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

Resources for Commissioners: https://www.oaklandca.gov/resources/resources-for-bpac-members
Previous Meeting Information and Minutes: https://docs.google.com/document/d/1qq546y3dWNxeAxMVwU3HTwjunp-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.
<table>
<thead>
<tr>
<th>Time</th>
<th>#</th>
<th>Topic</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:30</td>
<td>1</td>
<td>Introductions and Updates on Previous Agenda Items</td>
<td>10 minutes</td>
</tr>
<tr>
<td>3:40</td>
<td>2</td>
<td>San Pablo Avenue Parallel Bike Improvements Project</td>
<td>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 (<a href="mailto:mbomberg@alamedactc.org">mbomberg@alamedactc.org</a>) and Colin Dentel-Post, Principal Transportation Planner (<a href="mailto:cdentel-post@alamedactc.org">cdentel-post@alamedactc.org</a>) 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.</td>
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<tr>
<td>4:10</td>
<td>3</td>
<td>East Bay Greenway Multimodal Project</td>
<td>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 (<a href="mailto:mbomberg@alamedactc.org">mbomberg@alamedactc.org</a>) will provide an update on the project in Oakland, including key design issues.</td>
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<tr>
<td>4:40</td>
<td>4</td>
<td>Transit Supportive Design Guidelines</td>
<td>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.</td>
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<td>5:00</td>
<td>5</td>
<td>West Oakland Link</td>
<td>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.</td>
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<tr>
<td>5:20</td>
<td>6</td>
<td>January 2024 Meeting Schedule and Future Agenda Item Suggestions</td>
<td>10 minutes</td>
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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日電郵 pgerard@oaklandca.gov 或致電 (510) 238-6313 或 711 （電話傳達服務）。請避免塗抹香氛產品，參加者可能對化學成分敏感。請避免塗抹香氛產品，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 ám) 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 nhằm đảm bảo 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 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
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

- Extend raised median to mitigate turning speed from NB left Market St direction
- Install raised corner treatment
- Modify island to prohibit NB Lowell St to Market St movement
- Existing driveway to remain
- Bike ramps
- Consider signage alerting drivers to bicyclists turning left out of bike ramp

San Pablo Avenue Corridor Project
65th St west of San Pablo Ave

Peak Hour Vehicle Volumes

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<thead>
<tr>
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<th>AM</th>
<th>PM</th>
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<tbody>
<tr>
<td>EB</td>
<td>111</td>
<td>293</td>
</tr>
<tr>
<td>WB</td>
<td>110</td>
<td>124</td>
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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.

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 web map
- 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

<table>
<thead>
<tr>
<th></th>
<th>Safety Enhancements</th>
<th>Parallel Bike Improvements</th>
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<tbody>
<tr>
<td><strong>Planning/Scoping</strong></td>
<td>2017 – Spring 2022</td>
<td>2017 – Spring 2022</td>
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<tr>
<td><strong>Environmental Studies &amp; Final Design</strong></td>
<td>Winter 2022 – Spring 2025</td>
<td>Winter 2022 – Spring 2024</td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td>Fall 2025 – Winter 2026</td>
<td>Fall 2024 – Winter 2026</td>
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Bus/Bike Lanes Project

• Extents: 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
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:

Continues to South Hayward BART
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

- **Conceptual Design**: Summer 2022 - Spring 2023
- **Environmental Clearance**: Fall 2022 - Spring 2023
- **Final Design**: Summer 2023 - Spring 2025
- **Construction**: Starts Fall 2025

East Bay Greenway Multimodal Project
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

26’ clear width required next to BART (aerial structure)

6.5’ bike lane accommodates City narrow sweeper but too narrow to park vehicle in

Excess width in right shoulder next to parking lane
Intersection designs

E 12th/16th Ave – Concept Plan

E 12th/16th Ave – 35% Design
Daylighting practices

- Typical Intersection Daylighting (NTS)
- Typical Commercial Driveway Daylighting (NTS)
- Typical Residential Driveway Daylighting (NTS)
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
TRANSIT SUPPORTIVE
DESIGN GUIDELINES

Oakland BPAC infrastructure Committee
November 2, 2023

Crystal Wang
Transportation Planner
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?

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<tbody>
<tr>
<td>Design that accommodates Paratransit Service</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Facilities for passenger comfort and safety at bus stops</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Transit operations improvements - Bus/bike separation</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Other design features that promote transit service (i.e., layover space, transit center, transit lanes)</td>
<td>No</td>
<td>Yes</td>
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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
• 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  
Spring 2023

Workshop #1

Workshop #2

Workshop #3

Final Design Guidelines

Complete Spring 2024
• 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?