



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the February 17<sup>th</sup>, 2022 meeting**  
**Teleconference**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/February-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:01 pm by BPAC Chair Patricia Schader.

**Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with nine commissioners present (X).

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

Introductions were made.

- Other attendees: Ben Fields, Danielle Dynes, Jose Feroso, Hancel Ferreyra, Ann Killebrew, Peter Merholz, George Naylor, Robert Prinz, George Spies, Midori Tabata, Patrick Traughber, Jean Walshie, Ernesto, Jessica, Joan
- Staff: Chris Diano, Ofurhe Igbinedion, Si Lau, Julieth Ortiz, Jason Patton, David Pené, Noel Pond-Danchik, Craig Raphael, Charlie Ream, KTOP

**Item 2. Open Forum / Public Comment**

- Hancel Ferreyra noted the bike lanes around the Lake Merritt BART Station are often blocked by the BART Police.
- Patrick Traughber is interested in seeing the 2019 Bike Plan completed. While the Plan calls for many miles of protected bike lanes to be built, very few miles have been built. This is despite OakDOT having paved many miles of streets during the same time period.
- Ben Fields spoke to Calaveras Ave which functions as a kind of frontage road along I-580 between Redwood Heights and Mountain Blvd. There is an issue with illegal parking and abandoned vehicles. He would like to see protected bike lanes in this location to dislocate the illegal parking and the abandoned vehicles.
- George Spies echoed Patrick Traughber's comment regarding the importance of increasing the rate at which protected bike lanes are being built. He wants to know when projects will get built, and why projects are not getting built more quickly.

- Ernesto addressed Mountain Blvd between Park Blvd and Montclair Village. He is concerned that there is not enough space for bicyclists and that drivers go too fast. He suggested removing the on-street parking to make space for bicyclists.
- Jessica echoed the comments by Ben Fields regarding Calaveras Ave.
- Commissioner Campbell passed on a comment from Silvio Carrillo regarding Franklin Elementary School and issued under discussion by the Bella Vista Neighborhood Council. A recent paving project removed travel lanes and installed bike lanes on both Foothill Blvd and E 15<sup>th</sup> St between Lake Merritt and 14<sup>th</sup> Ave. This is creating some conflict with pick-up/drop-off at the school.
- Ernesto commented on his disappointment at the removal of the temporary Slow Streets barricades.

### Item 3. Approval of meeting minutes

Commissioner Whipps noted that he recused himself from the vote on the Slow Streets motion at the January 20<sup>th</sup> BPAC meeting and that this addition should be made to the minutes.

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from January 20<sup>th</sup>, 2022*** – with the correction noted above by Commissioner Whipps – was made (Whipps), seconded (Mangrum), and approved unanimously. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

### Item 4. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission ***adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361.*** The motion was made (Campbell), seconded (Mangrum), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee.

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

### Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- Around 8pm on Friday, January 21, 2022, a 31-year-old, male pedestrian was struck and killed by a driver while crossing Bancroft Ave midblock on the 6100 block of Bancroft Ave. His name was Demarco Vierra.

Summary of Discussion:

- This past Monday a pedestrian walking on I-580 near Park Blvd was struck and killed by two drivers.
- A bicyclist was recently hit near the intersection of Grand Ave and Harrison St.
- An individual was hit by a driver at Market St and 21<sup>st</sup> St.
- Wayne Marshall Jr. was riding an e-scooter when he was struck by a driver in the 8500 block of International Blvd in October 2, 2021. This crash was previously discussed by the BPAC. On February 13, 2022, he passed away due to the injuries related to the crash.

Speakers other than commissioners: Robert Prinz

**Item 6. 14th Street Safety Project**

OakDOT Transportation Planner Charlie Ream (cream@oaklandca.gov) presented on the 14th Street Safety Project. The project is proceeding toward 100% design in early 2022, with construction potentially beginning in early 2023. This roadway safety project will install protected bike lanes on 14th Street from Brush Street to Oak Street, take 14th Street from 4 to 2 vehicle lanes, shorten pedestrian crossings, and install new landscaping and sidewalk lighting. OakDOT is tentatively scheduled to bring the project to the City Council’s Public Works Committee on 3/22/22. The presentation was included in the meeting’s agenda packet.

Summary of Discussion:

- With one lane per direction, double parking may be a more significant concern. The project is paying close attention to existing loading needs and working to provide designated loading zones. In the single lane configuration, there will be more social pressure not to block the through lane.
- 13<sup>th</sup> St will be repaved from Franklin St to Oak St and this will include the addition of diagonal parking. In developing the design, consider back-in diagonal parking.
- The project has been evaluating the possibility of adding ramps up onto the sidewalks at the BART portals. Current thinking is that it may be more appropriate to have bicyclists use corner curb ramps.
- Consider adding mid-block crosswalks on long blocks to connect the businesses on both sides of the street.
- The project is seeking to improve the existing crosswalks given their presence at each intersecting street plus the mid-block crosswalk along Frank Ogawa Plaza where Washington St used to intersect 14<sup>th</sup> St.
- The conflict between right-turning drivers and through bicyclists is complicated. Consider having a merge area in advance of the intersection (i.e., a mixing zone design approach) instead of putting the conflict point in the intersection (i.e., a protected intersection design approach).
- Be sure the project addresses bicycle parking along 14<sup>th</sup> St.
- Consider adding posts or bollards on top of the concrete islands to make them more visible. Considerations include emergency vehicle access (i.e., authorized vehicles may drive over islands if they do not have bollards) and the maintenance needs of vertical elements that may over time get bent or knocked down.

- Consider takeaways from the 14<sup>th</sup> St project that could be applied to other projects to get more roadway narrowing and more traffic calming elsewhere in Oakland.
- The project should include “leading pedestrian interval” (LPI) traffic signal timing so pedestrians get the walk signal before right-turning drivers get the green.
- The project was presented at the February 3<sup>rd</sup> meeting of the BPAC’s Infrastructure Committee and this may be the project’s last presentation to the BPAC prior to construction. The project team will continue working through the comments received from the Committee and the Commission.
- Information on the Infrastructure Committee’s discussion of the project plus the project’s 65% plans are available in the Committee’s notes available at [www.oaklandbpac.org](http://www.oaklandbpac.org).
- Oakland’s Bike Plan proposes buffered bike lanes on 13<sup>th</sup> St. Currently the buffered bike lanes are not included in the paving project under development for 13<sup>th</sup> St.

Speakers other than commissioners: Robert Prinz

[Item 9 and Item 8 were heard before Item 7.]

### **Item 7. Committee Overviews, Report Backs, and New Assignments**

Committees of the BPAC provided brief overviews and updates to the Commission. All commissioners had the opportunity to volunteer for, switch, or remove themselves from the Commission’s committees and liaison positions. A list of active committees is included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

#### Summary of Discussion:

- Infrastructure Committee: Commissioner Yee explained the committee meets the first Thursday of every other month, 3:30-5:30pm. Commissioner Yee co-chairs the committee with Robert Prinz.
- Legislative Committee: Commissioner Gardner noted the Committee has been meeting on an as-needed basis and is interested in establishing a regular meeting date.
- Liaison to Mayor’s Commission on Persons with Disabilities: Chair Schader has been following the meetings of this Commission.
- Open Forum Committee: Chair Schader explained that she and Midori Tabata serve on this Committee to follow up on Open Forum items brought to the Commission.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted the Committee meets every second Thursday of the month from 6:00-8:00pm. They are working to develop social rides with the Oakland Police Department and community-based organizations. They are also working to establish an annual conversation with the Police Department, OakDOT, and the Department of Race & Equity on the racial profiling of bicyclists and pedestrians in policing.
- Planning Commission Review Committee: Commissioner Campbell explained the Committee’s purpose is to interface with the Planning Department on its work affecting pedestrians and bicyclists. The Committee was most active in 2019 and the Commission could consider disbanding this Committee.
- Commissioner Whipps would like to join the Legislative Committee. Commissioner Whipps will speak with Commissioner Campbell regarding the future of the Planning Commission Review Committee.
- Commissioner Frank would like to join the Legislative Committee and the Bicyclist Pedestrian Police Relations Committee.

