



**Bicycle and Pedestrian Advisory Committee, Monthly Meeting**  
**September 17, 2009, 5:30-7:30 p.m.**  
**Oakland City Hall: Hearing Room 4, Second Floor**

**AGENDA**

Time	Item #	Topic	Topic Type *
5:30	1	<b>Introductions, Appointment of note taker</b> (5 minutes)	Ad
5:35	2	<b>Approval of meeting minutes (consent item)</b> (10 minutes)—Vote on motion to adopt minutes from the last two months.	A
5:45	3	<b>I-880 Operational &amp; Safety Improvements at 29th/23rd Avenue Overcrossings Attachment</b> (45 minutes)—Garrett Gritz (RBF Consulting) will present plans for the Alameda County Congestion Management Agency's project to modify two freeway overcrossings in Oakland. The presentation will focus on bicycle and pedestrian accommodations and impacts.	I
6:30	4	<b>Harrison Street/Oakland Avenue Community-Based Transportation Plan Attachment</b> (30 minutes)—Staff from the Strategic Planning Division will present the draft conceptual plan for transportation improvements to the Harrison/Oakland corridor.	I
7:00	5	<b>Miller-Sweeney Bridge Seismic Retrofit Project</b> (20 minutes)—John Bates, Traffic Engineer with the Alameda County Public Works Agency, will describe the upcoming Miller-Sweeney Bridge Seismic Retrofit Project including proposed lane closures/detours during project construction, and proposed cross sections once the civil engineering work is complete.	I
7:20	6	<b>Announcements, suggestions for next meeting topics</b>	Ad

