

Bicyclist and Pedestrian Advisory Commission (BPAC)

Infrastructure Committee Meeting Minutes

November 2, 2023, 3:30 - 5:30 PM

This meeting was held in-person at the Broadway 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

Attendees:

- Dianne Yee (BPAC Commissioner, Committee member)
- Robert Prinz (Committee co-chair)
- Brendan Pittman (Committee member)
- Reginald Burnette Jr (Committee member)

- Jason Patton (Oakland DOT)
- Pierre Gerard (Oakland DOT)
- Angie Chen (Oakland DOT)
- Patrick Phelan (Oakland DOT)
- Matt Bomberg (Alameda CTC, San Pablo Ave item)
- Colin Dentel-Post (Alameda CTC, East Bay Greenway item)
- Crystal Wang (AC Transit, Transit Supportive Design Guidelines item)
- Gavin Lohry (Bay Area Toll Authority, West Oakland Link item)

Abbreviations:

- 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 or ACTC = Alameda County Transportation Commission, a countywide governmental agency focused on transportation planning and funding
- MTC = Metropolitan Transportation Commission, a countywide governmental agency representing the 9-county Bay Area, focused on transportation planning and funding
- BATA = Bay Area Toll Authority, a regional governmental agency that manages the toll revenues from the Bay Area's seven state-owned bridges, and implements transportation projects associated with the bridges

3:30-3:40 pm Introductions and Updates on Previous Agenda Items

- Lakeside Family Streets and 27th Street projects
 - Design plans shared with committee members for review in June 2023, committee comments submitted to staff in July 2023, staff responses returned to committee October 2023
 - Project plans, comments, and responses linked here
 - [Lakeside Family Streets project plan](#)
 - [27th Street project plan](#)
 - [Committee member comments on both projects](#)
 - [OakDOT staff replies to committee member comments, and committee member replies to those](#)

- Oakland-Alameda Estuary Bridge Project - 2 year Oakland-Alameda estuary water shuttle planned for May 2024 start - free, 5 days per week, every 15 minutes, 6:30am to 8:30pm - Foot of Broadway in Oakland to 5th Street pier in Alameda
- Slow Streets Update - 8th Street construction (first new Slow Street) currently underway, continuing into 2024

3:40-4:10 pm San Pablo Avenue Parallel Bike Improvements Project (Matt Bomberg, Colin Dentel-Post, Alameda CTC)

([presentation file here](#))

([project page here](#))

Presentation:

- Staff have been doing work on 3 separate projects on the corridor, dating back to 2017
- San Pablo Ave has 3rd highest rate of crashes in Alameda County, runs through a number of equity priority communities
- These 3 projects are “near term” meaning a 3 to 5 year timeline
- Today’s presentation focuses on the northwest Oakland segment of the “parallel” bikeways project
 - This works in concert with other projects being delivered separately by local jurisdictions
- Traffic calming treatments in Oakland are referencing the city’s Neighborhood Bike Routes Implementation Guide, and has been using it to help encourage traffic calming upgrades in other cities included in the project
- Looked into closing the Market Street median at 63rd St to prevent left turning driver conflicts with Lowell to 63rd bike traffic, but it was determined that left turn movements were too high to restrict that movement for now
- Collected vehicle count data for 65th Street and determined that car volumes were too high for a shared lane “neighborhood bike route” configuration - As such paint-only bike lanes are proposed instead
- Pedestrian Hybrid Beacons (red lights for drivers, walk lights for pedestrians & bike riders in the cross direction) being proposed for bikeway crossings of multi-lane streets; Flashing crosswalk beacons proposed instead
- More than 700 comments received on the two projects from outreach performed to date
- Projects fully funded, in part via federal grants
- Any comments / questions on this plans should be sent to staff within two weeks (by November 16) - Send email to sanpabloave@alamedactc.org

Discussion:

- Recommend keeping the Herzog to 66th segment, and not deleting it in order to support all turn movements - Bike riders won’t go out of their way just to follow the route
 - Alameda CTC project won’t deliver this segment, but the city can potentially follow up on their own. This Alameda CTC project will not modify the Oakland Bike Plan recommendation for the Herzog/66th bikeway, this would be a separate city-led planning process.
 - Oakland city staff are interested in keeping route simple without over-complicated wayfinding which works best at T intersections
- Recommend routing bike riders on Herzog and 66th St instead of Idaho and Harmon - Herzog has better connections to schools, 66th/Woolsey will eventually connect past Ashby BART and continue all the way to College Ave - Current proposal adheres to 2017 Berkeley bike plan too closely, but that plan is out of date and didn’t consider these factors
 - Alameda CTC staff replied that the Parallel Bike Improvements project follows Idaho Street for a direct north-south routing from Mabel Street Bike Boulevard to the north to Lowell Street neighborhood bike route to the south.
- Half diverter needed at 63rd / Lowell / Market to eliminate driver right turn conflicts

- Or at least extend the sidewalk at the corner of 63rd at Lowell to prevent car parking and improve sight lines
- 61st St should be the primary east-west bike route from Emeryville past San Pablo and past Market Street to connect with other bike routes, not 63rd which has less connectivity - Hopefully 61st will be prioritized for crossing upgrades via the following San Pablo Ave protected bikeway project
- Bike lane widths on 65th St are too narrow, creates a danger from opening car doors
 - Removing parking on north side of street would create enough space to widen and possibly add physical protection to the bikeways - Staff response: Not feasible within the timeline of the current project
- Flashing beacons flash when nobody's walking - Drivers might lose trust in beacons
 - Push buttons plus passive actuation might be a good option, so people who don't use the button still get a flashing light, but also if the passive actuation isn't working there is still a backup option
 - Maybe add a QR code for people to scan and report if the beacon is not working

4:10-4:40 pm, East Bay Greenway Multimodal Project (Matt Bomberg, Alameda CTC)

([presentation file here](#))

([project page here](#))

Presentation:

- Green segments shown on map are ones that Alameda CTC is working on, orange segments are ones Oakland is working on now, and blue segments is an existing segment
- Looking into raised medians on San Leandro Street to help reduce car speeds reduce pedestrian exposure at crossings
- Almost \$60M in state and federal grants awarded to project, with construction start required by 2025 - Continuing to look into additional funding opportunities
- 26 feet of clearance width along E 12th Street for fire access clearance needs, due to elevated BART tracks
- Looking into mitigating gutter pan impacts on curbside protected bikeway
- Looking into bikeway intersection upgrades from turn boxes to protected intersections
 - Trying to avoid protected bikeway islands big enough to park a vehicle on
- Looking into the level of "daylighting" (clear sight lines) needed at various types of intersections and driveways
- New stormwater treatment requirements means green infrastructure or other types of pervious surfaces are needed - could potentially be added to the protected bikeway islands
- Paratransit accommodation has been challenging
 - AC Transit has requested access design at every property along the corridor if there is no accessible door alongside the street, or off-street parking
- Looking into garbage pickup & dumpster management, to not block the bikeway or obstruct sight lines

Discussion:

- Interested in connection from 54th Ave to High Street
 - Short segment of shared lane bikeway on 54th Ave, then connecting to off-street bike/walk pathway along San Leandro St
 - San Leandro St north of Seminary becomes narrower - Off-street pathway becomes much harder
- How will the E 12th St crossing of High St work?
 - E 12th is one-way north of High St - Oakland's project keeps the street one-way for cars, but adds a 2-way concrete-protected bike connection, with a signalized crossing of High

- From 54th Ave to High, E 12th will be more of a neighborhood bikeway treatment with speed humps and traffic circles
- Currently no good ways to bike across High Street - so this will create at least one good connection
- Will also connect the other way of 54th Ave
- Project design is close to complete
- Have the 35% design plans been shared with the committee or general public yet?
 - No, not yet
- How will driver turns across the San Leandro St pathway be handled?
 - No room for right turn pockets
 - Bike/walk traffic will get advance crossing phase before cars
 - Right turn prohibitions will be added, but design is still TBD - Current implementations from 85th to 75 Aves, looking into opportunities to update on this
- Are BART elevated track fire access needs different along Ohlone Greenway in Albany / El Cerrito?
 - Unknown, might be grandfathered in
 - Topic being brought to the BART bike advisory task force for discussion
 - Might just be a local fire department determination
- Raised protected intersections preferable when designing for constrained spaces - Allowing more flexibility for bike and pedestrian movements
 - Worth looking into for opportunities
- Comment in favor of proposed green infrastructure and stormwater handling infrastructure

4:40-5:00 pm, Transit Supportive Design Guidelines (Crystal Wang, AC Transit)

([presentation file here](#))

Presentation:

- Update to previous guidelines - Meant to be a reference guide to staff for local projects
- Unintended consequences from previous guide - Impacts on paratransit access, real or perceived safety impacts
- First workshop will be scheduled within the next month or so - Will come back to BPAC infra committee later for further input before Spring 2024 draft document publication

Discussion:

- Discussion question - Preference between raised sidewalk level cycle tracks versus on-street protected bikeways?
 - If higher pedestrian volumes, some separation between bike and pedestrian spaces is still needed
 - Design needed to encourage slower bike speeds
 - Raised bikeways are more expensive, so sometimes the design decisions are based on available funding, not the ideal facility
 - Raised bikeways don't always have the same issue with debris or flooding as street level
- Opportunity to talk about bus stop parking enforcement and disabled placard abuse & prioritize solutions via this plan to get ahead of the problem
- Look into accessibility design
- Ramping pedestrians from the sidewalk down to the street then back to a bus boarding island is a difficult engineering question - Oakland may be moving to more raised, level crossings between the sidewalk and boarding islands

5:00-5:20 pm, West Oakland Link (Gavin Lohry, BATA)

([presentation file here](#))

([project page here](#))

Presentation:

- Phase 1 is the West Oakland to Treasure Island connection - Eventual plan is to connect a bike/walk pathway fully to San Francisco
- Two different projects underway
 - Near term project to be delivered in 2024 includes bus lane connections on W Grand to the Bay Bridge, also an 8-foot bike/walk path on the south side of W Grand from Mandela to Maritime
 - Longer term project with a fully separated bike/walk bridge is estimated for construction in 2028
- Original 10 year old design was a path on the south side of W Grand past Frontage Rd - people didn't like the Frontage Rd crossing so a loop path alternative under W Grand was developed
- Looking into design options for where West Oakland path meets Emeryville path toward to the Bay Bridge - Perhaps a roundabout, raised intersection, or something else

Discussion:

- Commenter likes the car free Grand Ave alley idea
 - Still needs fire access clearance for emergencies
- Is there still park space opportunity under the freeway to activate the space
 - This particular space is the worst air quality in West Oakland, also isolated
 - Park space was previously considered but rejected
- Like the roundabout idea between the West Oakland and Emeryville paths - Opportunity for art to help with place making as well as wayfinding
- Truck stop developer along Burma Rd is interested in bike-friendly features & serving bridge path users as well as truck drivers - No other locations in the nearby vicinity for food/water/supplies
- Tradeoff for path overcrossing of railway - Either a wider 16' path with 500' less bus lane, meaning 1.5 more minutes of bus delay, or an 8' path bus no impact on bus times - Intent to eventually build a dedicated wider path over the train tracks and keep the extra bus lane
 - Narrower pathway may be acceptable until the Bay Bridge connection to SF is complete
 - Wider pathway with less bus lane in the near term may be preferable though, as grant applications to fix both the bus lane and pathway issues later on would be more competitive for funding
- Send in any further comments before the end of November - Another outreach phase in Spring 2024