- Commissioners are welcome to contact the Commission’s staff with additional Committee changes.
- Members of the public are welcome and encouraged to participate as members of the BPAC’s committees.

Speakers other than commissioners: None

### **Item 8. Transportation Development Act (TDA) Article 3 Grant Application**

[Item 8 was heard after Item 9 and before Item 7.]

- A motion to ***extend the meeting to 8:45pm (by 15 minutes)*** was made (Schader), seconded (Whipps), and approved unanimously.

Julieth Ortiz ([jortiz@oaklandca.gov](mailto:jortiz@oaklandca.gov)), DOT Transportation Planner, presented an overview of existing Transportation Development Act (TDA) Article 3 projects and a draft project list for fiscal year 2022-23. This year’s recommendation is to use funding for existing programs/projects, including the bicycle parking program, bike signage and the stairs and path program. They are seeking BPAC approval for this TDA cycle. Allocations for this fiscal year have not been received yet. The presentation is attached to these minutes.

- A motion to ***extend the meeting to 9:00pm (by 15 minutes)*** was made (Mangrum), seconded (Gardner), and approved unanimously.

Summary of Discussion:

- If the Metropolitan Transportation Commission (MTA) considers expanding the scope of TDA eligible projects, OakDOT should advocate for a broader range of safety improvements, as well as neighborhood stewardship of improvements.
- For the bicycle guide sign program, prioritize signage in Deep East Oakland.
- Consider a funding allocation to retrofit recently paved neighborhood bike routes to bring them up to the guidelines in the recently adopted Neighborhood Bike Route Implementation Guide.
- Consider a funding allocation for rapid response projects addressing the locations of fatal and severe traffic crashes involving bicyclists and pedestrians.

Speakers other than commissioners: Robert Prinz

### **Item 9. Active Transportation Program (ATP) Cycle 6 Grant Application**

[Item 9 was heard before Item 7 and Item 8.]

Julieth Ortiz ([jortiz@oaklandca.gov](mailto:jortiz@oaklandca.gov)), DOT Transportation Planner, presented on the proposed transportation projects for the Active Transportation Program (ATP) Cycle 6 and provided an update on the status of projects from previous ATP awards. ATP is a biannual competitive funding opportunity for projects that encourage increased bicycling and walking. The ATP is a state-administered program that distributes both state and federal funds. Applications for this year are due in June. The projects currently under consideration are:

- 1) Bancroft Ave Greenway, Design (previously submitted, ATP Cycle 5)
- 2) 73rd Ave - Active Connections to Transit, Construction

- 3) Coliseum Bay Trail Connector (66th Ave), Design & Construction (previously submitted, ATP Cycle 4)
- 4) LAMMPS Phase 2, Design & Construction
- 5) 27th Street Complete Streets, Construction
- 6) Market Street Pedestrian Improvements

The presentation is attached to these minutes.

→ A motion to **extend the meeting by 30 minutes (to 8:30pm)** was made (Schader), seconded (Whipps), and approved unanimously.

#### Summary of Discussion:

- For the Bancroft Ave project, the path in the median would be a multi-use path for pedestrians and bicyclists.
- The Commission is very interested in improving connections from East Oakland to the waterfront. Currently the Coliseum BART to Bay Trail Connector project is not as ready for a grant application as OakDOT would like it to be. A consultant is being brought on board to develop the proposed project more fully. This more fully developed project may be ready later in 2022 for MTC's One Bay Area Grants (OBAG).
- Regarding the Bancroft Ave project, at one time there was a homeless encampment in the Bancroft Ave median. Maintenance remains a challenge for the City of Oakland with current resources.
- For Bancroft Ave, consider moving all of the vehicular traffic to one side of the street and make a combined green space out of the other side of the street plus the median.
- The Coliseum BART to Bay Trail Connector project has been around for a very long time. It is disappointing that it hasn't received more attention while other projects, including the RAISE grant, more recently have been initiated and advanced. While additional improvements are important for Market St, for example, the Coliseum BART to Bay Trail Connector project is a higher priority.
- ATP has a four-year timeframe for delivery which makes project readiness and staff capacity key considerations in selecting which projects to submit for funding.
- Put more effort into 66<sup>th</sup> Ave and connecting Deep East Oakland to the Martin Luther King Jr Shoreline.

Speakers other than commissioners: Robert Prinz, Ernesto

#### **Item 10. Three-month look-ahead, suggestions for meeting topics, announcements**

The three-month look-ahead was included in the agenda packet.

#### *Suggestions for meeting topics*

- OUSD school closures and safe access to the schools that will be welcoming the students from the schools that are closing (Commissioner Campbell)
- Accommodating pedestrians and bicyclists in construction zones – which could be discussed at the Legislative Committee (Commissioner Frank)
- Grand Ave Mobility Plan – the draft plan just released (Vice Chair Yee)

#### *Announcements*

- Commissioner Ralston noted that the BPAC received a letter from OakDOT Director Ryan Russo responding to the motion BPAC passed at its January 2022 meeting urging OakDOT to continue the Slow Streets – Essential Place Program and undertake additional community outreach in

determining the program's future. The Commission should consider two suggestions in Director Russo's letter: that the Infrastructure Committee and the Legislative Committee work collaboratively with OakDOT staff in developing next steps for Slow Streets.

Meeting adjourned at 9:02 pm.

**Attachments**

- Resolution to Continue Teleconference Meetings
- Active Transportation Program (ATP) Cycle 6 Grant Application – Presentation
- Transportation Development Act (TDA) Article 3 Grant Application - Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Friday, February 18, 2022 with comments requested by 5pm, Friday, March 4, 2022 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the March 2022 meeting agenda and considered for adoption at that meeting.

# OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

## Meeting of February 17, 2021, Item #4

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**ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.**

**WHEREAS**, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

**WHEREAS**, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

**WHEREAS**, City Council Resolution No. 88075 remains in full force and effect to date; and

**WHEREAS**, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

**WHEREAS**, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

**WHEREAS**, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and

**WHEREAS**, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

**WHEREAS**, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

**WHEREAS**, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

**WHEREAS**, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

**WHEREAS**, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

**WHEREAS**, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

**WHEREAS**, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

**WHEREAS**, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

**RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

**FURTHER RESOLVED:** that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

**FURTHER RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

**FURTHER RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.

# TRANSPORTATION DEVELOPMENT ACT (TDA 3) FY2022-23

Julieth H. Ortiz  
Strategic Planning & Capital Finance



**1**  
OVERVIEW

**2**  
PROCESS

**3**  
UPDATE

**4**  
FY 22-23  
PROPOSAL

# OVERVIEW



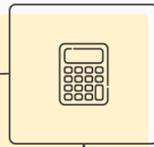
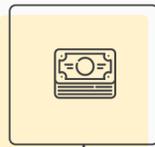
- **Construction/engineering** of a bicycle or pedestrian capital project
- **Maintenance** of a multi-purpose path
- Bicycle **safety education** program
- Development of a comprehensive **bicycle or pedestrian plans**
- **Restriping** Class II bicycle lanes.
- Pedestrian **safety education** (February 24, 2016)



## HOW DOES TDA WORK?

### METROPOLITAN TRANSPORTATION COMMISSION

Administers TDA funds for the state.  
TDA 3 accounts for 2% of TDA funds collected in the county for bike & ped

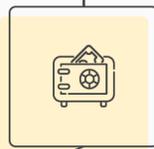


### ALAMEDA COUNTY PUBLIC WORKS

Manages the allocation process in the county for MTC, based on population

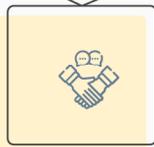
### PLANNING AREAS

Are informed of available funding for FY and CAN submit proposed projects in March OR banks funds



### CITY COUNCIL APPROVAL

For proposed projects is required by the end of May



### BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Must review and prioritize OakDOT proposed projects for FY by February/March