**\* Topic Types:**

I=informational; A=action item; Ad=administrative

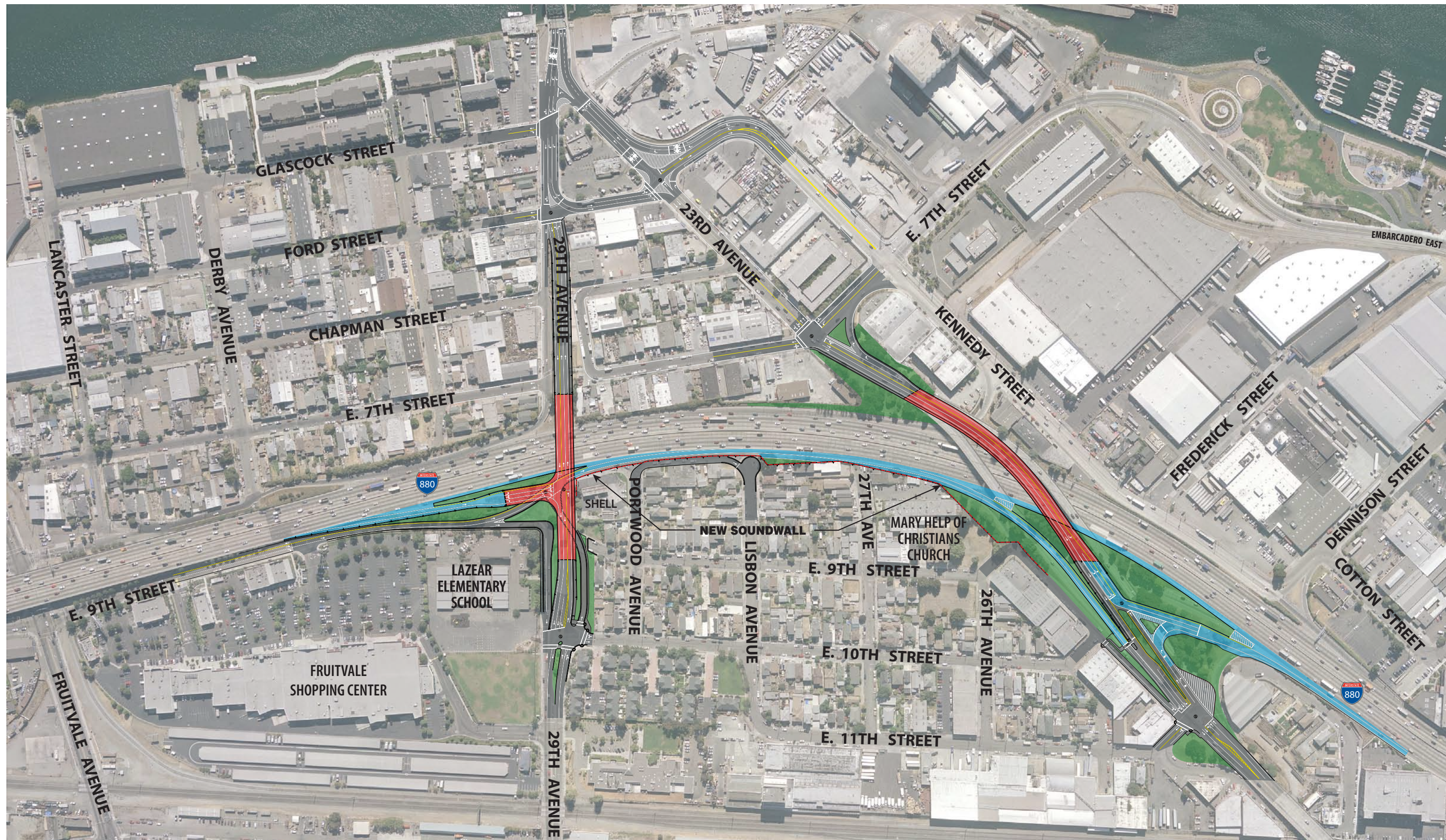
## **General Facts**

### **I-880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Overcrossings**

- Project Development Team
  - ✓ Alameda County Congestion Management Agency
  - ✓ Caltrans
  - ✓ City of Oakland
  - ✓ City of Alameda
  - ✓ Metropolitan Transportation Commission
- Project History
  - ✓ Regional Measure 2 Funding (\$10 million)
  - ✓ Federal Funds (\$2 million)
  - ✓ Reconstruct northbound 29<sup>th</sup> off ramp, on ramp and sound wall (\$26 million)
  - ✓ Funding shortfall (\$12 million allocated for \$26 million project)
- Trade Corridor Improvement Fund (TCIF) Prop 1B Funding
  - ✓ ACCMA / Caltrans expanded the proposed improvements to compete statewide
  - ✓ California Transportation Commission (CTC) programmed funding for construction (\$74 million)
  - ✓ Additional State funding secured for a total of \$95 million
  - ✓ Project was selected based on the improvements that benefit the trade corridor
- Expanded Project
  - ✓ Remove and replace the 29<sup>th</sup> Avenue overcrossing (increasing vertical clearance)
  - ✓ Remove and replace the 23<sup>rd</sup> Avenue overcrossing (increasing vertical clearance)
  - ✓ Reconstruct the northbound 29<sup>th</sup> Avenue off ramp – directly connecting to the bridge
  - ✓ Reconstruct the northbound 29<sup>th</sup> Avenue on ramp – increasing distance to 23<sup>rd</sup> Ave off ramp
  - ✓ Reconstruct the northbound 23<sup>rd</sup> Avenue off ramp – directly connecting to 23<sup>rd</sup> Ave
  - ✓ Reconstruct the northbound 23<sup>rd</sup> Avenue on ramps – consolidating two on ramps into one
  - ✓ Construct sound wall along northbound I-880 between 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue
- Important Project Details
  - ✓ New traffic signal proposed at 29<sup>th</sup> Avenue and Ford Street
  - ✓ New traffic signal proposed at 29<sup>th</sup> Avenue and 10<sup>th</sup> Street
  - ✓ New traffic signal proposed at 23<sup>rd</sup> Avenue to enter northbound I-880
  - ✓ Re-striping Park Street Triangle
  - ✓ Traffic signals coordinated along the 23<sup>rd</sup> Avenue corridor
  - ✓ Proposed 29<sup>th</sup> Avenue overcrossing is 3 lanes (one eastbound and two westbound)
  - ✓ Proposed 23<sup>rd</sup> Avenue overcrossing is 3 lanes (two eastbound and one westbound)
  - ✓ Proposed 23<sup>rd</sup> Avenue overcrossing is one bridge (existing there are two bridges)
  - ✓ The consolidation of the northbound (NB) 23<sup>rd</sup> Ave on ramps will improve mainline operations
  - ✓ The consolidation of the NB 23<sup>rd</sup> Ave on ramps will increase the local peak hour delay/queue
  - ✓ The new overcrossings will accommodate bike lanes in each direction
  - ✓ A new 8' wide sidewalk is proposed along the north side of the 29<sup>th</sup> Avenue overcrossing
  - ✓ A new 6' wide sidewalk is proposed along the south side of the 23<sup>rd</sup> Avenue overcrossing

