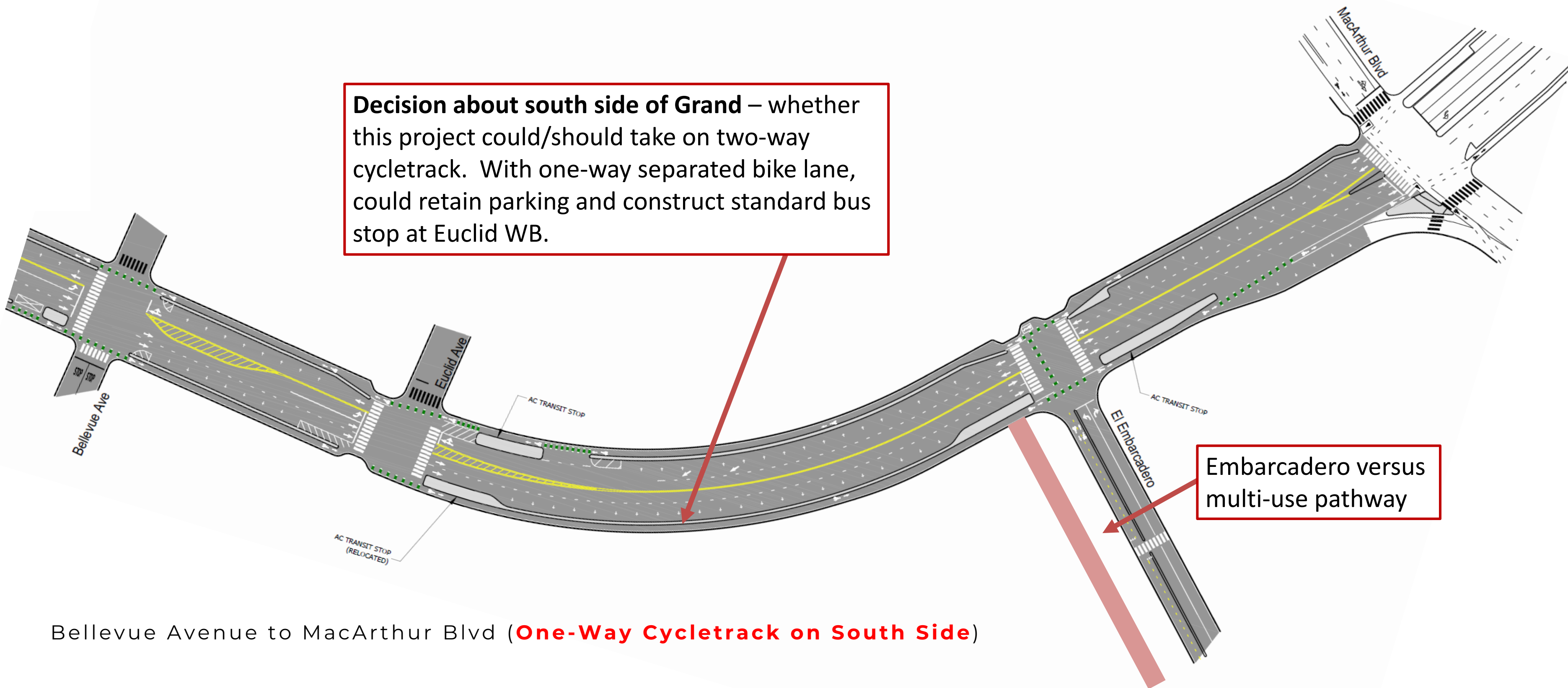
Lee Street to Staten Avenue

Segment 2, Adams Point – Alternative 1 – WB Road Diet

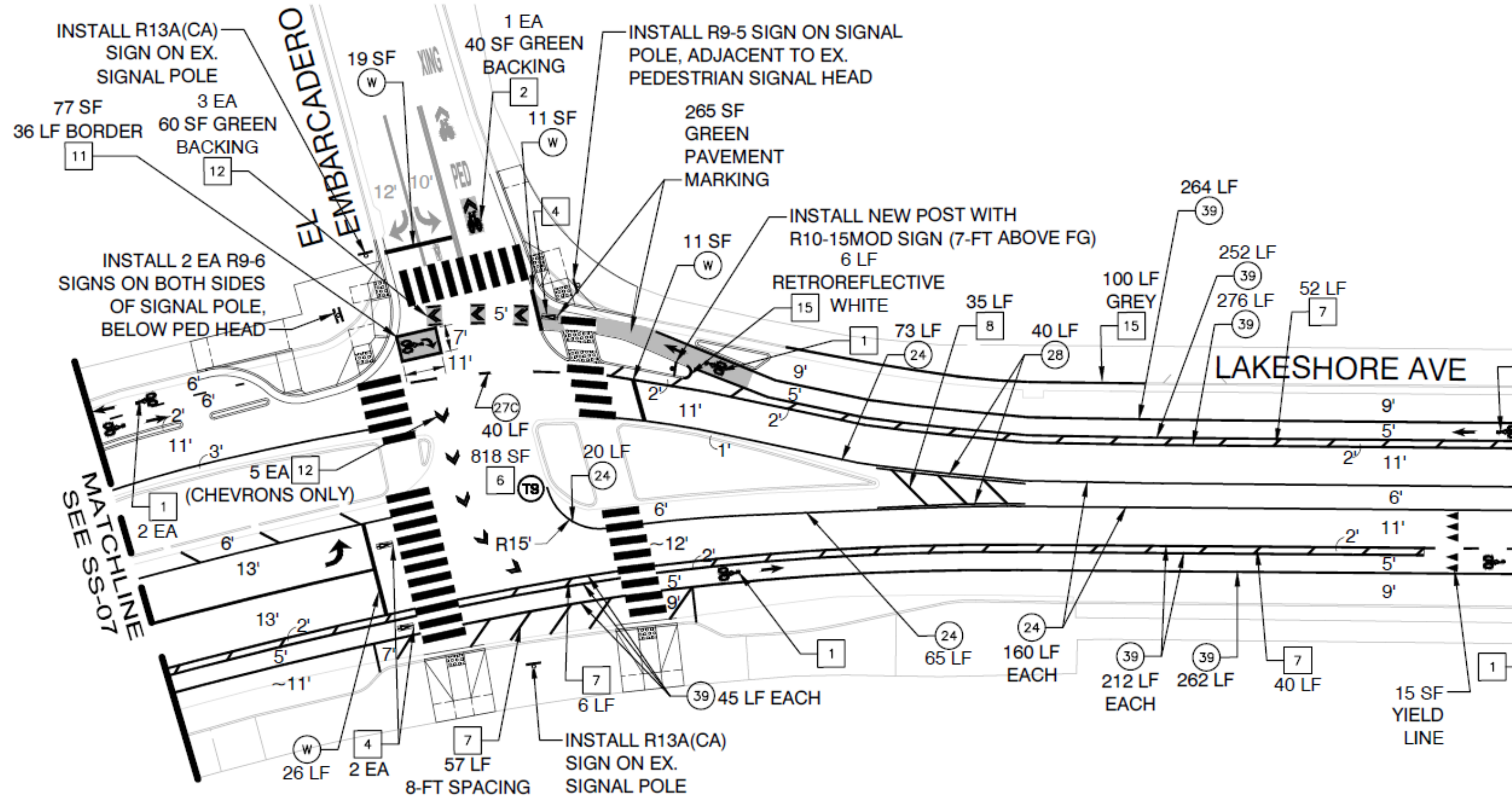