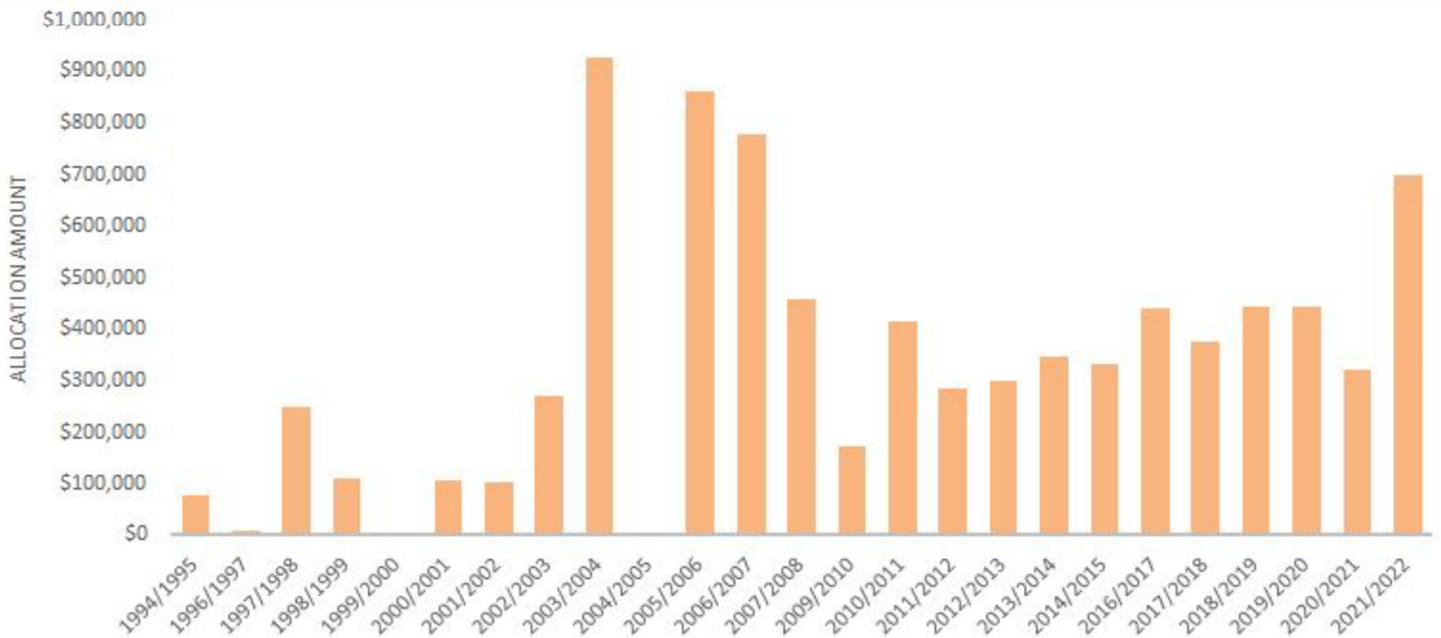
# HISTORY

OVER \$9M IN 25 YEARS OF TDA ALLOCATIONS

- Bicycle Safety Education
- Bicycle Signage & Parking
- Bike Safe Storm Drain
  - Paths & Stairs
- Grant matching
- Streetscape projects



## 25 YEARS OF TDA ALLOCATIONS - \$8.5 M



## PROGRAM/PROJECT ALLOCATION OVER TIME

<b>STAIRS &amp; PATHS</b>	FY 2020-21, 2019-20, 2018-19, 2017-18, 2014-15, 2013-14, 2012-13, 2011-12, 2010-11, 2009-10	\$1,794,978
<b>PED IMPROVEMENTS</b>	FY 2013-14, 2007-08, 2005-06, 2003-04, 1998-97	\$1,351,078
<b>PED CURB RAMPS</b>	FY 2009-10, 2008-09, 2008-09, 2007-08, 2005-06, 2003-04, 2002-03, 2000-01, 1999-00, 1998-99, 1996-97	\$1,294,978
<b>NEW BIKE LANES</b>	FY 2015-16, 2011-12, 2010-11, 2009-10, 2008-09, 2006-07, 2005-06, 2003-04, 2002-03, 2000-01, 1999-00, 1998-99, 1996-97	1,219,815
<b>BIKE/PED PLAN</b>	FY 2016-17, 1994-95	\$515,343
<b>BICYCLIST SIGNAGE</b>	FY 2019-20, 2017-18, 2015-16, 2014-15, 2011-12	\$425,000
<b>STREETSCAPE</b>	FY 2018-19, 2005-06, 2001-02	\$400,000

## PROGRAM/PROJECT ALLOCATION OVER TIME

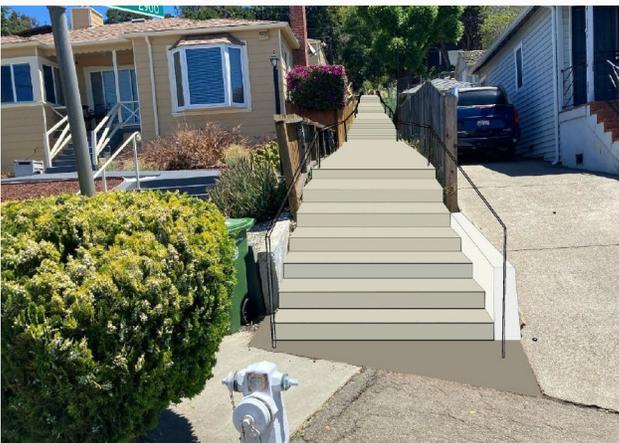
<b>TRAILS</b>	FY 2006-07, 2001-02, 2000-01, 1998-99, 1998-97	\$650,621
<b>BICYCLE PARKING</b>	FY 2019-20, 2012-13, 2010-11, 2008-09, 2007-08, 2006-07	\$337,627
<b>BIKE LANE RESTRIPING</b>	FY 2015-2016, 2006-07, 2002-03	\$388,000
<b>BIKE/PED SAFETY IMPROVEMENTS</b>	FY 2010-11, 2008-09	\$175,000
<b>SWIFT &amp; EFFECTIVE</b>	FY 2018-19	\$107,811
<b>BICYCLE SAFETY EDUCATION</b>	FY 2019-20, 2017-18, 2015-16, 2013-14	\$100,000
<b>BIKE SAFE STORM DRAIN INLET</b>	FY 2020-2021, 2017-18, 2015-2016, 2014-2015, 2012-2013	\$325,000
<b>WALK/BIKE CONFERENCE</b>	FY 2003-04, 2002-03	\$60,000
<b>BIKE FEASIBILITY</b>	FY 2005-06	\$55,000

