

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612
Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Infrastructure Committee Agenda **Thursday, November 2nd, 2023; 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/1qqS46y3dVWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA>

Commissioner Members (co-chair in bold)

Patricia Schader, **Dianne Yee**

Community Members (co-chair in bold)

Robert Prinz

This is an in-person meeting. People participating in the meeting must attend in-person. Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

Public Survey on Return to In-Person Meetings: A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland:

<https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

If you have any questions, please email Robert Prinz (robert@BikeEastBay.org) and BPAC Chair 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 (10 minutes)
3:40	2	San Pablo Avenue Parallel Bike Improvements Project Attachment (30 minutes) – The Alameda County Transportation Commission (ACTC) is working in collaboration with the City of Oakland on the development of a program of San Pablo Avenue corridor projects . Matt Bomberg, Senior Transportation Engineer (mbomberg@alamedactc.org) and Colin Dentel-Post, Principal Transportation Planner (cdentel-post@alamedactc.org) will present and take questions on the San Pablo Avenue Parallel Bike Improvements Project which includes neighborhood bikeway treatments along local streets parallel to San Pablo Avenue in North Oakland, Berkeley, and Albany.
4:10	3	East Bay Greenway Multimodal Project Attachment (30 minutes) – ACTC is working in collaboration with the City of Oakland on the development of the East Bay Greenway Multimodal Project , which is a proposed active transportation facility along the BART corridor between Lake Merritt and South Hayward. Matt Bomberg, Senior Transportation Engineer (mbomberg@alamedactc.org) will provide an update on the project in Oakland, including key design issues.
4:40	4	Transit Supportive Design Guidelines Attachment (20 minutes) – Alameda County (AC) Transit Transportation Planner Crystal Wang will provide an introductory overview of their Transit Supportive Design Guidelines, an update to the agency's current Multimodal Corridor Guidelines.
5:00	5	West Oakland Link (20 minutes) Bay Area Toll Authority (BATA) Project Manager Gavin Lohry will lead a review and discussion of this proposed project to provide bike/walk access improvements between Mandela Parkway and the Bay Bridge pathway / Port of Oakland.
5:20	6	January 2024 Meeting Schedule and Future Agenda Item Suggestions (10 minutes)



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email pgerard@oaklandca.gov or call (510) 238-6313 or 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, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a pgerard@oaklandca.gov o llame al (510) 238-6313 o 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 pgerard@oaklandca.gov 或致電 (510) 238-6313 或 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 pgerard@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.



San Pablo Avenue Multimodal Corridor Program Parallel Bike Improvements Project



Oakland BPAC Infrastructure Subcommittee

November 2, 2023

San Pablo Avenue Corridor Program



- Enhance **safety** for all travel modes
- Improve **comfort and quality** of trips for all users
- Support a **strong local economy** and efficiently accommodate **growth** along the corridor while respecting local contexts
- Promote **equitable** transportation and design solutions for diverse communities throughout corridor

Program Partners

- Cities of:
 - Oakland
 - Emeryville
 - Berkeley
 - Albany
- AC Transit
- Caltrans