Bellevue Avenue to MacArthur Blvd (**Two-Way Cycletrack on South Side**)

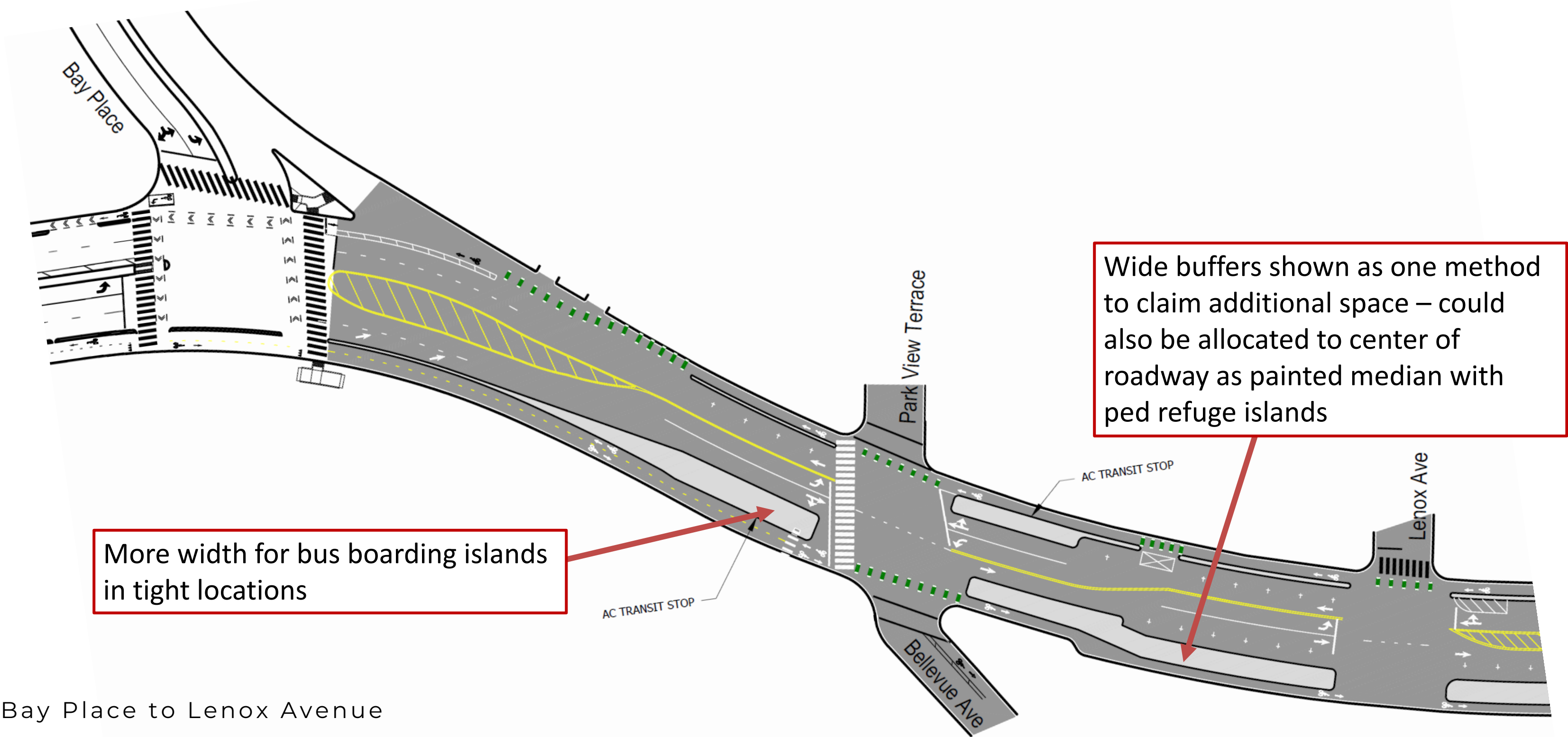
Segment 2, Adams Point – Alternative 1 – WB Road Diet