## SUMMARY OF ACTIVE TDA FUNDED PROJECTS

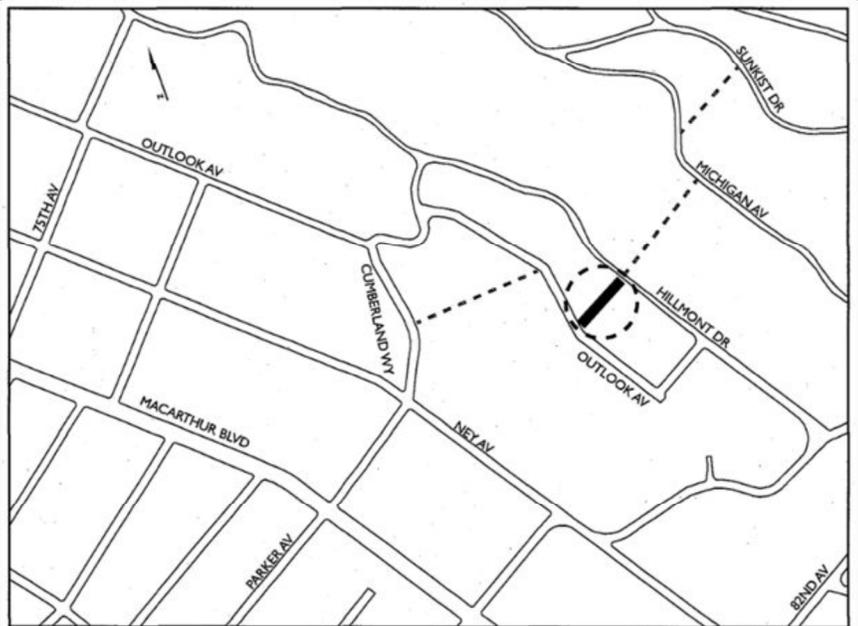
Project	Allocation	Funds Available as of 2/14/22	Status
Bicyclist Safe Storm Drain Inlet	\$ 100,000.00	\$ 15,158.69	Final payment requests to be submitted by end of FY
Bicyclist Safety Education Classes	\$ 25,000.00	\$ 0.00	Final payment requests to be submitted by end of FY
CityRacks 12 Bike Parking Program	\$ 74,415.37	\$ 49,094.35	Final payment requests to be submitted by end of FY
Bicyclist Signage Program	\$ 85,332.47	\$ 18,351.90	Final payment requests to be submitted by end of FY
Burr, Wilson & Palmer Stairs	\$ 359,000.00	\$ 151,560.14	90% Design   August 2023
Outlook to Hillmont Stair-Path Program	\$ 138,000.00	\$ 106,461.51	90% Design   PAUSED
E. 20th Stair-Path Rehabilitation	\$ 371,796.00	\$ 78,292.00	90% Design   August 2023
Foothill Blvd Pedestrian Safety Improvements	\$ 360,000.00	\$ 357,500.00	100% Design   Estimated CON Start Summer 2022

## OUTLOOK TO HILLMONT STAIR PATH - PROJECT UPDATE

OUTREACH EFFORTS  
Postcard + Survey + Sample Rendering +  
Project Website



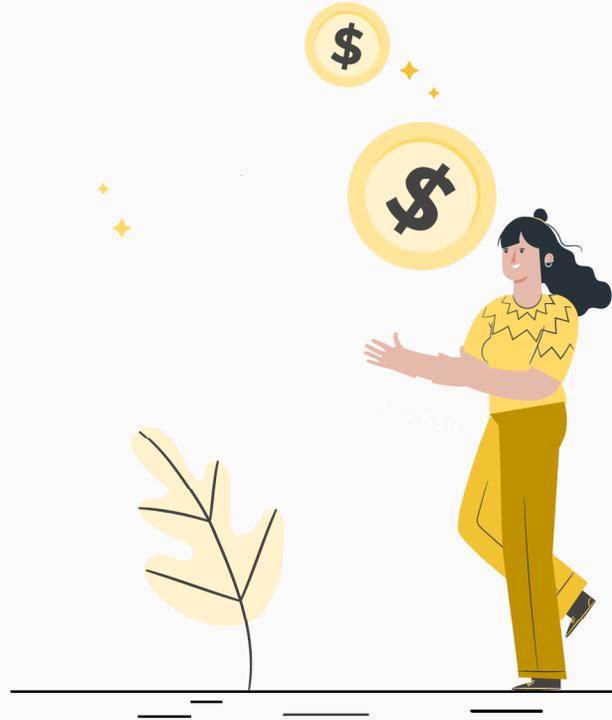
<https://www.oaklandca.gov/projects/eastmont-hills-stairway-projects>



--- Future Segments

0 0.1 0.2  
Miles

# FY 22-23 TDA 3 PROPOSAL



**\$802,581**

Total Funds Programmed

**\$700,000**

Total Allocation Request

**\$102,581**

Funding Carryover FY 2021-22

**FY 2022-23 [PRELIMINARY] APPROACH**

UNDERSTAND TDA 3 HISTORY

PROJECT COMPLETION & FUNDS AVAILABLE ANALYSIS

DISSEMINATE CALL FOR PROJECTS

ASSESS/PRIORITIZE REQUESTS

**FY 2022-23 APPROACH**

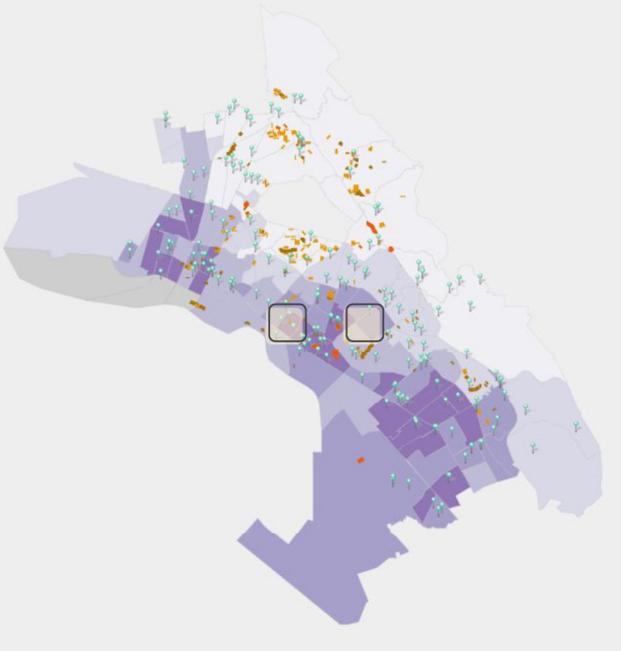
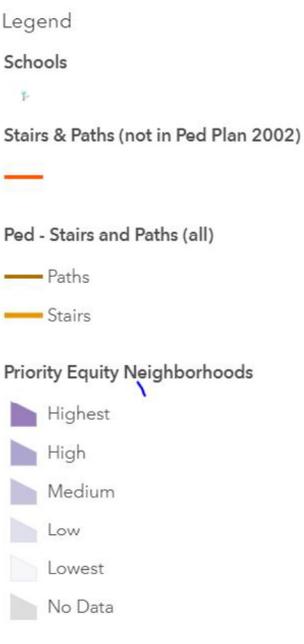
	PROJECT 1	PROJECT 2	PROJECT 3	PROJECT 4	PROJECT 5
DO EXISTING PROJECTS NEED FUNDING?	X	X	✓	X	X
ARE PROJECTS READY FOR IMPLEMENTATION?	✓	✓	✓	X	✓
CAN STAFF DELIVER WITHIN 3 YEARS?	✓	✓	✓	✓	✓
CIP PRIORITIZATION SCORE	X	X	✓	✓	✓

# RESULTS

## STAIRS & PATH PROGRAM

The program ranks projects based on:

- physical condition (40%)
- proximity to schools/transit (30%)
- equity/communities of concern (30%)



# PEDESTRIAN SELECTED PROJECTS

CIP SCORE **61**

## E 20TH ST STAIRPATH REHABILITATION

Reconstruct deteriorated stairs/landings and install handrails for this stairpath along E 20th St connecting Park Blvd to 5th Ave.

CIP SCORE **61**

## BURR, WILSON, AND PALMER STAIRPATH REHAB

Design and construct 2 stairway rehab projects (Palmer-handrails only- & Wilson)



## BIKE SELECTED PROJECTS

CIP SCORE **56.75**

**N/A**

### CITYRACKS BICYCLE PARKING PROGRAM

Install approximately 150 new bike parking racks along public streets throughout Oakland, or new e-Locker sites and a smaller number of bike racks.

