



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the September 21st, 2023 Meeting
City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

Meeting agenda at <https://www.oaklandca.gov/meeting/september-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting>.

Meeting called to order at 6:10 PM by BPAC Chair Dianne Yee.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with 5 Commissioners present (X). Three Commissioners were excused.

Commissioners	Present
Andrew Campbell	X
Alex Frank	X
Grey Gardner (Vice Chair)	(excused)
Mike Lok	X
Phoenix Mangrum	
David Ralston	(excused)
Patricia Schader	X
Nick Whipps	(excused)
Dianne Yee (Chair)	X

Introductions were made.

- Staff: Cathy DeLuca, Pierre Gerard, Jason Patton, Colin Piethe.
- Other attendees: Priyanka Altman, Bryan Culbertson, Jose Feroso, Jimmy Jessup, Aitan Mizrahi, Robert Prinz, George Spies.

Item 2. Open Forum / Public Comment

- Robert Prinz brought postcards to advertise for Bike East Bay's annual fundraiser event, Biketopia, at 1736 Franklin Street in Oakland on October 5th from 5:00 to 8:00 PM.
- On Monday, September 25th, OakDOT will have held a press conference to celebrate the first round of lower speed limits in Business Activity Districts and to unveil a new speed limit sign on Fruitvale Avenue at Farnham Street (between East 15th Street and International Boulevard). More information can be found at the following webpage:
<https://www.oaklandca.gov/projects/lowering-speed-limits-in-business-improvement-districts>.

Item 3. Approval of Meeting Minutes

- A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 17th, 2023 was made (Yee), seconded (Campbell), and unanimously approved by roll call vote.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Commissioner Schader (patricias.oakland@gmail.com) led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

The list of recent crashes was included in the meeting's agenda packet.

Summary of Discussion:

- George Spies shared more details about the pedestrian death at International Blvd. Commissioner Frank shared a language concern about the victim listed in this agenda item's description. He criticized the use of the word "laying" to describe the victim's behavior in the roadway, as described by witnesses and recorded in the police memo regarding the incident.
- On Wednesday, September 6th, from 5 PM to 7 PM, a vigil was held for the 4-year-old girl who died after she and her father were hit by an opening door from a parked car on Lakeshore Avenue at Hanover Street.

Speakers other than Commissioners: George Spies.

Item 5. Telegraph Avenue Paving Project

Cathy DeLuca (CDeLuca@oaklandca.gov), a Transportation Planner from OakDOT's Planning & Project Development team, introduced a paving project on Telegraph Avenue between 52nd Street and Woolsey Street. Staff recently kicked off the project and received Commissioner and public feedback on initial conceptual designs.

Summary of Discussion:

- A two-way cycle track on one side of the street would create sightline issues for drivers turning at intersections.
- UC Berkeley students, as possible major bicyclist and transit users of this roadway, will be surveyed for this project.
- Pedestrian safety could be compromised should the design expect them to cross 4-6 lanes of vehicular traffic without a pedestrian safety refuge island.
- AC Transit has provided ridership data, but has not yet provided data on current bus speeds and projected transit travel time improvements with the installation of bus-only lanes.
- There is political risk in a street design that eliminates up to 75% of parking (e.g., motor vehicle parking on only one side of the street, down from both sides of the street).
- UC Berkeley's Mobility Coordinator should be contacted for outreach for this project.
- The installation of center turn lanes often provide the opportunity for illegal vehicle parking in the middle of the roadway.
- Caltrans should be consulted with regards to any interchange underpasses involved in this project, including the section underneath Highway 24.
- The City of Berkeley released [a high-level concept plan in October 2022](#) for the Telegraph Avenue Multimodal Corridor Project from Dwight Way to Woolsey Street (the City limit with Oakland).
- Chair Yee asked staff to learn from AC Transit their updated schedule for the Telegraph Avenue Rapid Corridors project. OakDOT staff heard back from AC Transit staff that "AC Transit is embarking on a Telegraph Rapid project to consolidate bus stops and install signal communication and Transit Signal Priority on upper Telegraph (construction slated for June 2024)."

- One of the concept designs in this presentation includes 6.5-foot-wide bike lanes, representing the minimum width for a bicyclist to comfortably pass a slower rider or ride side-by-side with another cyclist.
- Queue jump lanes should be designed specifically for busses and to avoid their use as vehicle loading zones.
- RRFBs may not effectively increase pedestrian safety when the roadway is too wide.
- The final design should be context-sensitive to the land uses along the project corridor.
- Bicyclist turning movements onto adjoining bikeways should be considered for optimal bikeway connectivity.
- Other public agencies may have led recent outreach efforts, and too many community input events can lead to meeting fatigue from otherwise engaged members of the public who would like to provide input on public projects. It may be wise to space out community meeting events to avoid this fatigue and encourage public participation in the planning process.
- The existing separated bike lane on Telegraph Avenue may support commercial activity for pedestrians and bicyclists, and this support should be considered in the design for the commercial section of this project's extent.

Speakers other than Commissioners: Bryan Culbertson, George Spies, Jimmy Jessup, Robert Prinz.

Item 6. Seminary Avenue Paving Project

Colin Piethe (CPiethe@oaklandca.gov) and Cathy DeLuca (CDeLuca@oaklandca.gov), Transportation Planners from OakDOT's Planning & Project Development team, introduced a paving project on Seminary Avenue between Sunnymere Avenue and Foothill Boulevard. Staff received Commissioner and public feedback on initial conceptual designs, including a potential new bikeway between Sunnymere Avenue and MacArthur Boulevard.

Summary of Discussion:

- Commissioner Ralston, while a City of Oakland Community and Economic Development (CEDA), Redevelopment Project Manager and Urban Economic Analyst in 2008, wrote the successful proposal for a Caltrans Community-Based Transportation Planning Grant, to fund a feasibility study for what would become [the Laurel Access to Mills, Maxwell Park and Seminary \(LAMMPS\) project](#). Alysha Nachtigall, a Mills College student in 2007, wrote a policy analysis on linking Mills College and its surrounding neighborhood to the Laurel commercial district and neighborhood.
- Commissioner Frank suggested installing chicanes to slow vehicles and suggested that relative speed between the vehicle and the bicyclist is more important than considering overall speed for each mode.
- Posts in the middle of the roadway are meant to discourage parking, though drivers can still drive over them (due to the need for Fire Department vehicles to drive over them for fire response access).
- Traffic calming should be installed near the Highway 24 off-ramps to provide a more dramatic interface between speeds on the highway and non-highway roadways.
- Lighting improvements will be included in the final design.

- OakDOT staff should explore funding options to ensure that the LAAMPS bike path along Mills College can be completed.
- Parking in front of multi-family housing units at the bottom of the hill on this section of Seminary Avenue is used more heavily than the parking lane towards the top of the hill.
- Commissioner Frank wondered whether materials other than asphalt or concrete are possible for Class I bike paths.
- Mills College denied usage of their property for construction of a Class I bike path.

Speakers other than Commissioners: Robert Prinz, Bryan Culbertson, Jimmy Jessup.

→ A motion **to extend the meeting until 8:15 PM** was made (Yee), seconded (Lok), and unanimously approved by voice vote.

Item 7. Report from Ad-Hoc Committee on Fire Code Amendments

Commissioner Frank led a short discussion on the BPAC's planned response to the Oakland Fire Department's recommendations to the City Council Public Safety Committee regarding Appendix D of the City of Oakland's Fire Code.

Summary of Discussion:

- The Committee will meet virtually the first week of October.
- Recommendations from the Oakland Fire Department on Appendix D of the Fire Code may be presented to the City Council's Public Safety Committee at their meeting on October 24th, and the agenda for that meeting would be released by October 13th.
- OakDOT is working closely with the Fire Department to discuss the proposed changes to the Fire Code.

Speakers other than Commissioners: Jason Patton, Bryan Culbertson.

Item 8. Committee report-backs

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

Summary of Discussion:

- **Policy and Legislative Committee:** the next meeting on the second Monday of November.
- **Infrastructure Committee:** the meeting notes were published online, and feel free to submit comments on the plans presented at that meeting to either Robert (robert@bikeeastbay.org) or Chair Yee (yee.bpac@gmail.com). The next meeting will be held on the first Thursday of November.
- **2023 Recruitment Committee:** the Open House event at the César E. Chávez Branch Library on August 23rd was a resounding success. Recommendations to the BPAC for three upcoming vacancies will be presented at the October BPAC meeting.

Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements

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

Announcement:

- Caltrans will have held [a virtual public meeting on September 26th](#) on the demolition and replacement of the Bruns Court Overcrossing. You can submit comments until October 8, 2023, here: <https://d4vpm3.wixsite.com/brunsctpoc/submit-comments>

Suggestions for Meeting Topics

- N/A

Meeting adjourned at 8:10 PM.

Attachments:

- Presentation for the Telegraph Avenue Paving Project
- Presentation for the Seminary Avenue Paving Project

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 9/28/23 with comments requested by 10/12/23 to PGerard@oaklandca.gov. Revised minutes will be attached to the October 2023 meeting agenda and considered for adoption at that meeting.