Lakeshore and El Embarcadero

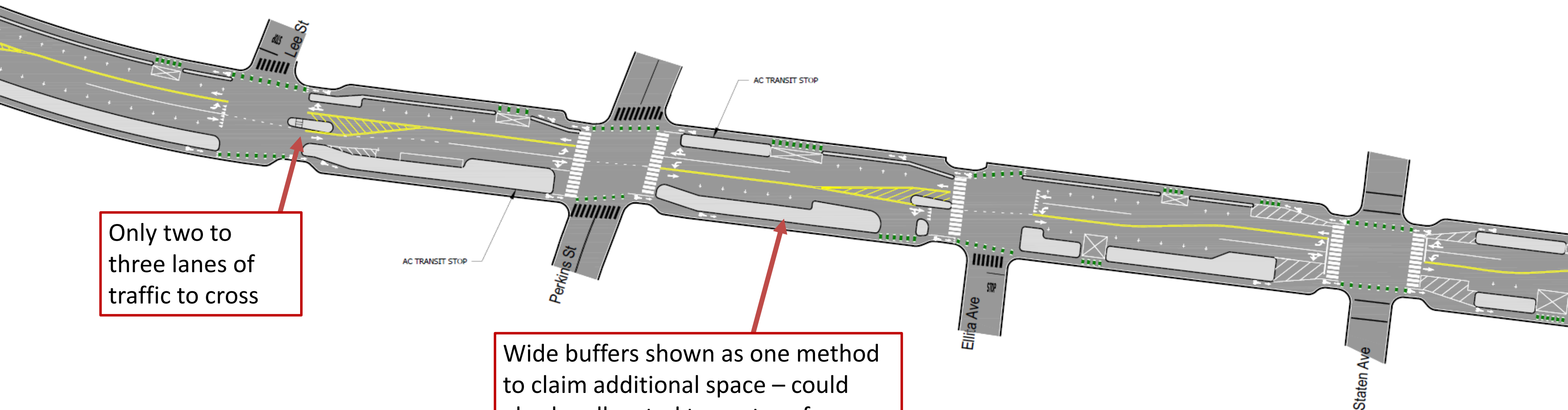


Segment 2, Adams Point – Alternative 2 – WB+EB Road Diet



Bay Place to Lenox Avenue

Segment 2, Adams Point – Alternative 2 – WB+EB Road Diet

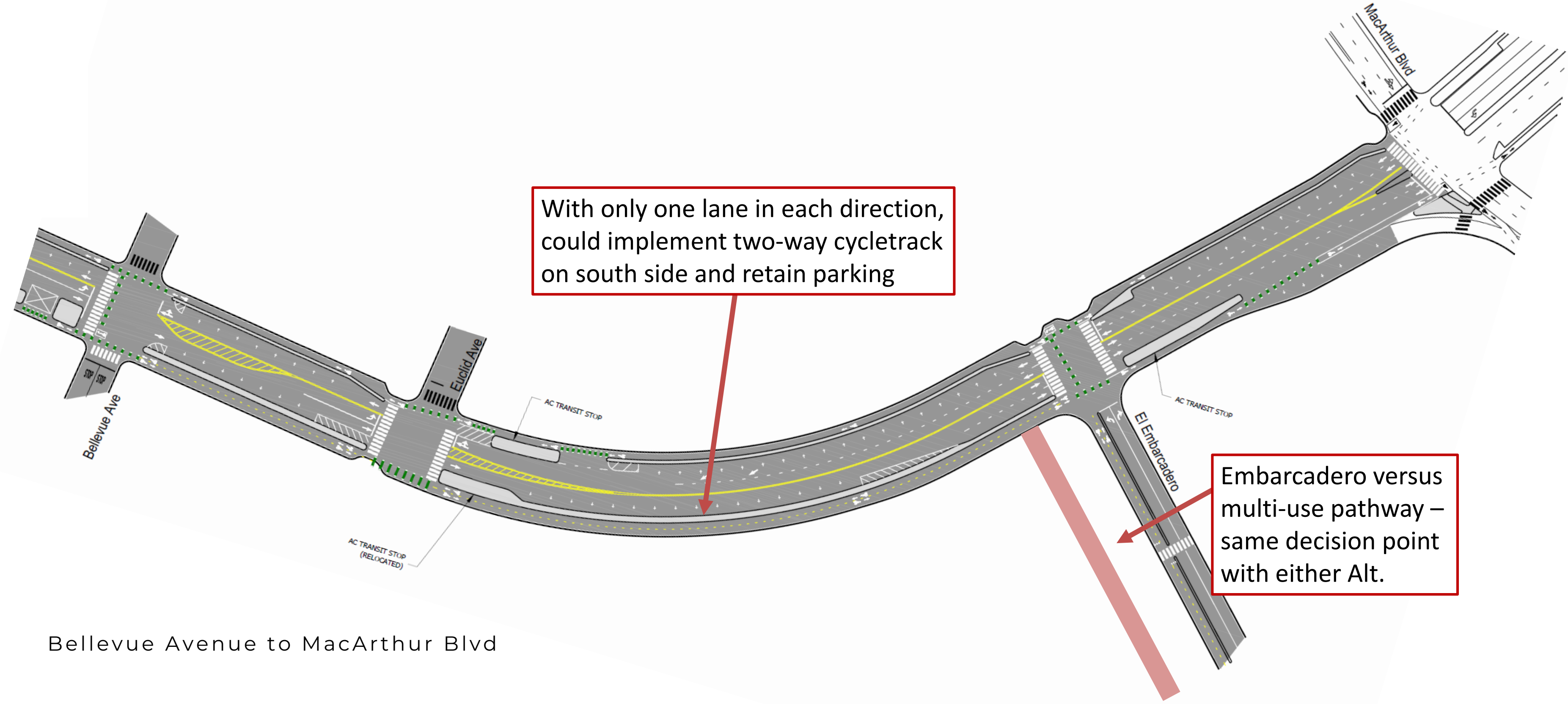


Only two to three lanes of traffic to cross

Wide buffers shown as one method to claim additional space – could also be allocated to center of roadway as painted median with ped refuge islands, potentially limited angled parking

Lee Street to Staten Avenue

Segment 2, Adams Point – Alternative 2 – WB+EB Road Diet

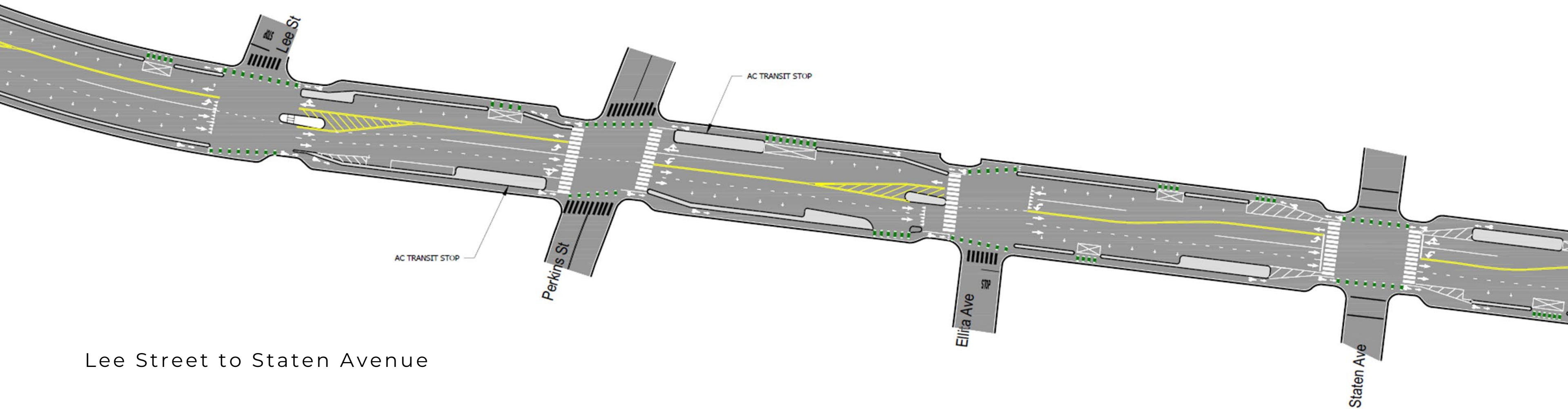


Bellevue Avenue to MacArthur Blvd

Adams Point – OakDOT Preferred Alternative 1 – WB Road Diet

Alternative 1 – Remove WB Lane (5 to 4 road diet)

- **Use of Space:** This Alt makes efficient use of space on Grand to accomplish project goals (separated bike lanes, traffic calming, transit reliability)
- **EB Transit Service:** Retains traffic capacity in EB direction for AC Transit service considerations, potential future bus-only lane improvements, overall roadway flexibility
- **Expediency of delivery:** This Alt has the fewest unknowns and can speedily and efficiently progress through design and delivery.