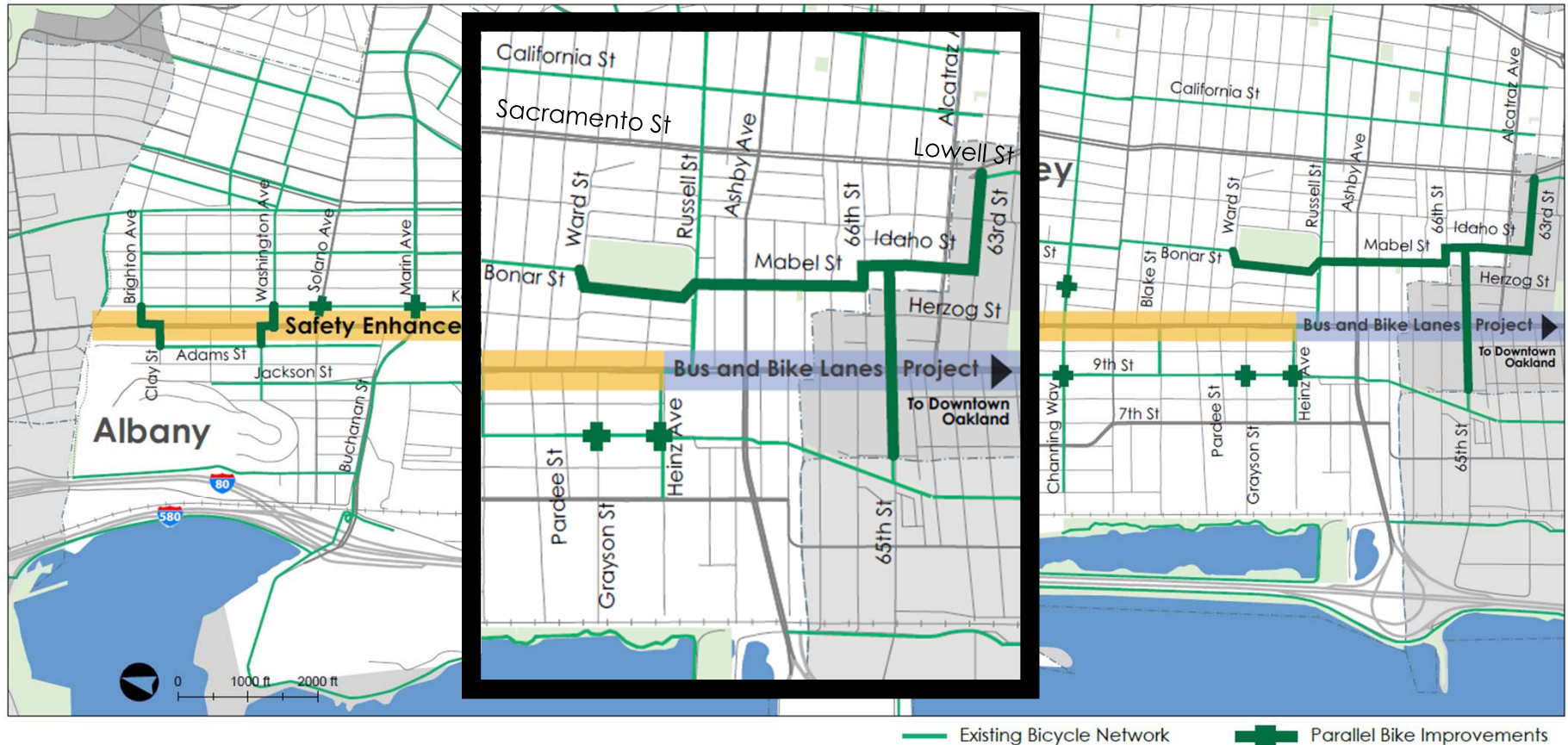
Project Overview Map



Project Locations: Safety and Parallel Bike



Project Locations: Safety and Parallel Bike



Parallel Bike Project

Project Elements



Diverters



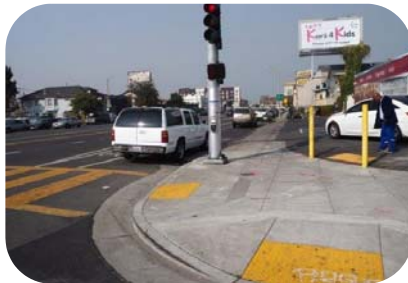
Traffic Circles



RRFBs/PHBs



Wayfinding



ADA ramp
upgrades



Stop control
changes



Speed
humps/tables

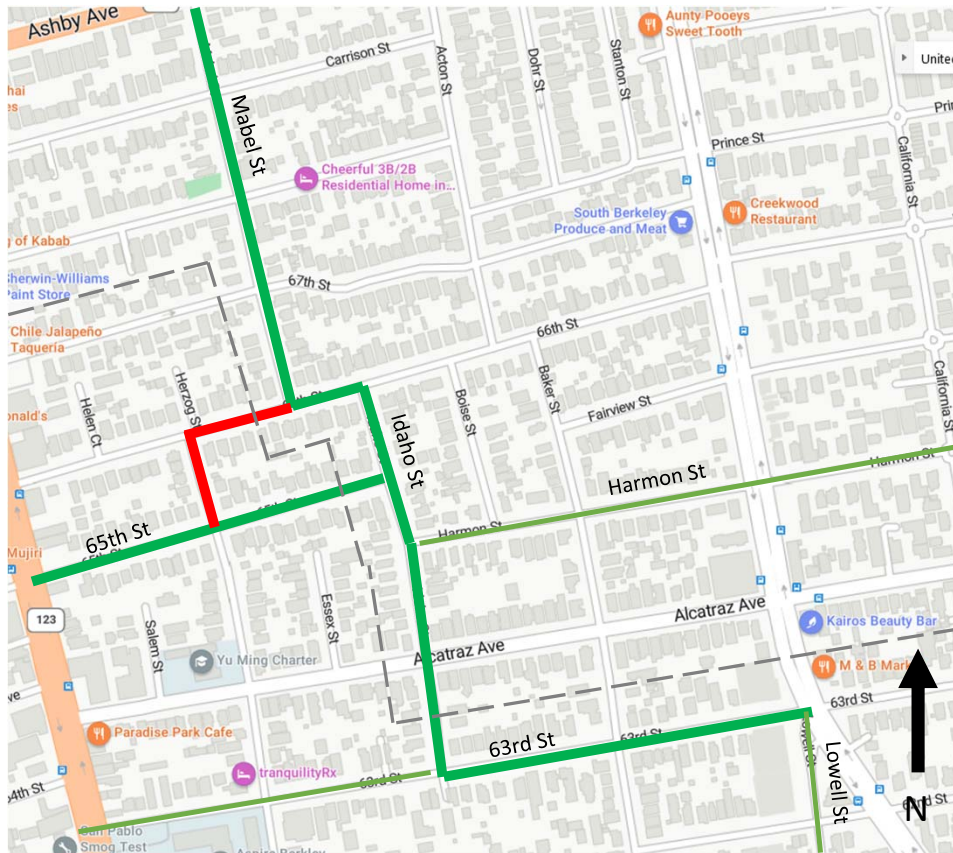
Neighborhood bike route features

- Pavement markings and wayfinding
- Speed humps
- Intersection daylighting
- Traffic circles
 - 65th/Herzog
 - 63rd/Idaho
- Stop-control changes



