

## **Bicyclist and Pedestrian Advisory Commission (BPAC) Infrastructure Committee – Meeting July 6, 2023, 3:30 – 5:30 PM**

\*This meeting was held in-person at the Lake Merritt 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 member)**  
**Robert Prinz (Committee co-chair)**  
**Patricia Schader (BPAC Commissioner)**  
**Reginald Burnette Jr (Committee member)**

**Jesse Boudart (Oakland DOT, East Oakland Neighborhood Bikeways Project item)**  
**Rochelle Wheeler (City of Alameda, Oakland-Alameda Estuary Bridge Project item)**  
**Pierre Gerard (Oakland DOT)**  
**David Pené (Oakland DOT)**  
**Celina Chan (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
- Alameda CTC = Alameda County Transportation Commission, a regional governmental agency focused on transportation planning and funding
- 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

- Updates to 17th/18th St project (Market to MLK Jr Way, [plans here](#)) reviewed by committee in February 2022 - Incorporated several committee member comments / suggestions
- Construction on 8th Street traffic calming is underway now through Spring 2024, reviewed by committee February 2021 - Also incorporating new NBR and Slow Streets guidelines committee engaged in 2020-2023 - 100% design plans to be shared soon
- 20th Street protected bikeway project (Broadway to Lake Merritt) reviewed by committee in February & October 2019 - construction starting this week
- San Pablo Ave protected bikeway project reviewed by committee in April 2019 - \$10 Million in One Bay Area Grant project funding awarded
- 14th St protected bikeway project reviewed by committee in August 2021 & January 2022 - Construction contract approved by Public Works committee, going to full council in July - If approved then construction start this fall
- East Bay Greenway, 73rd Ave to Seminary project reviewed by committee December 2020 - Construction scheduled to start later this month, completion date currently estimated for April 2024
- Parklet guidelines update reviewed by committee May 2022 - Supposedly going into effect July 15, 2023
- 27th St / Bay Place & Harrison / Grand project plans shared by staff with committee members for comment ([draft plans and committee comments here](#))

## 3:45-4:45 pm East Oakland Neighborhood Bikeways Project (Jesse Boudart, Oakland DOT)

([presentation file here](#))

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

### Presentation:

- OakDOT received grant funding for project, deadline in 2024 to complete 100% design
- Currently in outreach phase, this meeting is first stop, more to be scheduled
- This presentation focusing on 81st Ave part of project, but four corridors are included in the project overall
- This can be more than just a bicycling project - Trees & greenery are a important part - This is a local project and East Oaklanders themselves can receive the most benefit
- This project is dependent on local resident interest and participation
- Crossings of International Blvd are challenging due to Caltrans coordination, fewer changes are likely at those intersections
- Slowing cars is part of this project, and all Oakland NBR projects include speed humps - Physical diverters for car traffic are a more challenging aspect
- Existing drainage issues - Many streets w no catch basins - Correcting these issues is part of these project and costly
- Both flashing pedestrian beacons and pedestrian hybrid beacons (red lights) are being considered for crossings along these corridors
- 81st Ave case study, San Leandro St to Bancroft
  - Wide section east of San Leandro St
    - 2-way cycletrack on south side proposed - Few drainage inlets and driveways making it easier and less expensive
  - East from Rusdale “traffic filter” area with gateway treatment - Buses, biking and walking, but through car traffic discouraged
  - Forced turn car diverter proposed on 81st at Plymouth, and also 81st and Olive Ave
    - People driving to nearby schools will have to use different routes, but can still get to all the destinations
    - Commenter likes the idea, think it will deter crime
    - Commenter concerned about drivers running into the diverter
      - Response - Robust, heavy materials will be used
  - Raised intersection proposed at E Oakland Pride Elementary School
    - Possibly stamped concrete to look like brick
    - Commenter concerned that drivers will intentionally do sideshows on top of intersection art
      - Planters on corners could help shrink the intersection to help discourage sideshows
  - 81st on each side of Bancroft proposed to allow car traffic only in one direction each way, but 2-way bike traffic
    - Commenter says treatments are needed to slow car traffic on Bancroft ahead of 81st - Perhaps convert the Bancroft bike lane from buffered to protected just around the intersection - Could also help prevent people from driving in the Bancroft bike lane as well
- OakDOT bringing on an outreach consultant - September 2023 at the earliest to start direct community engagement

## Discussion:

- 81st Ave 2-way cycletrack - Talk to the schools in the area, also U-Haul, food trucks, others
  - Would parking be removed on that side? Staff response: Yes
  - Any ideas for keeping vehicles on the path and/or street sweeping?
    - City has mini sweeper that could get to the path
  - Any ideas for how bike riders can get to/from the cycletrack on each end? Bike signals?
    - Yes a treatment at 81st / San Leandro, but area around the train tracks will have little/no upgrades due to Union Pacific railroad conflicts
      - Commenter: Berkeley has a similar new cycletrack crossing of the train tracks at Gilman, try following up w Caltrans to ask how they managed that
- Traffic filter east of Rusdale
  - Same concept works somewhat on Market Street in San Francisco
  - Only one speed table currently between Rusdale and B Street, more are needed
  - Also think about school traffic in the morning and afternoon, including at 81st and Rusdale intersection
  - Also consider delivery drivers needing to access that area
  - OakDOT should coordinate w online mapping services to ensure drivers aren't routed to this corridor as a through street
  - Consider a curb to curb art treatment to make this area look different visually and not like other through streets
  - Interest expressed by committee members to do some proactive outreach with neighbors and school families to let people know about the project ahead of official OakDOT outreach - Stress safety as a primary outcome / goal
- Citywide campaign needed to get people to drive safely
- Existing speed tables on 81st Ave work well for slowing car traffic, need more of those
- Will the design need to allow for two buses to be able to pass one another?
  - Staff response: Yes
- Consider a rebranding of project away from East Oakland Neighborhood Bike Routes to instead highlight the other project elements that people might be interested in, including pedestrian and school safety, drainage, sidewalk repairs, greenery, etc - Maybe using Slow Streets naming convention or something less mode-specific and more oriented toward project goals
  - Send any branding ideas to staff
- Does the project include a traffic diversion study?
  - Response: Yes, this will be included
- Any goals for traffic speeds / volumes on these corridors? Data collection for current conditions to help explain & justify various treatments?
  - Neighborhood Bike Route goals are less than 2500 cars per day and car speeds 20 mph and lower - Yes data collection will be happening

4:45-5:15 pm, Oakland-Alameda Estuary Bridge Project (Rochelle Wheeler, City of Alameda)

([presentation file here](#))

([project page here](#))

Presentation:

- Partnership between cities of Oakland & Alameda, with Alameda taking the lead - Though a more regional agency may take over as the project proceeds to future phases
- Initial cost estimate of bridge is \$200 Million, hoping to bring that down
- Tricky connection over a Coast Guard channel
- Project will necessarily need grassroots support from community in order to move forward
- 2009 study looked at many different options including things like gondolas and water shuttle, but ultimately a bridge was determined to be the best approach for completing this connection
- Project currently in early planning phase "Project Initiation Document" (PID) from 2022-2024 to determine project feasibility and cost, design concepts, and more
- Separate Oakland-Alameda Access Project will open a second path for biking & walking through the Webster Tube, but this will still be a narrow and unpleasant facility that most people will not use
- City created a map showing how far a person could walk, bike, or ebike in the vicinity if the bridge was available
- Coast Guard so far requires a 600 foot span between the bridge towers - And the bridge must allow 175 feet of vertical clearance
  - Looking at a lift bridge that starts at 70 feet above the water when not elevated, and with a less than 5% grade (technically ADA accessible, but not ideal)
  - City investigating ways to lower the height and reducing the clearance
  - Lift bridge could be scheduled to open at specific times to allow for recreational boater use
- Currently looking at 13 different alternatives using a matrix to narrow it down to 6 crossing options for further study
- Next set of advisory committee meetings in August

#### Discussion:

- What other countries' bridges are being studied? Try including Australia, and make sure the bridge is big enough & not narrow
  - International firms are being consulted including England, Netherlands
- Will the environmental phase result in the final preferred alignment?
  - Yes, the six current alternatives will be reduced to one as part of that phase
- What crossings will work best for different factors?
  - The western crossing is good for activity due to Jack London Square, the ferry, new housing in Alameda plus the Alameda Landing shopping center including the grocery store - This location would also avoid sailing regatta areas - But it's also more built up so challenges for the landing
- Would the western crossing have a 5% grade?
  - Any of the alignments could have this grade but staff are looking to reduce this
- Is elevator access being considered in addition to ramp?
  - Yes it's being considered
  - Elevator access would be helpful for people with groceries, cargo bikes, etc - Large wide door elevator would be needed
- Alameda County funding has been awarded for a 2-year water shuttle starting in Spring 2024 - WETA the existing Bay Area ferry service operator is likely to operate it 5 days per week at least 8 hours a day - About 75% of total cost is coming from private developers
  - Needs to be ADA accessible and lots of space for bikes
  - Using public dock at the foot of Broadway in Oakland
  - This ferry service will be free of charge for users



- What are ways that people can get involved and the committee can help?
  - Share the project website linked at the top of this agenda, take the survey, and sign up for updates
  - If you know of any community groups to share project info please send info to Rochelle

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

- Alameda CTC presentations on the San Pablo Ave corridor and East Bay Greenway projects, September and November meetings
-