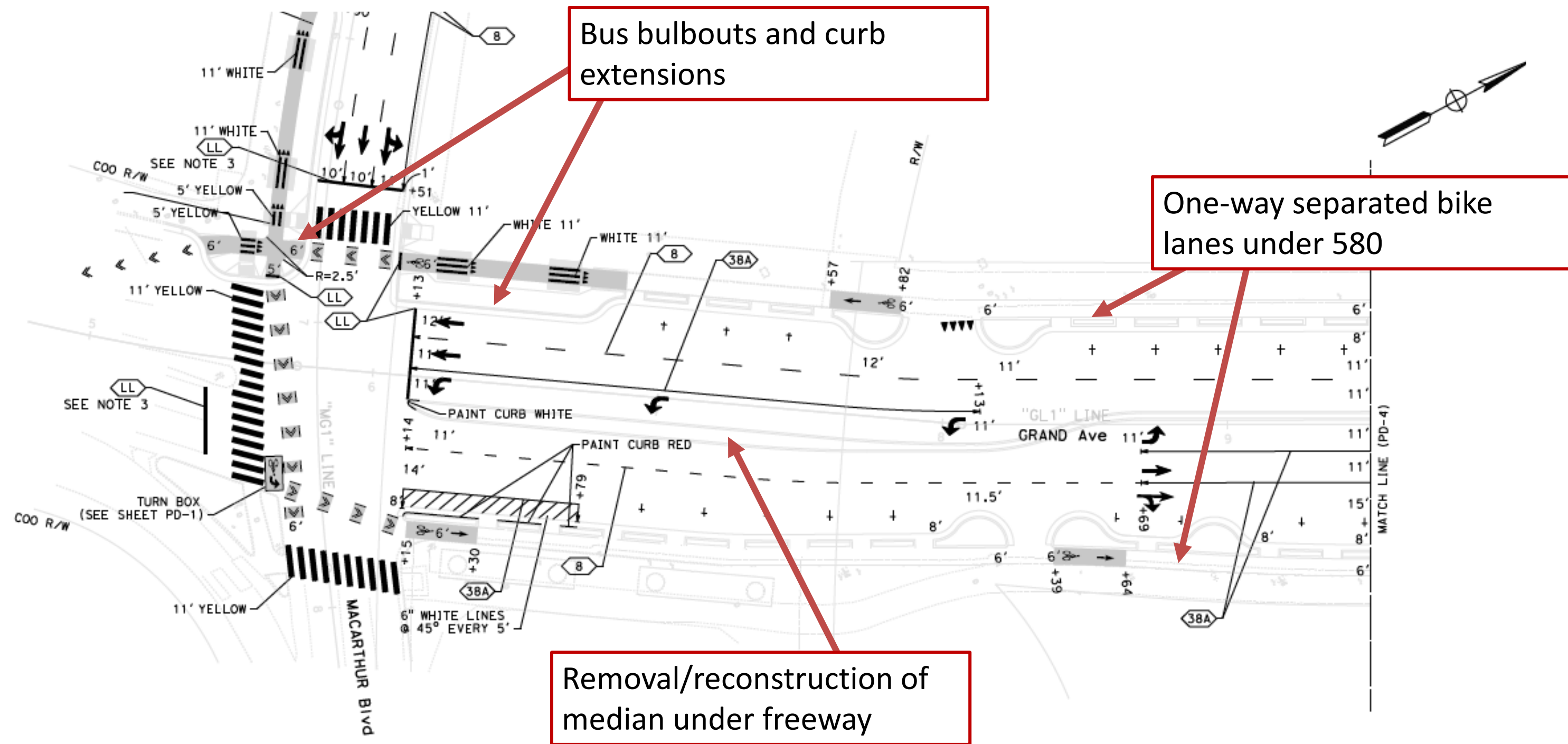


Lee Street to Staten Avenue

Project Overview



Caltrans Overcrossing Project (Con Date TBD)