Telegraph Avenue Paving Project

September 21, 2023 BPAC Meeting

Planning & Project Development Team

Cathy DeLuca, Transportation Planner

Charlie Ream, Acting Team Lead



City of
Oakland

Department of
Transportation

Telegraph Ave Paving Project

52nd Ave to Woolsey St
(Berkeley Border)

- Approx. 1 mile

Oakland/Berkeley Connection

Mix of Land Uses

- Temescal Branch Library
- Peralta Elementary School
- Medical offices and facilities
- Restaurants, cafes, and retail
- Residential

Paving project opportunities & constraints



Previous Telegraph Improvements



Upper Telegraph Street Layout



State Route 24 Underpass



AC Transit Service

Line 6

- 6th highest level of ridership of all AC Transit lines
- Connects downtown Oakland to downtown Berkeley and UC campus

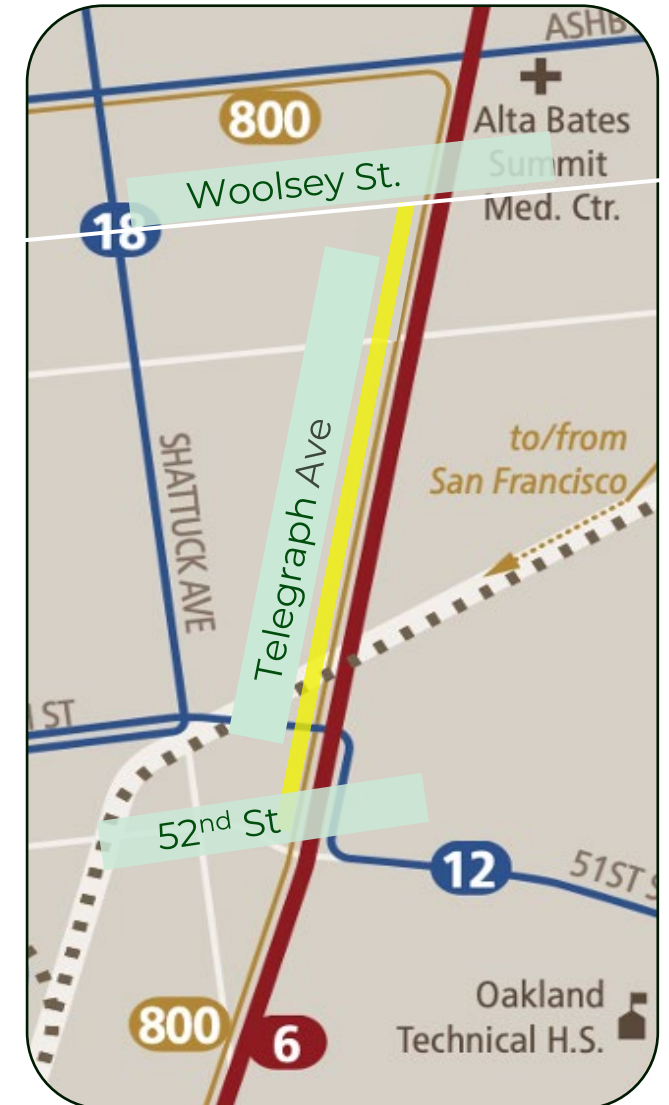
Line 800

- All Nighter; Richmond BART to 24th St. BART (SF)

AC Transit Major
Corridors Study

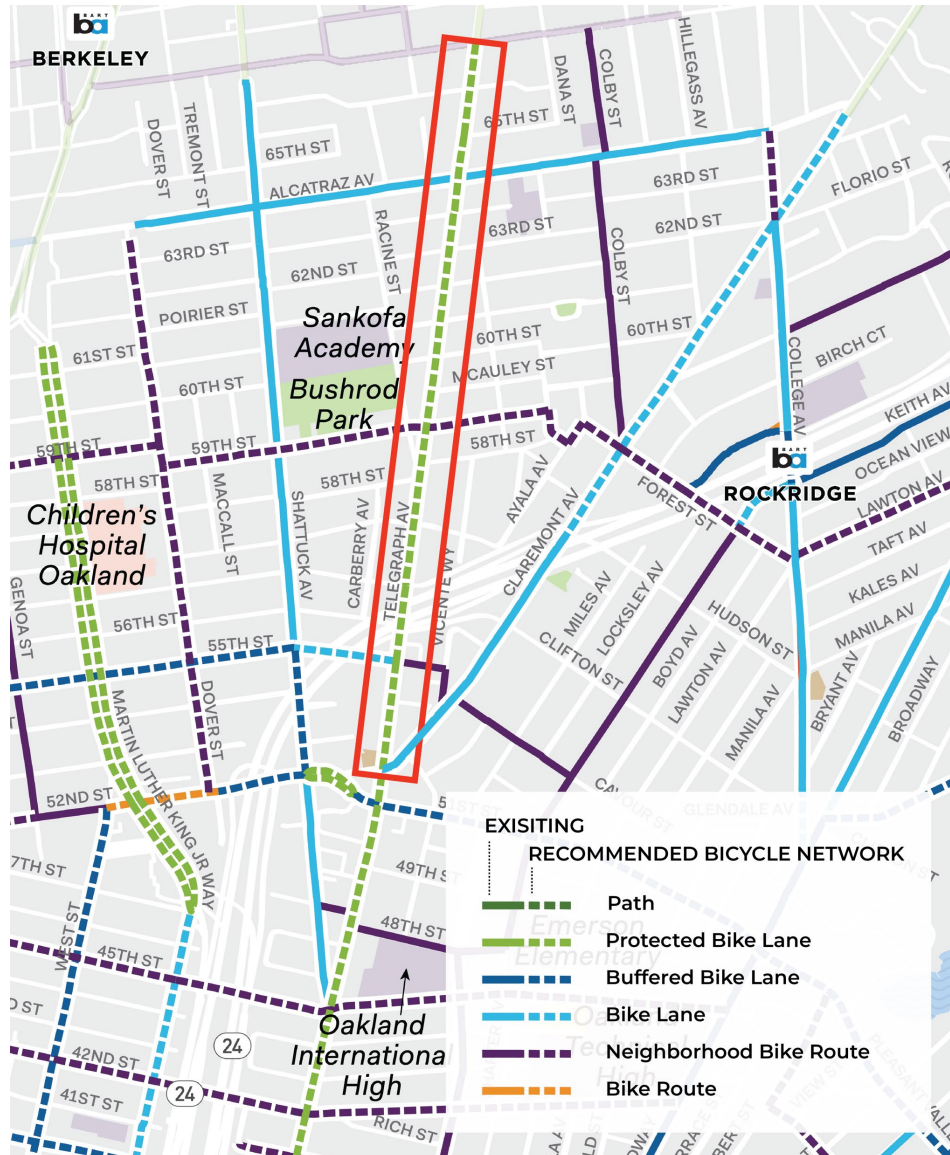


Bus-only Lanes
by 2040



Biking on Upper Telegraph

2019 Oakland Bike Plan ***Let's Bike Oakland*** recommends protected bike lanes on project corridor

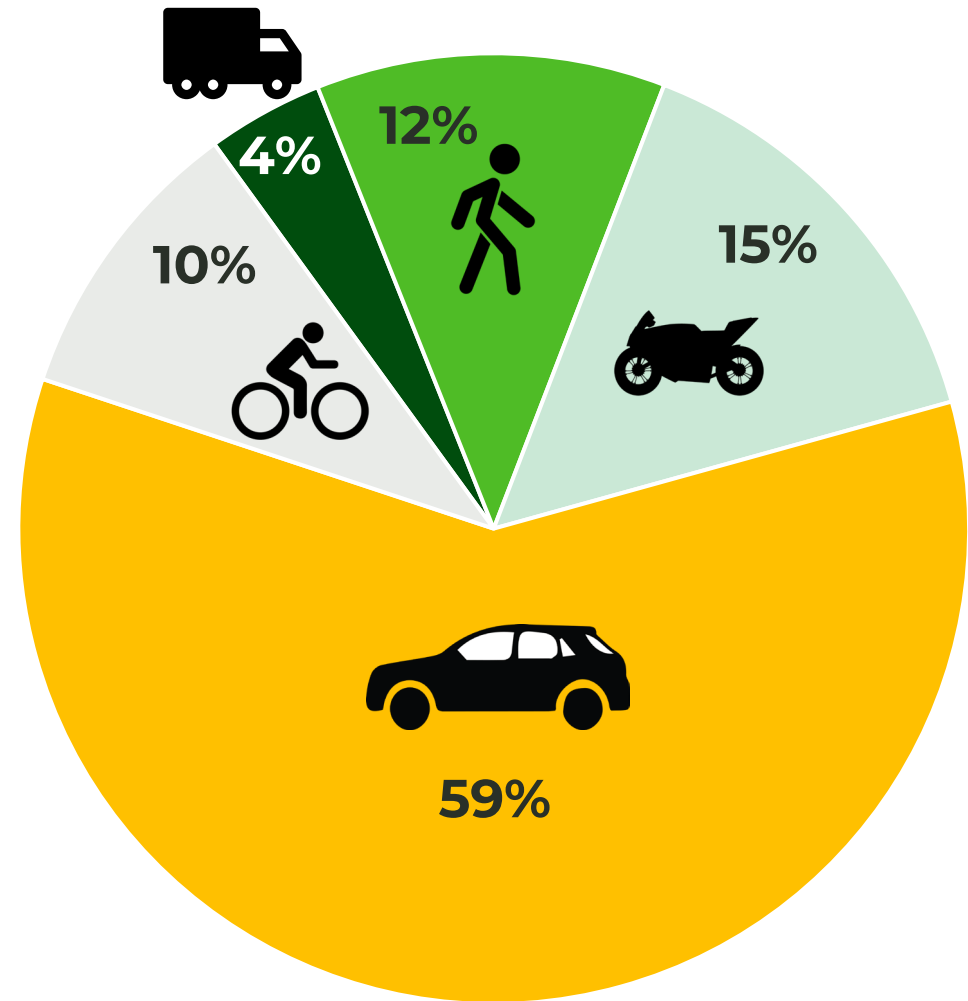


Current Unprotected Bike Lane

Traffic Crashes on Telegraph

(52nd to Woolsey)