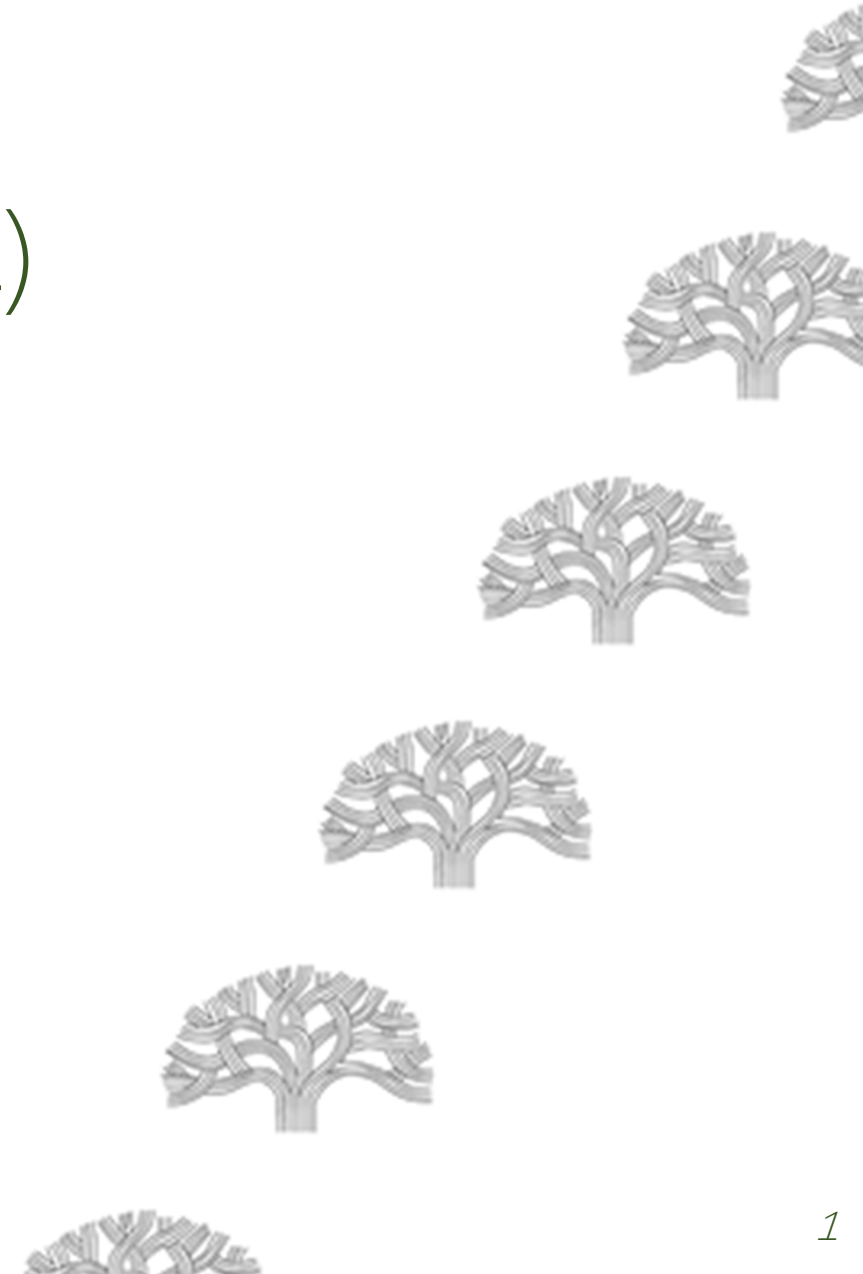
# East Oakland Neighborhood Bike Route (EONBR) & 81<sup>st</sup> Ave Concepts

Draft

By Jesse Boudart, Manuel Corona & Charlie Ream  
July 6, 2023



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# East Oakland Neighborhood Bike Routes (EONBR)

## Introduction

- 61% of East Oakland residents want to bike more and 79% would bike more if drivers were less aggressive
- Desire to improve biking/walking connections to local destinations
- 1/3 of residents (near the MLK Library) do not own a car
- The EONBR project will improve street amenities to increase access to bicycling



# Goals of EONBR Project

- Prioritize bicycling and walking on four corridors in East Oakland
- Fix broken streets and sidewalks
- Create an inviting street for people
  - Planting shade trees
  - Allowing spaces for children to play
  - Where seniors can accompany kids by bicycle to major destinations
- Create walking/cycling streets to key destinations:
  - Coliseum BART
  - Schools/Libraries/Recreation Centers
  - Parks
- Increase residential street safety by slowing vehicle speeds and setting street expectations



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# Support & Partnerships

- East Oakland Collective, Cycles of Change, Outdoor Afro, Scraper Bike Team, TransForm,
- Outreach (year 2020) to community at:
  - Allendale Elementary School
  - East Oakland Youth Development Center
  - Youth Uprising
- Active Transportation Program Grant funded project (Caltrans)

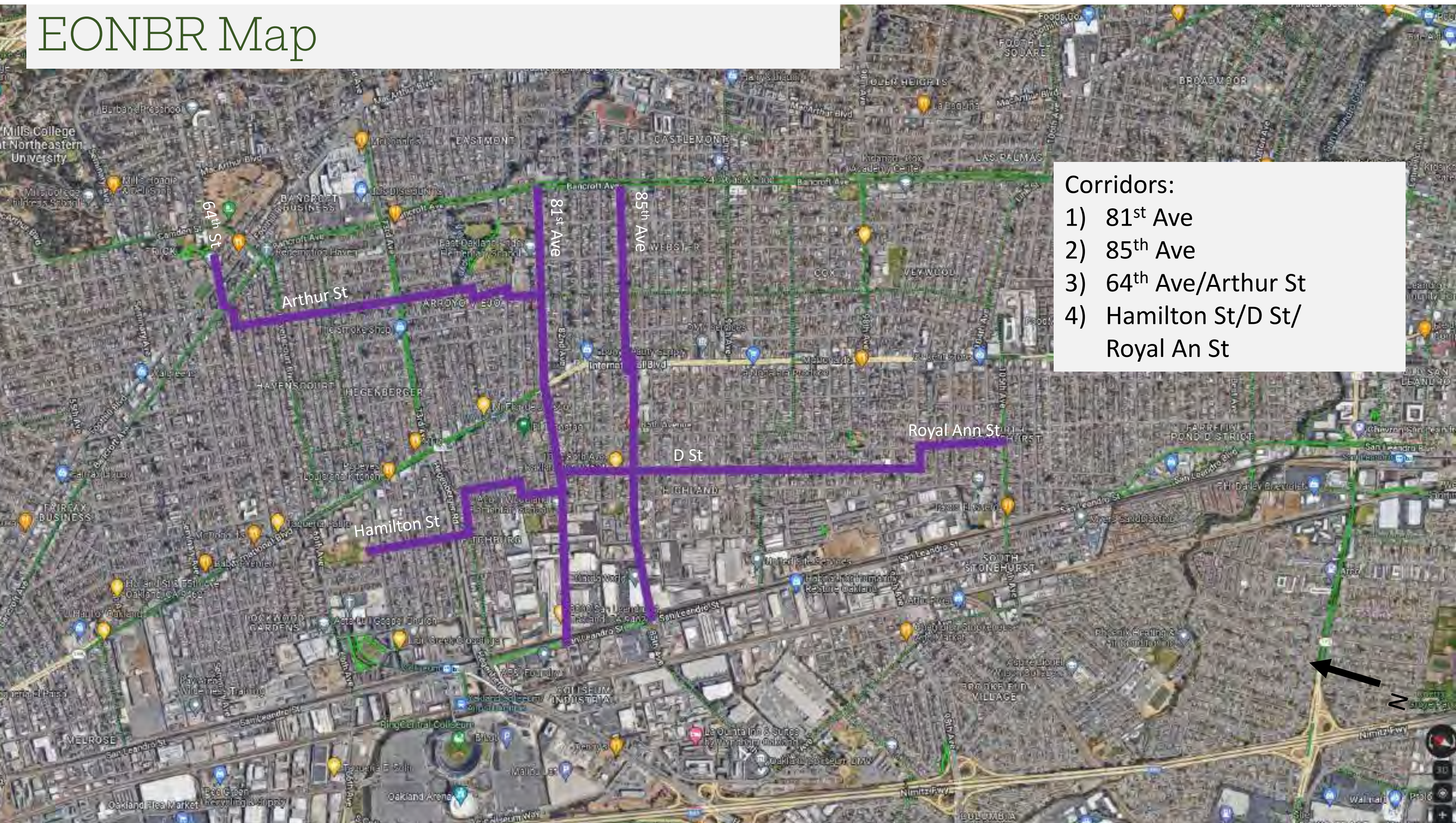


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# EONBR Map



- Corridors:
- 1) 81<sup>st</sup> Ave
  - 2) 85<sup>th</sup> Ave
  - 3) 64<sup>th</sup> Ave/Arthur St
  - 4) Hamilton St/D St/  
Royal An St



# Bike Plan Map

4 corridors  
in pink



# What makes a pleasant NBR?

- Shade / Green Space
- Slow and Few cars
- Clear expectations to all street users
  - Visual cues go beyond signage
  - Narrow streets
  - Acceptable vs. unacceptable behaviors