### BICYCLE SIGNAGE PROGRAM

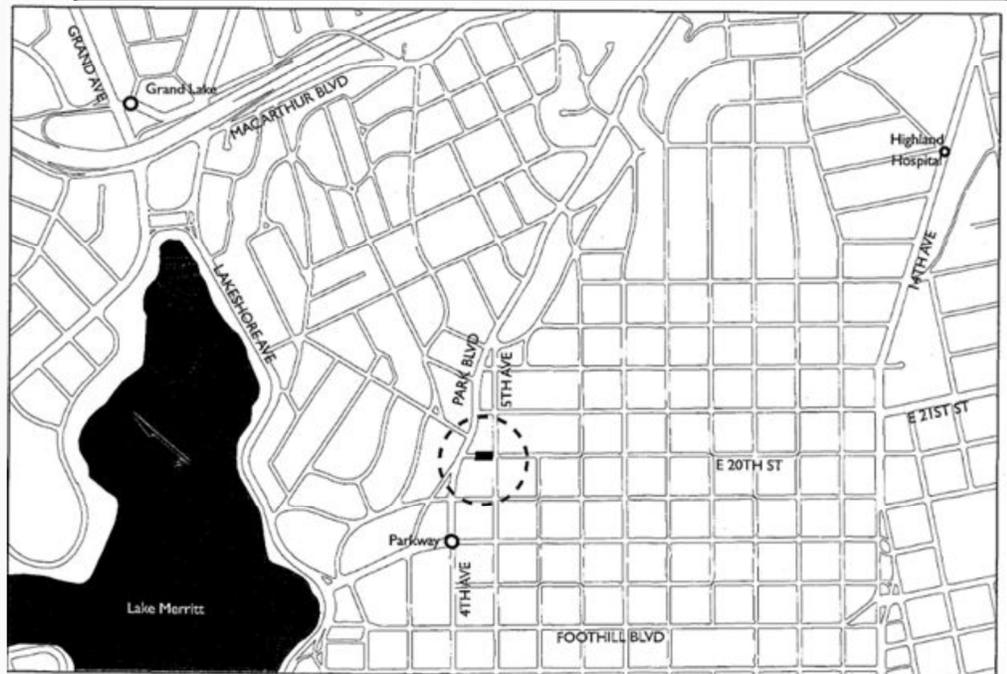
Continue the installation of bicycle guide signs across Oakland's bikeway network. The program includes the installation of bicyclist guide, warning and regulatory signs, and may include the removal of older bicyclist-related signage that's no longer needed

## E 20TH ST STAIRPATH REHABILITATION

CIP SCORE

**61**

Reconstruct deteriorated stairs/landings and install handrails for this stairpath along E 20th St connecting Park Blvd to 5th Ave.



March 10, 2017



## BICYCLE SIGNAGE PROGRAM

### CIP SCORE

N/A

Continue the installation of bicycle guide signs across Oakland's bikeway network, including bicyclist guide, warning and regulatory signs, and may include the removal of older bicyclist-related signage no longer needed



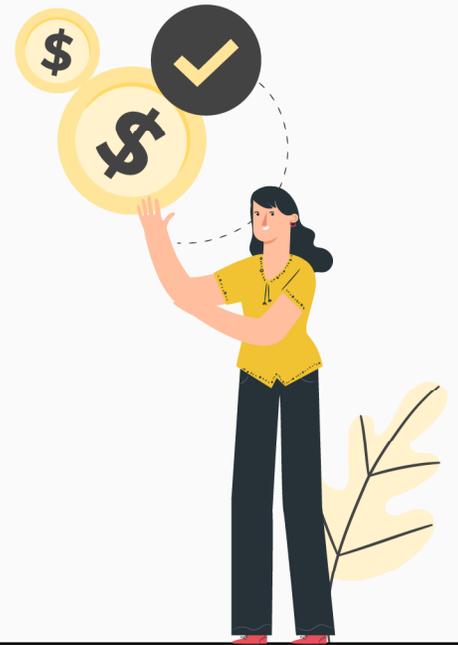
## FY 2022-23 ALLOCATION SUMMARY

Project	Prior TDA Allocation	FY 22-23 Allocation	Total Allocation
Bicyclist Signage Program	N/A	\$75,000	-
E 20th St Stairpath Rehabilitation	\$371,796 (17-18; 21-22)	\$150,000	\$521,796
Burr, Wilson, and Palmer Stair/Path Rehabilitation	\$251,001 (18-19; 21-22)	\$108,000	\$359,001
CityRacks Bike Parking Program, Phase 16	N/A	\$75,000	-
	<b>\$386,000</b>	<b>\$408,000</b>	<b>\$880,796</b>

# THANKS

Does anyone have any questions?

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# Active Transportation Program Cycle 6

Julieth Ortiz  
Strategic Planning & Capital Finance

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## Agenda



- ATP timeline
- Existing ATP Projects
- ATP evaluation criteria
- Top projects
- Methodology
- Discussion/Feedback

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# Timeline



ATP Guidelines/Fund Estimate/Call for projects	March 16-17, 2022
Scoring rubrics posted on Commission website	March 29, 2022
MTC submits optional guidelines to Commission	May 13, 2022
Project applications deadline	June 15, 2022
Commission approves or rejects MTC Guidelines	June 29-30, 2022

# ATP Existing Projects



## ATP Current Project Status (as of February 2022)

PROJECT	CIP SCORE	Phase	Total Funding	Grant Fundin	<i>Estimated</i>	
					CON START	EST. CON END
ATP1 SAFE ROUTES TO SCHOOL (VARIOUS LOCATIONS)	N/A	Completed	\$ 1,954,000	\$ 1,895,000	N/A	9/1/2021
ATP Fruitvale Alive Gap Closure	75.50	Bid Award	\$ 8,425,000	\$ 6,425,000	Summer 2022	Spring 2024
ATP 14th St Safety Project	89.25	Design	\$ 18,837,000	\$11,578,000	Spring 2023	Fall 2025
LAMMPS PHASE 1 (LAUREL ACCESS TO MILLS MAXWELL PARK SEMINARY)	86.00	Completed	\$ 9,239,000	\$ 3,598,000	N/A	3/22/2021
ATP Telegraph Complete Streets	80.25	Construction	\$ 9,241,000	\$ 4,554,000	Winter 2021	Spring 2023
19th Street BART to Lake Merritt Urban Greenway	75.00	Construction	\$ 4,583,000	\$ 4,583,000	Fall 2021	Fall 2022
LAKE MERRITT TO BAY TRAIL CONNECTION	82.00	Right-of-Way	\$ 3,718,000	\$ 2,885,000	TBD	TBD
PARK BLVD/EXCELSIOR CROSSING TO SAFETY	N/A	Construction	\$ 1,959,000	\$ 1,895,000	Winter 2021	Summer 2022
HIGH ST, COURTLAND AVE, YGNACIO ST INTERSECTION IMPROVEMENTS	N/A	Completed	\$ 1,677,000	\$ 1,128,000	N/A	8/30/2019
East Oakland Neighborhood Bike Routes	75.00	Plan	\$ 21,859,000	\$17,269,000	Spring 2024	Winter 2024
ATP 7th Street Connection Project	78.00	Plan	\$ 21,017,000	\$ 14,180,000	Spring 2025	Winter 2025
			<b>\$ 102,509,000</b>	<b>\$ 69,990,000</b>		

## Evaluation criteria

- Benefit to Disadvantaged Communities (10 points)
- Need / connectivity (38 points)
- Safety (20 points)
- Public participation & planning (10 points)
- Scope and plan consistency (2 points)
- Context sensitive & innovative (5 points)
- Transformative project (5 points)
- Cost effective (5 points)

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## Top Candidates

- Bancroft Ave Greenway, Design\*
- 73<sup>rd</sup> Ave - Active Connections to Transit, Construction
- Market Street Pedestrian Improvements

\* Previously submitted (Cycle 5)

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# 1. Bancroft Greenway



Existing: Bancroft Avenue at 73<sup>rd</sup> Avenue



Proposed: Bancroft Greenway rendering

Source: East Oakland Community Transportation Plan

# 1. Bancroft Greenway



## Status

- Planning

## History

- Let's Bike Oakland (2019)
- East Oakland Planning for Paving (2019)
- Oakland Walks! (2017)
- East Oakland Community Based Transportation Plan (2007)