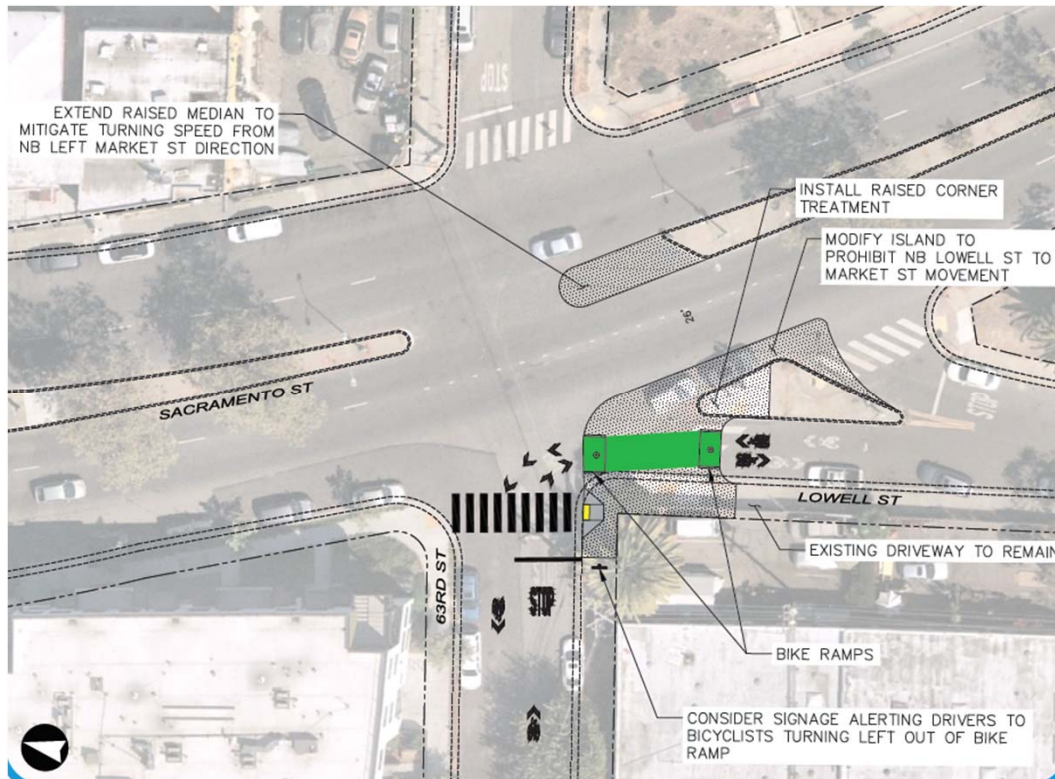
City of Oakland, Department of Transportation (OakDOT)
Safe Streets Division, Bicycle & Pedestrian Program | June 2021

Mabel-Idaho-Lowell Bike Routing

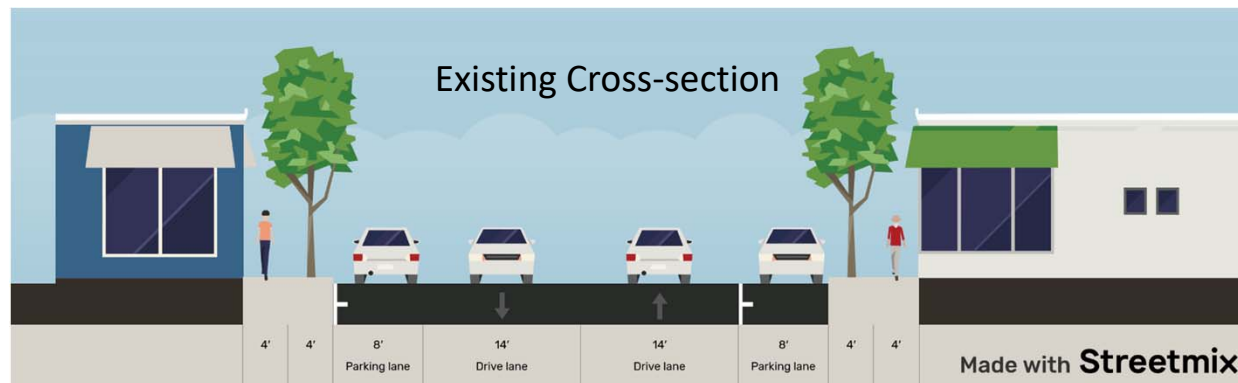


- Recommended Alameda CTC project routing
- Other bike routes per City bike plans
- City bike plan routes recommended for deletion

63rd/Lowell/Market/Sacramento

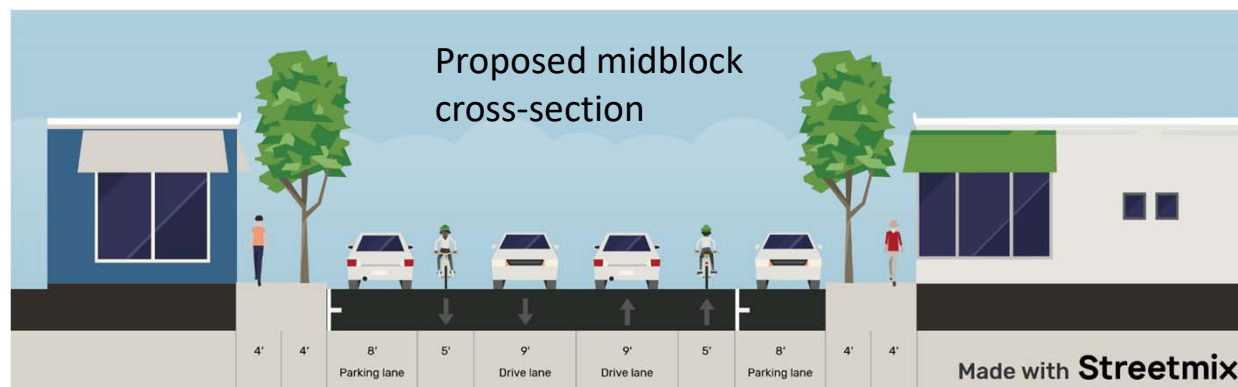


65th St west of San Pablo Ave



Peak Hour Vehicle Volumes

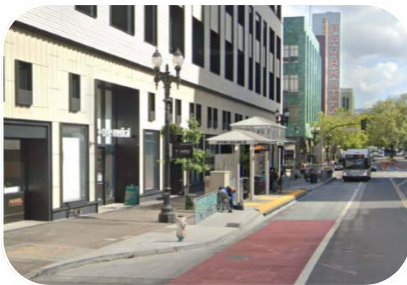
	AM	PM
EB	111	293
WB	110	124



NACTO All Ages and Abilities Bikeway Guidance for Neighborhood Bike Routes – 50 vph max