# What makes a pleasant NBR?

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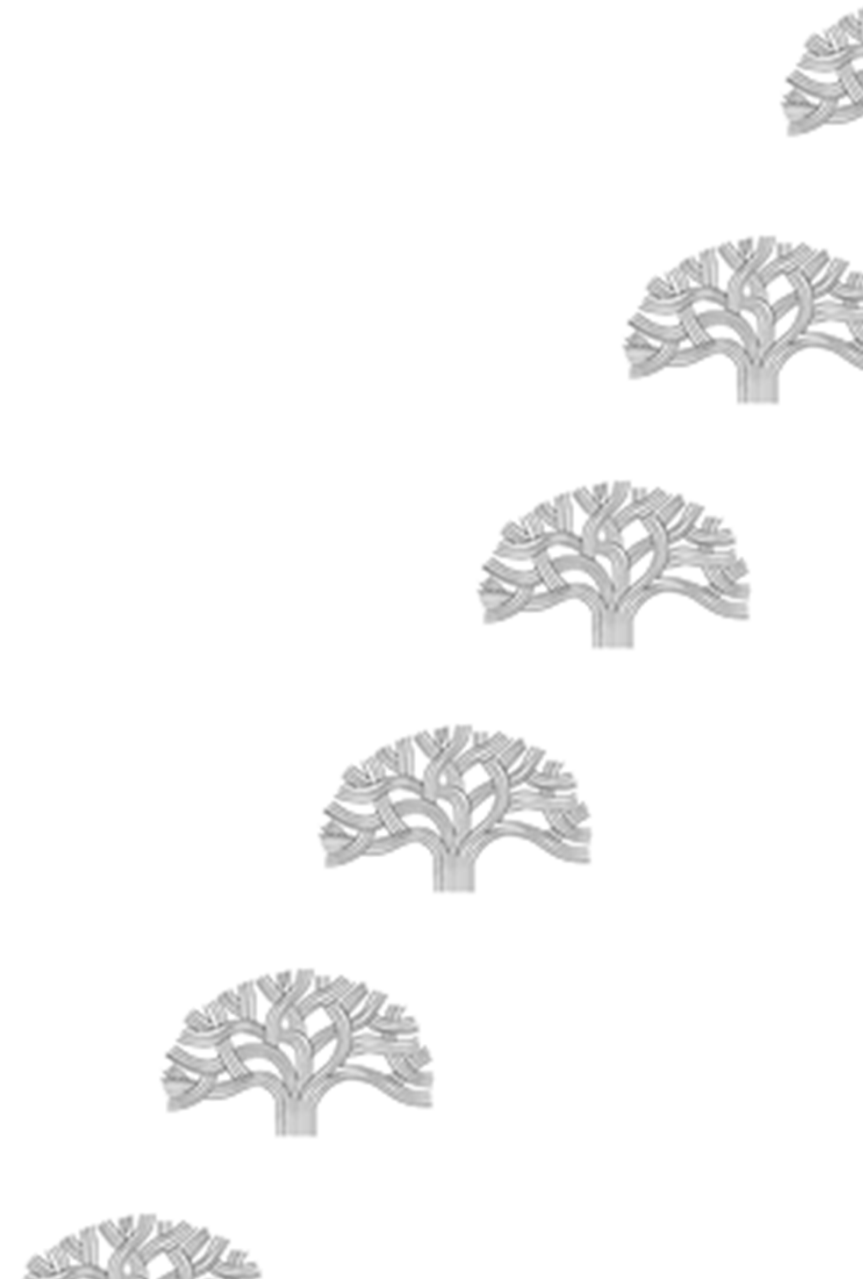
How do these  
pleasantries translate to  
street improvements?



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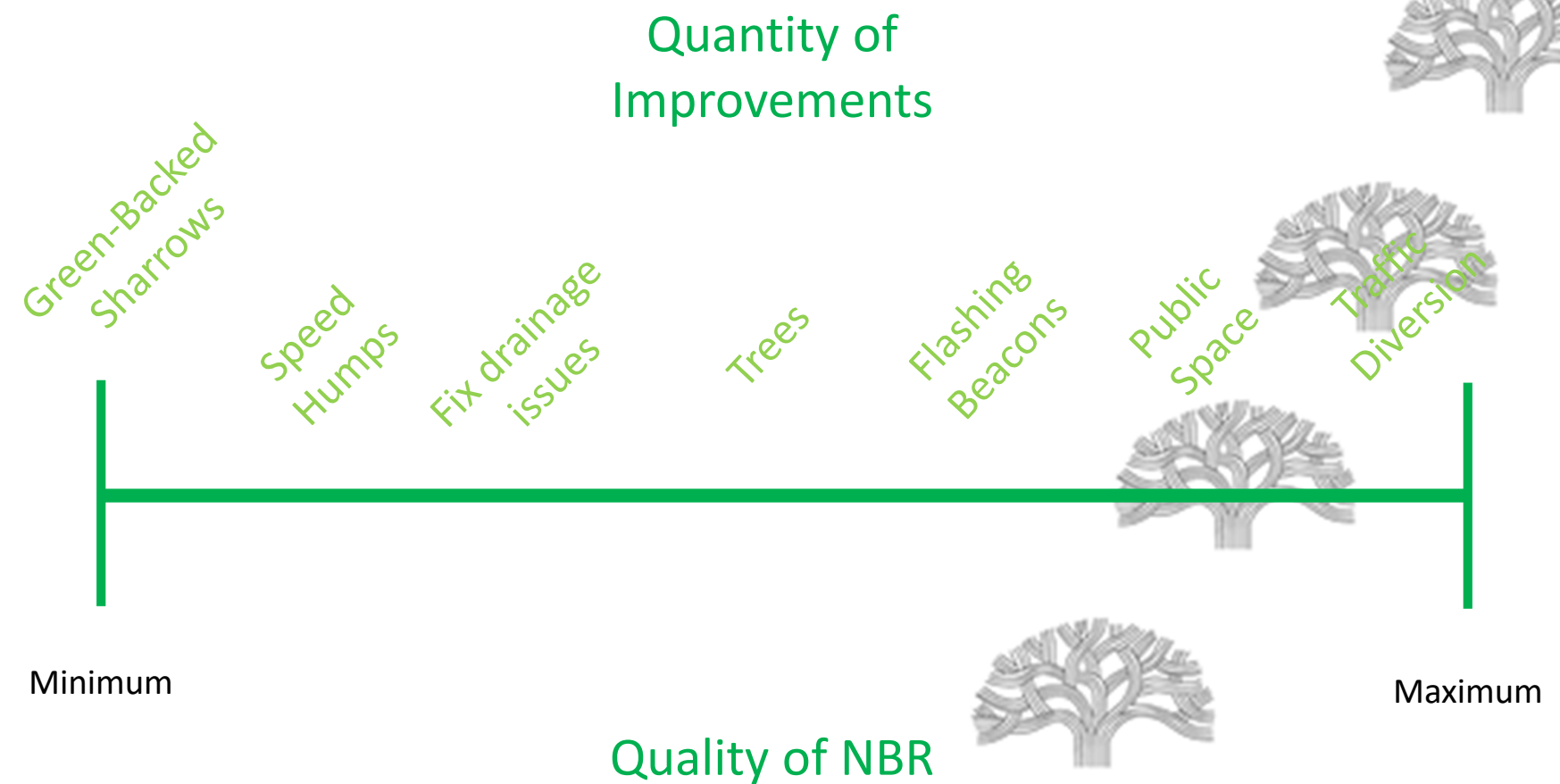
# What street improvements can/should we use?

- Trees / Public Space
- Speed Humps, Traffic Circles, & Car Traffic Barriers
- Fix drainage problems
- Sidewalks, bulb-outs
- Flashing Beacons / Signal Upgrades
- Standard & Special Signage



# What street improvements can/should we use?

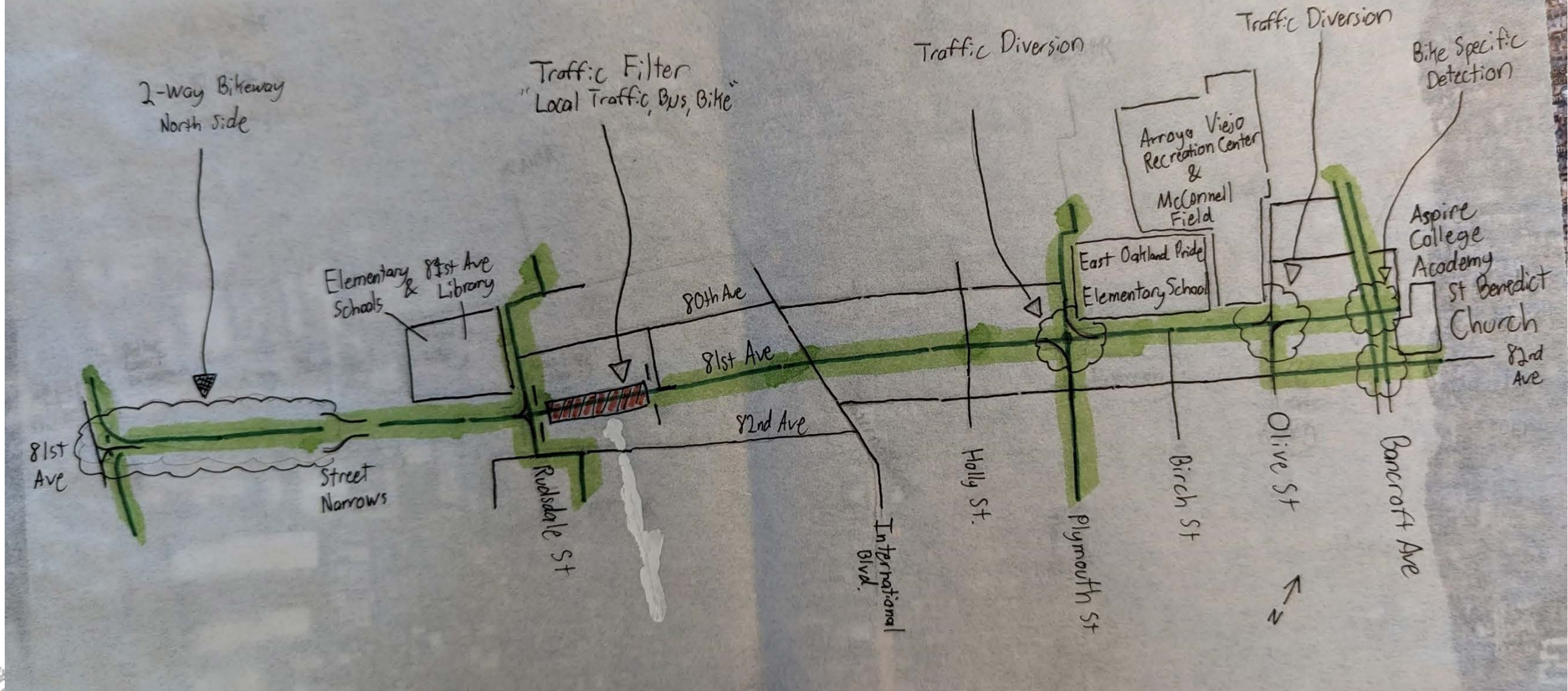
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# Corridor 1: 81<sup>st</sup> Ave