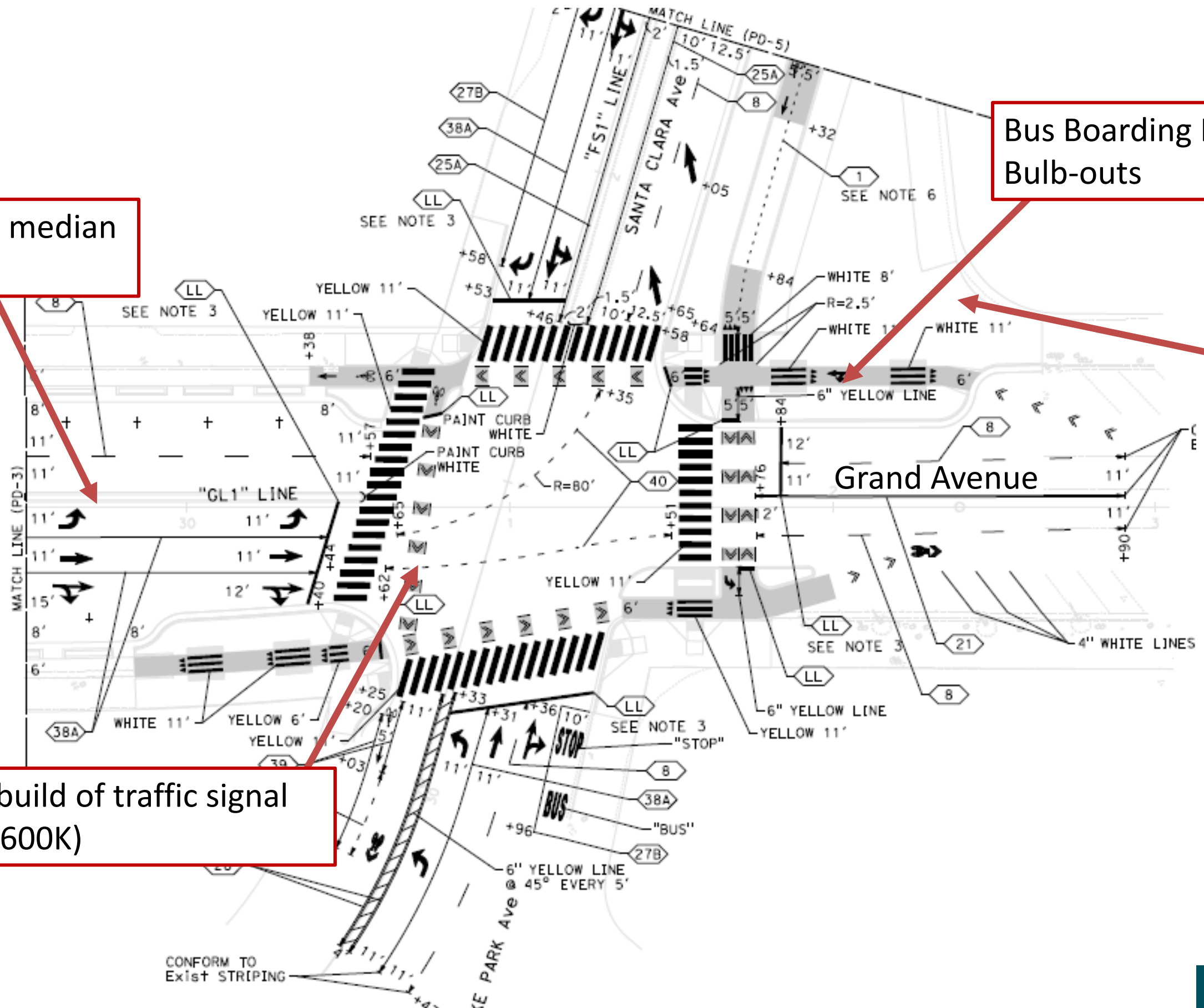
Caltrans Overcrossing Project (Con Date TBD)