52 Crashes
in 5 Years
(2017-2021)

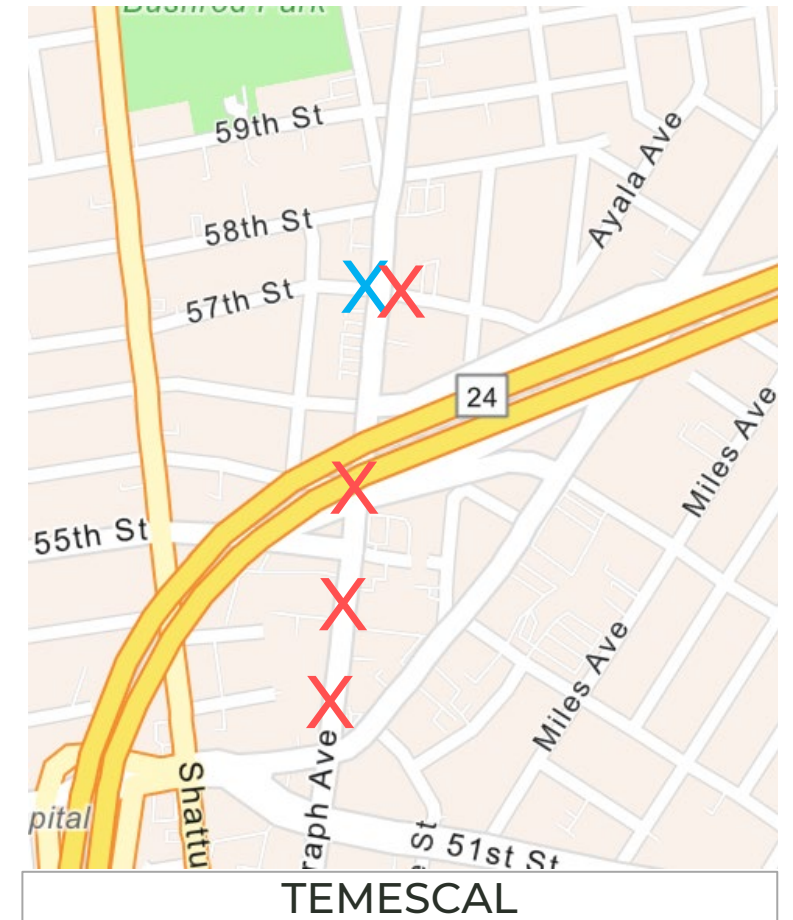


Bicycle & Pedestrian Crashes

2017-2021

X Bike (5)

X Pedestrian (7)



Project Goals + Improvement Examples

Increase
bicyclist safety

Physical bike lane
protection

Increase
accessibility

New & upgraded
curb ramps

Increase pedestrian
safety

Flashing
crosswalk lights

Decrease speeds /
calm traffic

Fewer vehicle lanes,
lane narrowing

Improve transit
reliability

Bus boarding islands,
transit-only lanes,
head-start lanes (queue jump)



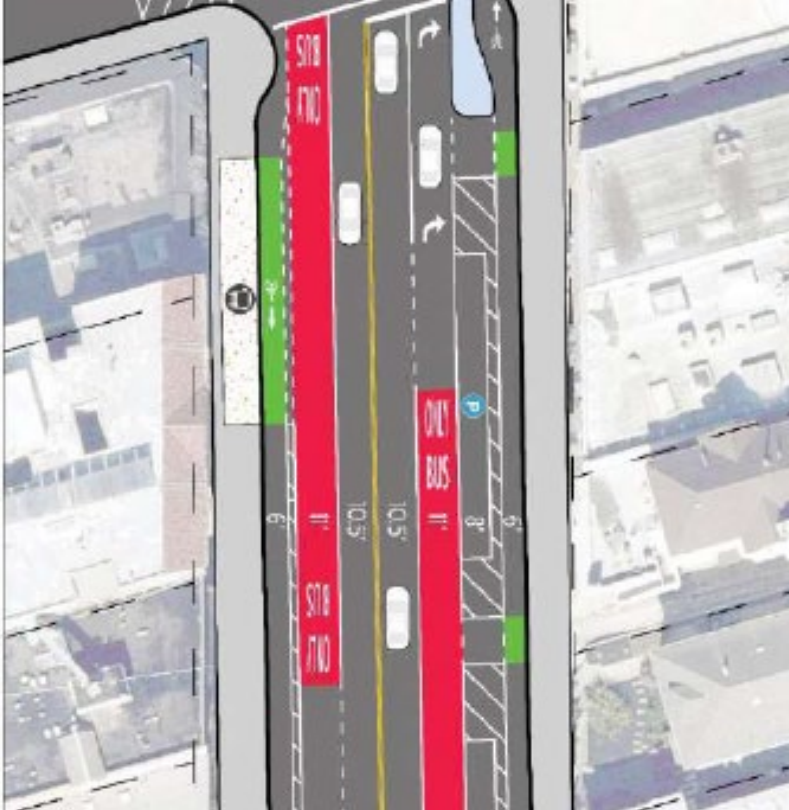
Outreach & Project Schedule

Timeframe	Activity
Summer/Fall 2023	Traffic Studies & Design Options
Fall 2023	Outreach Begins (AC Transit, Telegraph BID, BPAC, NC meetings . . .)
Fall/Winter 2023	Outreach: Survey
Spring 2024	Initial 15% Design (+ Outreach)
Summer 2024	35% Design
Winter 24/25	Final Design
Summer 2025	Construction Start

Initial Concepts



Context: Connecting North and South

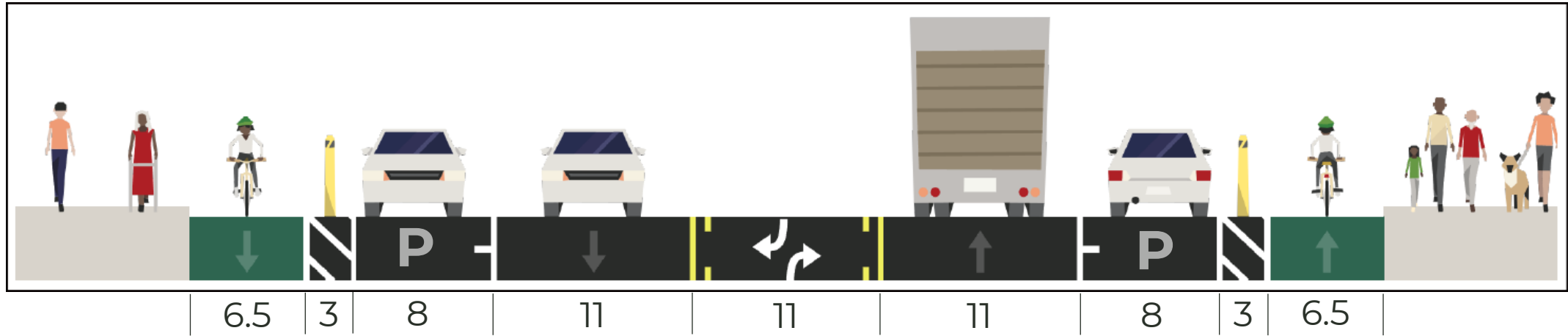


**Berkeley
Proposed Design**
(Woolsey north)



Temescal Design
(51st – MacArthur)

Option 1 – Conceptual Design

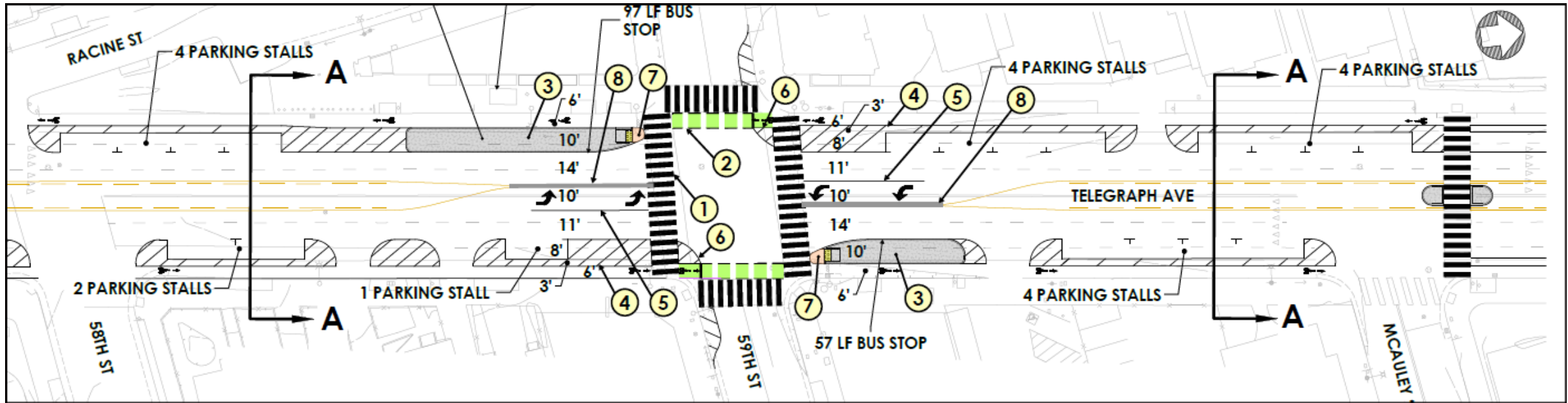


- 4 to 3 Lane Road Diet (calmed traffic)
- Protected bike lanes (materials TBD)
- Center turn lane
- Intersection left-turn pockets
- Bus boarding islands (in-lane stops)
- Most parking preserved
- Feasible to deliver via Paving Program (faster delivery, ~3 year timeline)

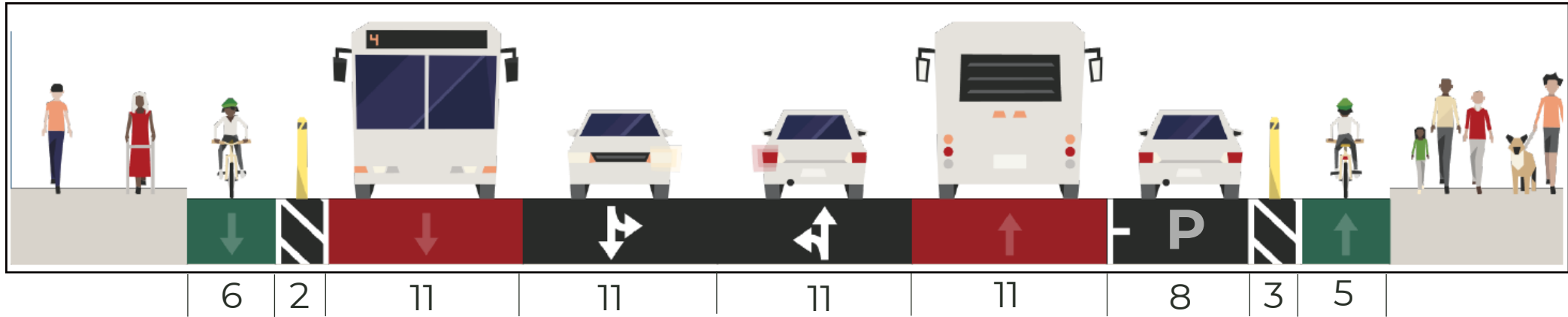


- No Bus-only lanes
Does not align with AC Transit long-term goals. Team is reviewing potential for buses to have dedicated lane (queue-jump) at signalized intersections.