5:20-5:30 pm, January 2024 Meeting Schedule and Future Agenda Item Suggestions

- Committee members agreed to reschedule the January 2024 meeting to Thursday, January 11, 3:30-5:30pm

The West Oakland Link

Oakland Bicycle and Pedestrian Advisory Committee Infrastructure Committee

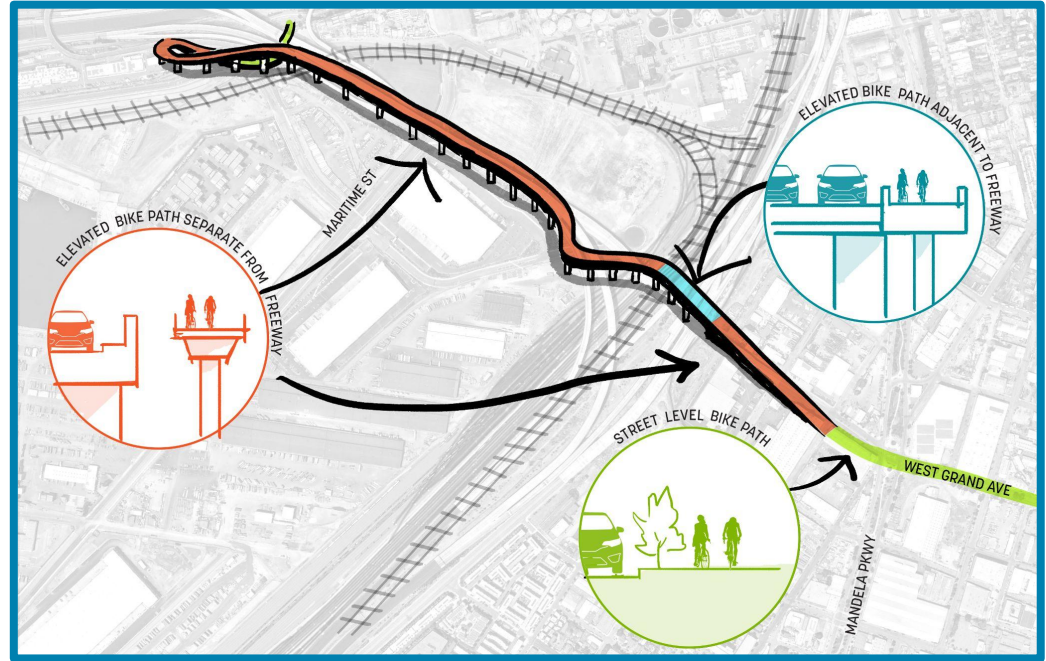
Gavin Lohry - MTC/BATA Project Manager
Nov. 2, 2023



What is the West Oakland Link?

The West Oakland Link of the Bay Skyway, is part of the Bay Trail and will provide a safe 15-foot wide connection for bicyclists and pedestrians to travel between West Oakland, the Port of Oakland, and the Bay Bridge Trail.

- 1.1 miles of separated, elevated low-stress multi-use path
- Connects with the planned Grand Ave bike lanes (to downtown) at Mandela/Grand intersection
- Landscaping and community amenities based on community input



Part of the larger Bay Skyway project



The Bay Area bike path network



Enlargement of the West Oakland Link



Timeline: Connecting West Oakland to the East Span Path

LEGEND

- PROTECTED MULTI-USE PATH (15'-0" WIDTH)
- PROTECTED MULTI-USE PATH (8'-0" WIDTH)
- EXISTING BIKE LANES
- FUTURE BIKE LANES
- TRAFFIC SIGNAL
- AT-GRADE RR CROSSING
- DRIVEWAY + INTERSECTION HAZARD

2024 Bay Bridge Forward W. Grand Ave. Bus/HOV Extension



2028 West Oakland Link Final Completion



Temporary separated multi-use path connecting Grand Ave protected bike lanes at Mandela Parkway with Maritime Street Path

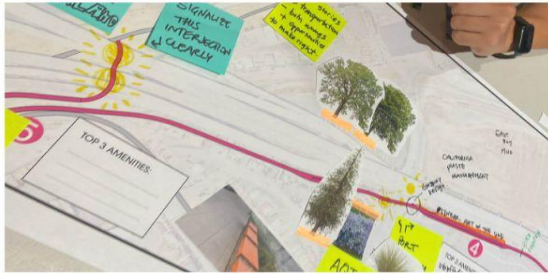


July 2023 - 2025
▪ Detailed design



2026 - 2028
▪ Construction Phase (partially funded)

Community Process

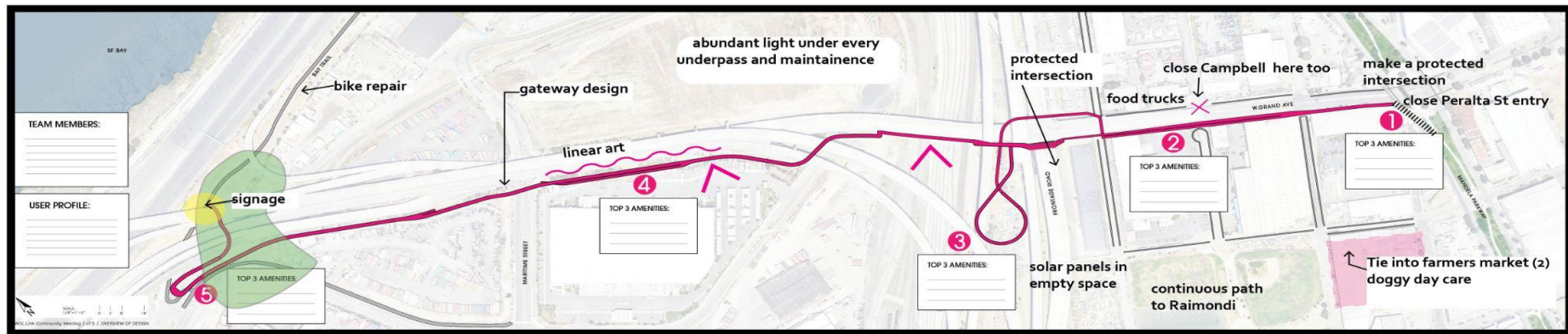


4 Groups Made Placemaking Maps



What We Heard:

"tell stories - including transportation - both wrongs and opportunities to make it right"



5

- Signage (2)
- Strong lighting (2)

- Urban forest
- Digital display counter (bike+ped)
- Metrics - trees saved
- Opportunity for play (mini golf)
- Trash cans
- Water fountains
- Mini golf
- Accessibility for people w/ disabilities on this grade
- Memorial plaques (military/army)
- View point (scenic view)
- Bench
- Trash cans? Recycling

4

- Signage to separate entrance + exit + wayfinding (2)

- No hostile seating (bench)
- Water
- Interactive space
- Way finding
- Bike counting device
- Gateway design for the port

3

- Make this stand out, visually/ architecturally (x3)
- Quiet ride calm (x2)
- Visually appealing underpass (2)

- Street art on columns
- Skate park attracts (daring users)
- Union point park
- Spiral structure
- Stronger lighting
- Make space for dancers or other performing groups
- Can this be an attraction
- Lighting
- Sound (ped bridge in san diego)
- Poop bags
- Picnic table
- Wayfindings
- Fun intuitive
- What about a "tube" for aqi? Esp. At Frontage Rd

2

- Street lighting (2)
- Planting (2)
- Wind sound screen (2)
- Gathering space (2)

- More housing + jobs= lunch zone
- Clear view sights no blind spots
- Left unmaintained this corridor could be a disaster
- Bench
- Cameras
- Linear park
- Walking path connected to mandela pkwy

1

- Arch way large welcoming/ attractive entry (4)
- Map + wayfinding (3)
- Storytelling (3)

- Could it span over west grand?
- Gateway
- Restrooms
- Shade structure
- Food coffee
- Safe intersection to enter
- Continuity with the rest of the community & future development

Local Stories:

1. History of west Oakland cypress freeway removal story
2. Memory of the neighborhood removed
3. Earthquake of 89 "Black Wall Street" of 7th st, Jazz Clubs, continued railroads, Black Panthers, etc.

Creating a safe, comfortable connection for cyclists and pedestrians is the primary objective of the Link.

What traffic safety and public realm elements can be part of the project to safely accommodate all modes of transportation, particularly where the trail meets the street network?



TODAY's AGENDA

Provide an update and get feedback
on five key locations where there have
been design changes to the West
Oakland Link