Rebuild/replace median on Grand

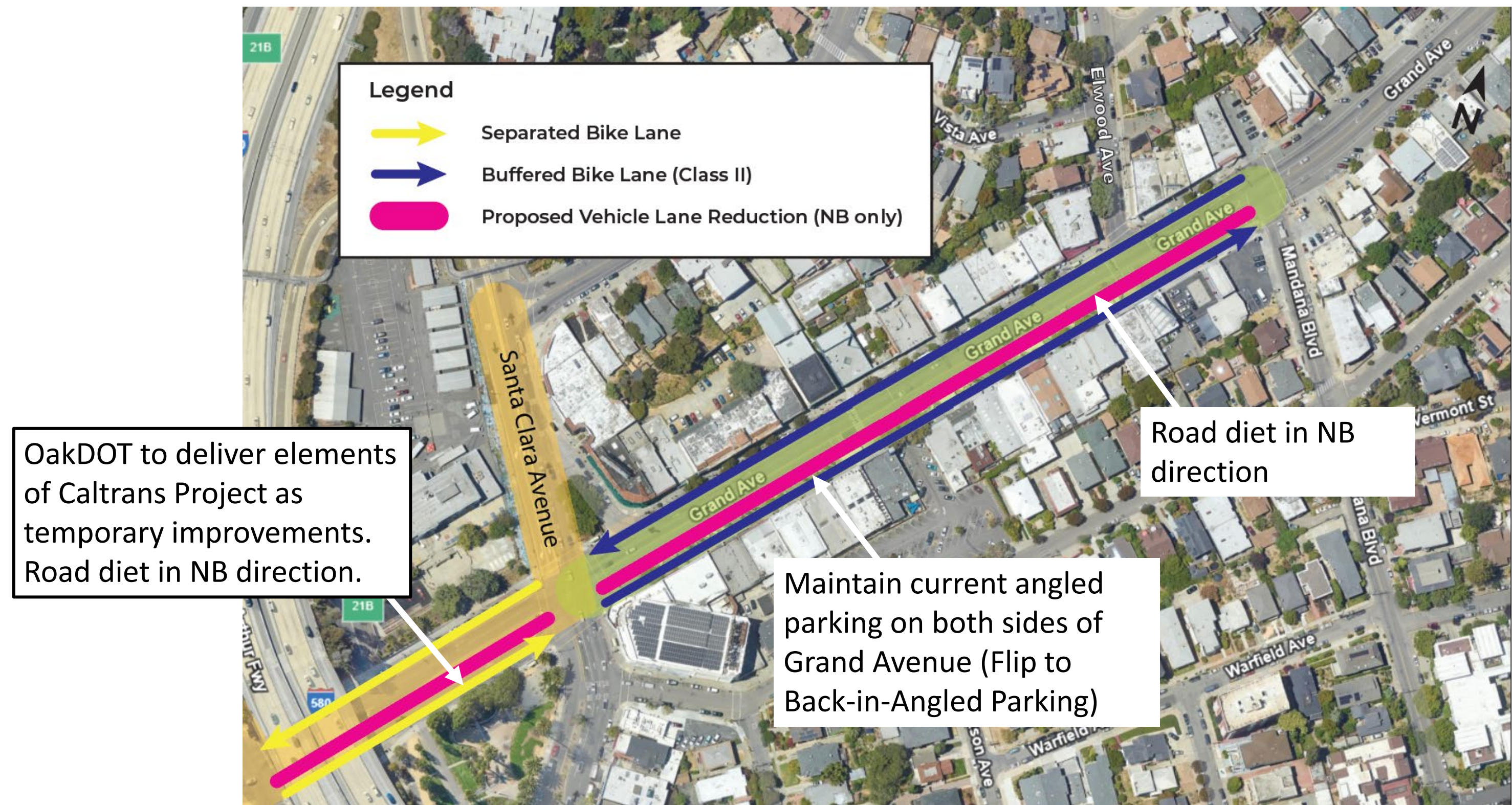
Bus Boarding Islands and Bulb-outs

Slip Lane Closure, convert to public Plaza

Full rebuild of traffic signal (\$500-600K)



Segment 3, Grand Lake – Proposed Improvements

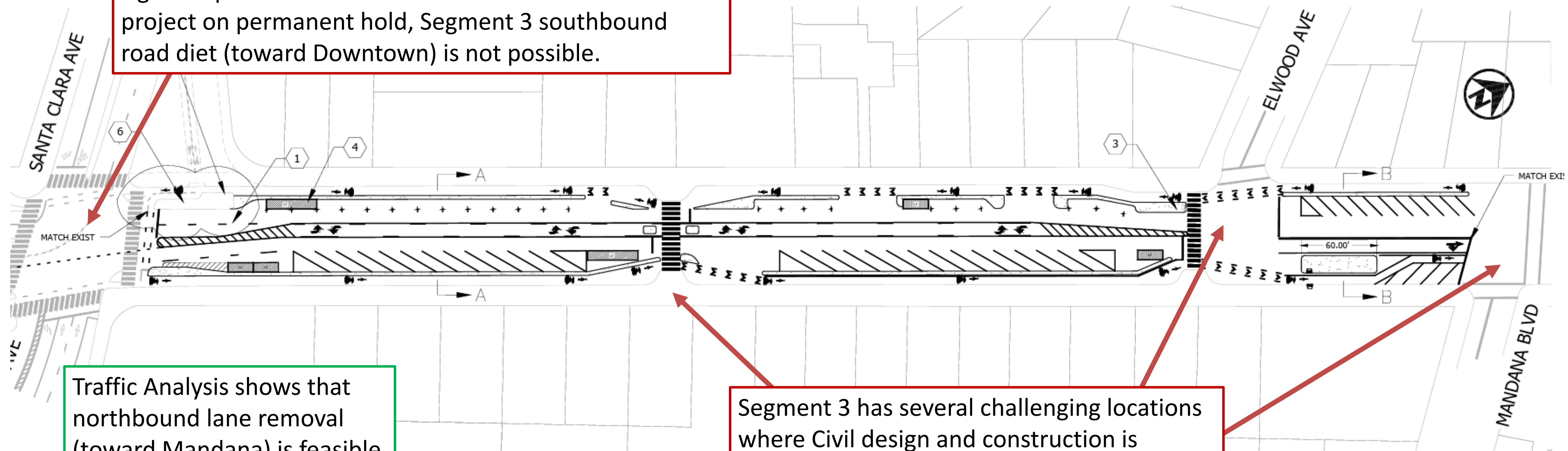


Segment 3, Grand Lake – Previous

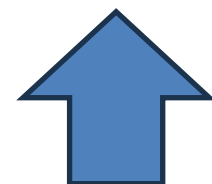
Caltrans overcrossing project was set to make significant signal improvements at Santa Clara Avenue. With that project on permanent hold, Segment 3 southbound road diet (toward Downtown) is not possible.