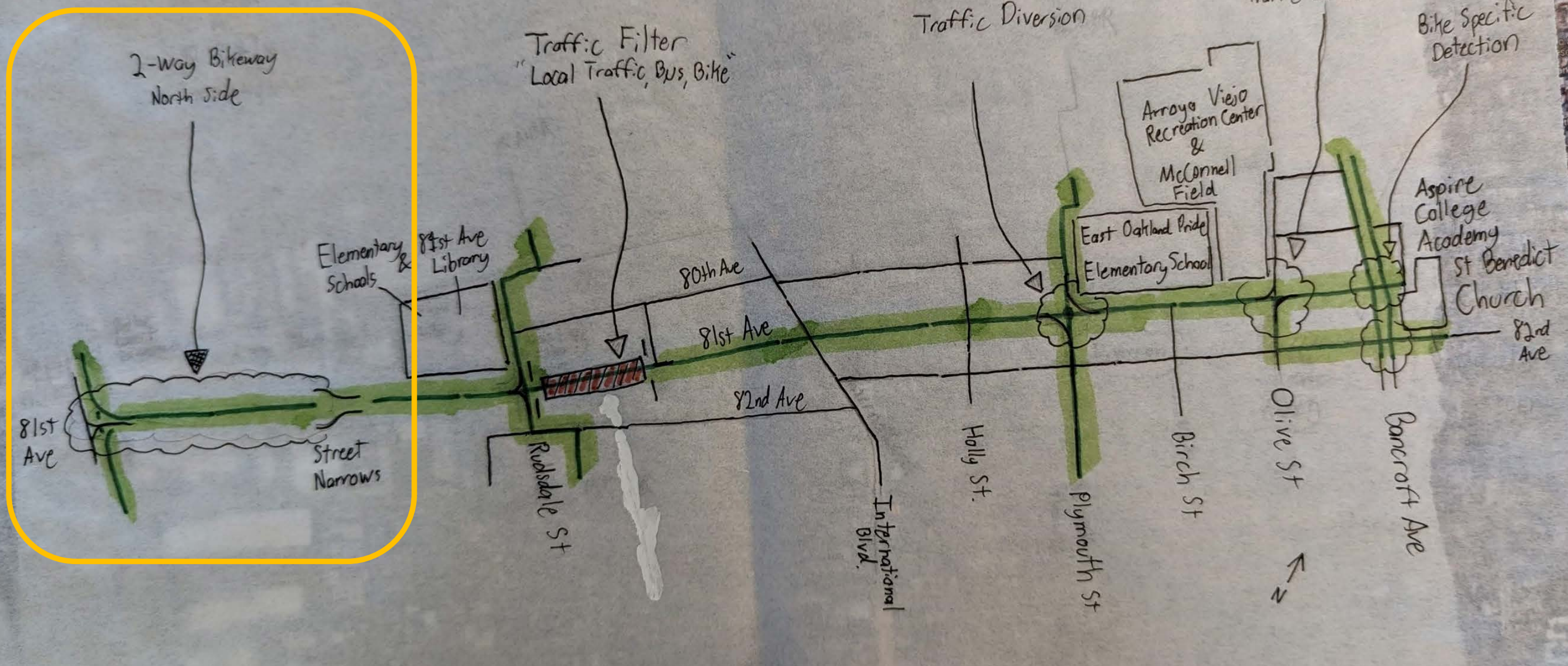
EONBR





# Corridor 1: 81<sup>st</sup> Ave

EONBR





# 2-way Bikeway Precedents

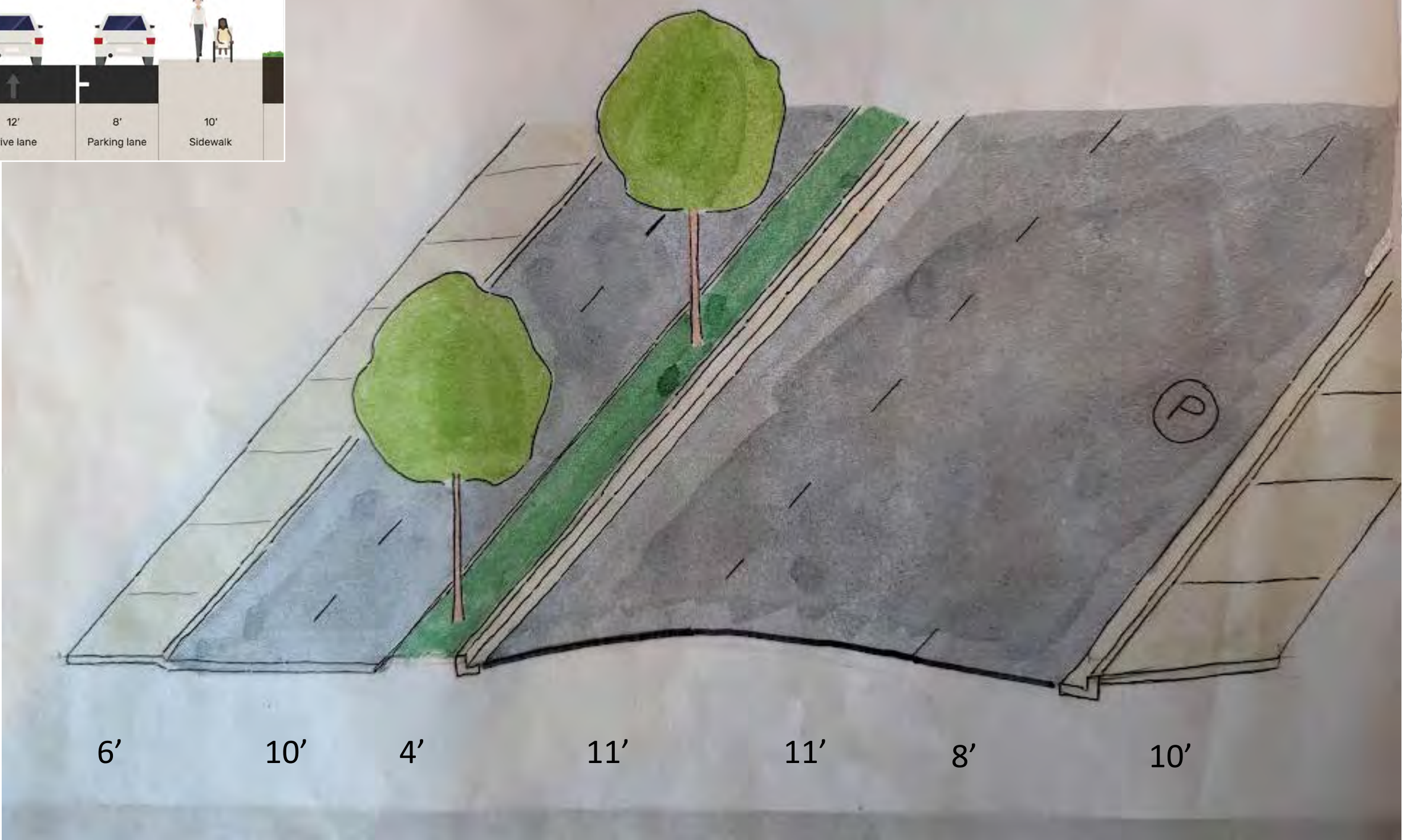




Existing Conditions