Option 1 – Conceptual Design



Option 2 – Conceptual Design

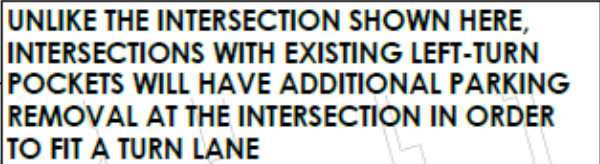


- Bus-only lanes (increased efficiency & reliability; aligns with AC Transit's long-term goals)
- Protected bike lanes (materials TBD)
- 2 private vehicle lanes (vs 4; calmed traffic)



- Narrower bike lanes
- 4 lanes to cross (likely 5 at signals)
- Significant parking removal (one side plus removals for left turn pockets)
- Approaching intersection, bus lane shared with bikes and right-turning vehicles
- If major signal changes needed, then slower delivery timeline (7-10 yrs)

UNLIKE THE INTERSECTION SHOWN HERE,
INTERSECTIONS WITH EXISTING LEFT-TURN
POCKETS WILL HAVE ADDITIONAL PARKING
REMOVAL AT THE INTERSECTION IN ORDER
TO FIT A TURN LANE



Feedback?
Questions?



More Information

Cathy DeLuca

CDeLuca@oaklandca.gov

510-519-1605

Sign up for updates on the Telegraph Avenue Project webpage:

<https://www.oaklandca.gov/projects/telegraph-52nd-woolsey>



City of
Oakland

Department of
Transportation

Seminary Avenue Paving Project

September 21, 2023

Colin Piethe, Transportation Planner
Cathy DeLuca, Transportation Planner



City of
Oakland

Department of
Transportation

AGENDA:

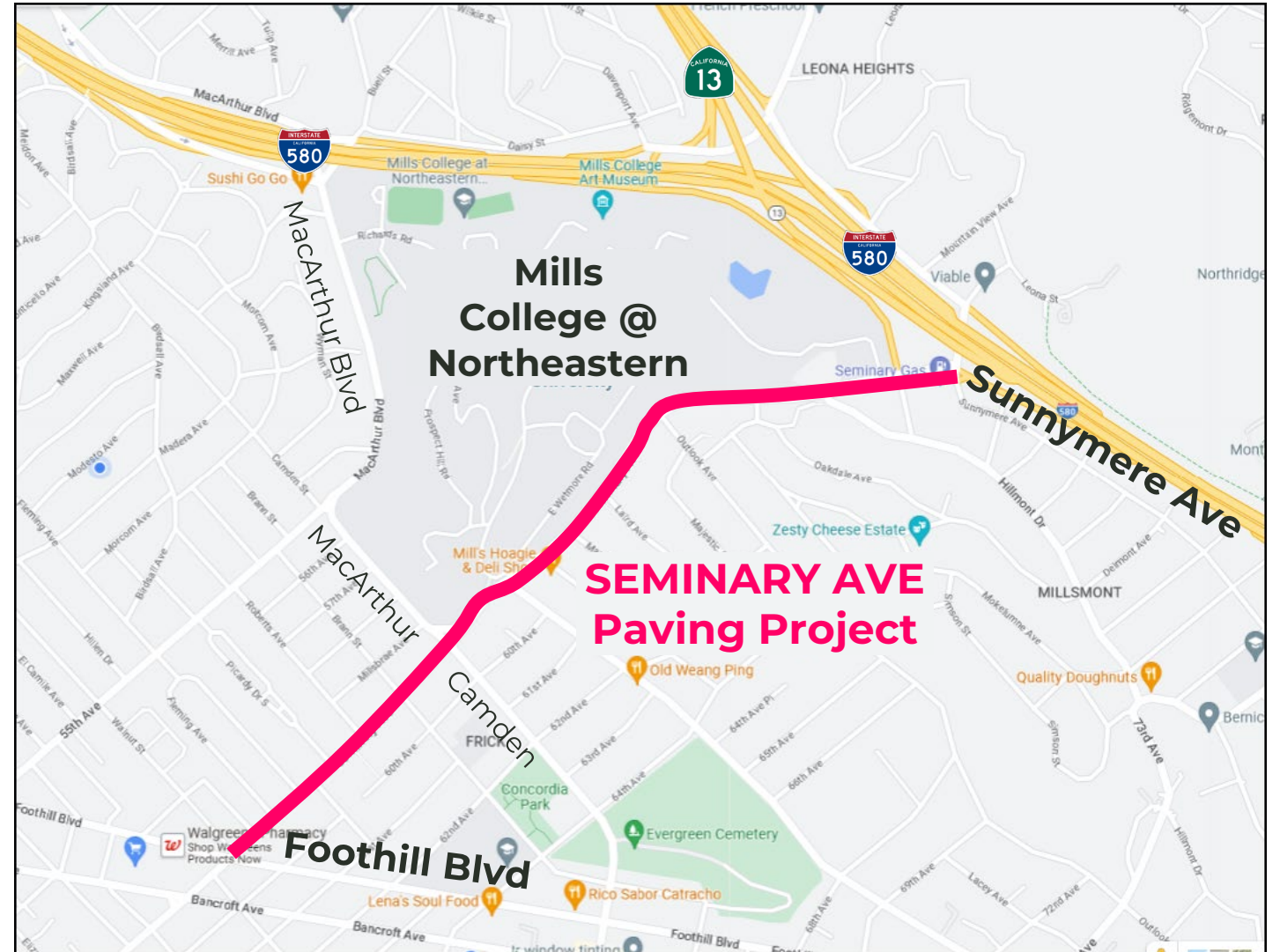
1. Existing Conditions
2. Outreach
3. Improvements
4. Next Steps

Seminary Avenue Paving Project

Sunnymere Avenue
to Foothill Boulevard

Paving Projects give
us the opportunity
to:

- Improve safety & accessibility
- Improve biking connections
- Improve transit



Existing Conditions



Existing Conditions on Seminary

Sunnymere to Camden

Mills
College



Downhill
Lane



Left-Turn Pocket
+ Hatched out lane



Uphill
Lane



Uphill
Lane



Parking



Existing Conditions on Seminary

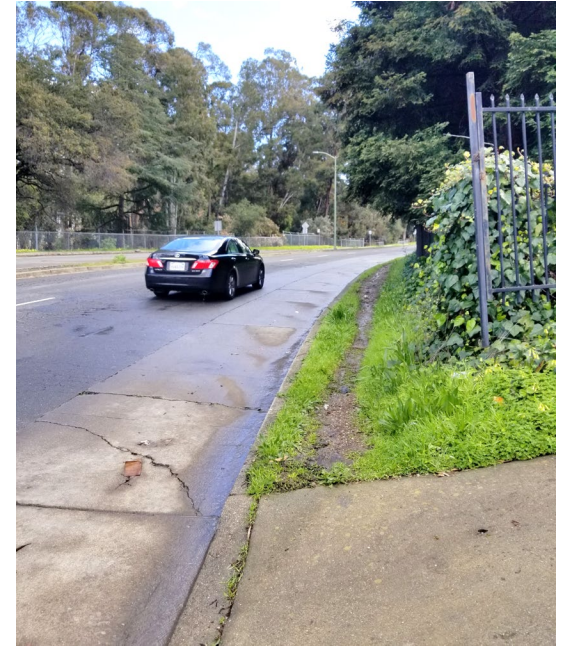
Sunnymere to Camden



**Speeding
traffic**



**Wide
intersection
@ MacArthur**



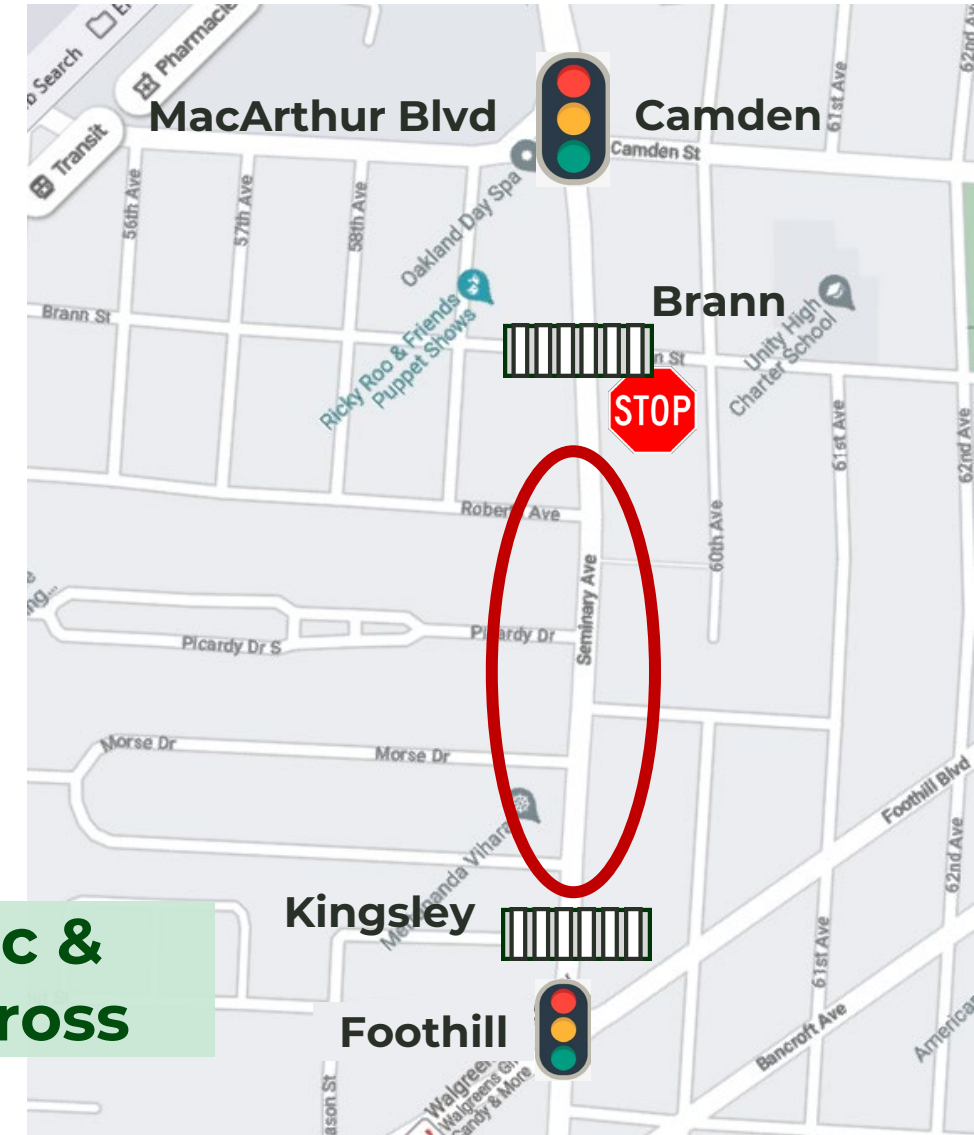
**Missing
sidewalks**

Existing Conditions on Seminary

Camden to Foothill Blvd



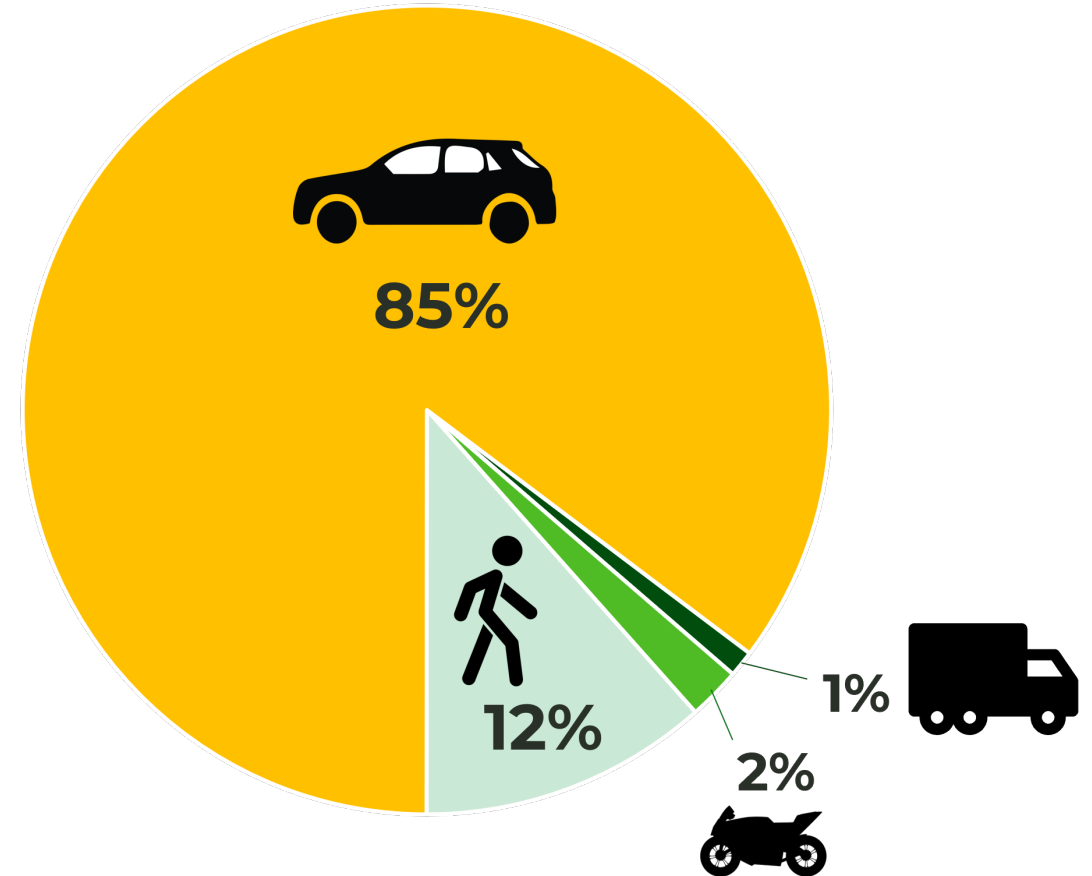
**Speeding traffic &
Few places to cross**



Traffic Crashes on Seminary

(Sunnymere to Foothill)