## Project Cost

- \$27 M

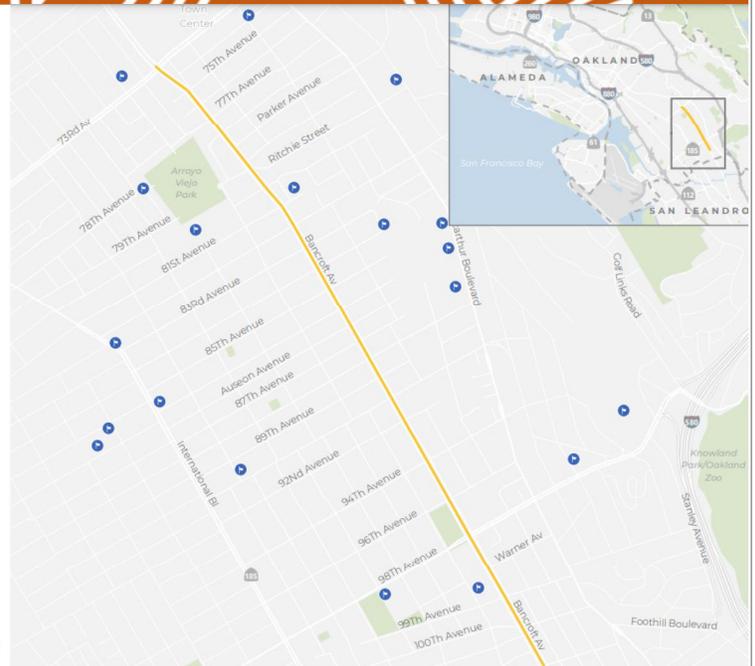
## ATP Request

- TBD - only asking for design as per ATP Cycle 5, or full project funds

## Priority

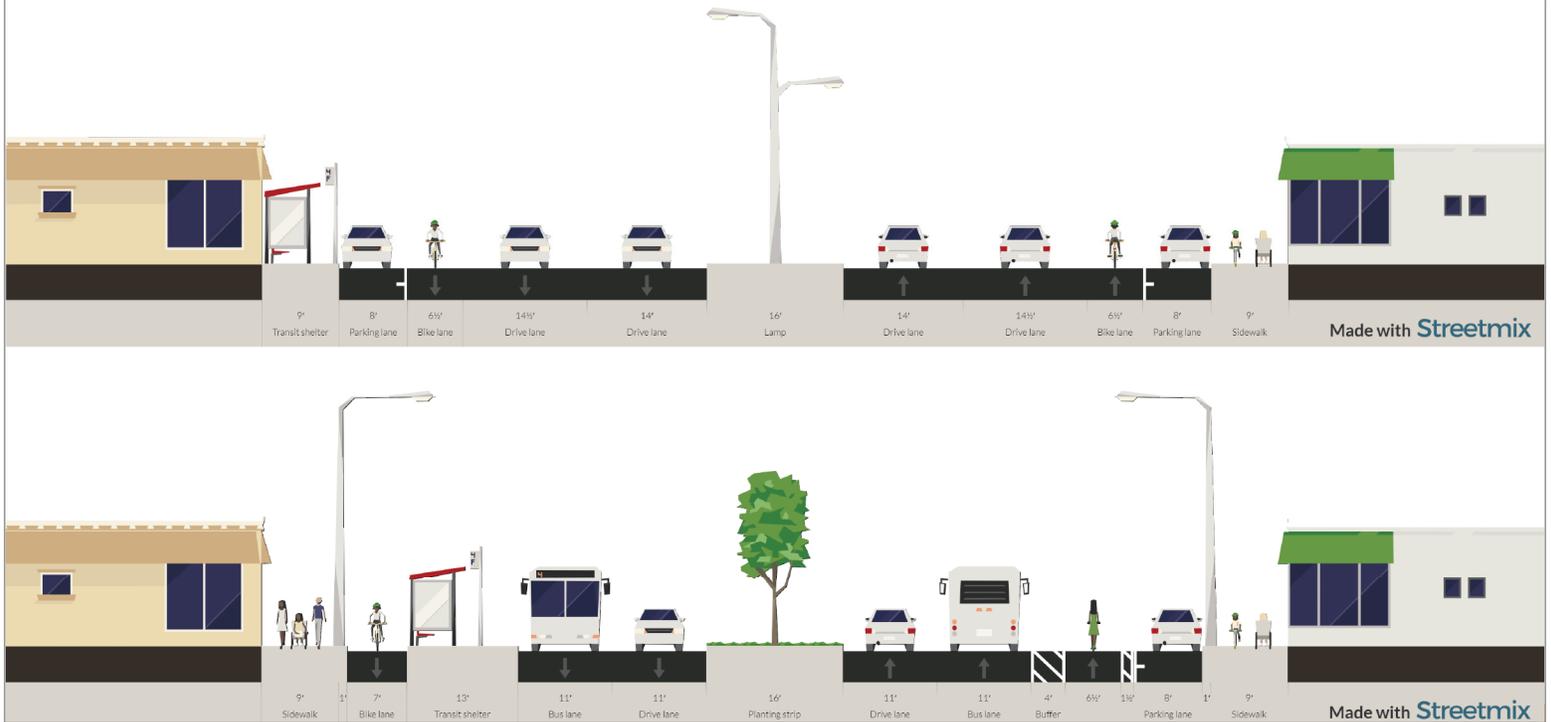
- HIN - peds & motorists
- High Disadvantage Index\*
- 42-64% CalEnviroScreen score
- 2021 Paving Project
- May need to take out mature trees
- Upgrades to existing facilities less attractive?

\*Measured as high concentrations of people of color, people with limited English proficiency, people with low incomes, and cost-burdened renters



Location: Bancroft Avenue (73<sup>rd</sup> to 103<sup>rd</sup> Avenue)  
Length: 1.85 miles

## 2. 73rd Ave - Active Connections to Transit



## 2. 73rd Ave - Active Connections to Transit



### Status

- Design

### History

- Let's Bike Oakland (2019) - Class 2B & high/highest priority intersections
- Transit Action Strategy (2018)
- Oakland Walks! (2017)

### Cost Category

- \$ 18 M (up to International Blvd; estimates from May 2022)

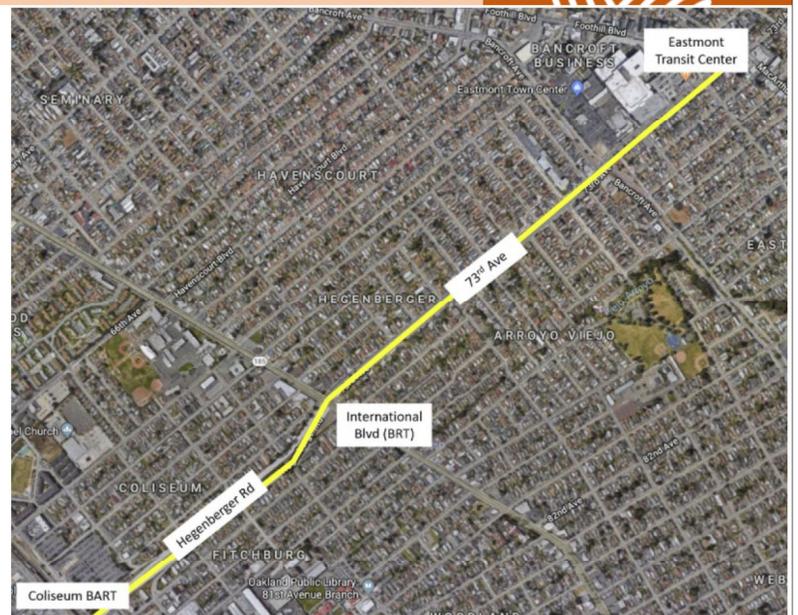
### ATP Request

- TBD- \$14.3M (assumes a 20.01% local match- \$2.56M) or full costs

### Priority

- HIN - Pedestrian & Motor Vehicles
- 54-96% CalEnviroScreen score
- High Disadvantage Index\*

\*Measured as high concentrations of people of color, people with limited English proficiency, people with low incomes, and cost-burdened renters