*Share your feedback on the
design update. Thank you!*

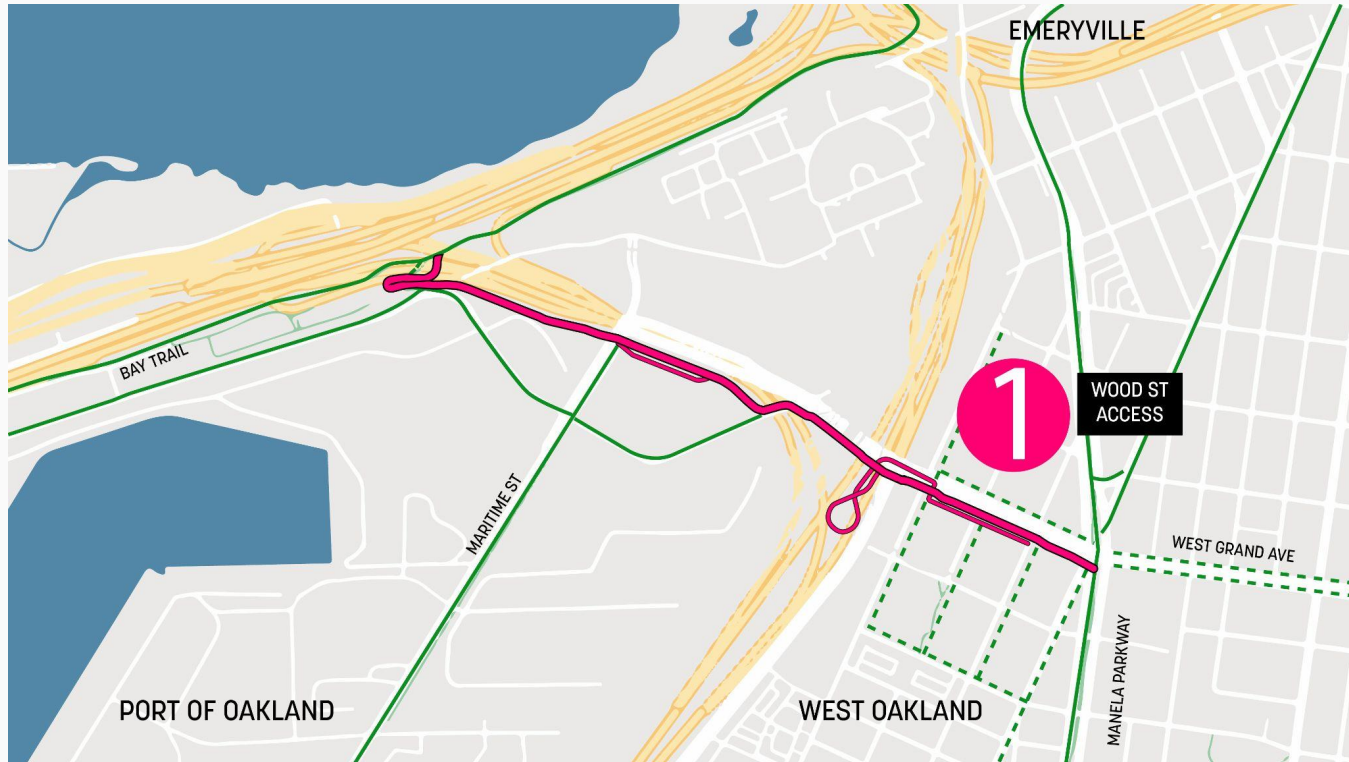
woeip.org/wolink-survey4



Creating a Safe Bicycle and Pedestrian Pathway

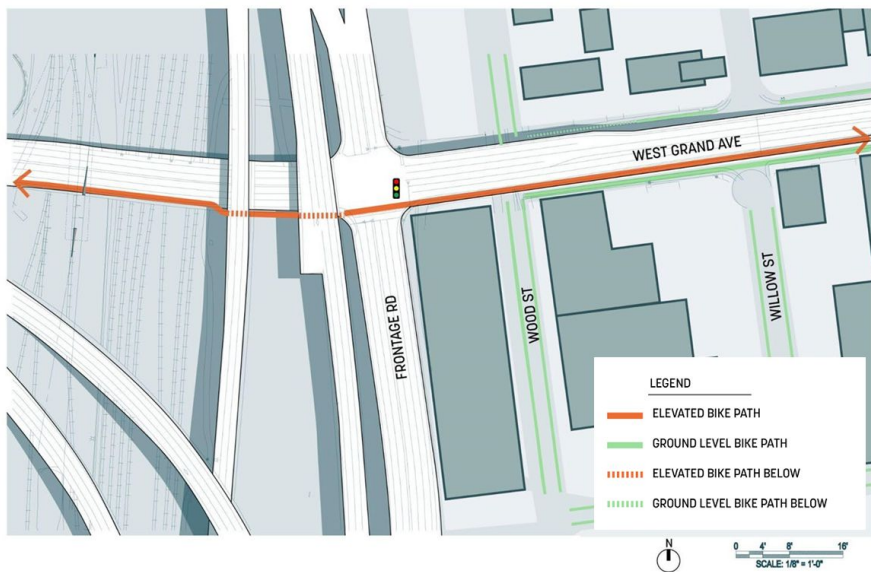


#1 Wood Street Access | Key Map View

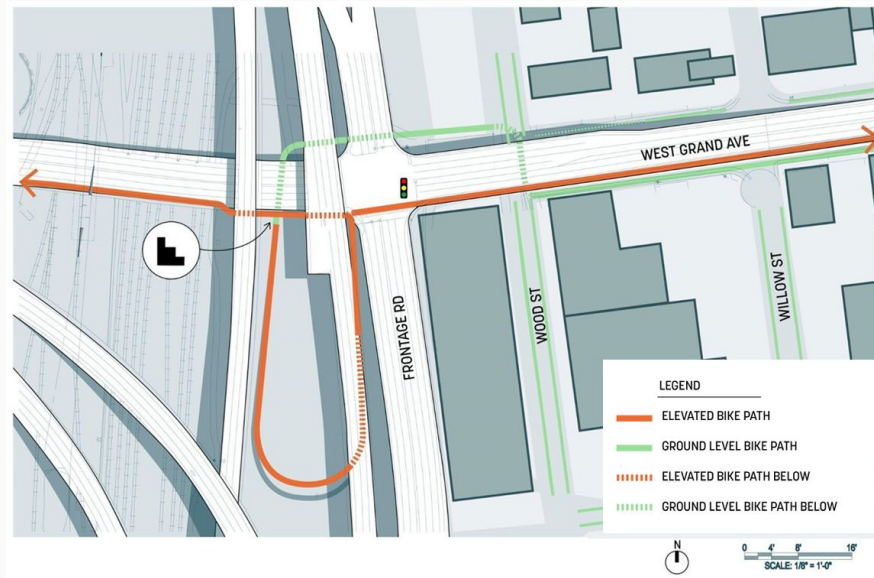


#1 Wood Street Access | Design Update

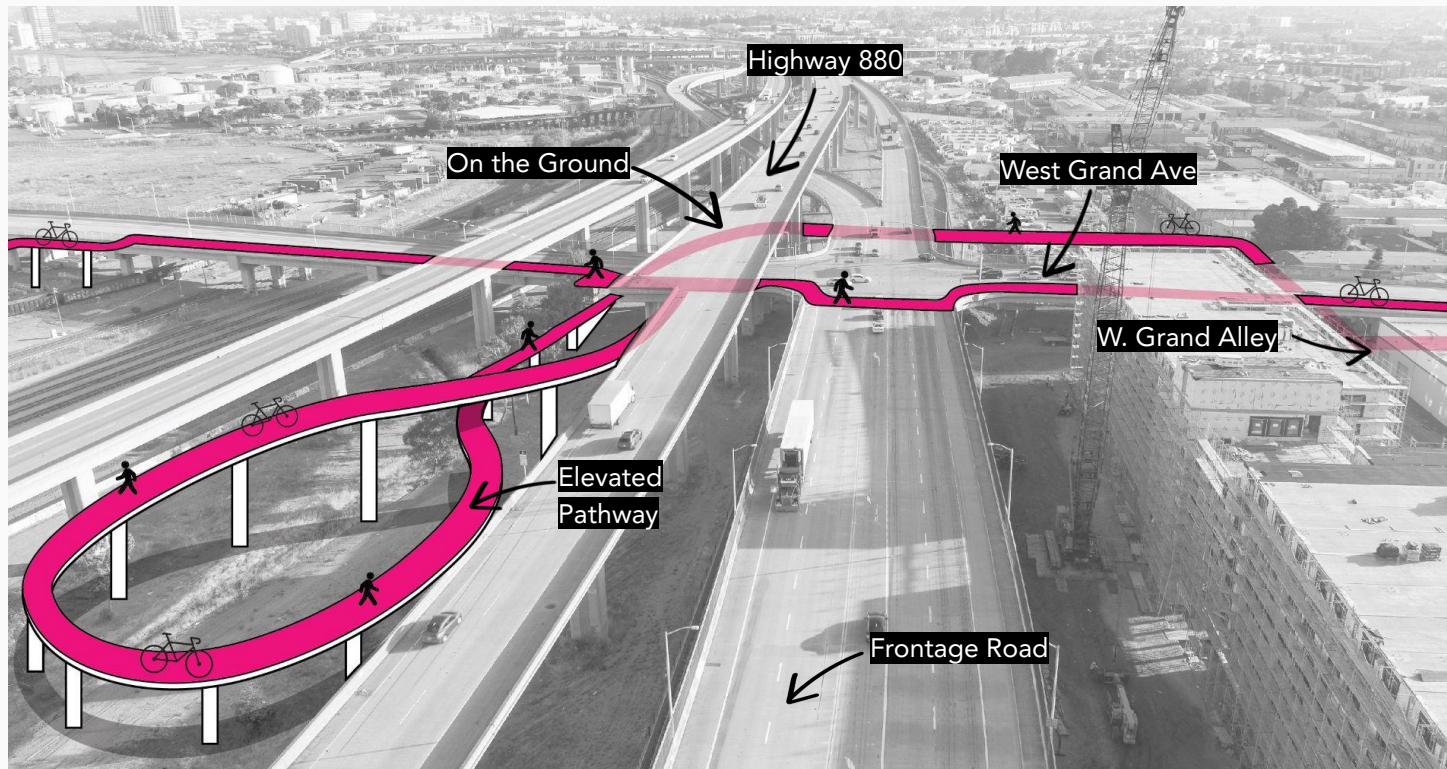
Original Design: Single 15' path parallel to Grande Ave and crossing Frontage



Updated Design: 10' path parallel to Grande Ave plus Wood Street entrance with 10' ramp and stairway.



#1 Wood Street Access | Aerial View



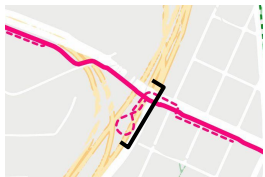
Design Change

- Increases access by adding a second entrance.

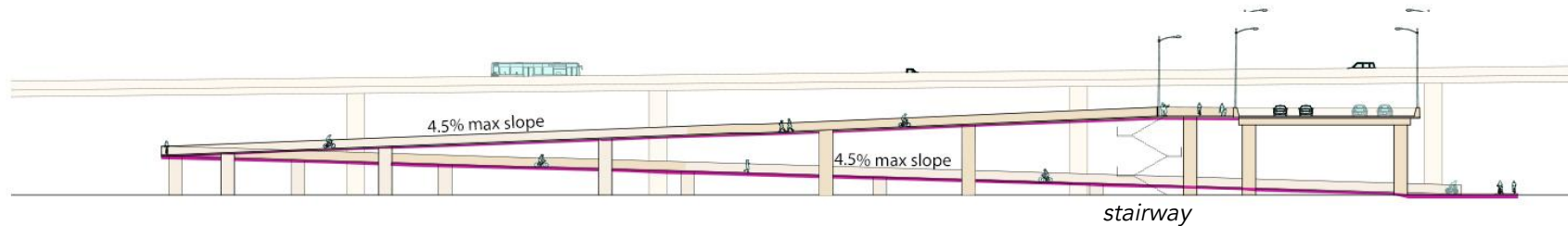
- Reduces the need to cross frontage road.

- Reduces right-of-way risks and disruptions to 235 apartments at 2121 Wood Street

#1 Wood Street Access | Section

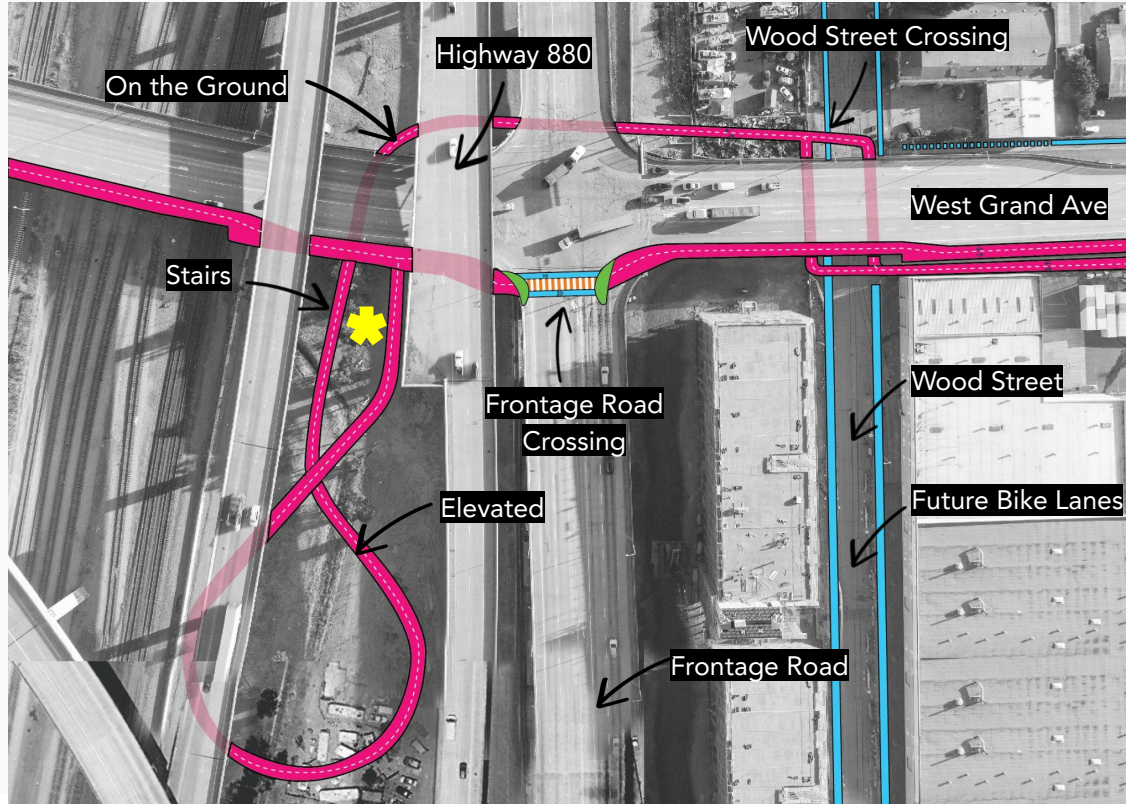


Frontage Road Elevation Today






Frontage Road Loop Elevation Proposed

#1 Wood Street Access | Plan View with the Link



Safety Improvements could include:

- High visibility pedestrian and bicycle markings
- Curb extensions to slow down turns
- Turn restrictions
- Signal modification (i.e., pedestrian phase, Leading Pedestrian Interval, countdown timer)
- Raised crosswalk
- Improved lighting
- In-road crossing lights activated by sensors

-  The Link
-  Bike Lane
-  High-visibility Crosswalk
-  Curb extension

#1 Wood Street Point | Wood Street View

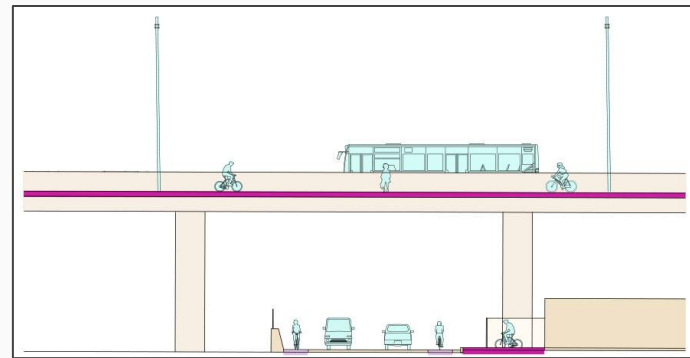
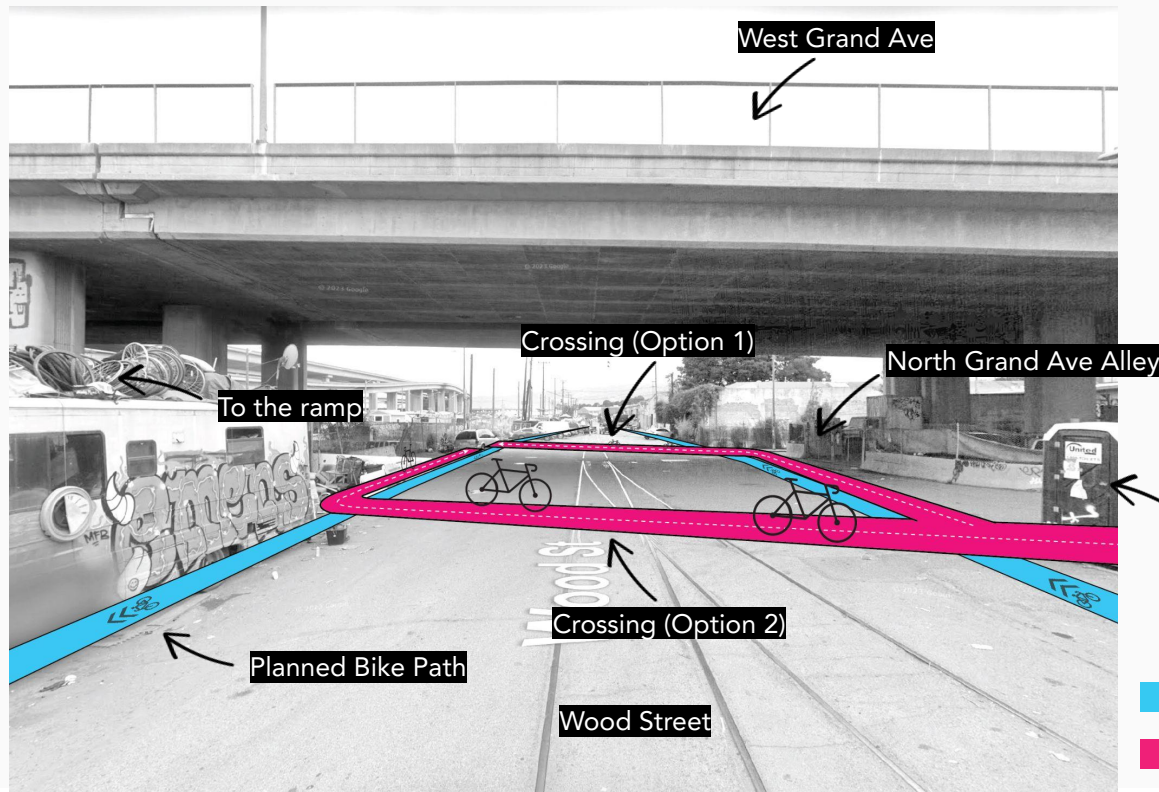


Wood Street Underpass Today

- The underpass is currently uninviting for pedestrians and cyclists.
- Curbs/sidewalks are mostly absent
- The north Grand Avenue Alley is stop-controlled
- Coordinating with the City that which is planning on re-paving Wood Street.



#1 Wood Street Access | Street Level View with the Link



Wood Street Underpass Elevation Proposed + Pedestrian Path

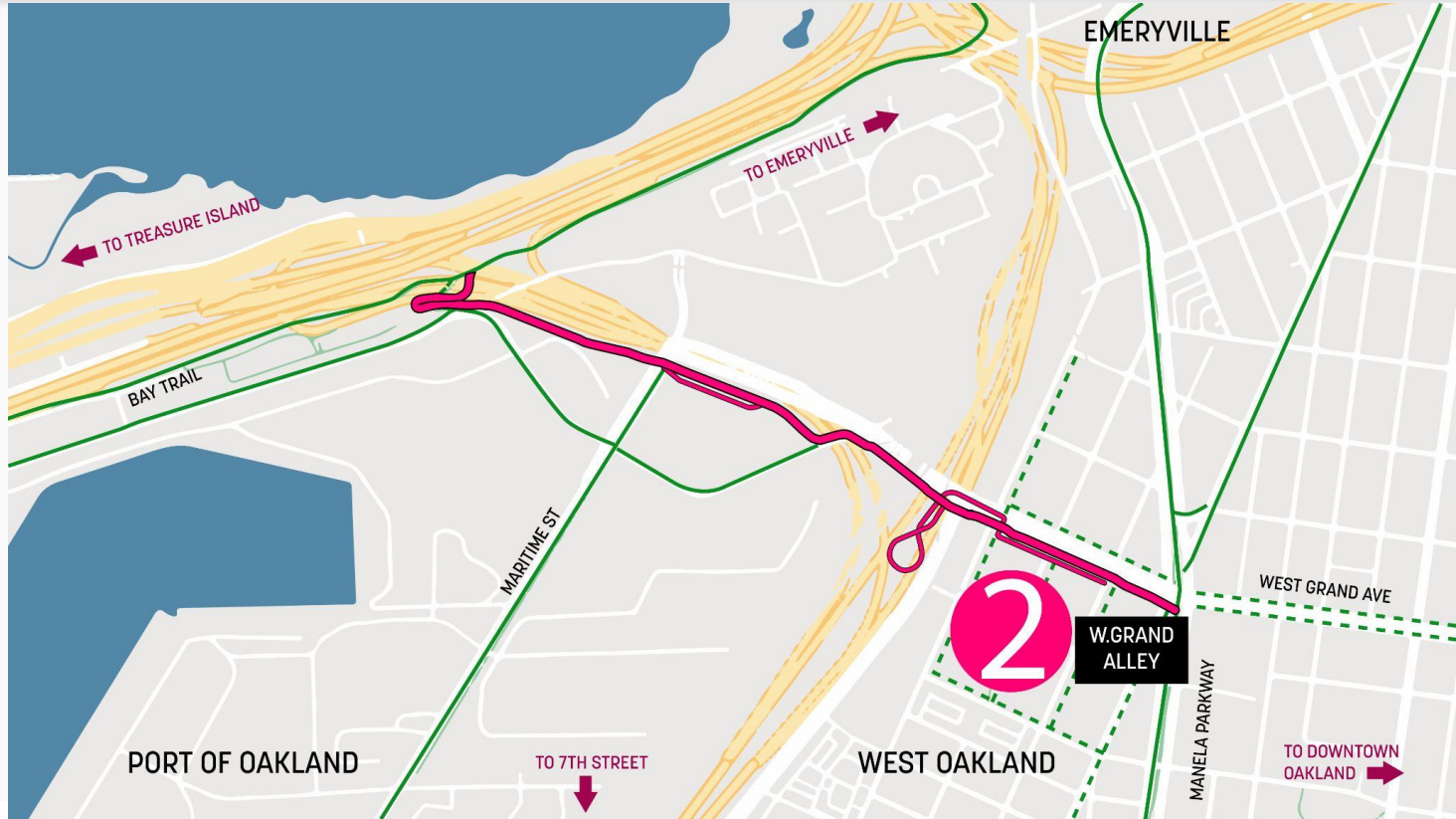
- Bike Lane
- The Link

#1 Wood Street Access | Inspiration

What elements could be located here?