**47 Crashes
in 5 Years
(2017-2021)**



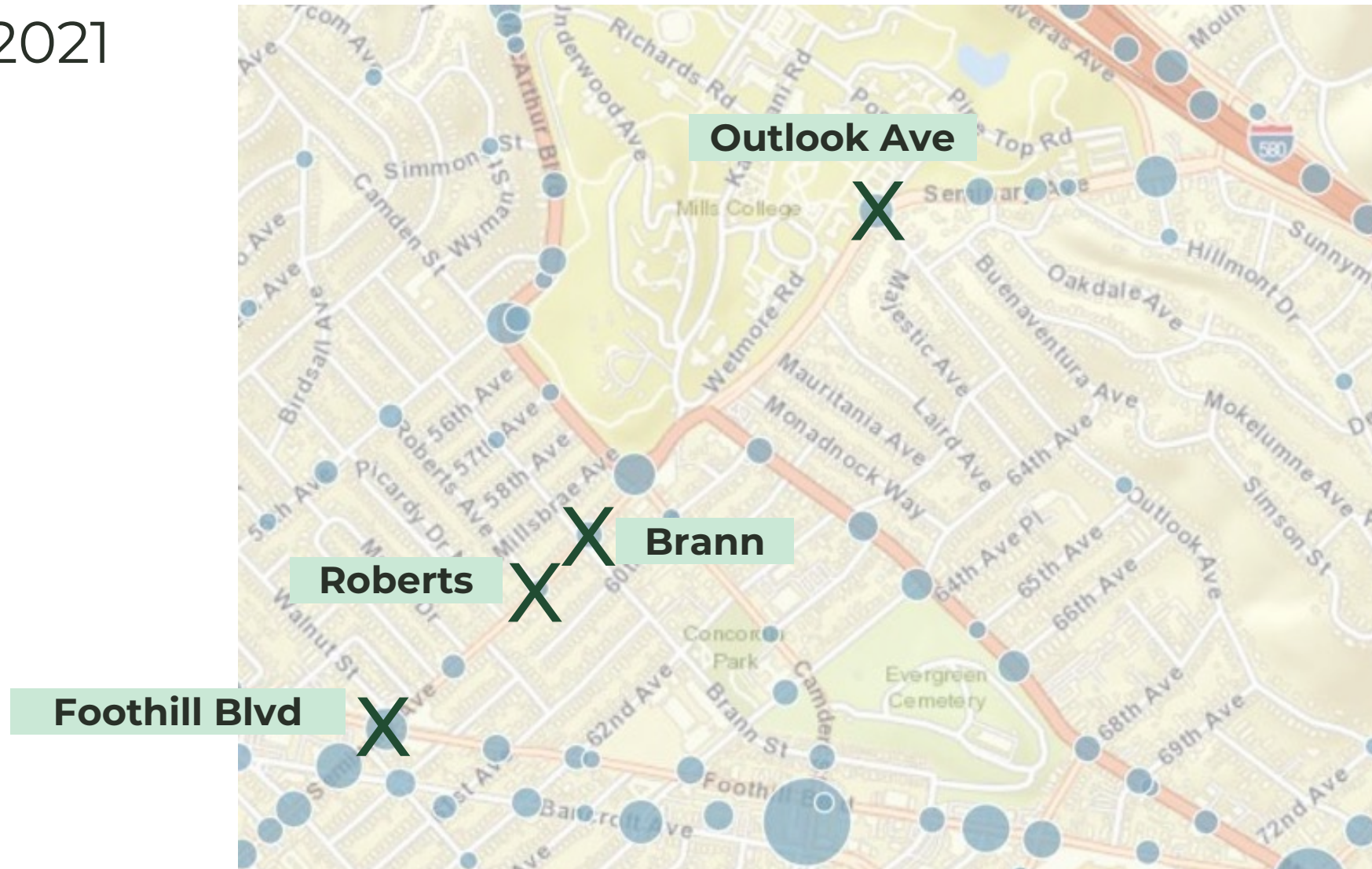
Top Crash Locations

Top Crash Factors

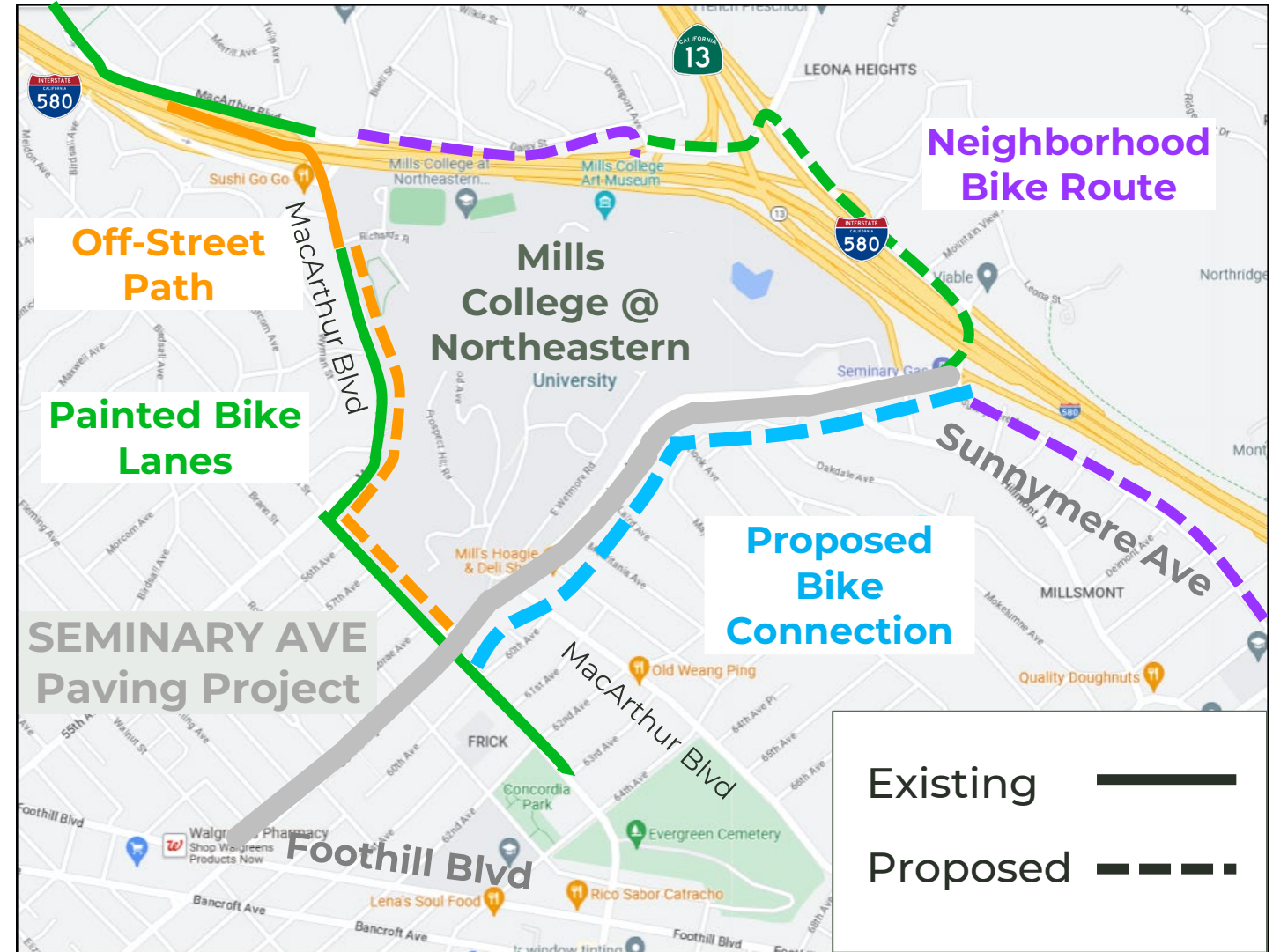


Pedestrian Crashes

2017-2021



Bike Network



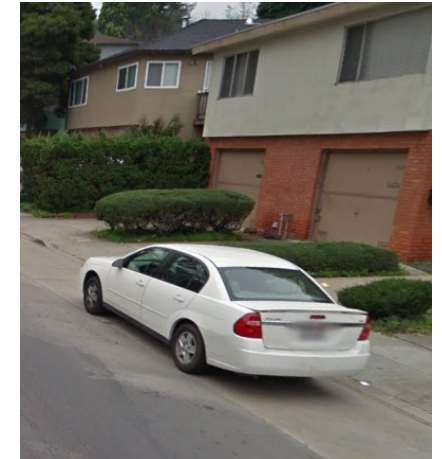
Many Needs and Uses



AC Transit Line 45



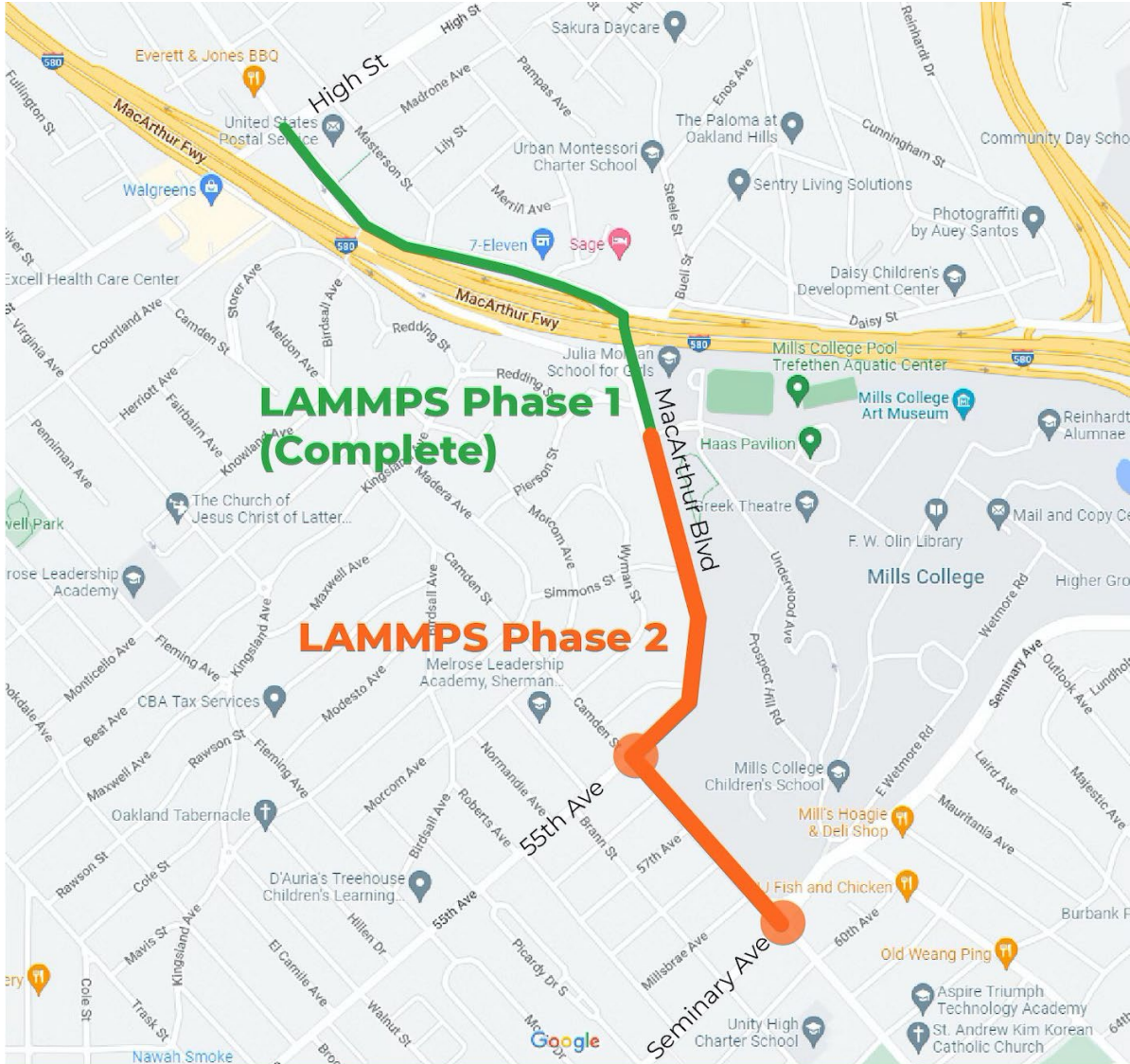
Secondary Evacuation Route



Improving Seminary Avenue



LAMMPS Project



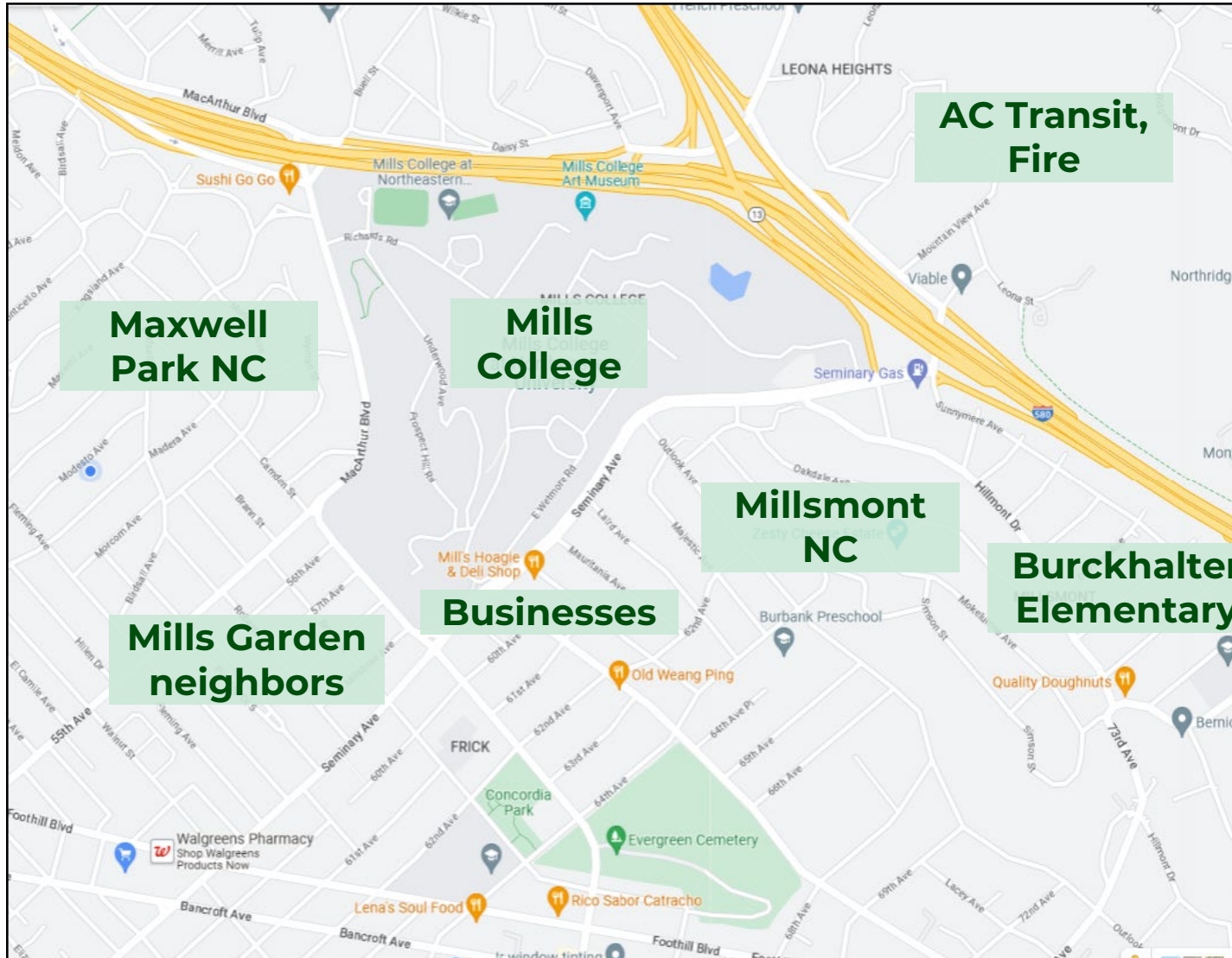
LAMMPS GOAL: Create a network of safe, calm, connected streets from the Laurel District to Mills and surrounding neighborhoods