- Important Project Discussion Items
  - ✓ Local traffic circulation is complex due to the existing street network and infrastructure
  - ✓ Extensive traffic modeling has been performed to forecast the 2035 design year
  - ✓ Mainline operations are forecast to improve
  - ✓ Improved access from northbound I-880 to the Park Street Bridge
  - ✓ Improved merge - northbound 29<sup>th</sup> Ave on ramp vehicles and 23<sup>rd</sup> Ave off ramp vehicles
  - ✓ Park Street Triangle (PST) Project – ACCMA funding a study specifically to improve the PST
- Project Schedule (major milestones) committed to in the funding application
  - ✓ Public Circulation Environmental Document IS/EA (October 2009)
  - ✓ Adopted Environmental Document (April 2010)
  - ✓ Complete Design (December 2011)
  - ✓ Right of Way Certification (April 2012)
  - ✓ Award Construction Contract (August 2012)
  - ✓ End Construction (October 2015)





Ortho-photo flown September 2008

**AECOM**

**RBF**  
CONSULTING



7/13/09 JN 35-100463-13402

- |                                                                                                                                                     |                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: grey; border: 1px solid black;"></span> LOCAL ROADWAY IMPROVEMENTS | <span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> OVERCROSSING STRUCTURE |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> RAMP IMPROVEMENTS          | <span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> PROPOSED LANDSCAPE   |

I-880 OPERATIONAL AND SAFETY IMPROVEMENTS AT 29<sup>TH</sup> AVENUE AND 23<sup>RD</sup> AVENUE

**Build Alternative**



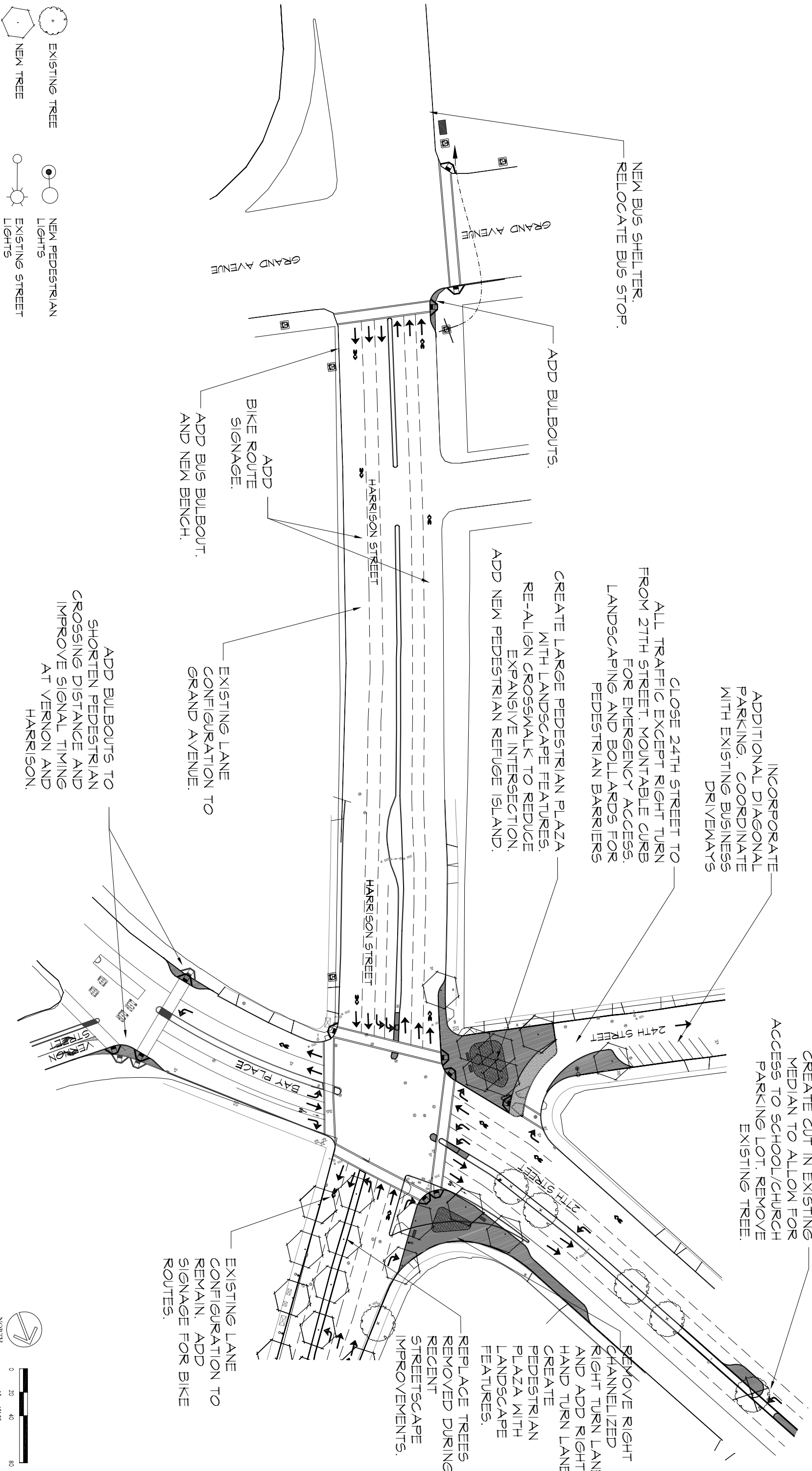
## **Harrison Street/Oakland Avenue Community-Based Transportation Plan**