Safety Enhancements Project

Project Elements



Bus bulbs



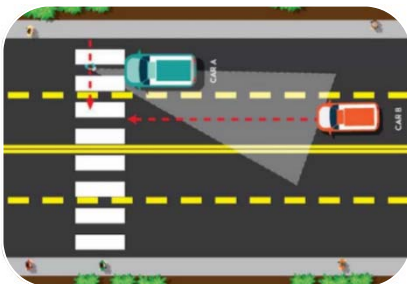
Pedestrian Signals
(PHBs)



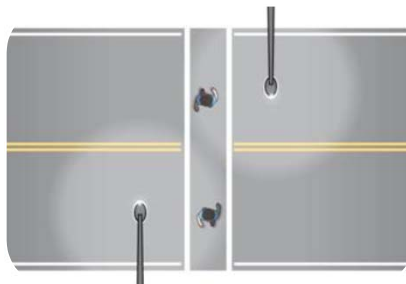
Flashing Beacons
(RRFBs)



Median Refuges



Bus Stop
Relocations



Lighting Upgrades



ADA ramp and
signal upgrades



Protected Bikeway
Connectors

PHB vs RRFB Considerations

- PHBs and RRFBs both substantially increase stopping/yielding rates
- RRFBs found to be most effective where a median is provided and/or where crossing distances are shorter
- PHBs found to provide greatest benefit on wider roadways



Example of PHB



Example of RRFB

Sources:

FHWA, Evaluation of Pedestrian Hybrid Beacons and Rapid Flashing Beacons

Oregon Department of Transportation, Evaluation of Alternative Pedestrian Control Devices



Crossing Traffic Control Devices

Safety Enhancements

- PHBs
 - San Pablo/Camelia
 - San Pablo/Channing
- RRFBs
 - San Pablo/Harrison
 - San Pablo/Page
 - San Pablo/Jones
 - San Pablo/Carleton
- Median Refuge only
 - San Pablo/Ward
 - San Pablo/Blake

Parallel Bike

- PHBs
 - Marin/Kains
- RRFBs
 - Solano/Kains
 - Gilman/Kains
 - Cedar/Stannage
 - Hopkins/Stannage
 - Cedar/9th
 - Alcatraz/Idaho (Oakland)

Safety Enhancements and Parallel Bikeways Project Outreach

- Interactive webmap
- Storefront outreach
- Bus stop flyers
- Postcard mailers (2)
- Active Transportation Working Group (ATWG)
- E-blasts and presentations upon request to CBOs
- Community open house (3/30, over 100 attendees)
- Berkeley and Albany Transportation Commissions (May/July)

Project Schedules

	Safety Enhancements	Parallel Bike Improvements
Planning/ Scoping	2017 – Spring 2022	2017 – Spring 2022
Environmental Studies & Final Design	Winter 2022 – Spring 2025	Winter 2022 – Spring 2024
Construction	Fall 2025 – Winter 2026	Fall 2024 – Winter 2026

Bus/Bike Lanes Project



For illustrative purposes only

- Extends: San Pablo Ave from 16th St in Oakland to Heinz Ave in Berkeley
- 2022 Board Actions
 - Alameda CTC approved near-term concept with bus and bike lanes for further project development
 - Included extension to South Berkeley at request of Berkeley electeds
 - Oakland and Emeryville City Councils approved letters of support
- Outreach planned for early 2024

Questions and Comments?

Website: alamedactc.org/sanpablo

Email: sanpabloave@alamedactc.org



ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway Multimodal Project



Oakland BPAC Infrastructure Committee Presentation
November 2, 2023

What is the East Bay Greenway?

- 16 miles of multimodal transportation improvements
- Connect along BART corridor from Lake Merritt to South Hayward BART Stations
- Project concept originated in 2008 with grassroots plan
- New walking and biking pathways and lanes
- Safer intersections and crossings



Project Need

Traffic Safety

- 106 people killed or injured along project between 2015-2019 including 25 youth and seniors
- Black Oaklanders twice as likely to be killed in traffic crash than Oaklanders overall

Travel Options

- Only 2 cars available for every 3 East Oaklanders
- Regional bikeway network “spine”

Air Quality and Health

- East Oakland is top 10 percent worst asthma rate areas within state
- Oakland ranks only 45 out of 100 in access to park space