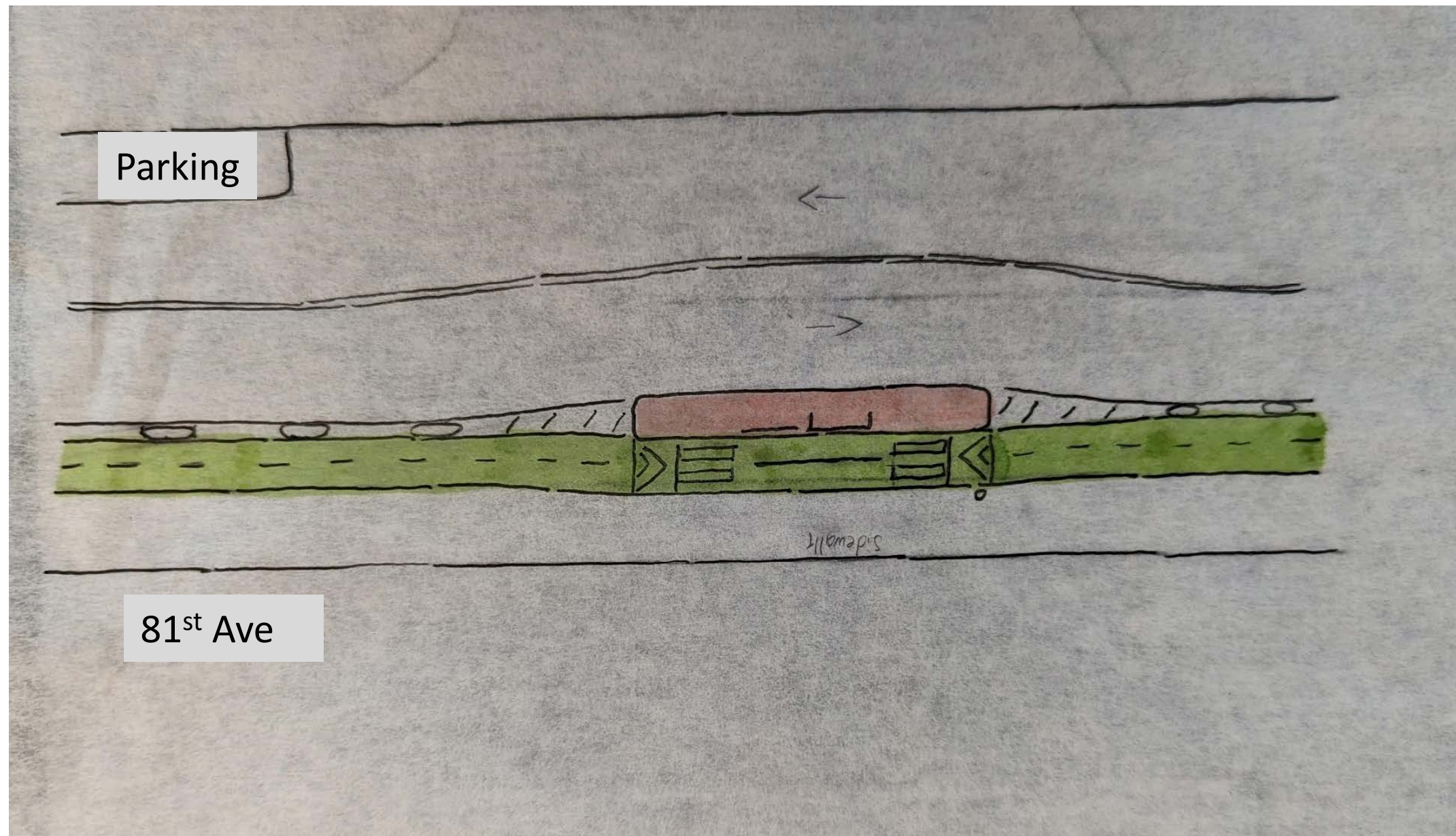


2-way Bikeway on South Side



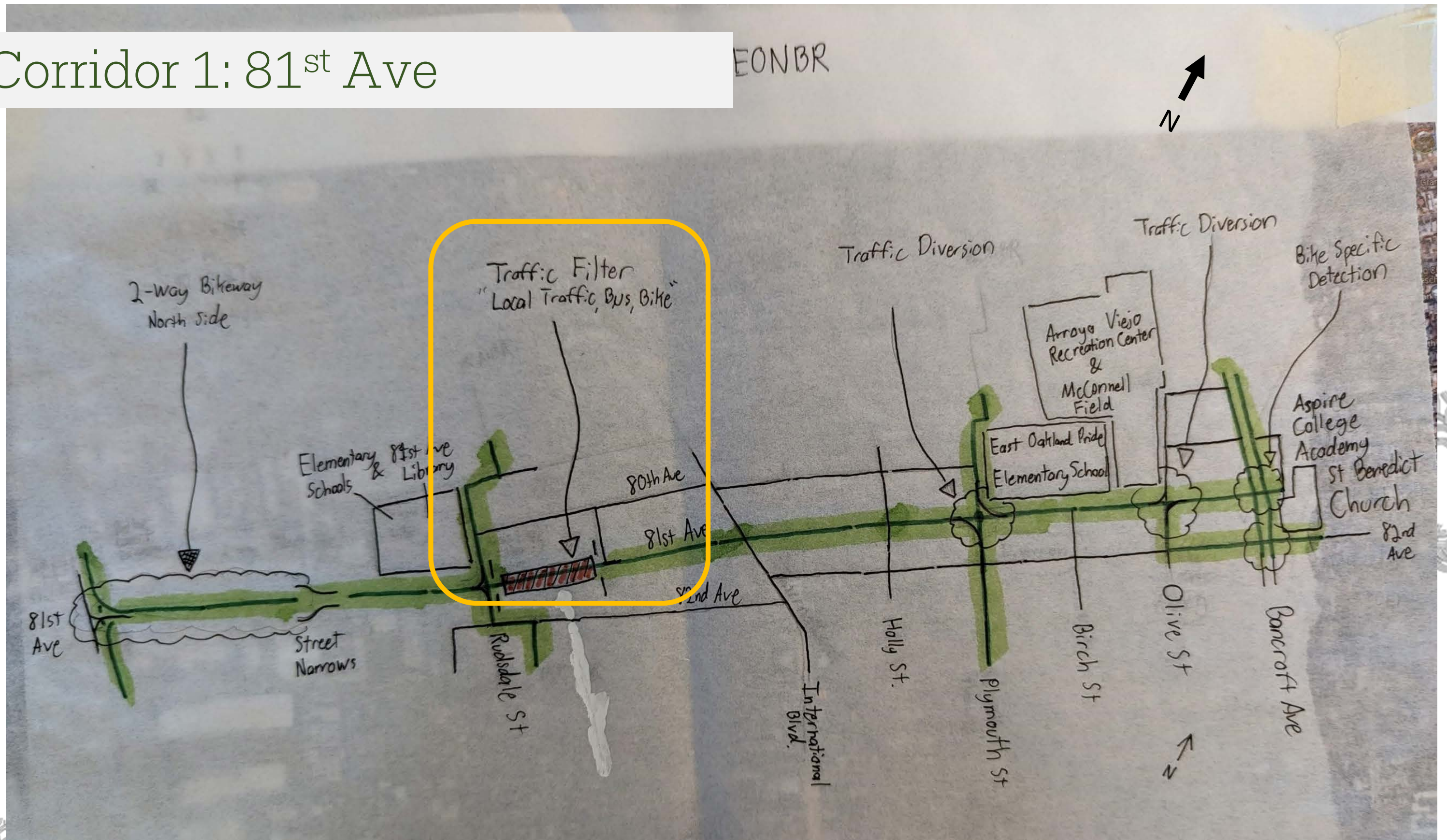


## 2-way Bikeway at Bus Stops

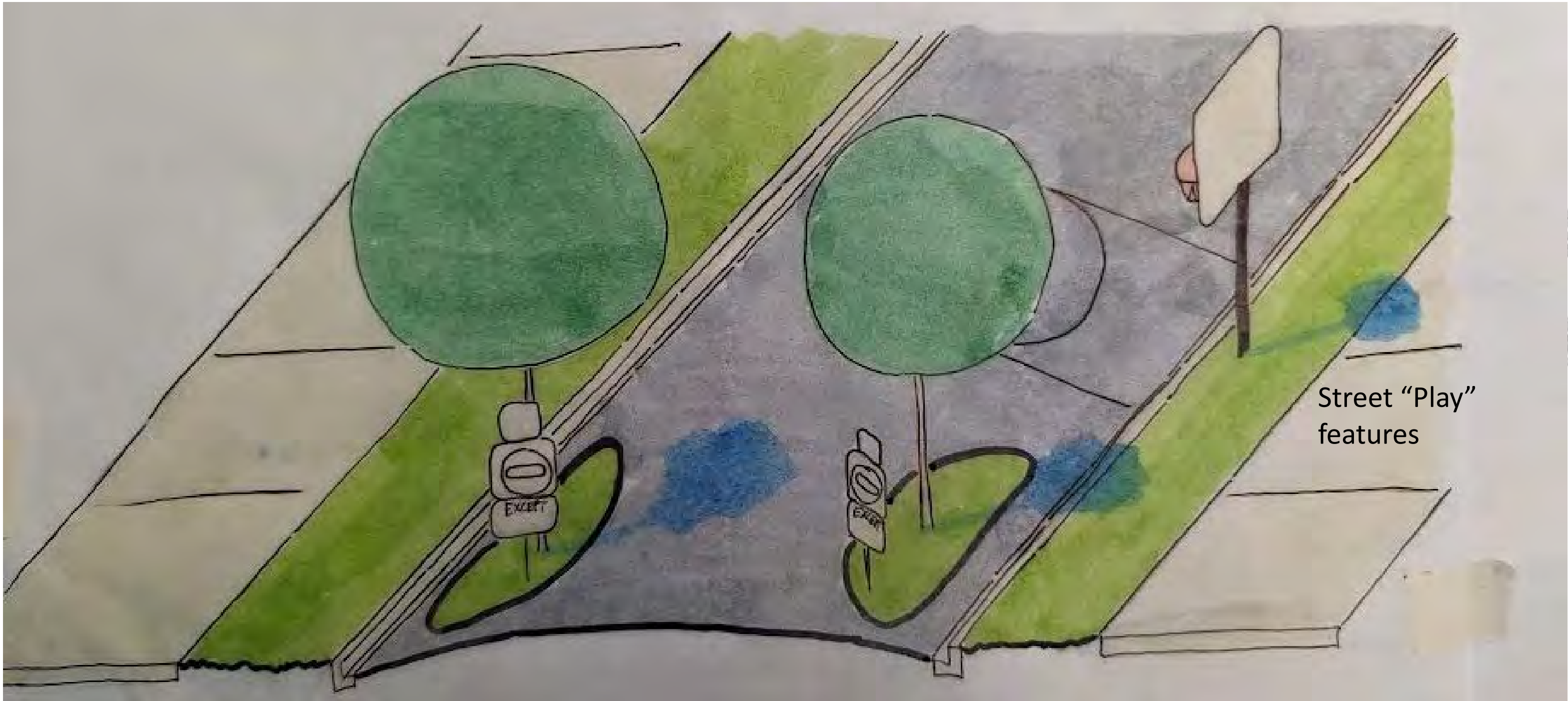




# Corridor 1: 81<sup>st</sup> Ave







Street "Play"  