The City was awarded a \$224,800 planning grant from Caltrans to prepare a Community-Based Transportation Plan for the section of Harrison Street and Oakland Avenue that runs from the intersection of 24<sup>th</sup> St./27<sup>th</sup> St./Bay Place to the Piedmont border. The Plan will focus on traffic calming and streetscape improvements to improve neighborhood livability. The consultant team led by Design, Community and Environment, a planning and urban design firm in Berkeley with Dowling Associates, an Oakland-based firm conducting transportation and traffic analysis firm, was selected to help prepare the Plan. The Plan will serve as a guide for implementation of the recommended improvements—should funding be identified—some of which will require further study and discussion with the community and potentially the City Council.

DC&E/Dowling has developed a Draft Conceptual Plan for the Harrison Street/Oakland Avenue study area based on input received from the Technical Advisory Committee (City and AC Transit staff), the Community Steering Committee (comprised of residents, business and property owners, the bicycle/pedestrian advocates, among other stakeholders) and the three large community meetings that have been held since the planning process began in September 2008.

In summary, the Draft Conceptual Plan proposes to narrow the street right-of-way throughout the corridor resulting in a cohesive corridor comprised of two-lanes. The Draft Conceptual Plan converts Harrison Street and Oakland Avenue north of I-580 to two-way streets and relocates AC Transit lines to Oakland Avenue. Removing the third lane on Harrison Street and Oakland Avenue utilizes the additional right-of-way for a dedicated Class II bike lane along the entirety of Oakland Avenue and the length of Harrison Street south of I-580. Additionally, as a result of changing the street curb-to-curb there is more right-of-way available to increase the sidewalk width throughout the corridor. The redesign of the 29th Street/Fairmount Avenue/Oakland Avenue/Orange Avenue intersections increases pedestrian safety and access while enhancing an existing open space amenity within the neighborhood.

The Draft Conceptual Plan is provided on the following pages (numbered as sheets 1 thorough 5). These drawings and all documents related to the planning process are available online at [www.oaklandnet.com/strategicplanning](http://www.oaklandnet.com/strategicplanning) under “Planning Efforts Underway”.