#2 West Grand Alley | Key Map View

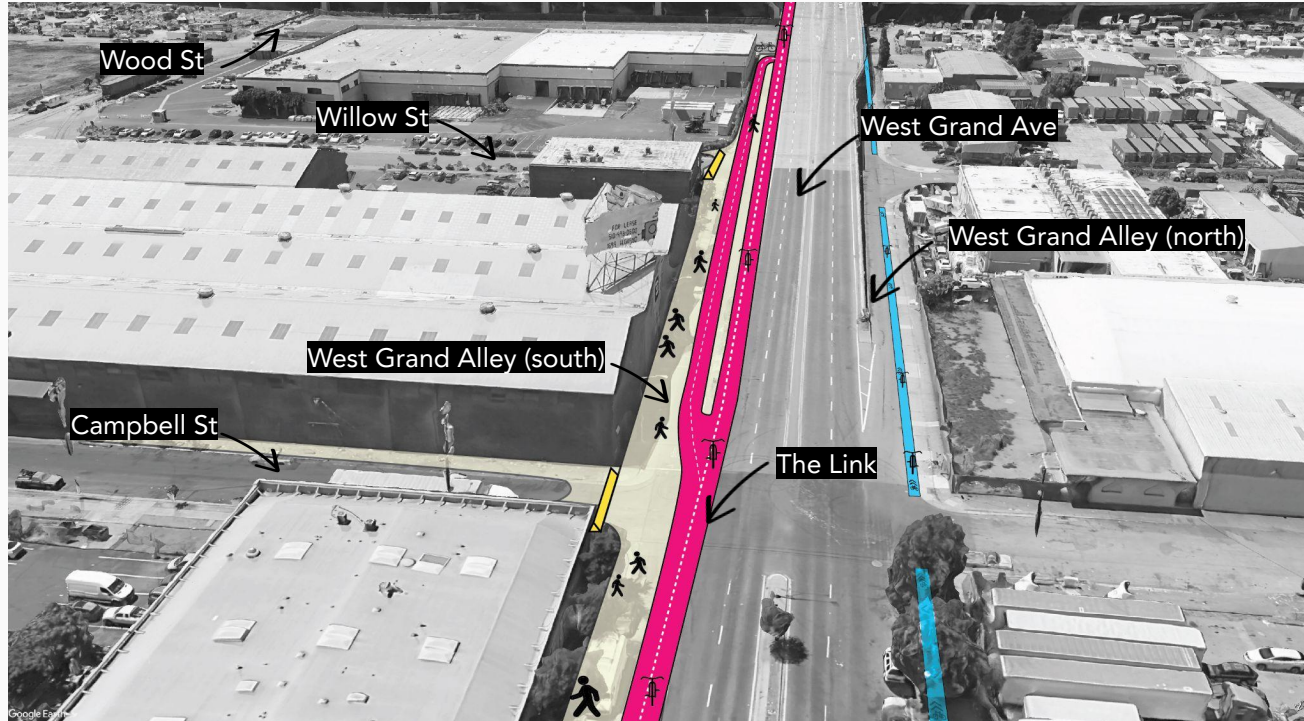


#2 West Grand Alley | Aerial View



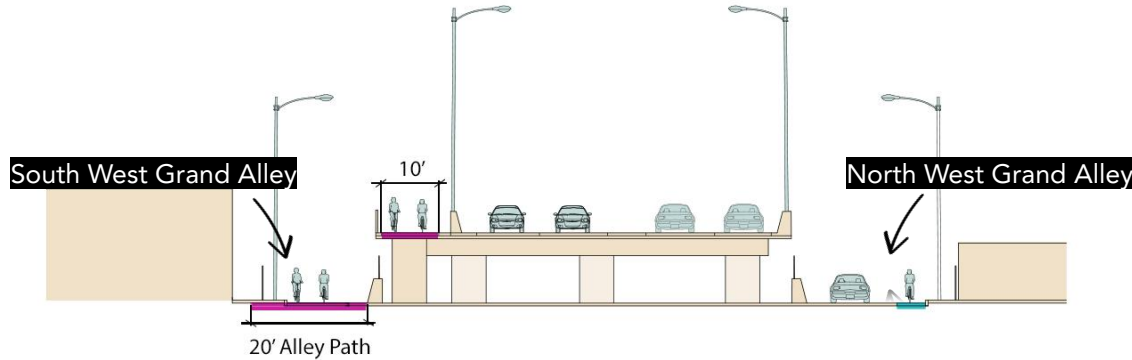
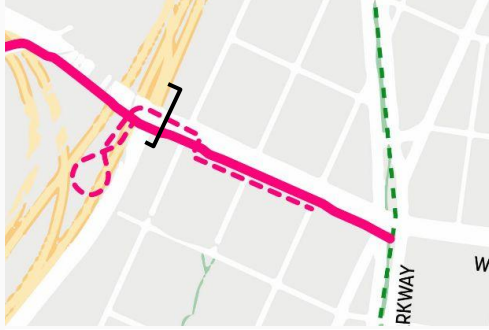
- Both the north and south alleyways are very car-centric and uninviting for pedestrians and cyclists
- There are no crosswalk markings at Campbell St and Willow St
- The presence of large buildings and fences along Campbell reduce sight distances making potential sidewalk uses less visible

#2 West Grand Alley | Aerial View with the Link



- The south alley will be a carless street and we are exploring adding a westbound bike lane to the north alley

#2 West Grand Alley | Cross Section View



West Grand Elevation Proposed + Pedestrian Path

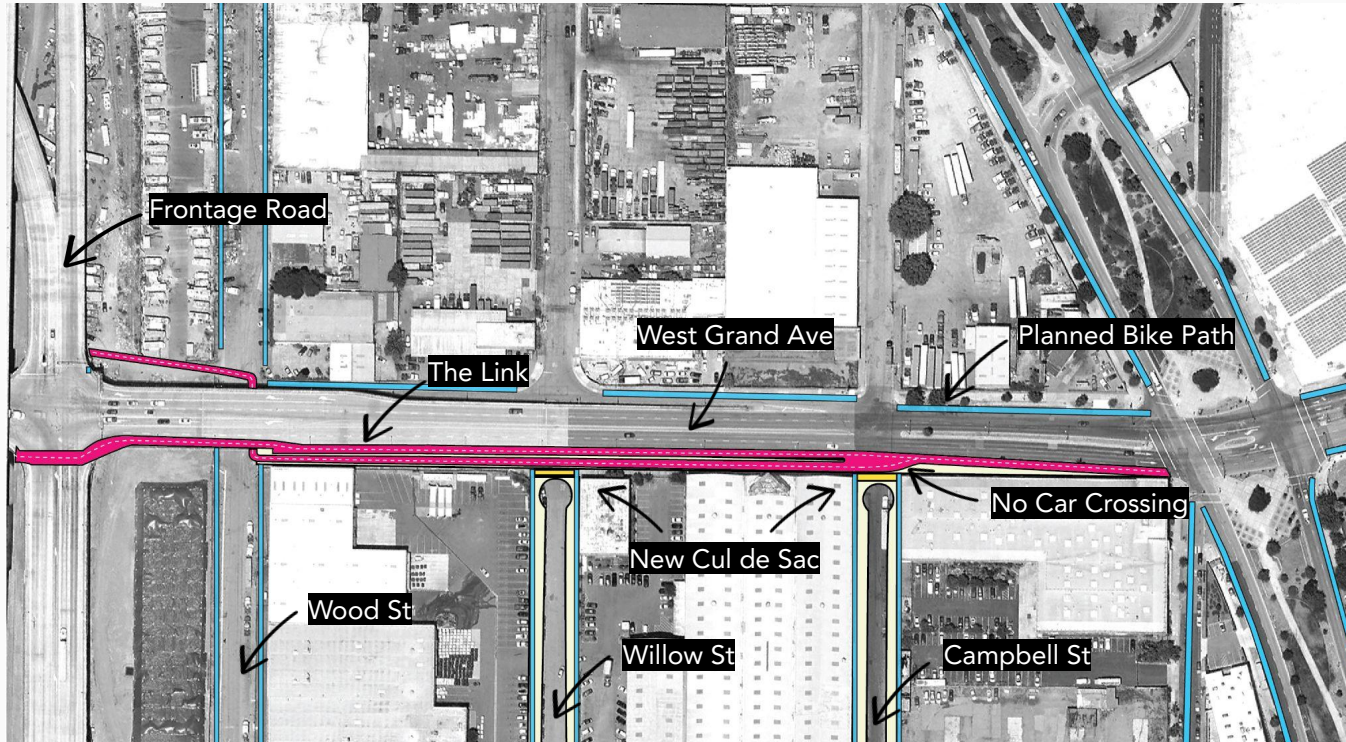


West Grand Alley Elevation Today (view West)



West Grand Alley Elevation Today (view East)




#2 West Grand Alley | Plan View with the Link



- The south alley will be a carless street and a westbound bike lane will be added to the north alley

- Bike lanes will also be added to Wood Street, Willow Street, and Campbell Street

- Willow Street and Campbell Street south of Grand Avenue would become dead-end streets

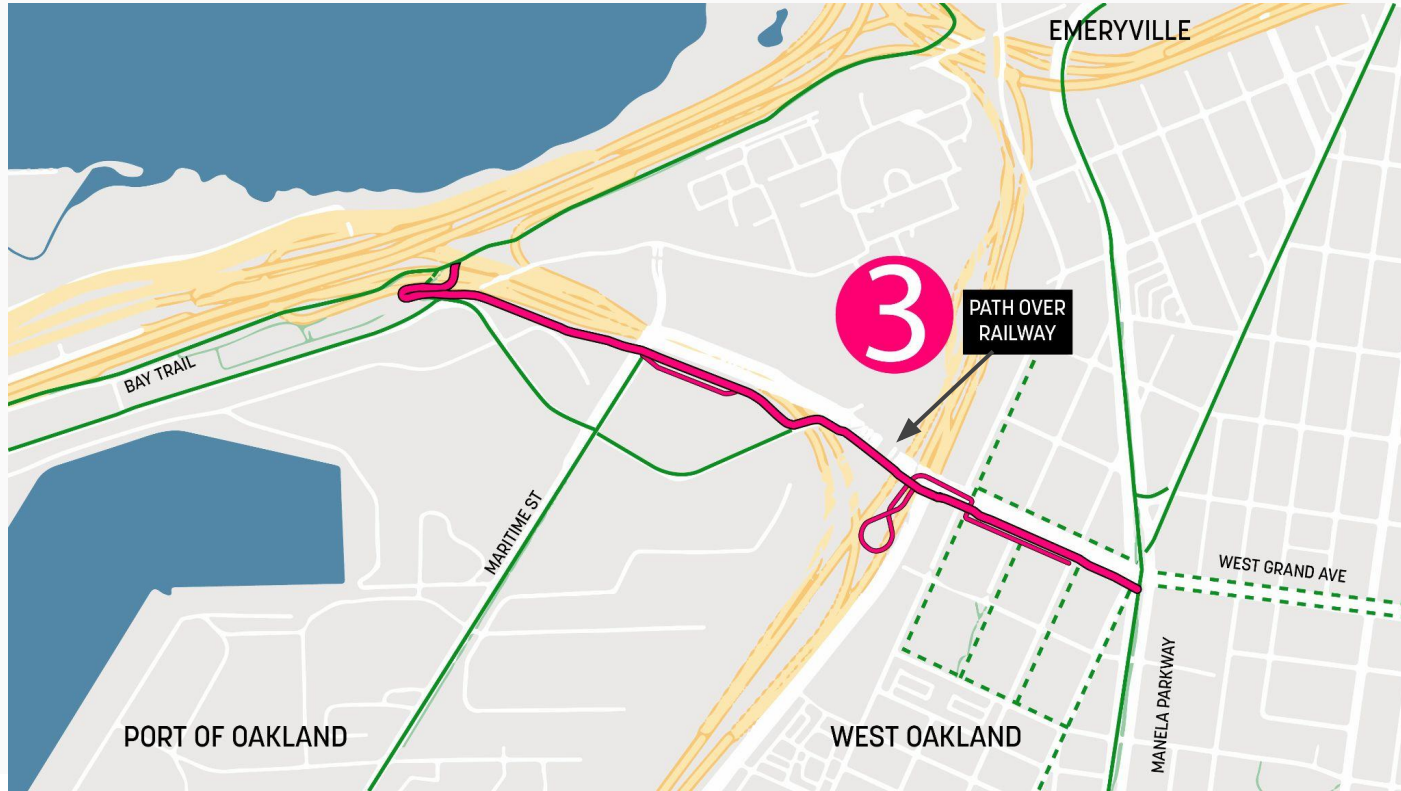
-  Cul de Sac
-  Bike Lane
-  The Link

#2 West Grand Alley | Inspiration

What elements could be located here?