features

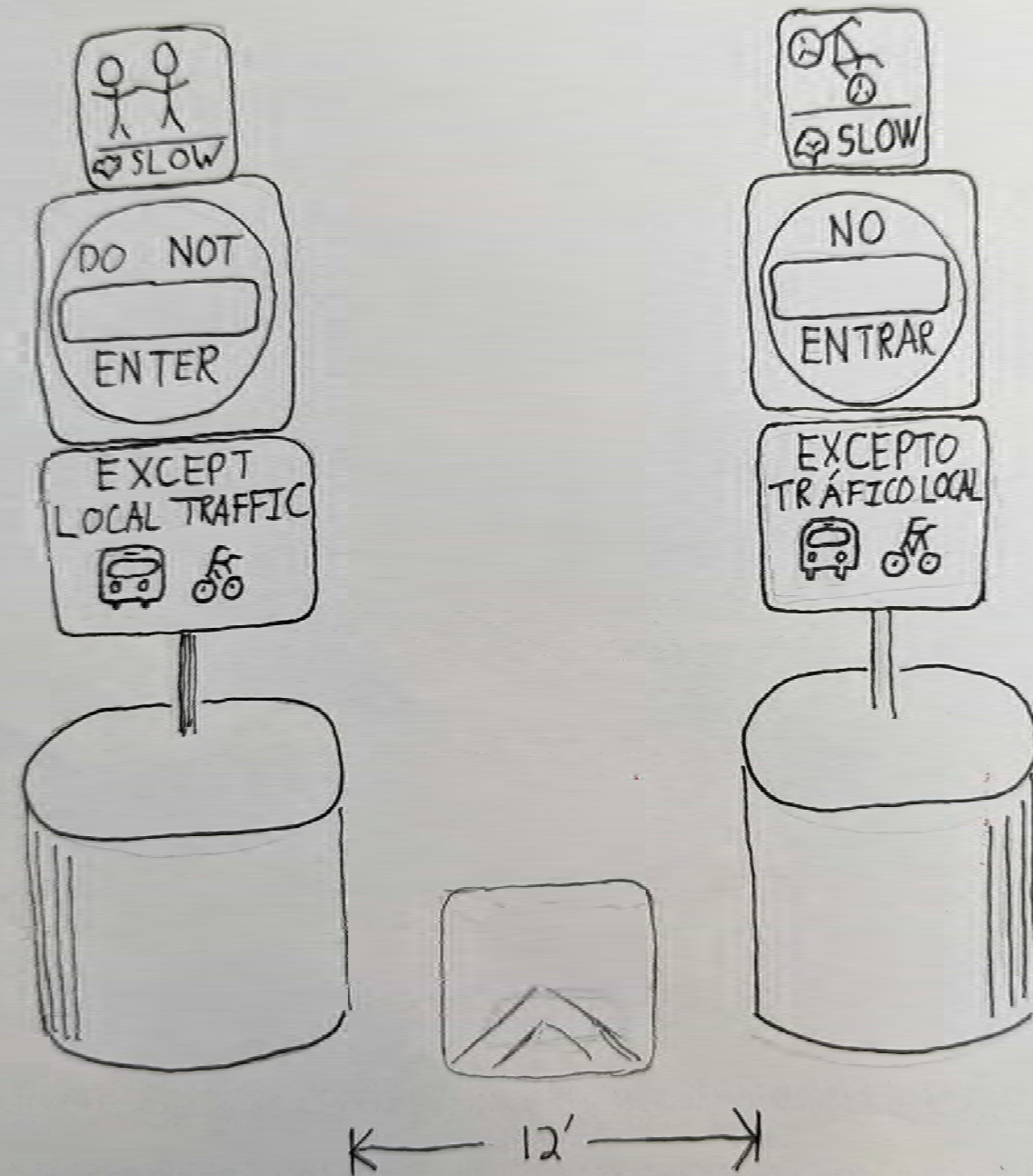
Eastbound "Entrance"  
to 81<sup>st</sup> Ave



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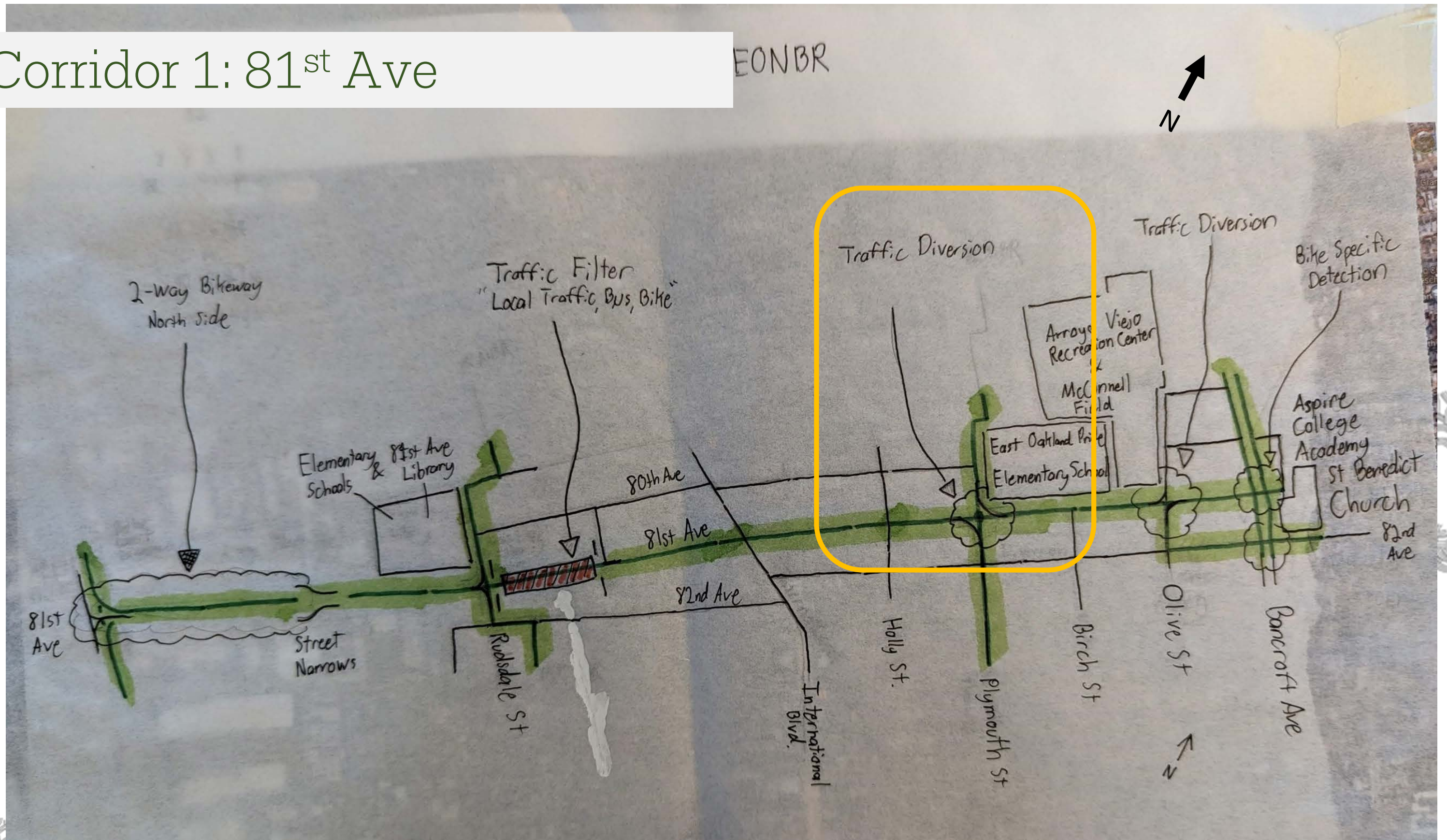