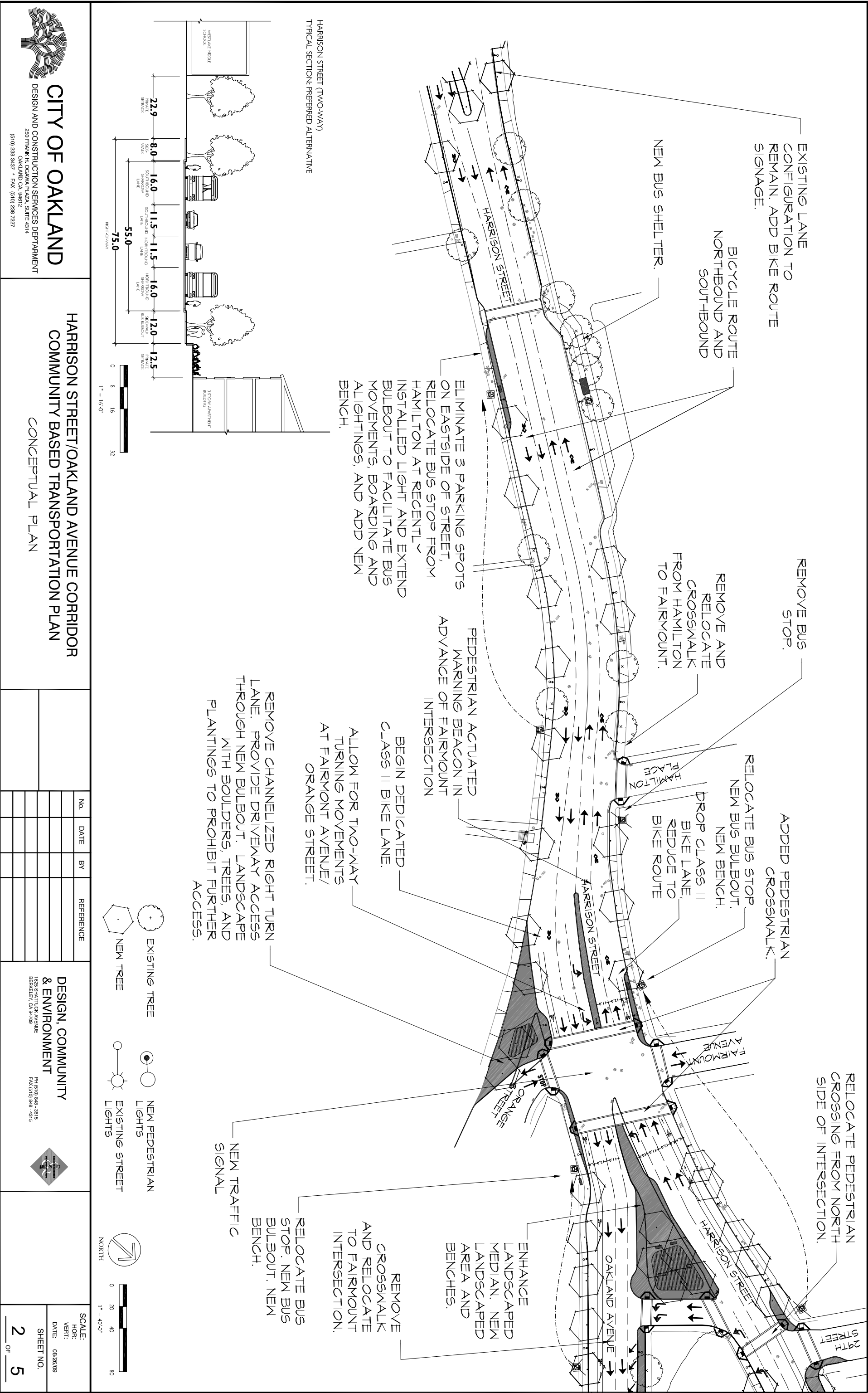
**CITY OF OAKLAND**  
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT  
250 FRANK H. OSGOOD PLAZA, SUITE 4314  
OAKLAND, CA 94612  
(510) 238-3437 • FAX (510) 238-7227