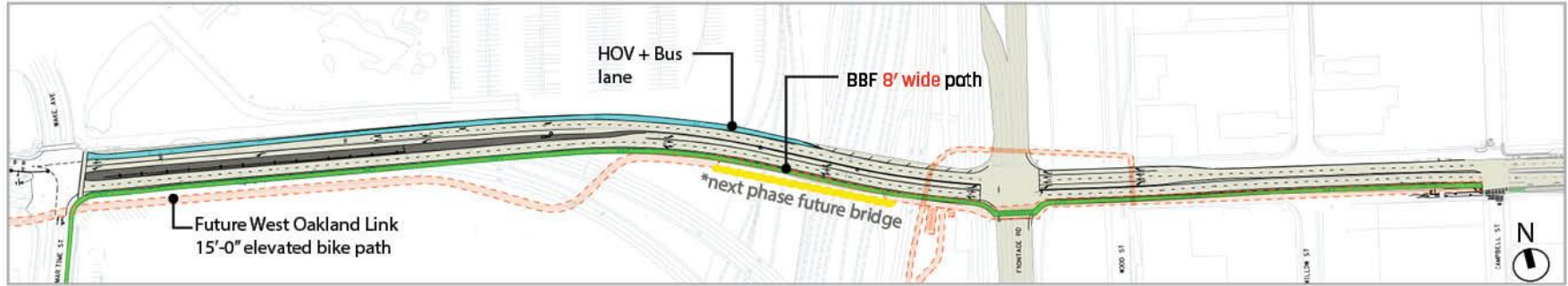
#3 Path over Railway | Key Map View



#3 Path over Railway | Key Map View

Bay Bridge Forward Grand Ave Bus/HOV Lane (2024)

- Bus/HOV (Carpool) Lane will be added to Grand Ave to improve passenger throughput
- 8-foot bike/ped path added between Mandela Parkway and the Maritime Street Path



8'-0" Bay Bridge Forward Bike Path

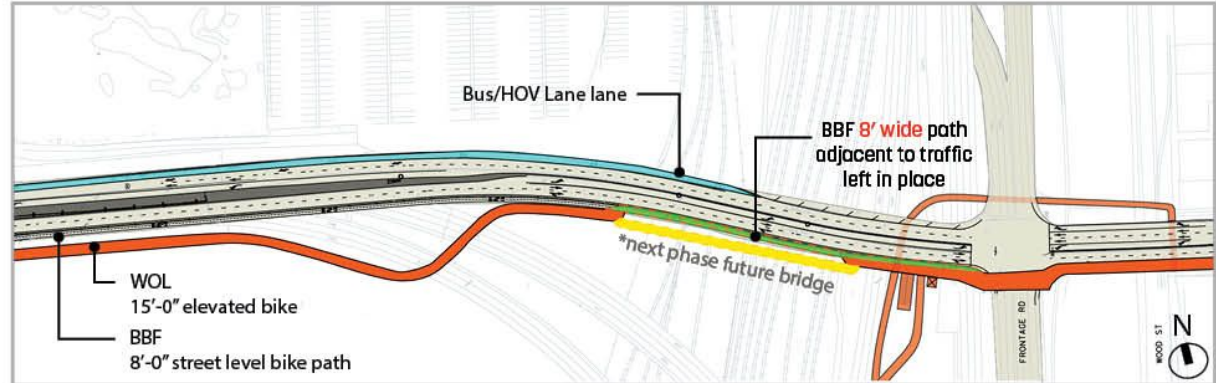
- 2,200 ft Bus/ HOV lane
- Reduces peak hour Bus/ HOV travel time by 18 mins



#3 Path over Railway | West Oakland Link Design

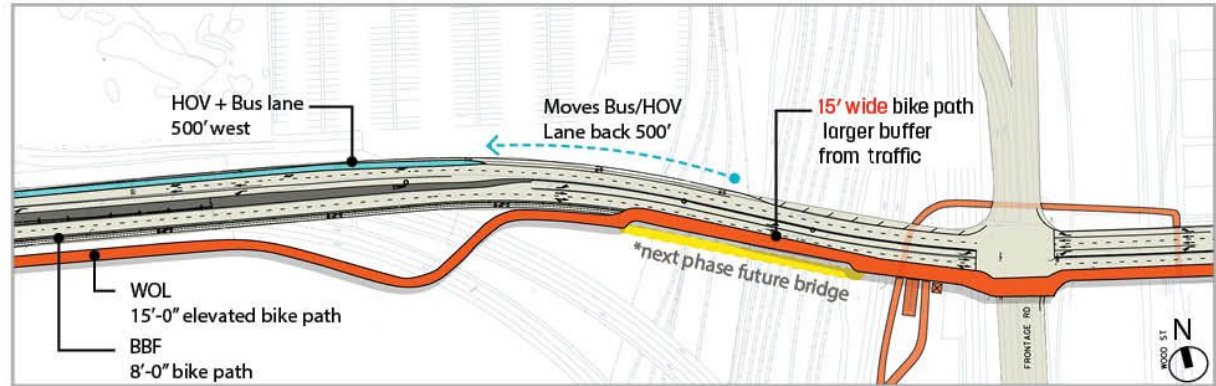
8'-0" BBF Path Left In Place

- 2,200 ft Bus/ HOV lane
- Reduces peak hour Bus/ HOV travel time by 18 mins

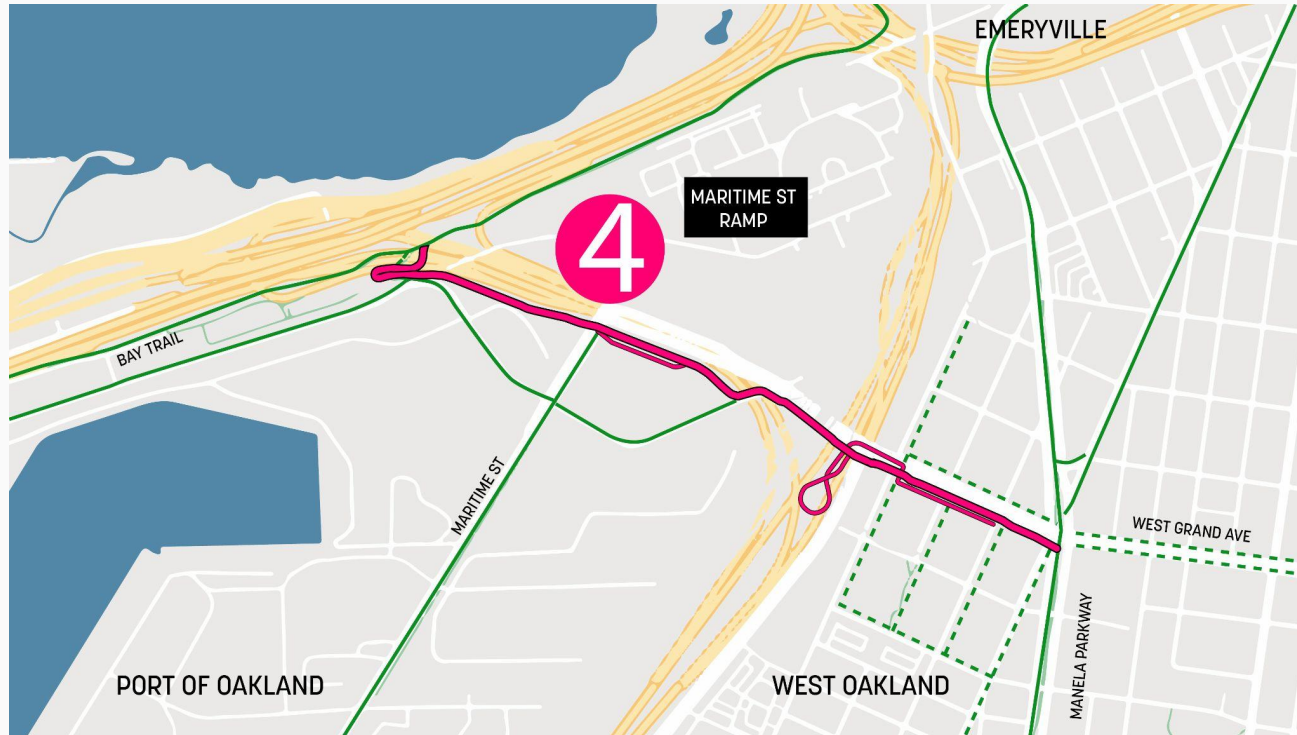


15' WOL BIKE PATH OPTION

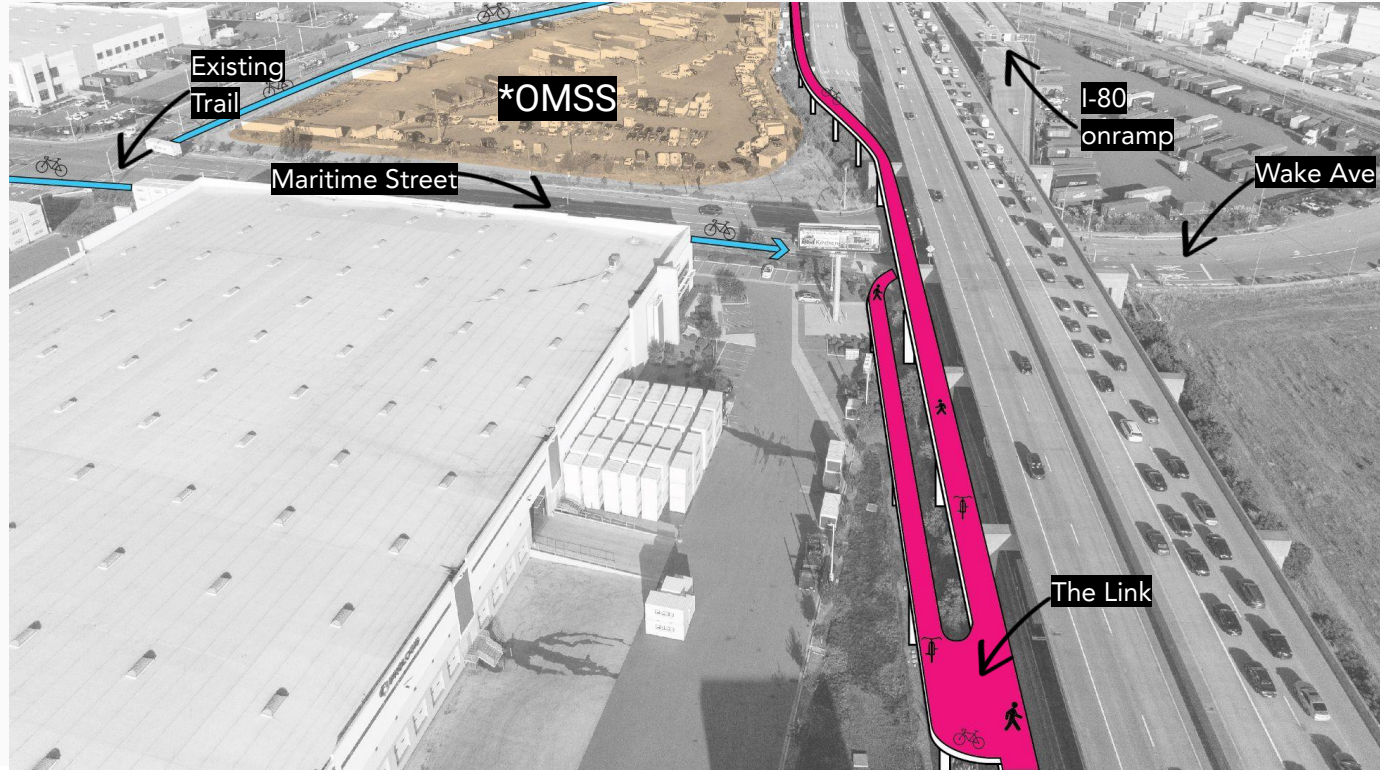
- 17,000ft Bus/HOV lane
- Reduces peak hour Bus/HOV travel time by 16.5 mins