Traffic Filter  
Concept  
6/12/23





# Corridor 1: 81<sup>st</sup> Ave







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Raised Intersection

↑  
East Oakland Pride  
Elementary School

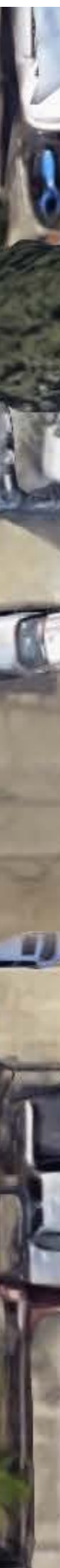
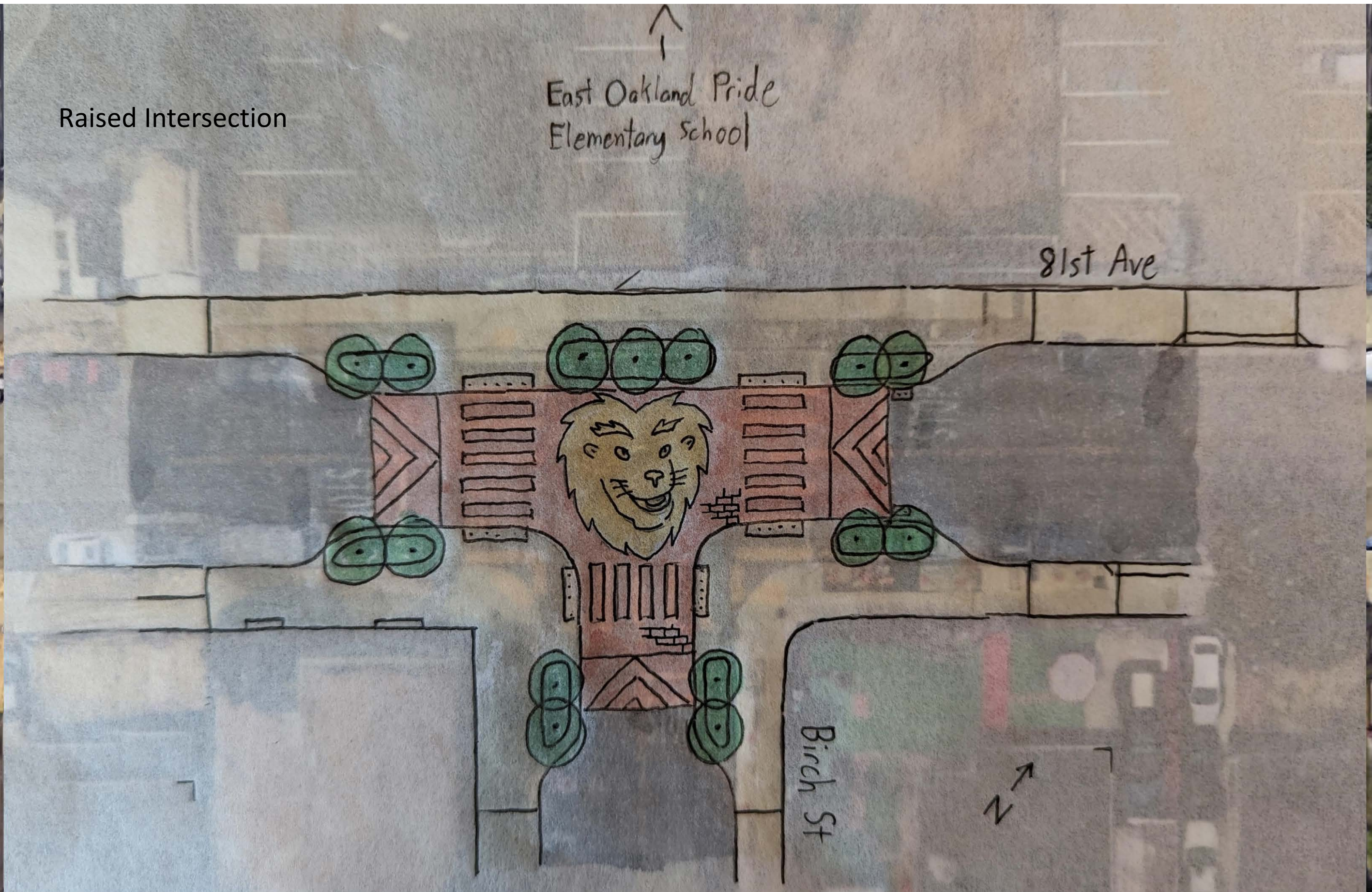
81st Ave

81st Ave

Birch St

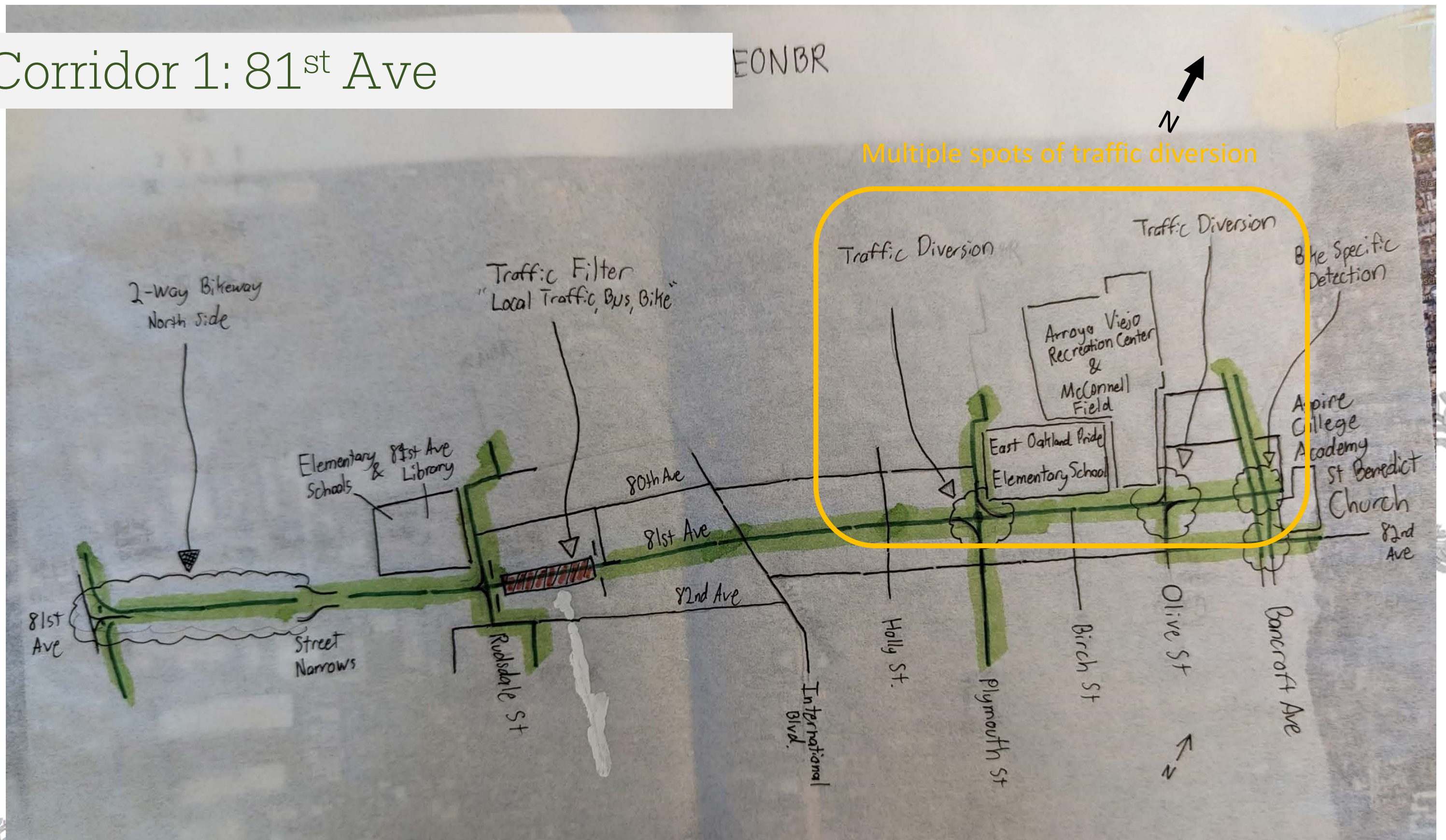
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# Corridor 1: 81<sup>st</sup> Ave







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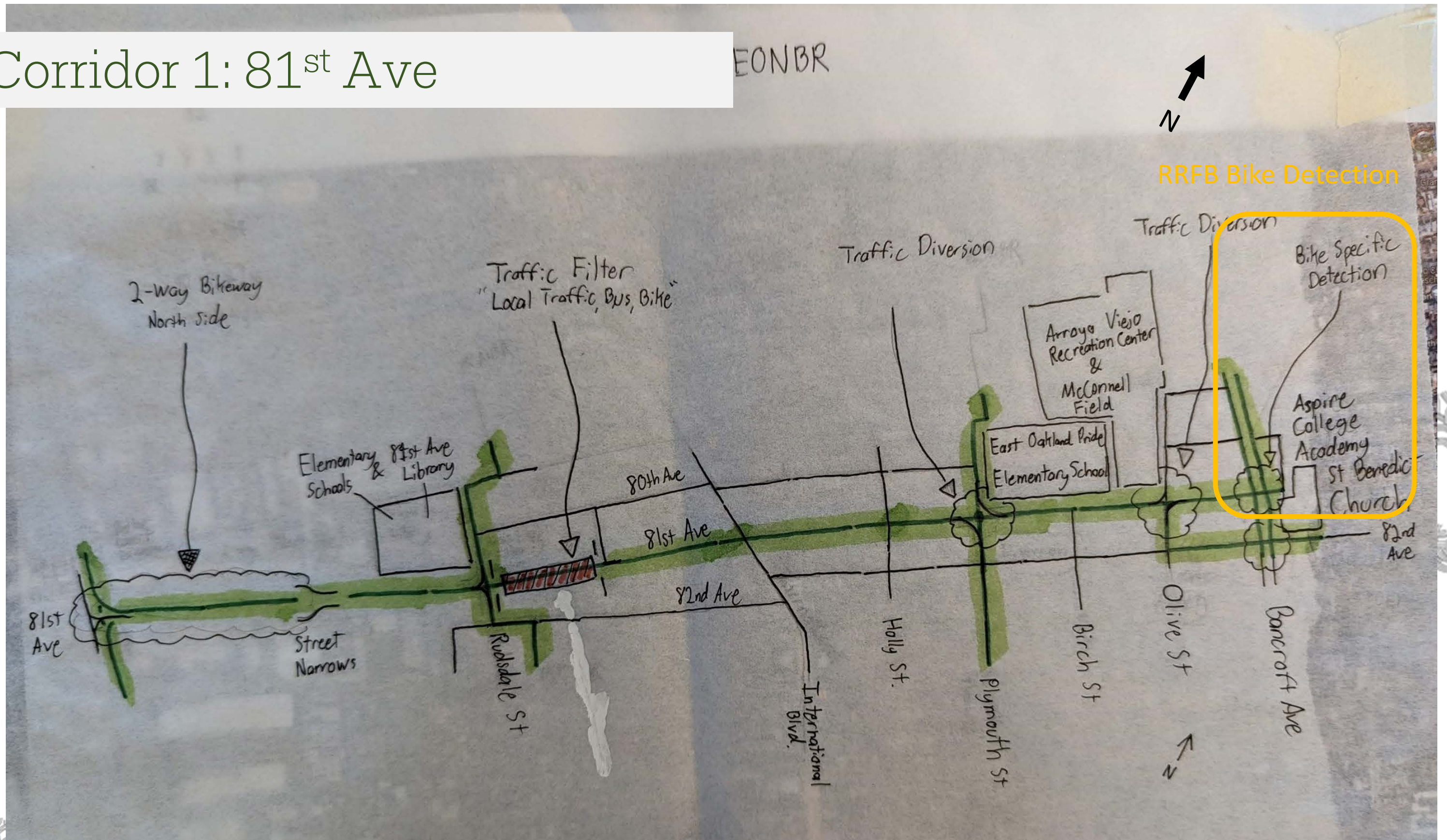