**HARRISON STREET/OAKLAND AVENUE CORRIDOR  
COMMUNITY BASED TRANSPORTATION PLAN  
CONCEPTUAL PLAN**

No.	DATE	BY	REFERENCE

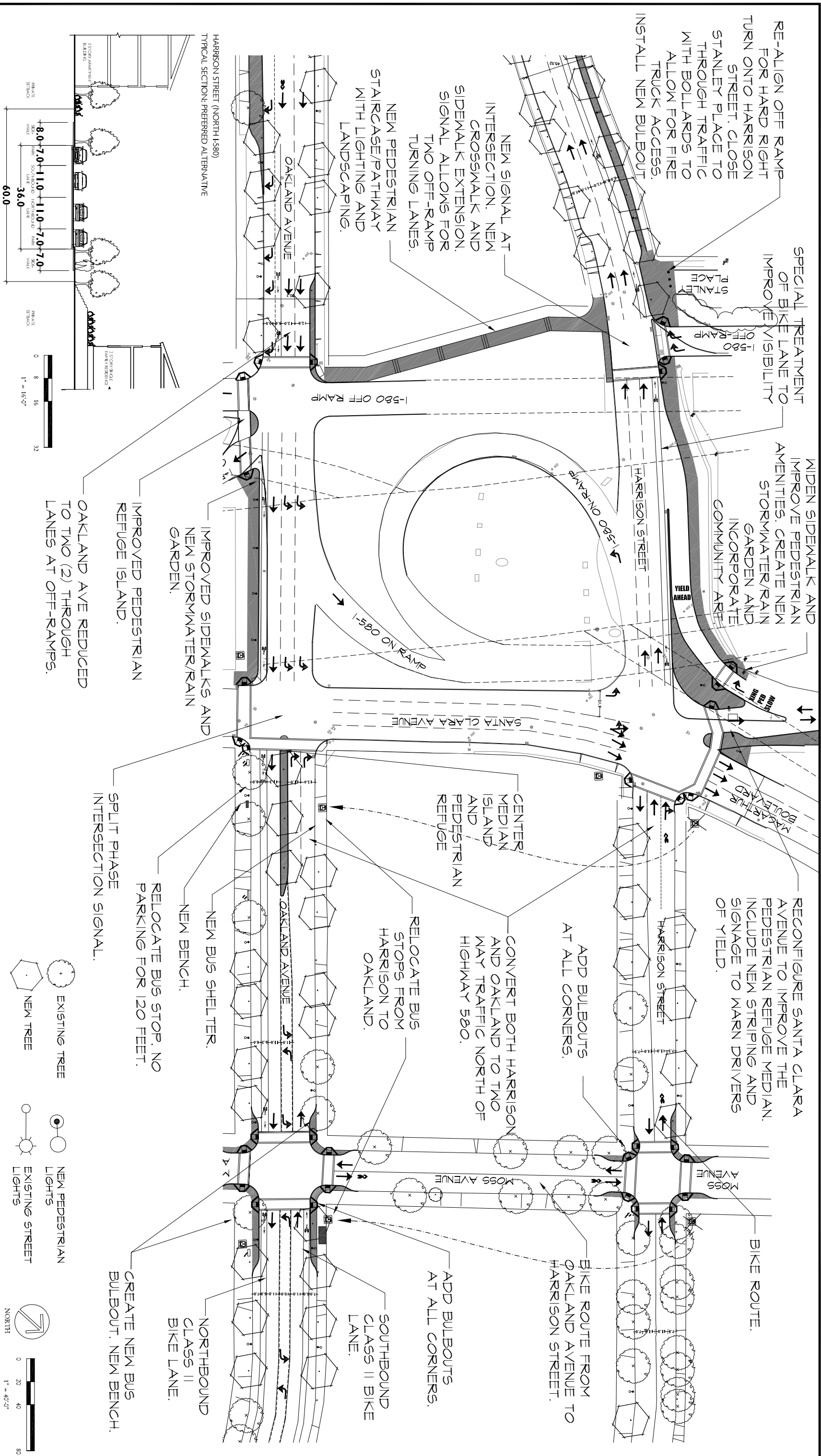
**DESIGN, COMMUNITY & ENVIRONMENT**  
1625 SHATTUCK AVENUE  
BERKELEY, CA 94709  
PH (415) 848-4815  
FAX (510) 848-4315