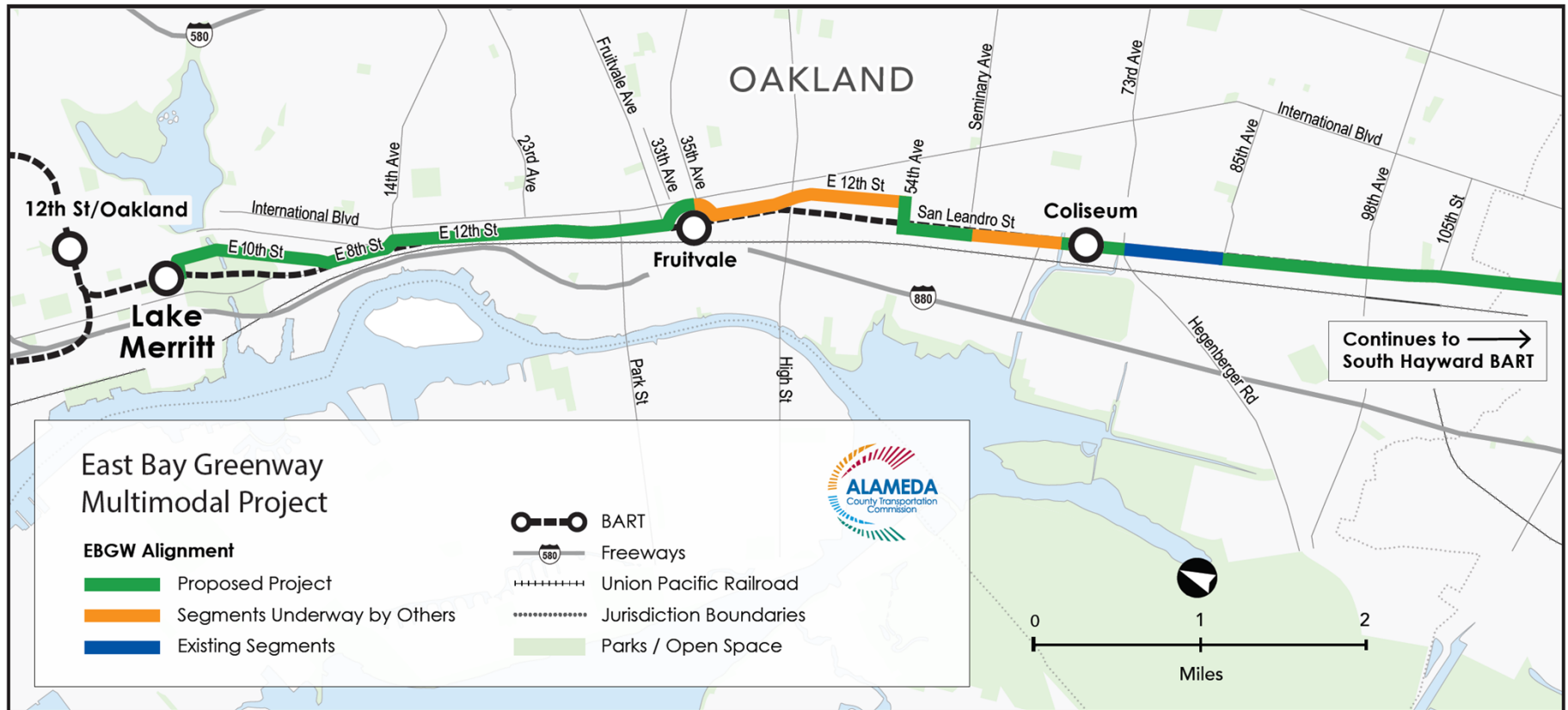
Equity

- Historically redlined communities
- Past infrastructure investments have divided and harmed neighborhoods

Sources: Traffic Injury Mapping System, Safe Oakland Streets, East Oakland Mobility Action Plan, California Healthy Places Index, Trust for Public Land



East Bay Greenway Multimodal Project:



Project Features



Shared use paths



Protected bike lanes



Flashing beacons



Accessible curb ramps



Pedestrian signals



Protected intersections



Bus stop improvements



Raised medians

Image sources: NACTO, Alta, Google Images, FHWA

Project Schedule

Lake Merritt to Bayfair (Oakland and San Leandro) Segment

Summer 2022-
Spring 2023



Conceptual
Design

Fall 2022 –
Spring 2023



Environmental
Clearance

Summer 2023
– Spring 2025



Final Design

Starts Fall
2025



Construction

Project Milestones

- December 2021 – new direction to phase East Bay Greenway
- June 2022 – San Leandro Council approves concept design
- December 2022 – ATP grant award (\$19.5 million)
- May 2023 – Oakland Council approves concept design
- June 2023 – CEQA document filed
- June 2023 – 35% plan circulation
- June 2023 – SCCP grant award (\$39 million)

Community Engagement

2022

- Mailers
- Pop-ups
- Survey
- Focus Group with multimodal advocates
- BPAC presentation (9/2022)

2023

- Neighborhood Council Presentations
- Door-to-door outreach along corridor with segment-specific flyers
- Focus Groups with residents co-organized with CBOs
- Pop-ups/rides