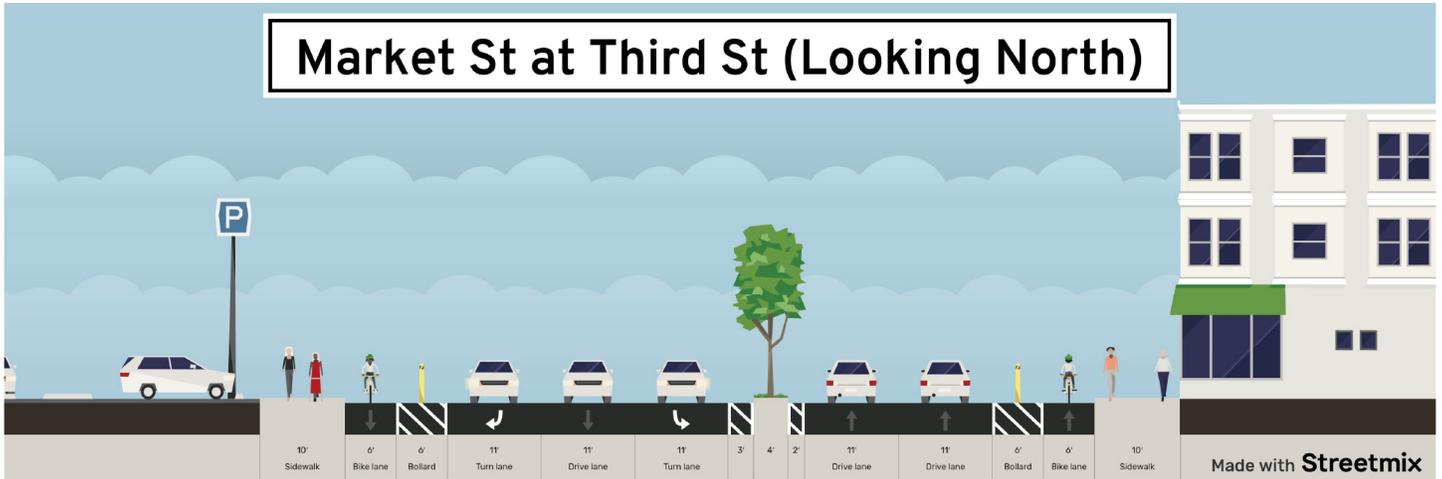
Location: 73<sup>rd</sup> Ave (Foothill Blvd to International Blvd); Neighborhood Connection (International Blvd to Coliseum BART)

Length: 1.7 miles

Note: Map shows previous design utilizing Hegenberger Rd

# 3. Market St Streetscape Improvements

## Market St at Third St (Looking North)



# 3. Market St Streetscape Improvements

### Status

- Design

### History

- Let's Bike Oakland (2019)
- TOWN for All (2022)
- 3-yr Paving Plan
- HSIP 7
- Connects future protected bike lanes on 7<sup>th</sup> Street to proposed protected bike lanes on 3<sup>rd</sup> Street.

### Cost

- \$18 M

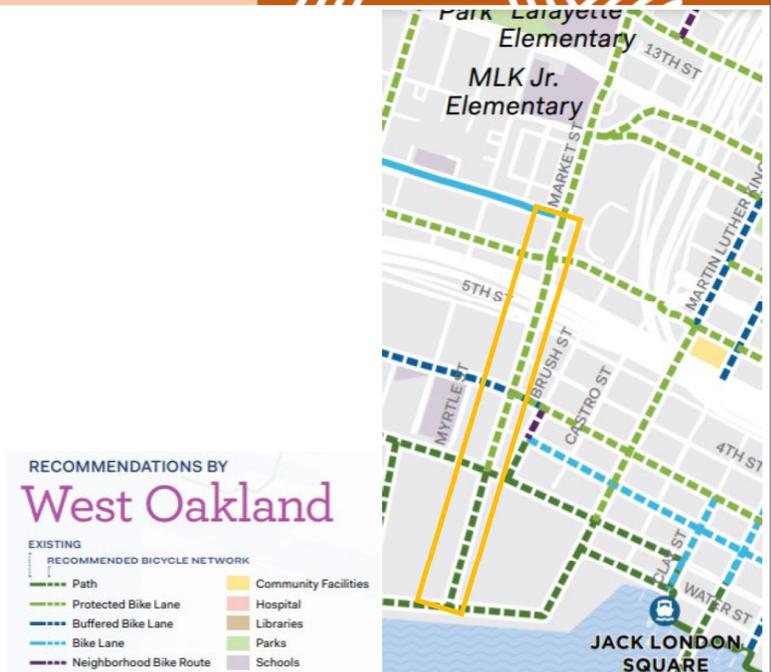
### ATP Request

- TBD- \$14.3M (assumes a 20.01% local match- \$2.56M) or full costs

### Priority

- Partially on HIN Bicycle & Motor Vehicles
- High Disadvantage Index\*
- 78-89% CalEnviroScreen score

\*Measured as high concentrations of people of color, people with limited English proficiency, people with low incomes, and cost-burdened renters



Location: Market St (3<sup>rd</sup> to 7<sup>th</sup> St), (Embarcadero to 3<sup>rd</sup> St, TBD)  
 Length: 0.2 – 0.3 miles

## Other Projects Considered

- LAMMPS Phase 2, Design & Construction (targeting other grants in 2022)
- 27<sup>th</sup> Street Complete Streets, Construction (targeting other grants in 2022)
- Coliseum Bay Trail Connector (66<sup>th</sup> Ave), Design & Construction (late 2022-2023)\*
- Grand Avenue Mobility Plan Implementation (Not ready - 2023)
- Chinatown Complete Plan Implementation (Not ready - 2023)

\* Previously submitted

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## Methodology

Criteria	73 <sup>rd</sup> Ave	Bancroft Greenway	Market Street	27 <sup>th</sup> Complete Streets	LAMMPS 2	Coliseum Bay Trail Connector
<b>Disadvantaged Communities (10 points)</b>	100%	90-100%	100%	90%	80-90%	100%
<b>Need (38-40 points)</b>	95-100%	80-90%	90-95%	80-90%	60-80%	In Progress
<b>Safety (20-25 points)</b>	100%	100%	80-90%	100%	90%	80-100%
<b>Public Engagement (10 points)</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	More recent engagement will be beneficial	<input checked="" type="checkbox"/>	In Progress
<b>Leveraging (5 points)</b>	Secured \$1.2M (7%) Need \$2.4M (13%)	If asking for CON, Need 20% (\$5.4M)	Secured \$2.3M (HSIP7) (14%)	Secured \$3.3M	Secured \$40K	
<b>Affordable Housing</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		N/A	<input checked="" type="checkbox"/>
<b>CIP Score</b>	75.25	85.50	75	69	77	<del>78.5</del>



# Appendix

## Other Projects Considered

# 27th Street Complete Streets

**Concept**  
 Create a protected bikeway link between the protected bikeway on Telegraph Ave and the future protected bikeway on Grand Ave. The project includes new curb ramps, new pedestrian signal heads, enhanced crosswalks, and eliminates a slip lane at 27th & Harrison, converting it to a bike-only slip lane.