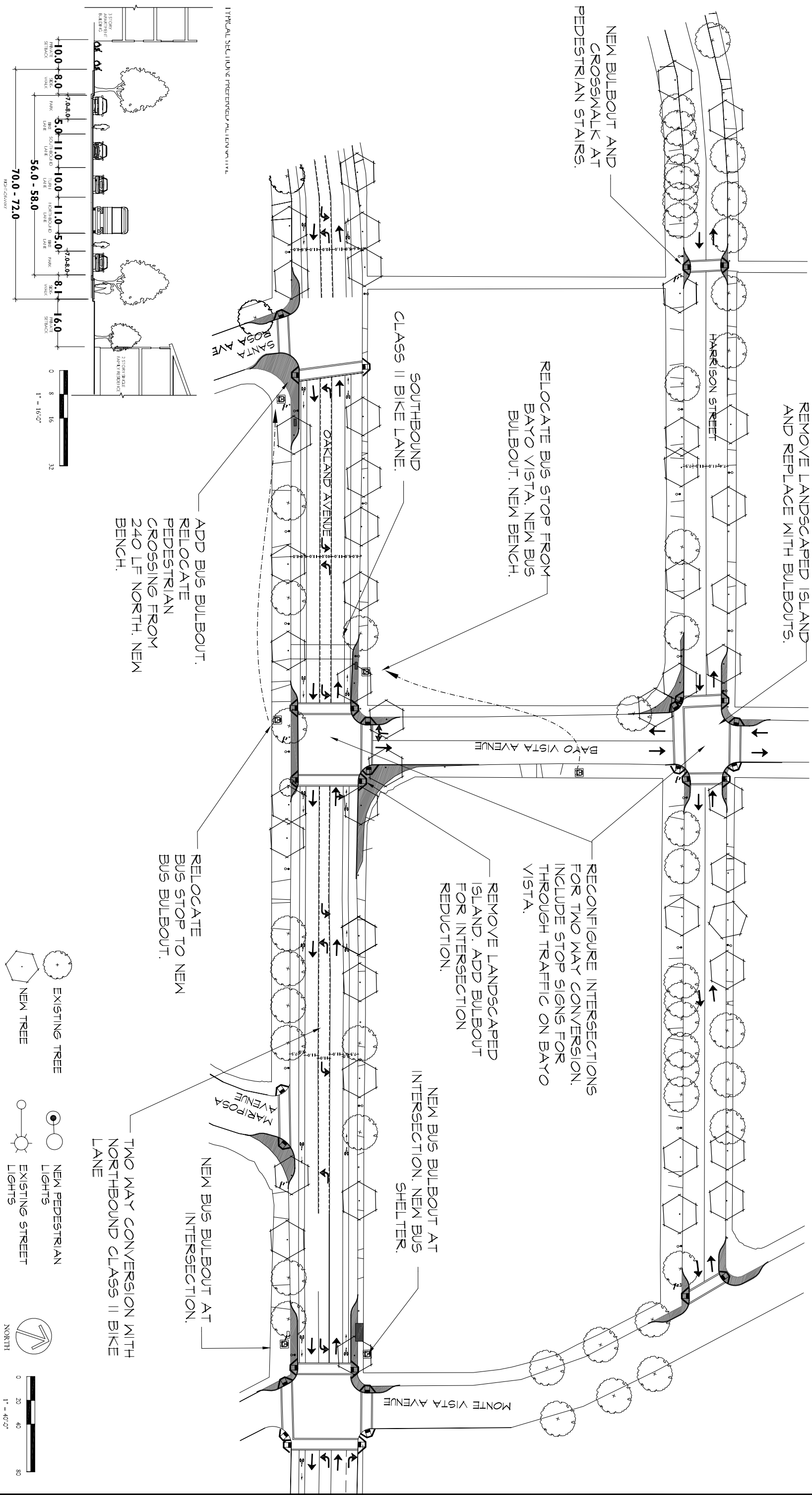












## CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA, SUITE 4314  
OAKLAND CA, 94612  
(510) 238-3437 \* FAX (510) 238-7227

# HARRISON STREET/OAKLAND AVENUE CORRIDOR COMMUNITY BASED TRANSPORTATION PLAN

## CONCEPTUAL PLAN

[illegible]