Traffic Analysis shows that northbound lane removal (toward Mandana) is feasible

Segment 3 has several challenging locations where Civil design and construction is needed beyond the scope of this project (involving traffic signals, drainage, and changing curb lines).

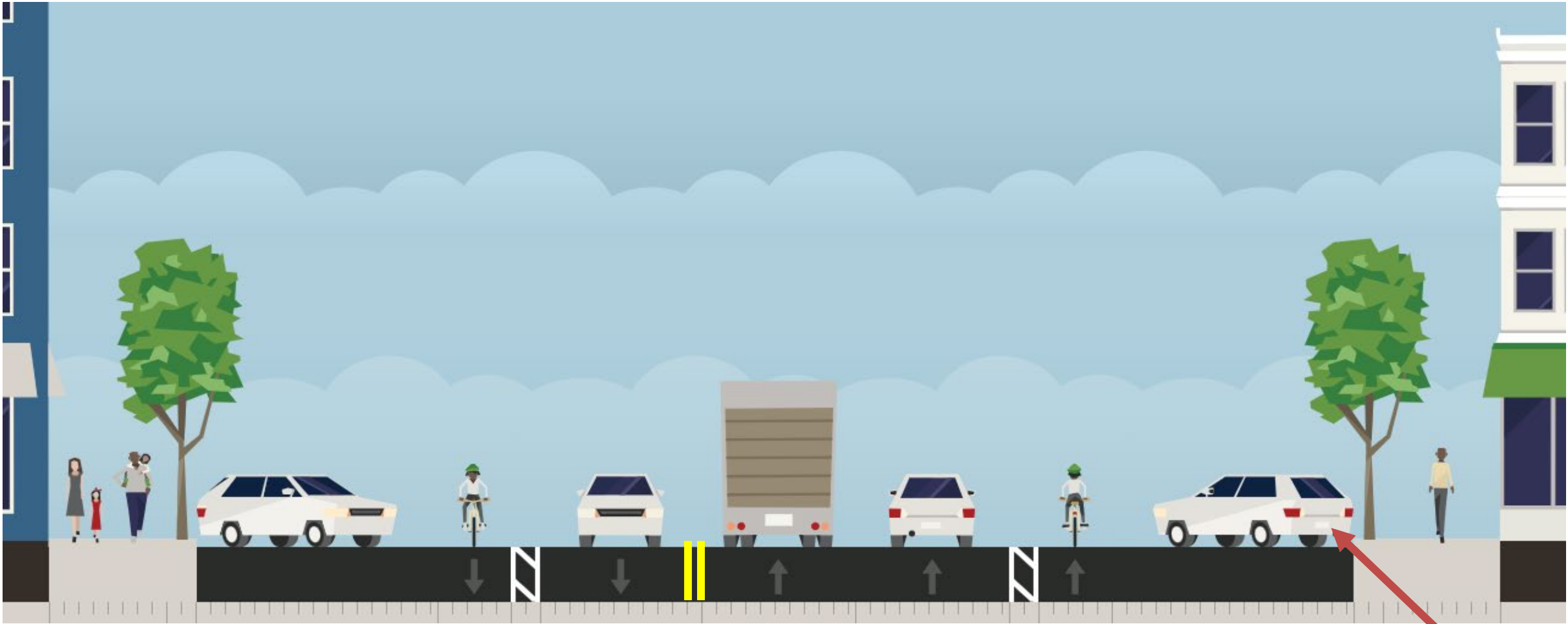


Segment 3, Grand Lake - Details



West
(Toward
Downtown)

(Grand Lake
Theater)



(The Alley)

Back-in-Angled
Parking

Upcoming Outreach

- **April 2024** – Corridor walks to local businesses, tabling along Grand, other outreach
- **April 2, 2025** – Presentation to Grand Avenue Business Association
- **April 26, 2025**: Grand Lake Farmer's Market tabling event
- **May 21, 2025**: Presentation to Grand Lake Neighbors
- **Spring 2025**: Presentation to Adams Point Neighbors (date TBD)
- **Spring 2025**: Presentation to Grand Avenue Business Association (GABA, date TBD)
- **2025 (ongoing)**: Stakeholder outreach on design details

Questions?

Please email Charlie Ream, Project Manager at CReam@oaklandca.gov

[OAKLANDCA.GOV/projects/grand](https://oaklandca.gov/projects/grand)