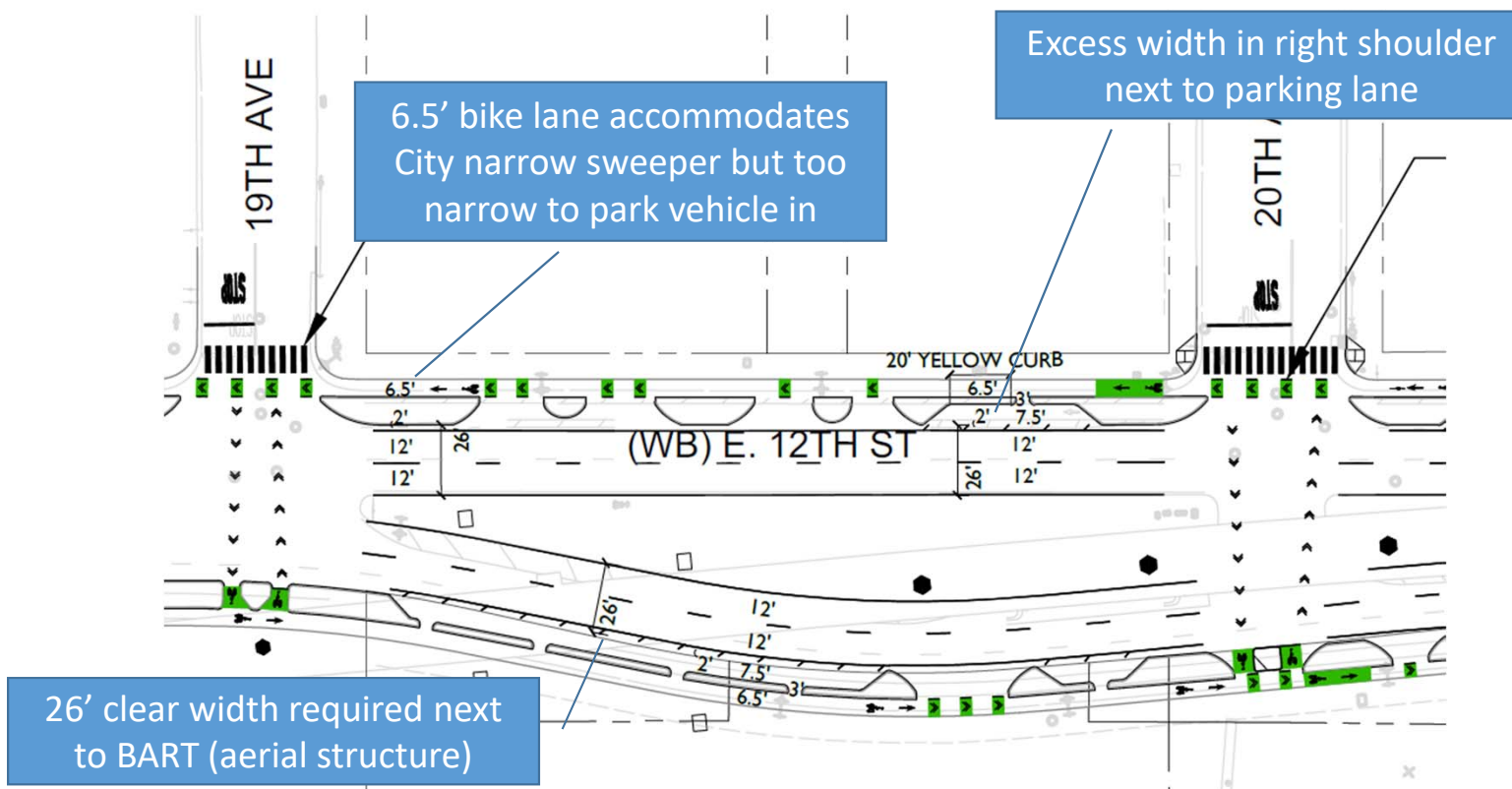
What we from BPAC heard last time

- Build low- to no-maintenance infrastructure
- Parking protected bike lanes may become RV parking lanes
- Consider ability to sweep
- Look to foster community stewardship
- Maintenance issues in existing segment
- Explore lighting, public art as part of project

Design issues

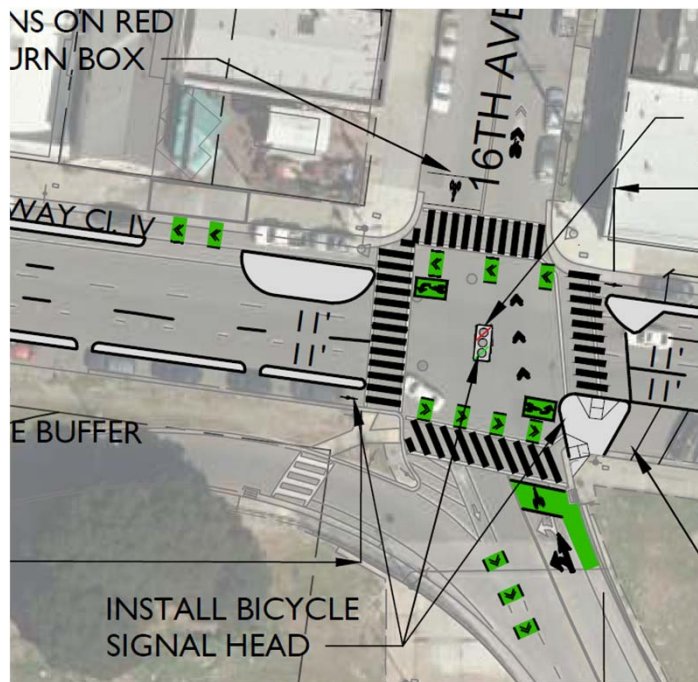
- Fire clear width/bike lane width
- Intersection designs/connections to intersecting bikeways
- Daylighting practices
- Buffer island treatments
- Paratransit accommodation and ADA parking
- Garbage staging