DESIGN, COMMUNITY  
& ENVIRONMENT

1625 SHATTUCK AVENUE  
BERKELEY, CA 94709  
PH (510) 848 - 3815  
FAX (510) 848 - 4315



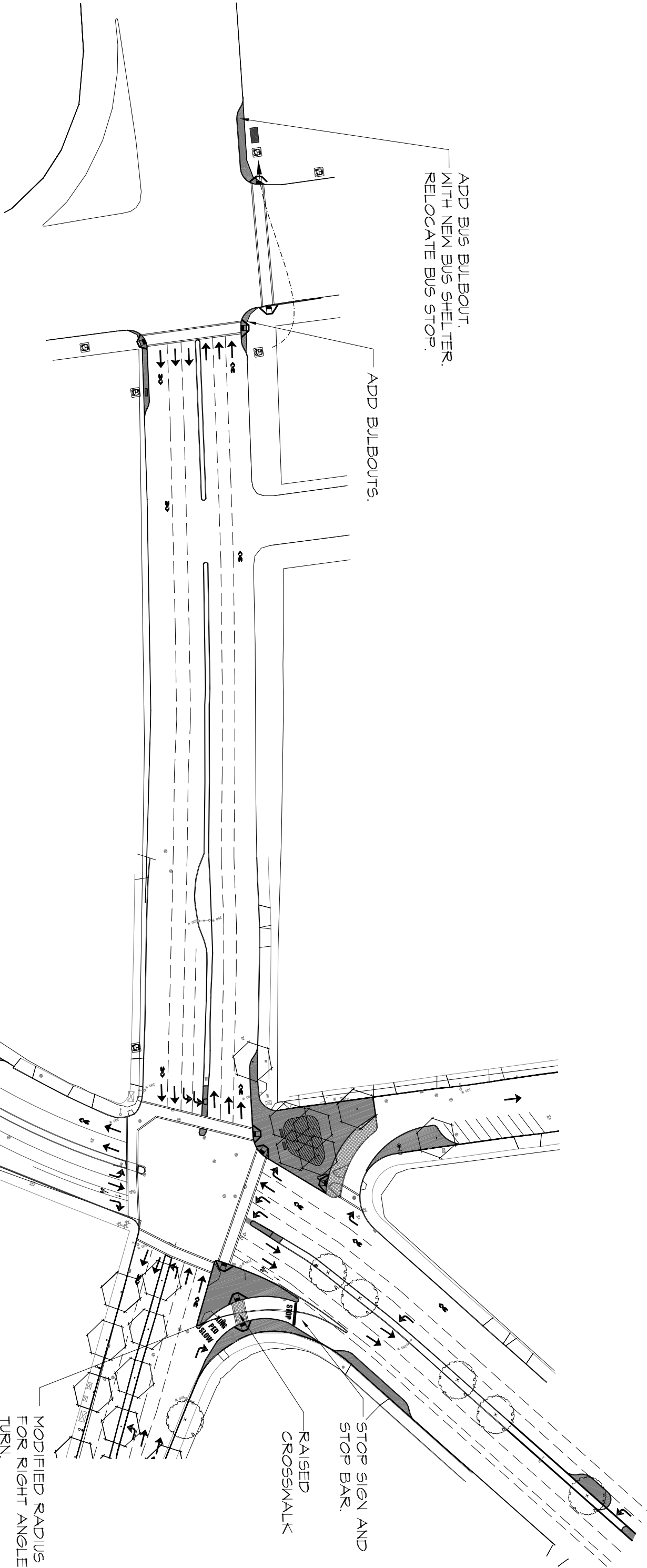
SCALE:





VERT:

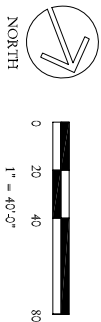
DATE: 08/26/09

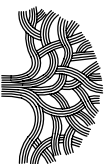
SHEET NO.





-  EXISTING TREE
-  NEW PEDESTRIAN LIGHTS
-  NEW TREE
-  EXISTING STREET LIGHTS





CITY OF OAKLAND

DESIGN AND CONSTRUCTION SERVICES DEPARTMENT

290 FRANK H. JOHNSON PLAZA, SUITE 4314

OAKLAND, CA 94612

(510) 238-3437 • FAX (510) 238-7227

HARRISON STREET/OAKLAND AVENUE CORRIDOR

COMMUNITY BASED TRANSPORTATION PLAN

DRAFT PREFERRED ALTERNATIVE

No.	DATE	BY	REFERENCE


DESIGN, COMMUNITY & ENVIRONMENT

1625 SHATTUCK AVENUE

BERKELEY, CA 94709

PH (610) 848-4815

FAX (510) 848-4315



SCALE:

HOR: VERT: DATE: 08/26/09

SHEET NO. 1 OF 5

DRAWING NAME: L:\911-Harrison Street\07\_Cad\DC&E\_911\911\_PREFERREDAlternative\_\_b.dwg

PLOT DATE: 08-02-09

PLOTTED BY: sscd