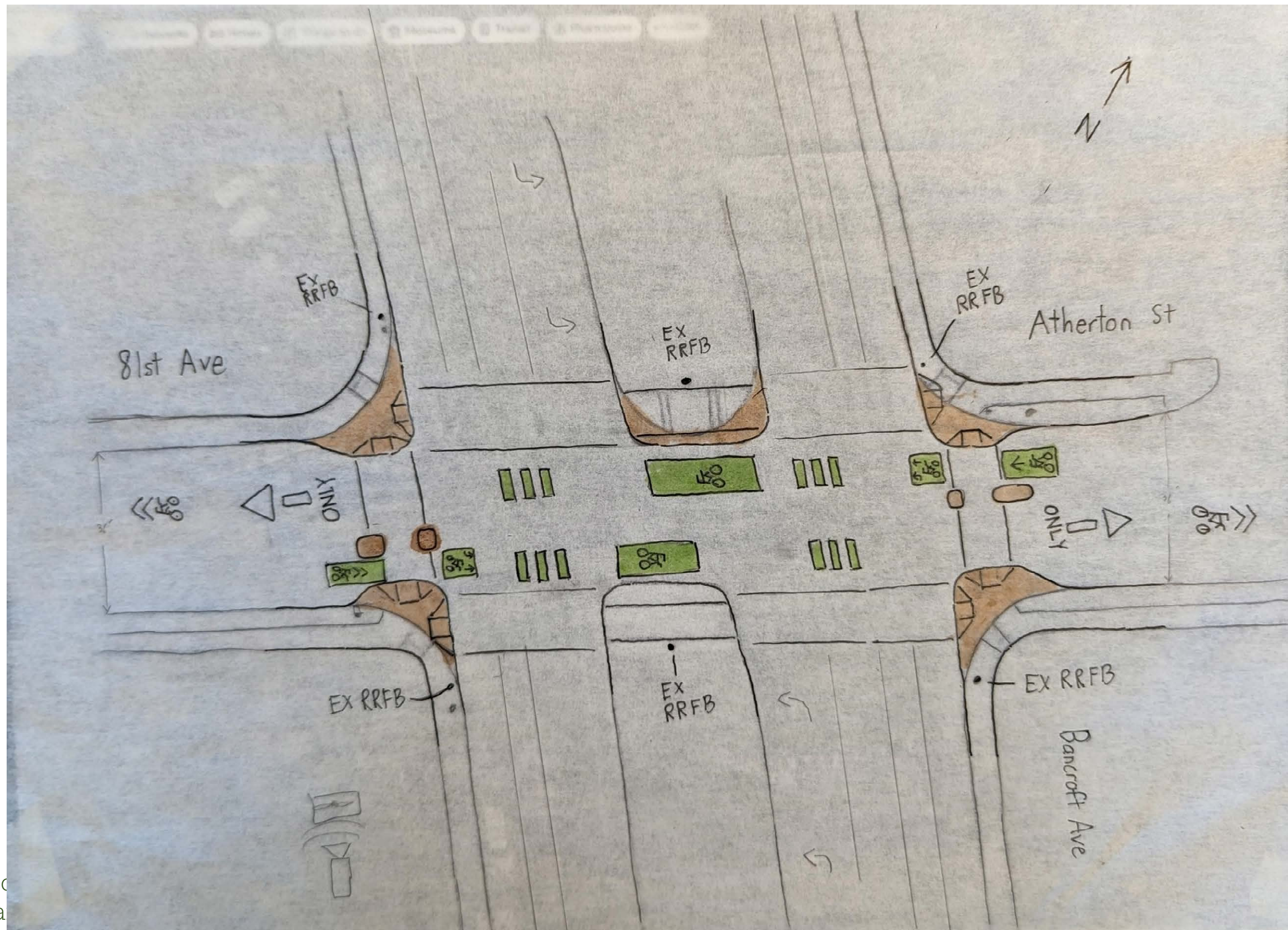




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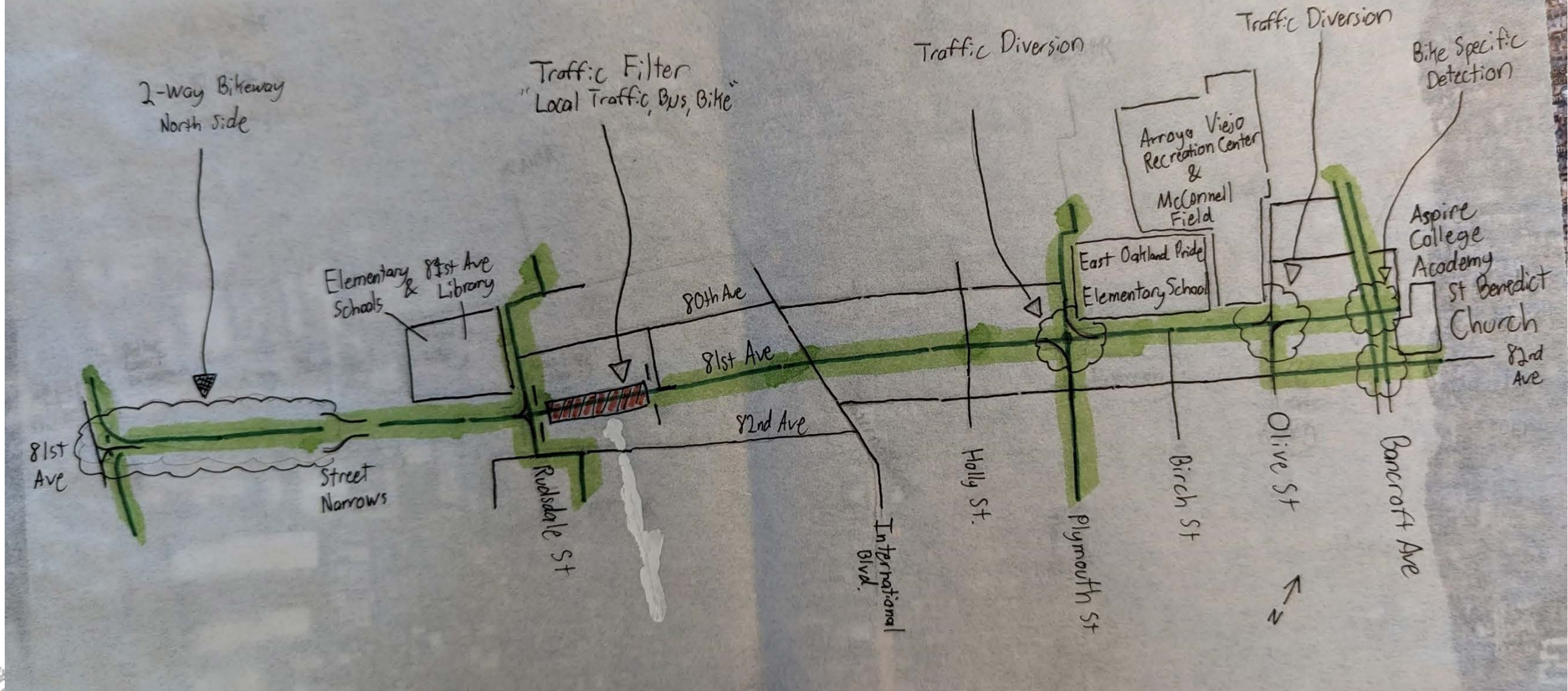






# Corridor 1: 81<sup>st</sup> Ave

EONBR





# East Oakland Neighborhood Bike Routes

- Concept design is advancing on the other three corridors with many similar elements proposed on 81<sup>st</sup> Ave
- The City is leading design for 81<sup>st</sup> Ave & 64<sup>th</sup>/Arthur – consultants will be hired to perform final design for the other two corridors
- Schedule:
  - Concept design through December 2023.
  - Outreach September 2023 through May 2023
  - Final Design January 2024 to August 2024
  - There is overlap, but some design pieces are maintenance/street improvement – so they do not require public input.



# Questions?



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