LAMMPS 2

- Slow vehicles / reduce crashes
- Improve pedestrian & bicyclist safety
- Extend walk/bike path to Seminary Avenue

**DESIGN FULLY FUNDED!
(ACTC CIP)**

Outreach To Date



Spring 2023

Initial Outreach

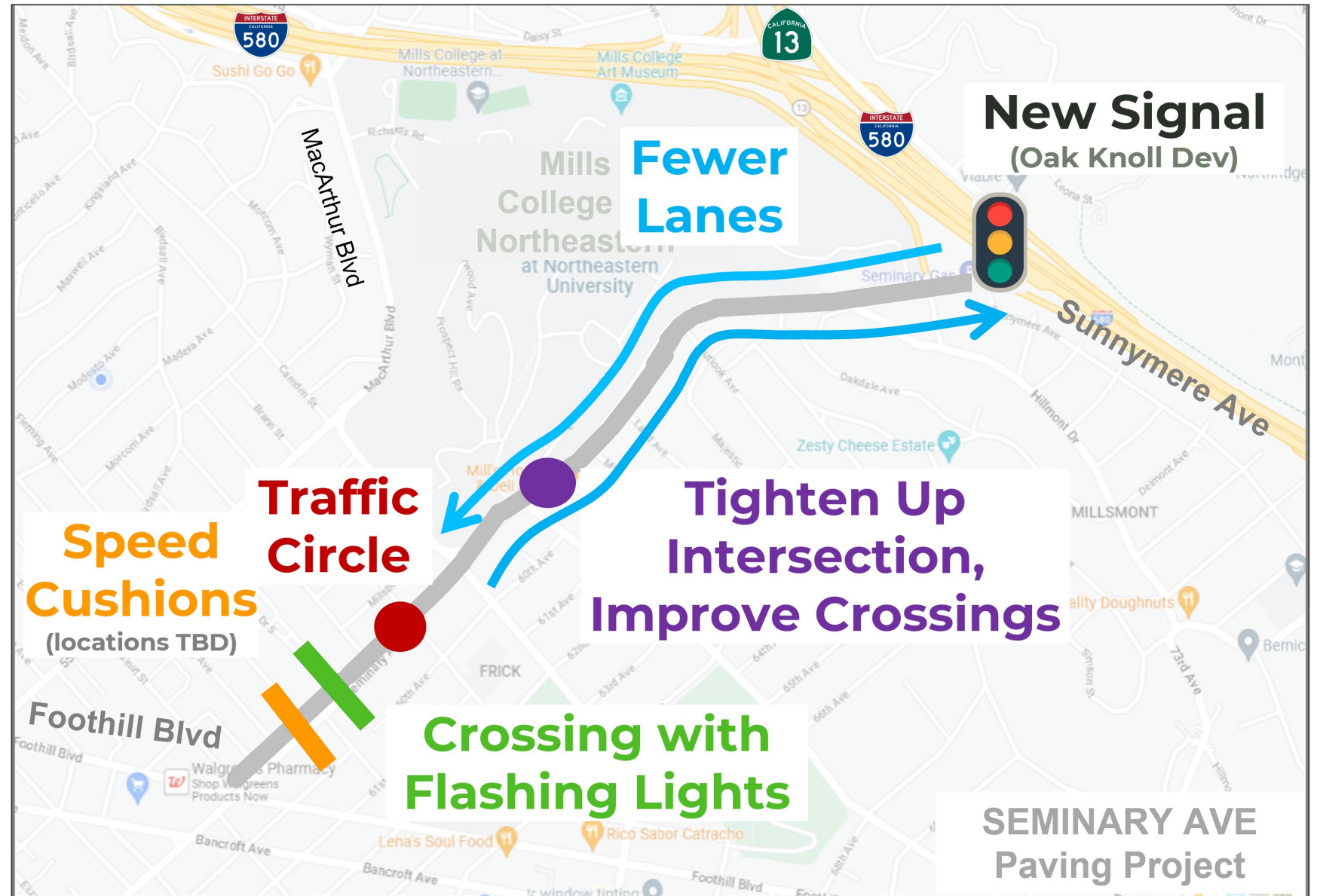
Summer/Fall
2023

Bike Connection
Survey

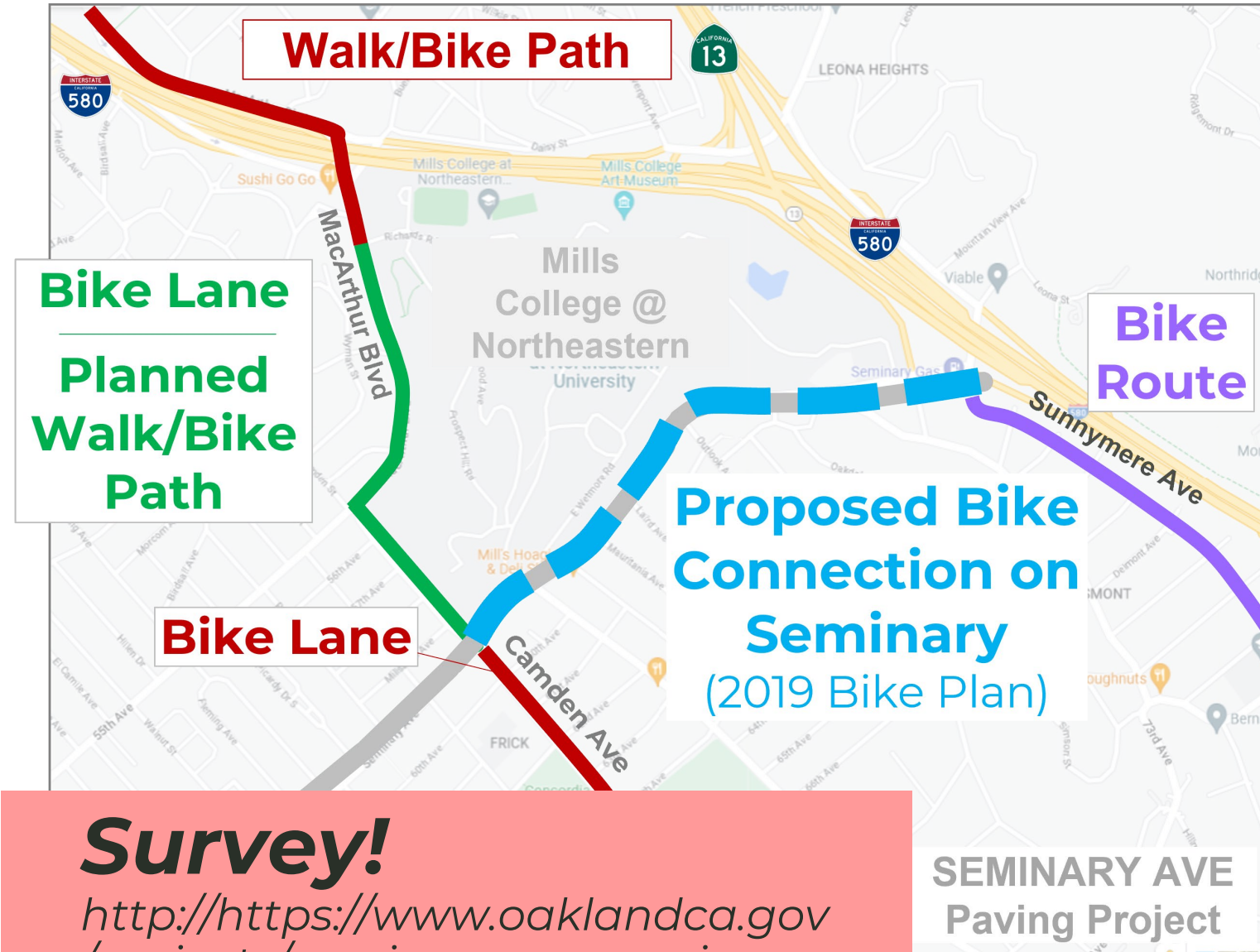
Potential Safety Improvements

GOALS

- Reduce speeding
- Reduce crashes
- Create safer crossings for people walking



Improving Bike Connections



Survey!