#4 Maritime Street Ramp | Key Map View



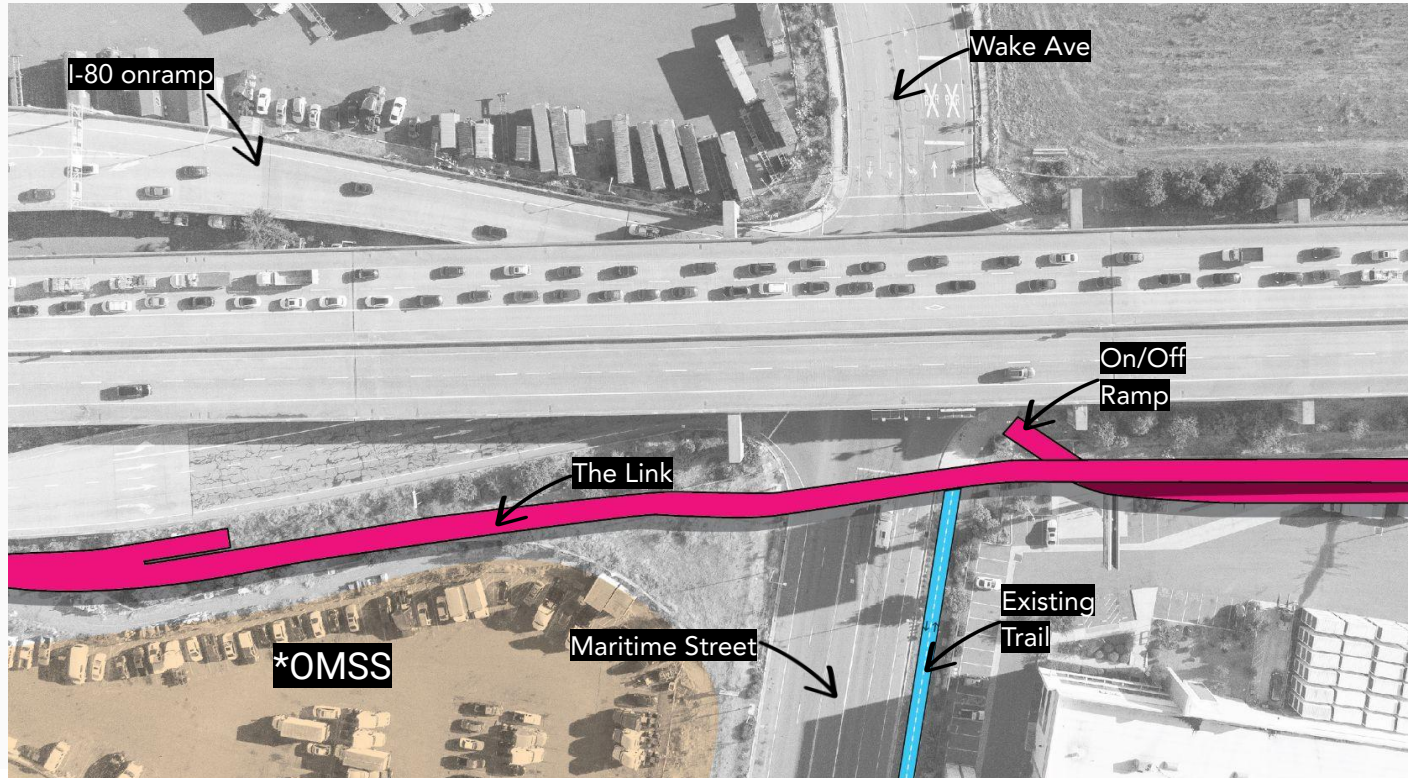
#4 Maritime Street Ramp | Aerial View to West



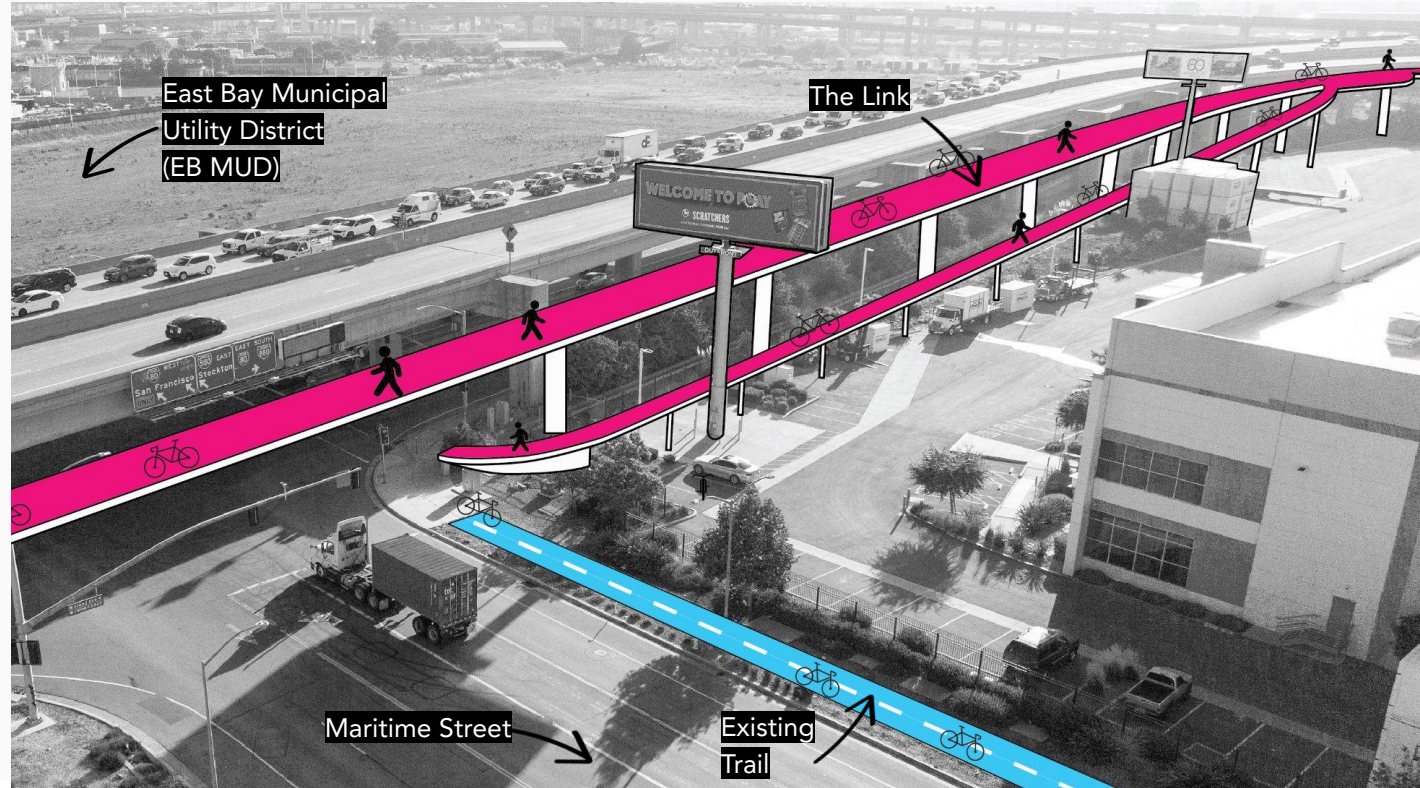
Design Change

- Previous ramp ran parallel to Maritime Street
- Avoids major utilities and right of way risks.

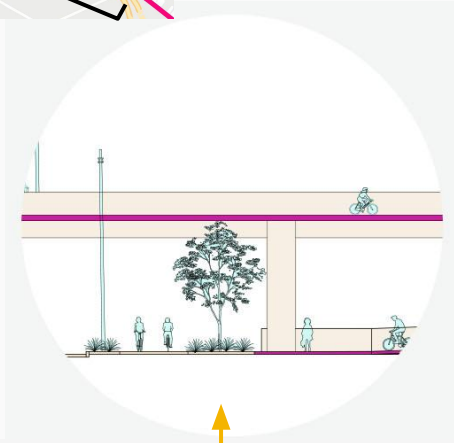
#4 Maritime Street Ramp | Plan View



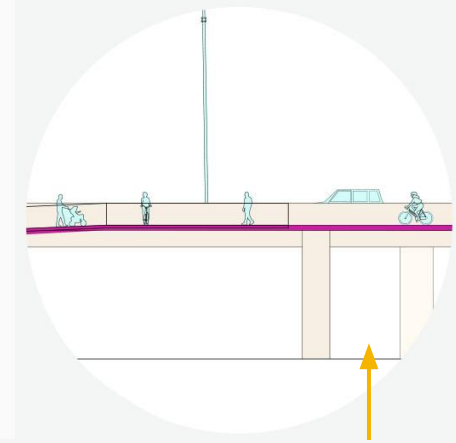
#4 Maritime Street Ramp | Aerial View to East