Fire clear width/bike lane width

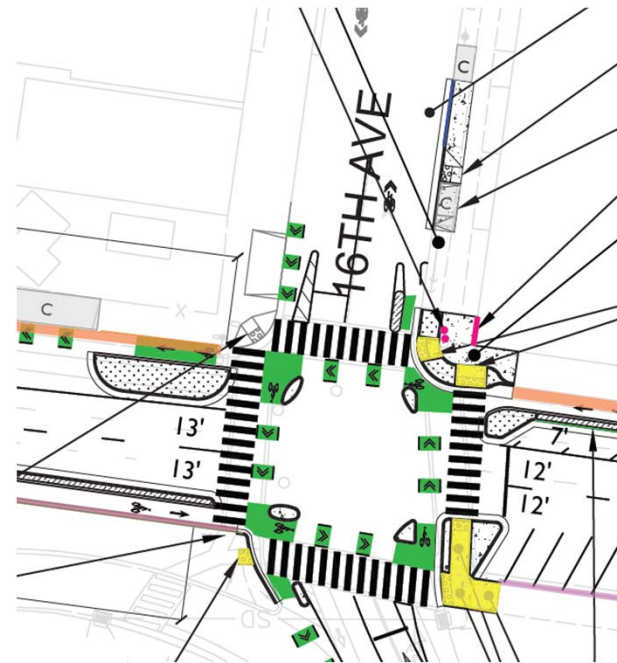


Intersection designs

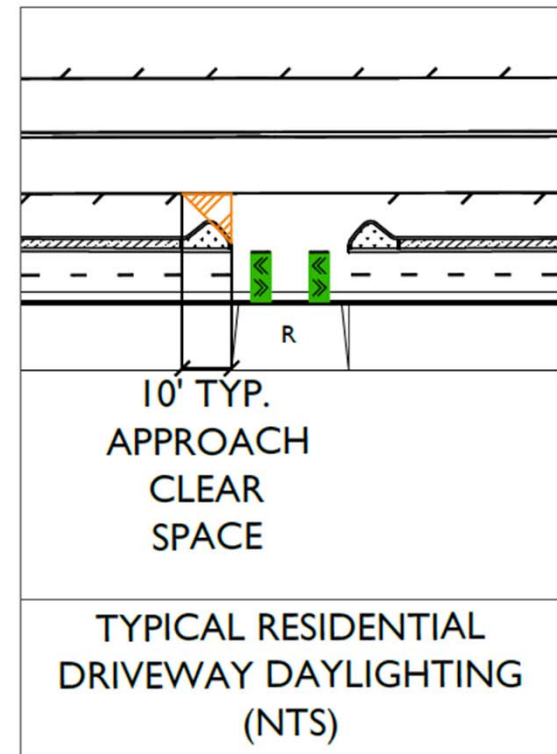
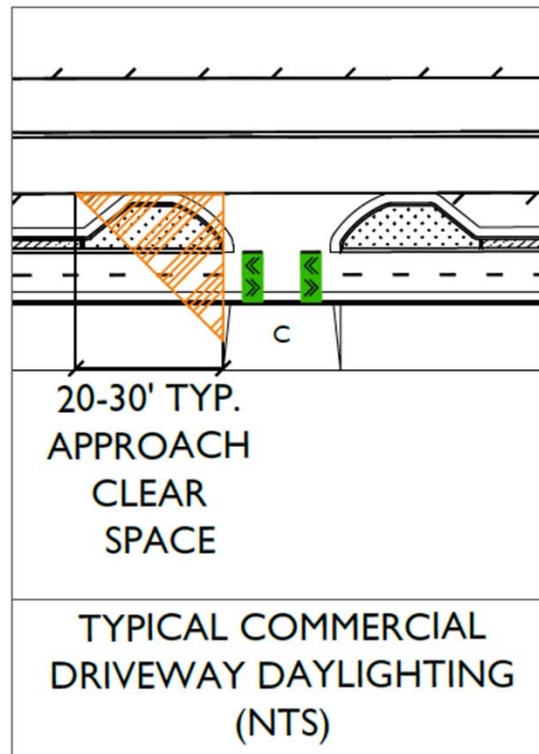
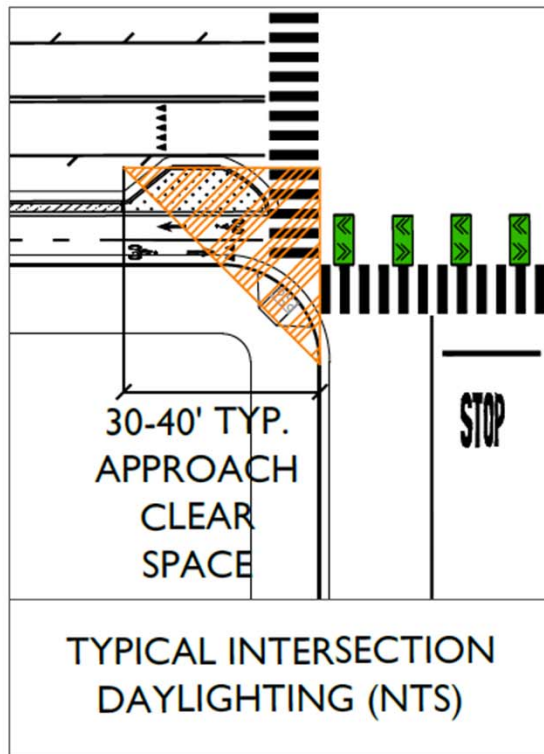
E 12th/16th Ave – Concept Plan



E 12th/16th Ave – 35% Design



Daylighting practices



Buffer island treatments

E 12th St - Existing

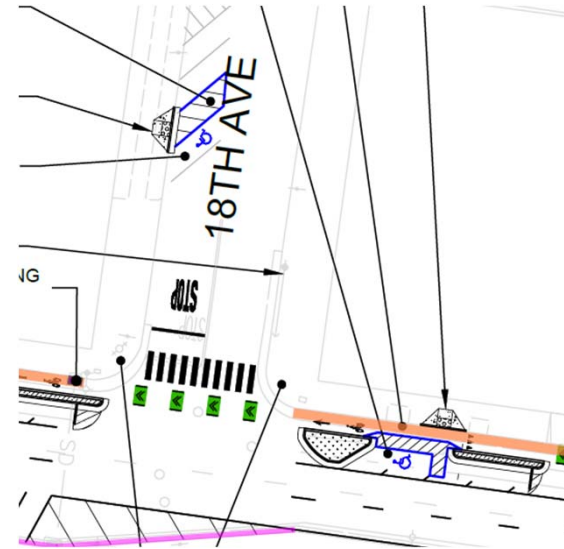
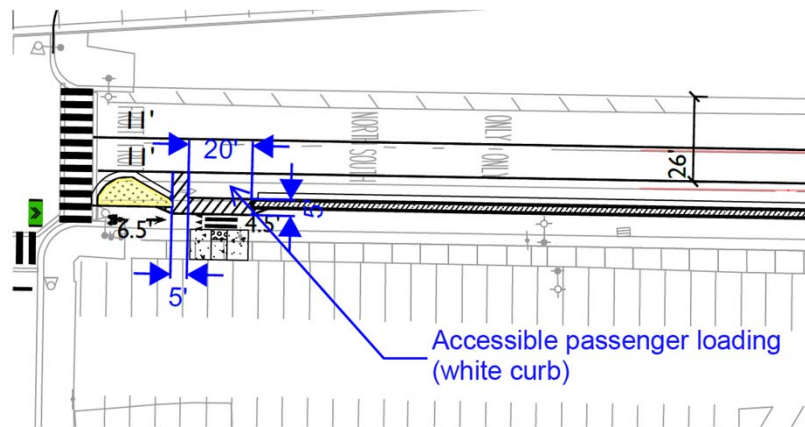


E 12th St - Potential



Conceptual rendering for illustrative purposes only.
Improvements subject to City approval.