**Status**  
 • PS&E

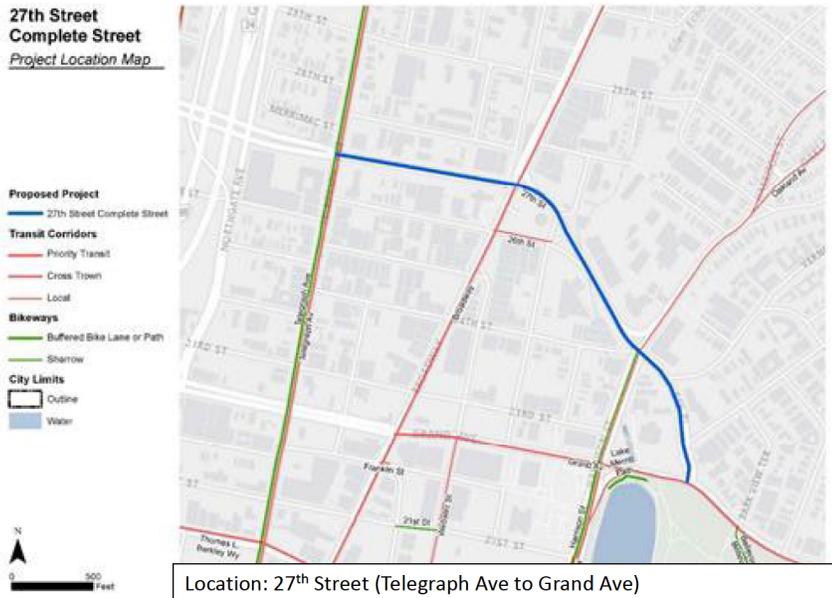
**History**  
 • Let's Bike Oakland (2019)  
 • Oakland Walks! (2017)

**Cost**

**Priority**  
 • Partially on HIN – Bicycle  
 • High Disadvantage Index\*  
 • 23-80% CalEnviroScreen score

\*Measured as high concentrations of people of color, people with limited English proficiency, people with

**27th Street Complete Street**  
 Project Location Map



Location: 27th Street (Telegraph Ave to Grand Ave)  
 Length: 0.6 miles

# Coliseum BART Bay Trail Connector



Existing: 66<sup>th</sup> Ave at Coliseum Way



Proposed: Ohlone Greenway in Richmond

Source: <https://bikeeastbay.org/news/richmond-and-ohlone-greenways-connected-last>



## 66th Ave Existing Conditions



## 66th Ave Proposed



- Reduced travel lane widths
- Provide sidewalks where missing
- Update and install new high visibility crosswalks
- Upgrade arterial bike route to class IV bike lanes (or potentially multi-use trail/widened sidewalk)

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## Coliseum BART Bay Trail Connector

### Status

- OakDOT is working with Caltrans to refine designs

### History

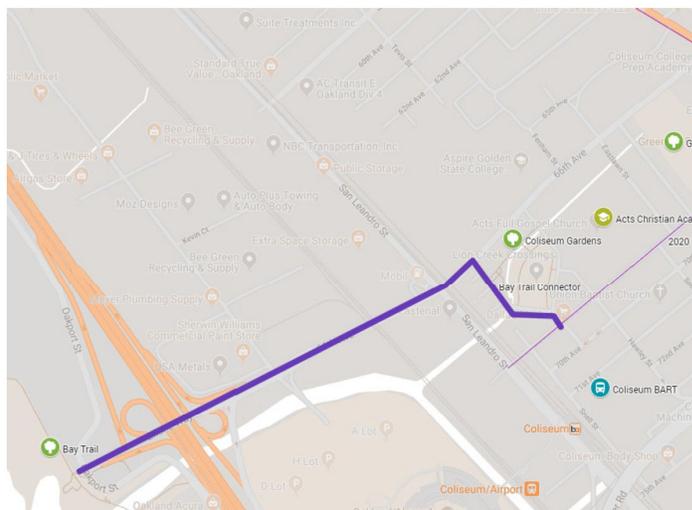
- Let's Bike Oakland (2019)
- Coliseum Specific Plan (2015)
- East Oakland CBTP (2007)

### Cost Category

- \$16.1 M (ATP Cycle 4 2018)

### Priority

- 91-100% CalEnviroScreen score
- HIN - no
- High Disadvantage Index\*
- Missed ATP Cycle 4 (lack of leveraging, data, participation)
- Potential to leverage Oakport redevelopment



Location: 66<sup>th</sup> Ave (Bay Trail to Coliseum BART)  
 Length: 0.9 miles  
 Note: Actual design may be different from design shown above.

\*Measured as high concentrations of people of color, people with limited English proficiency, people with low incomes, and cost-burdened renters

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# LAMMPS Phase 2



Existing: MacArthur Blvd at Millsbrae Ave



Proposed: Multi-use trail / protected bike lane

Source: LAMMPS Phase 1 Council Presentation

# LAMMPS Phase 2



## Status

- PS&E (to be confirmed)

## History

- Let's Bike Oakland (2019)
- LAMMPS Community Process (2000-2019)

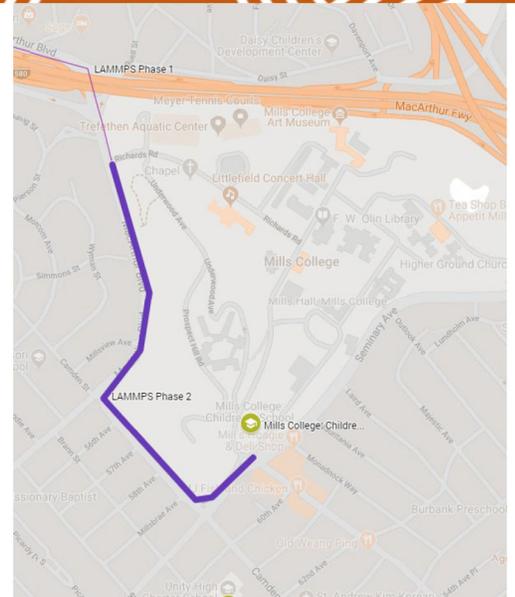
## Cost

- \$4 – 6 M

## Priority

- HIN – no
- 27-64% CalEnviroScreen score
- Medium Disadvantage Index\*

\*Measured as high concentrations of people of color, people with limited English proficiency, people with low incomes, and cost-burdened renters



Location: MacArthur Blvd (Richards Rd to Seminary Ave)  
 Length: 0.6 miles

# Plaza de la Fuente

## Concept

Provide woonerf/shared street to better prioritize pedestrians in Plaza de la Fuente

## Location

E 12<sup>th</sup> St b/t 33<sup>rd</sup> Ave and 35<sup>th</sup> Ave

## History

- Let's Bike Oakland (2019)
- East Oakland CBTP (2007)

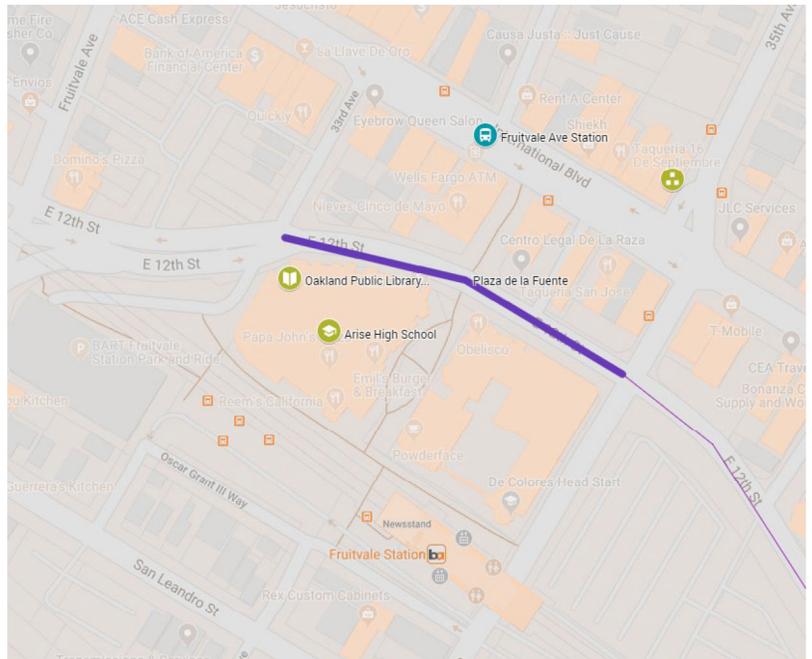
## Cost

- \$12.1 M (ATP Cycle 4)

## Priority

- HIN - no
- 81 – 90% CalEnviroScreen score
- High Disadvantage Index\*
- Missed ATP Cycle 4 (not “active”, cost-effective, lack of leveraging)

\*Measured as high concentrations of people of color, people with limited English proficiency, people with low incomes, and cost-burdened renters



Existing: E 12<sup>th</sup> St b/t 33<sup>rd</sup> Ave and 35<sup>th</sup> Ave



Proposed: Shared street as envisioned in ATP Cycle 4 (2018) submittal