#4 Maritime Street Ramp | Elevation



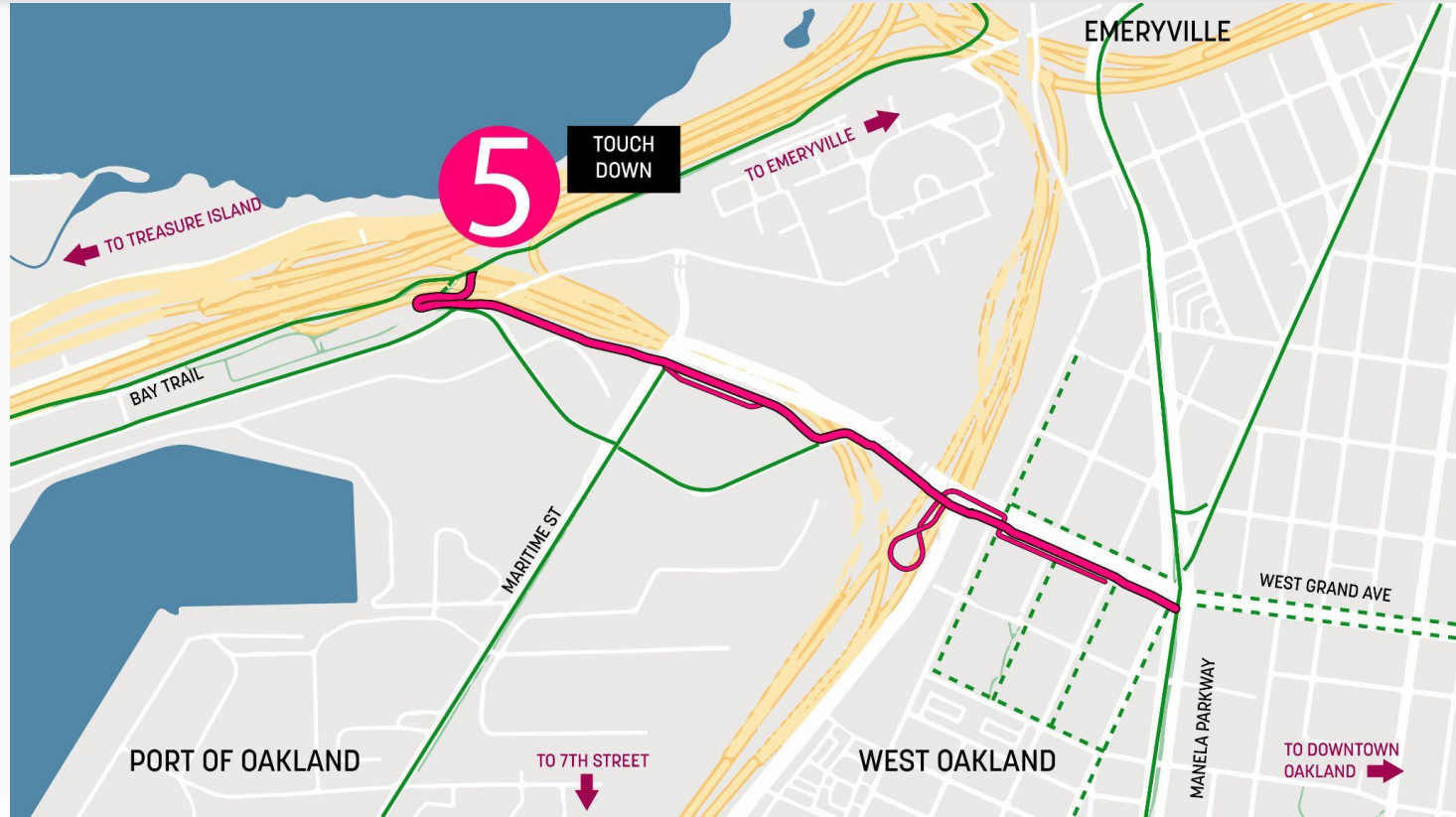
Maritime Street Elevation Today



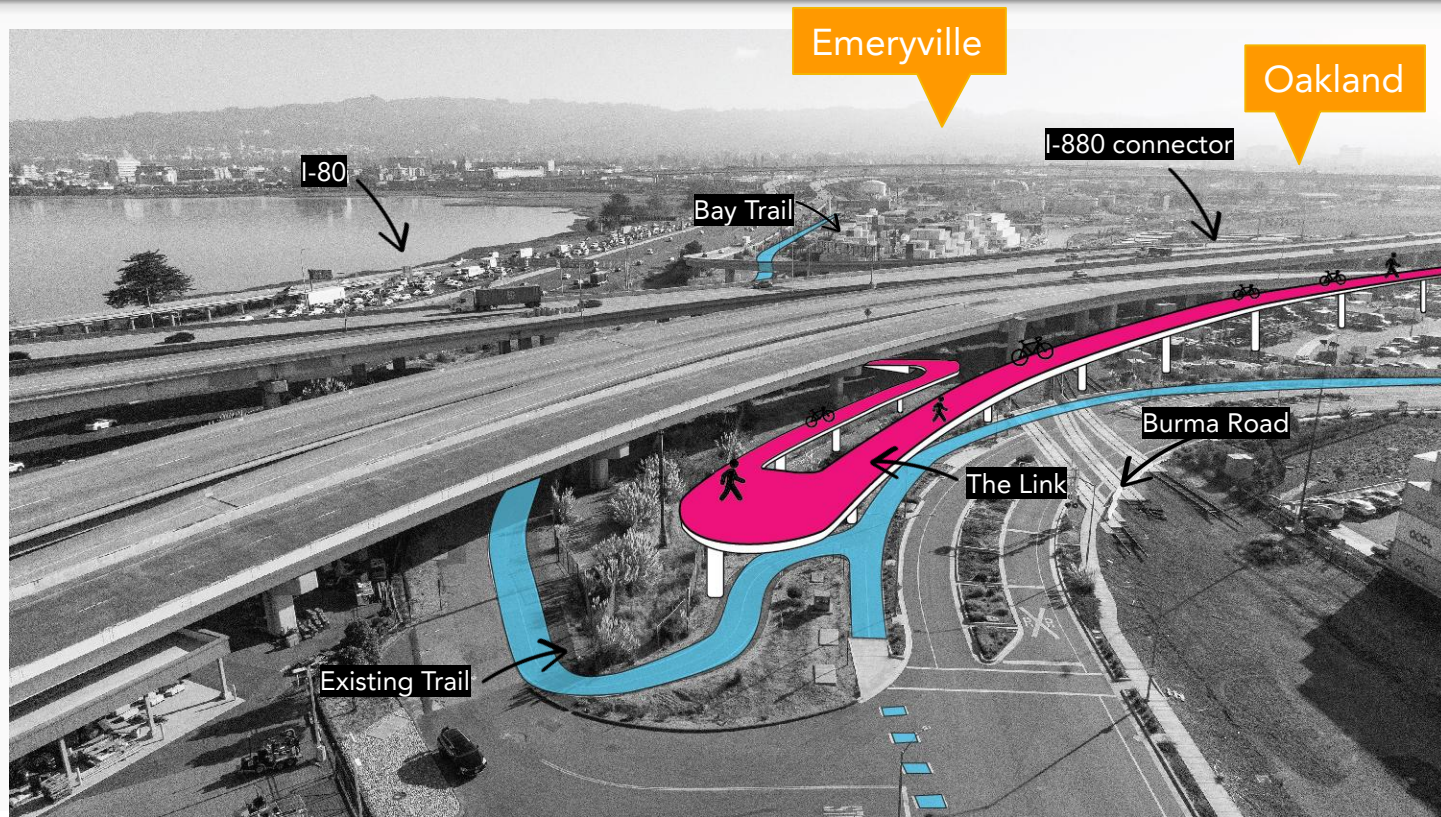
Maritime Street Elevation Proposed



#5 Touchdown at Bay Trail | Key Map View



#5 Touchdown at Bay Trail | View to the Northeast

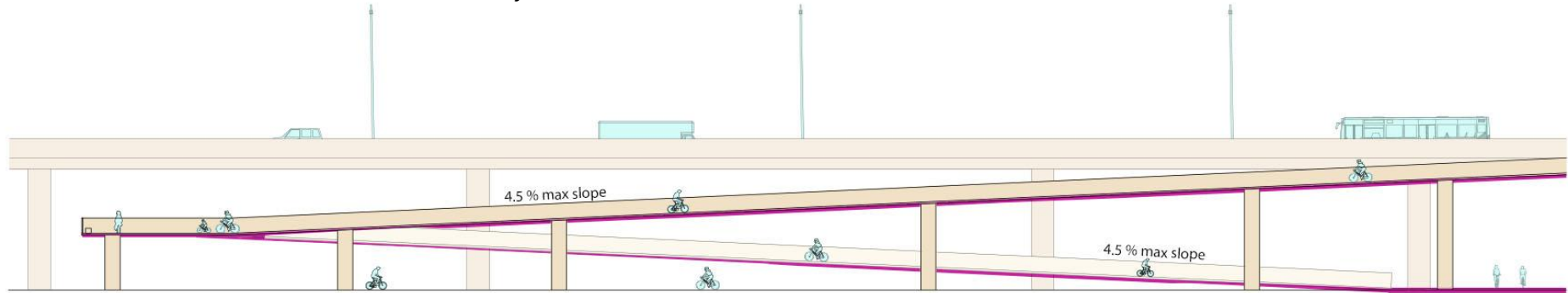


A ramp will connect the Link to the existing Bay Trail under the I-880 connector

#5 Touchdown | Elevation



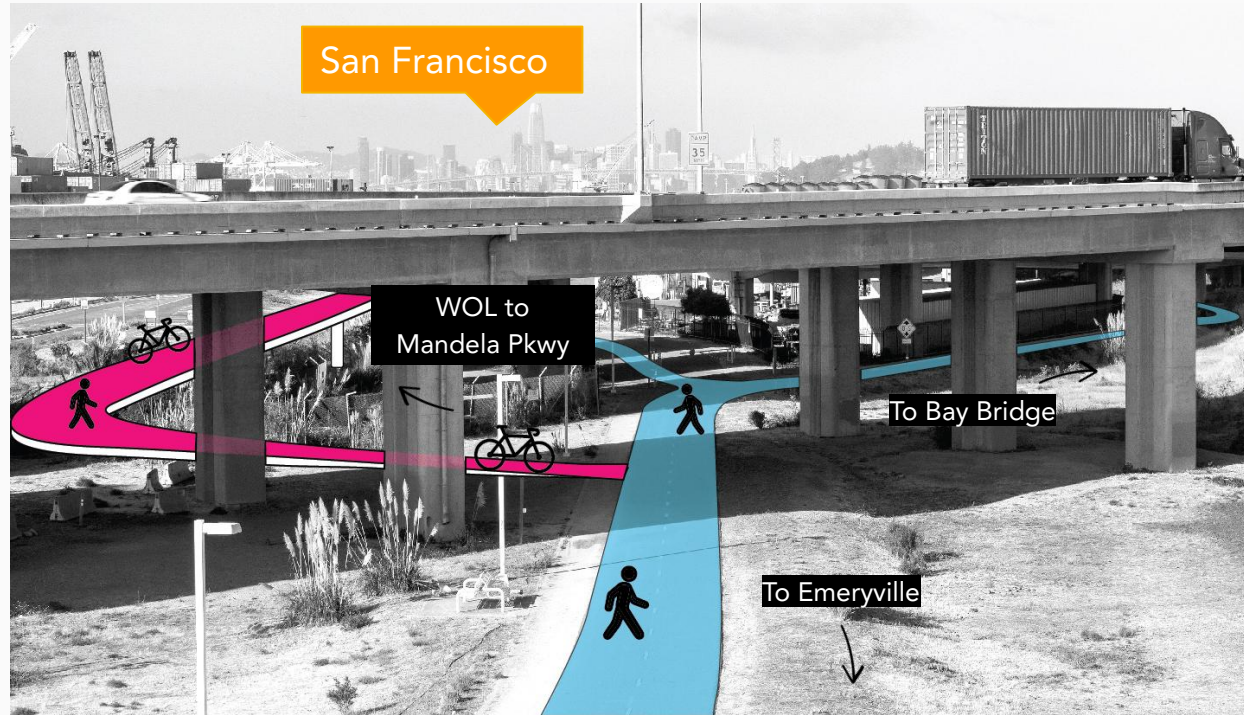
Touchdown Elevation Today



Touchdown Elevation Proposed



#5 Touchdown at Bay Trail | View from Bay Trail



There will be no vehicular traffic at the touchdown.

Further pathway intersection and amenity planning is needed in this area.



Phase 1
35% Design

SEP 12 2023	OCT 10 2023	OCT 17 2023	OCT 24 2023	NOV 7 2023
Community Engagement Kick-Off	Design Meeting #1 -Design Detail -Elements	Design Focus Meeting #2 -Environmental Justice -Air pollution -Public health	Design Focus Meeting #3 -Streetscape -Intersections Traffic Safety	Design Focus Meeting #4 -Place making -Design -Historical resources

Next meeting: Nov. 7 Online

Place Making, Design, Historical
Resources

RSVP at woeip.org/events



West Oakland Link Timeline

Engagement Opportunities
Community Input Journey

For Schedule Updates
Visit <https://mtc.ca.gov/west-oakland-link>

Phase 2
65% Design

FEB TBD 2024	JUN TBD 2024
Design Update Meeting	65% Design Update Meeting

Phase 3
90% Design

SEP TBD 2024
Design Update & Construction Phase Introduction Meeting

Phase 4
100% Design

MAR TBD 2025
Pre- Construction Phase Meeting



West Oakland Link QUESTIONS

Do you have feedback on the design update and is there anything you would like additional information about?

Gavin Lohry - glohry@bayareametro.gov

Nicole Merino Tsui - nicole@woeip.org



*Share your feedback
during or after tonight's
discussion. Thank you!*

woeip.org/wolink-survey4