Paratransit and ADA parking



- AC Transit – provide for paratransit loading solution for every property unless on-site parking or accessible side door
- Oakland – 4% of parking on block face (street and adjoining side streets) should be blue curb spaces (typically 1 space per block)

Garbage staging



Next steps

- 65% PS&E circulation – January 2024
- Seeking additional state and funding
- Design phase completion – Spring 2025 anticipated



Forging a Path for the East Bay Greenway!

For more information, visit
www.AlamedaCTC.org/eastbaygreenway

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400



TRANSIT SUPPORTIVE DESIGN GUIDELINES

Oakland BPAC infrastructure Committee
November 2, 2023

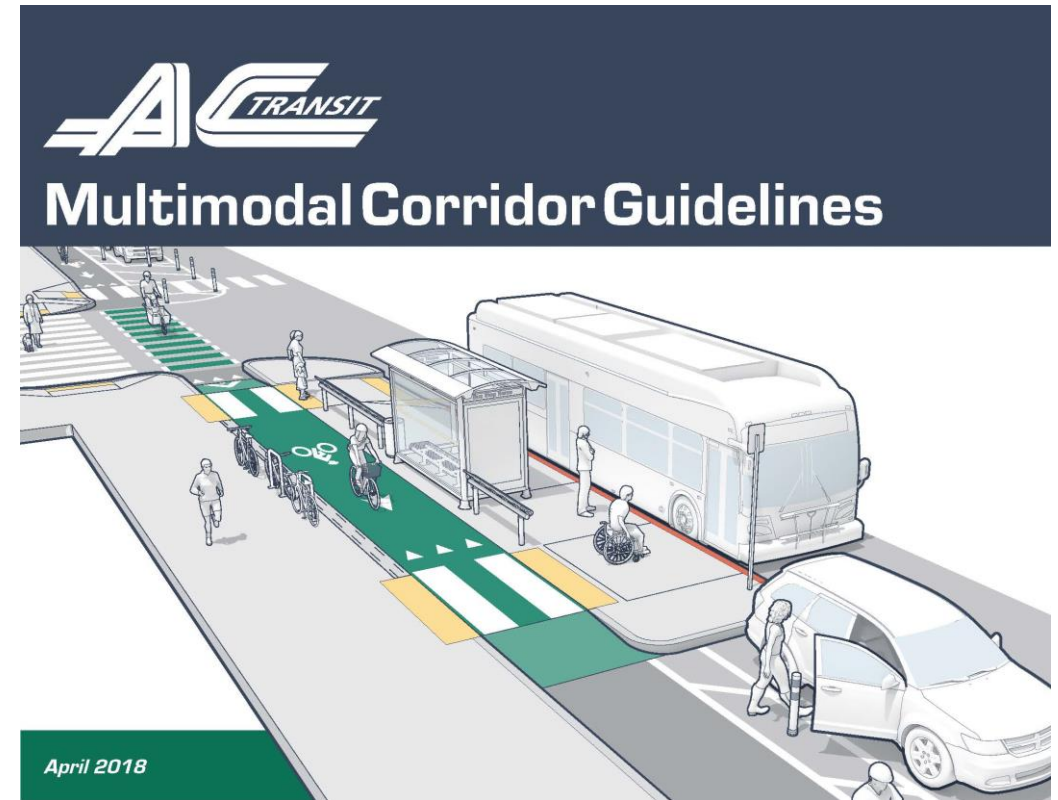
Crystal Wang
Transportation Planner



BACKGROUND



- In 2018, Board approved Multimodal Design Guidelines
- The guidelines provided design recommendations for bicycle facilities at bus stops
- The application of the guidelines resulted in complete streets and traffic calming projects that increased bus travel time, made streets inaccessible to paratransit service, and created risks for passengers.



WHY DO WE NEED NEW GUIDELINES?



	Multimodal Design Guidelines (2018)	Transit Supportive Design Guidelines (2023)
Design that accommodates Paratransit Service	No	Yes
Facilities for passenger comfort and safety at bus stops	No	Yes
Transit operations improvements - Bus/bike separation	Yes	Yes
Other design features that promote transit service (i.e., layover space, transit center, transit lanes)	No	Yes

GUIDELINE ELEMENTS (DRAFT)



- Bus stops
 - Dimensions – regular curb, curb extensions, boarding islands (with or without amenities), street with parallel parking vs street with diagonal parking
- Preferred stop locations (based on geometry, intersection control)
- Designs not compatible with transit
- Layover space (size, location, access to restroom etc.)
- Transit center standards (amenities, size, access to restroom, flexibility to add charging infrastructure)
- Roadway design, including transit lanes, and queue jumps
- Pedestrian access improvements to/from bus stops
- Paratransit operations and needs

OUTREACH



- In-reach with AC Transit staff
- Presentation at AC Transit Board, Accessibility Advisory Committee (AAC), Service Review Advisory Committee (SRAC)
- Presentation at Interagency Liaison Committees (ILCs)
- Presentations to Transportation Commissions and Bicycle/Pedestrian Advisory Committees
- Technical Working Group to include local jurisdictions, Alameda CTC, West Contra Costa County Transportation Advisory Committee (WCCTAC), Contra Costa Transportation Authority (CCTA), and MTC staff
- Other key groups to be identified as part of work plan

PROJECT TIMELINE



**Kick Off
Meeting**

Workshop #1

Workshop #2

Workshop #3

**Final Design
Guidelines**

Spring 2023

**Complete
Spring 2024**

DISCUSSION



- What are the BPAC's thoughts on roadway configurations with raised (sidewalk-level) bike lanes for the full extent of the bike lane, not just at bus stops?