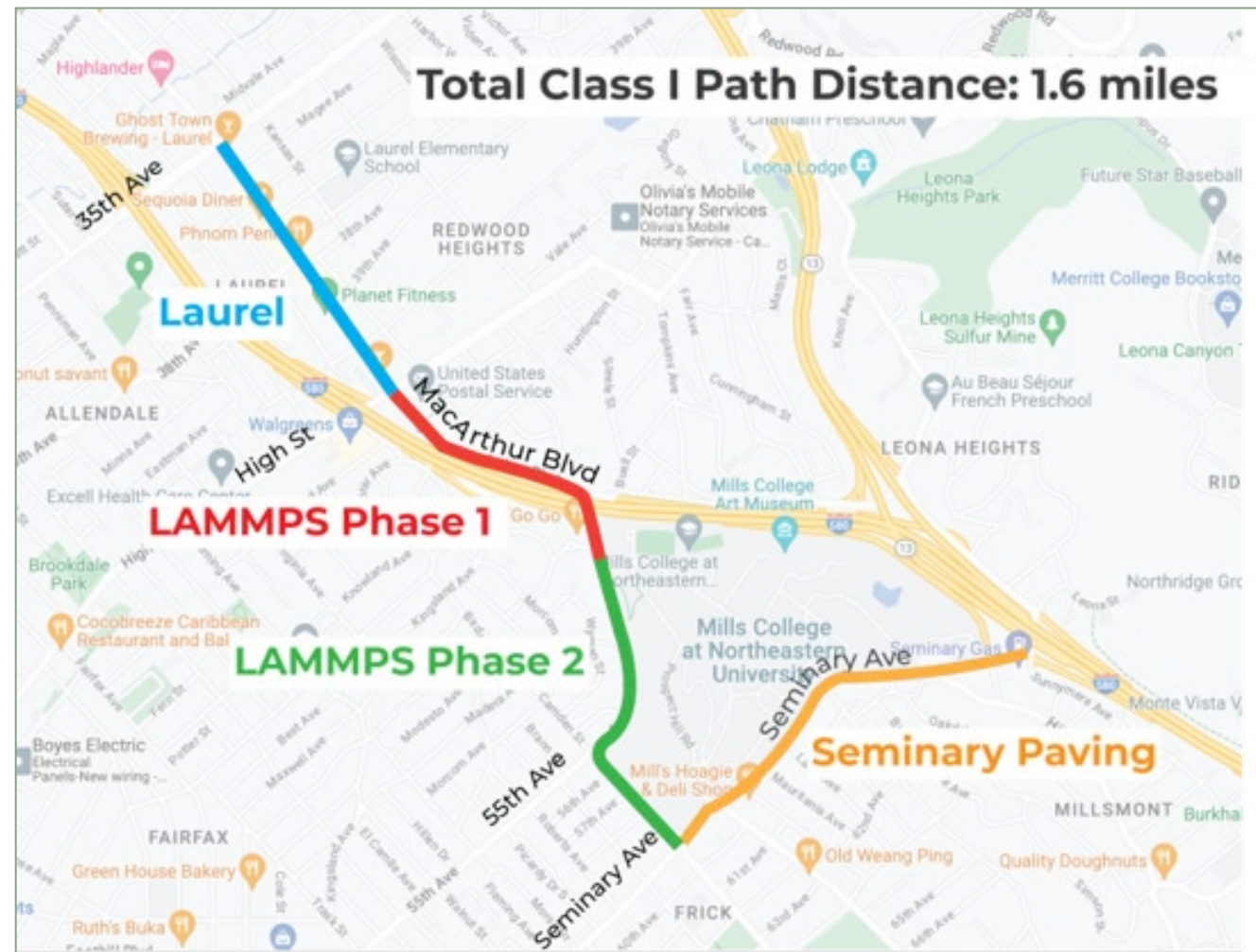
<http://https://www.oaklandca.gov/projects/seminary-ave-paving>

SEMINARY AVE
Paving Project



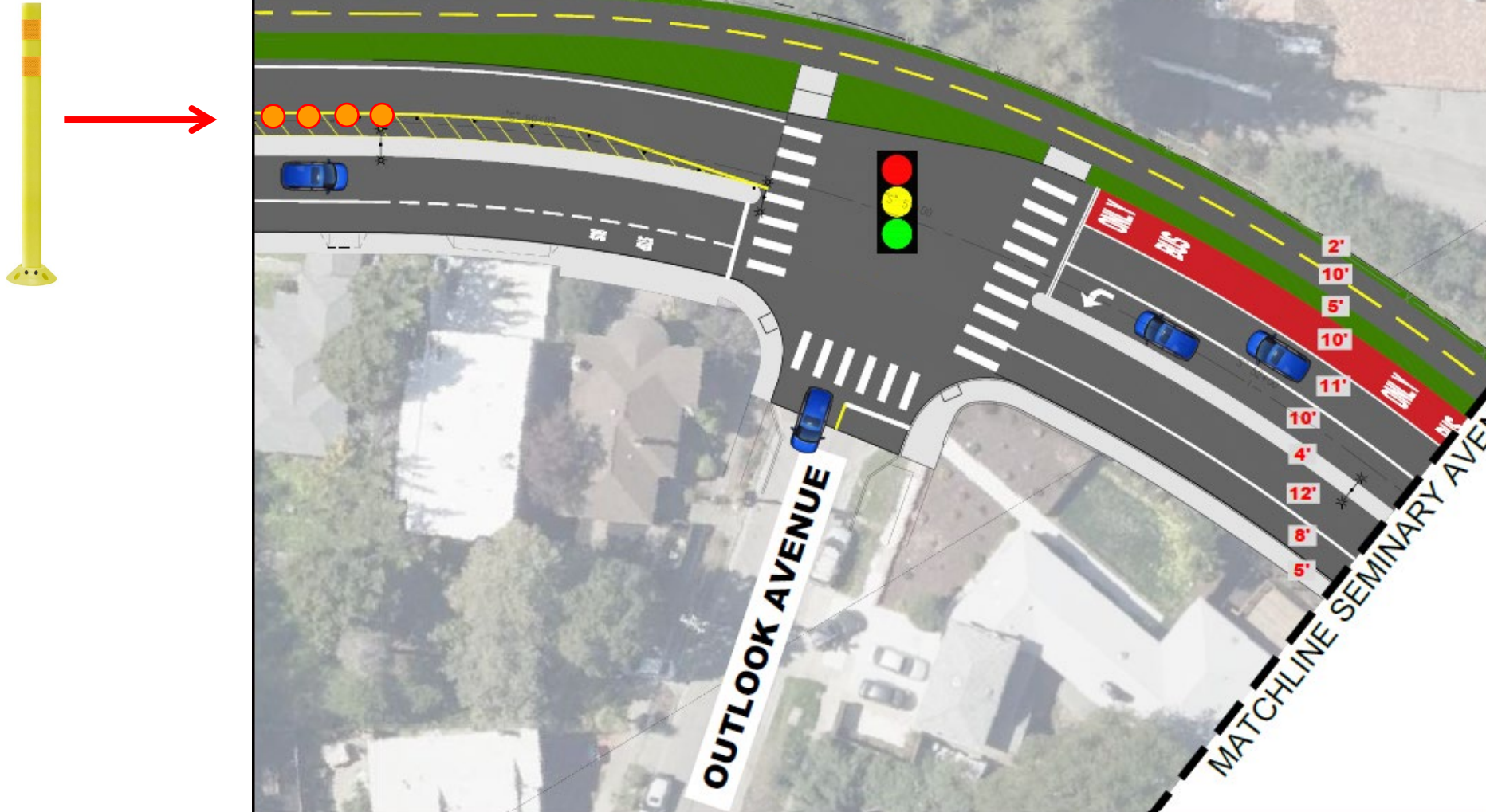
OR





Potential Design: Class 1 Walk/Bike Path

(Camden to Sunnymere)

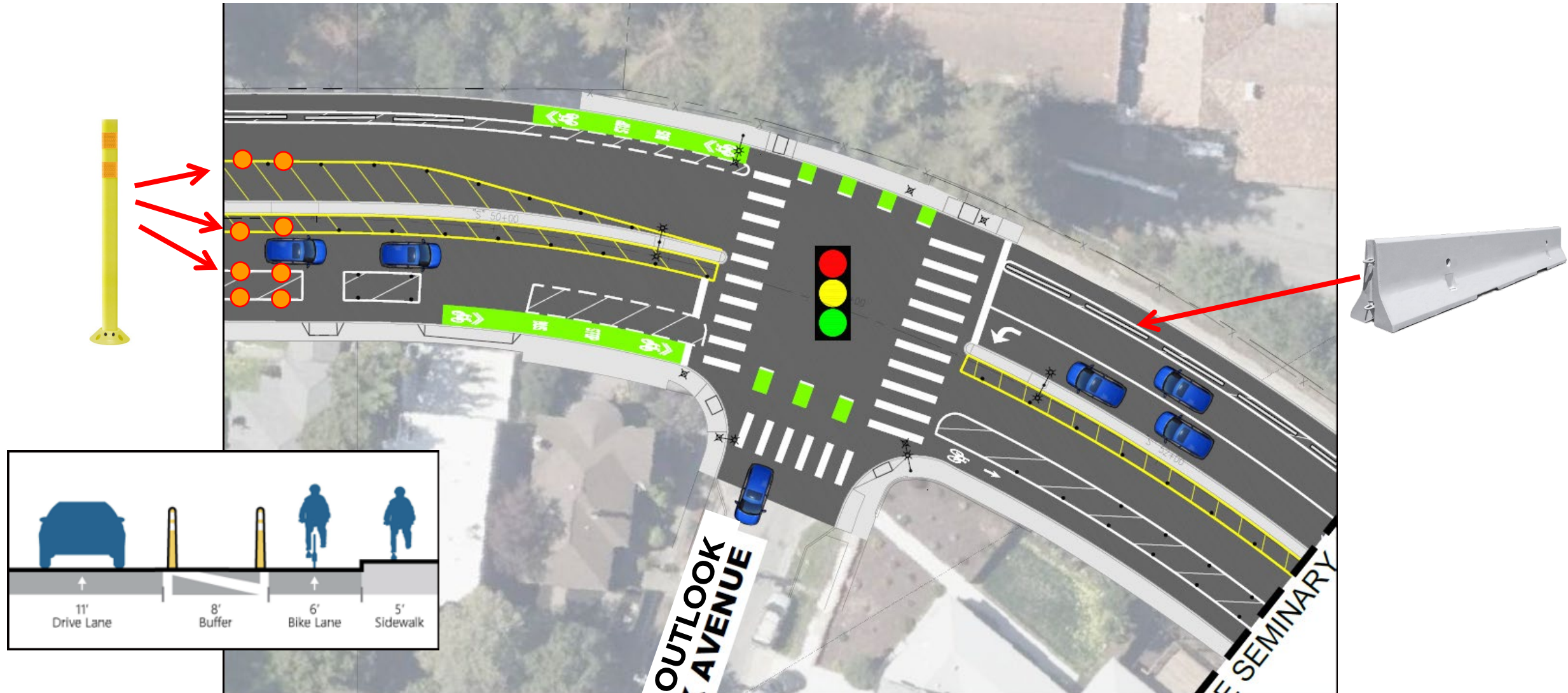


Move curb, drainage, utilities on Mills side, major signal modifications

Relocate and rebuild existing median

Potential Design: Protected Bike Lane

(Camden to Sunnymere)



Project Schedule

Timeframe	Activity
Spring 2023	Initial Outreach
Spring/Summer 2023	Traffic Studies
Late Summer / Fall 2023	Bike Connection Survey
Winter 2023/24	Initial Design (15%) Completed
Early 2024	Outreach on Initial Design
Mid 2024	Share Final (35%) Design
2025	Construction (Paving Project)

Feedback and Questions



More Information

Cathy DeLuca

CDeLuca@oaklandca.gov

510-519-1605

Sign up for updates on the Seminary Avenue Project webpage:

<https://www.oaklandca.gov/projects/seminary-ave-paving>



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