



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the November 18<sup>th</sup>, 2021 meeting**  
**Teleconference**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/November-2021-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:00 pm by BPAC Chair Andrew Campbell.

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

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

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell (Chair)	X
Grey Gardner	X
Mike Lok	X
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Vice-Chair)	X
Dianne Yee	X
(one vacancy)	

Introductions were made.

- Other attendees: Debbie Barragan, Grace Carsky, Danielle Dynes, Alex Frank, Tom Holub, Seung yen Hong, Jeremiah Maller, Adarsh Pandit, Robert Prinz, Midori Tabata, Nick Whipps, Hal Williams, Courtney Wood, Cycles of Change, deepak, Mario, ME, O3
- Staff: Emily Ehlers, Colin Piethe, Jason Patton, Noel Pond-Danchik, Lucas Woodward, KTOP

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

- Tom Holub noted that at the May BPAC meeting OakDOT staffer Kerby Olsen shared that OakDOT was not enforcing the equity requirement of the e-scooter program. At this moment there are seven e-scooters east of High St where – per the terms of the e-scooter operator permits – there should be closer to fifty. The BPAC should encourage OakDOT to enforce the equity requirement of the e-scooter program.
- Adarsh Pandit, a resident of District 2, spoke in favor of separated bike lanes as the best type of bikeway. They will reduce crashes and provide health, environmental, and equity benefits. He would like to see separated bike lanes in the Lakeshore Ave and Piedmont Ave commercial districts, as well as on Grand Ave and Telegraph Ave.
- Maggie noted she is supportive of bike lanes but noted they are mainly used by a niche group of people. The “traffic calming” on Telegraph Ave is more like “gridlock.” She is seeking balance in street design to meet everyone’s needs, including the elderly, parents with kids, and people with disabilities.

### Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 21<sup>st</sup>, 2021 and from the special meeting of October 21<sup>st</sup>, 2021*** was made (Schader), seconded (Burnette), and approved by consent. 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*** by roll call vote with the following Commissioners voting in favor: Burnette, Campbell, Gardner, Lok, Mangrum, Ralston, Schader, and Yee. No Commissioners voted against. The resolution passed unanimously.

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

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

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

- On 10/7/21, a mother and a six-year old child were hit while crossing the street in a crosswalk at 23rd Avenue and E 27th Street while headed to school in the morning by a driver who fled the scene. Both the mother and child were hospitalized and are now recovering.
- On 10/13/21 a child was hit by a vehicle while in the crosswalk at 98th Avenue and Cherry Street in front of Elmhurst Middle School where a pedestrian was fatally struck in the same crosswalk in January 2020. OakDOT installed a concrete pedestrian median adjacent to the crosswalk as a safety improvement in July 2020. OakDOT is responding to the requests received from the school and will be meeting with the school principal.
- On 10/18/21, a fatal pedestrian crash occurred at the intersection of Foothill Blvd and Miller Ave. Media is reporting the incident as a homicide.
- On 10/28/2021 at approximately 9 pm, a possible fatal pedestrian crash occurred near the intersection of 7th Street and Madison Street.
- On 10/29/21 at approximately 10 pm, a scooter rider was struck and killed by a passenger vehicle at the intersection of 23rd Avenue and Foothill Blvd. The driver was traveling into oncoming traffic and failed to stop at a red light. The driver fled the scene.
- A female bicyclist was involved in a solo crash on Claremont Ave and subsequently passed away. Please keep her family and friends in your thoughts.

#### Summary of Discussion:

- At 98<sup>th</sup> Ave and Cherry St, consider adding speed humps on either side of the crosswalk.
- At Foothill Blvd and 23<sup>rd</sup> Ave, consider adding a traffic circle.
- OakDOT's project on West St will be installing raised intersections made out of asphalt – a relatively low-cost treatment that could be installed as part of paving projects. The BPAC should follow this new treatment to see if it is beneficial.
- Use protected bike lanes to narrow roads and lower speeds.
- OakDOT is installing buffered bike lanes on Foothill Blvd from 23rd Ave to the lake, and that is a good thing. A roundabout (that still allows for emergency vehicles) could help slow things down. There is a lot of speeding in this area.
- This is a saddening list of pedestrian and bicyclist crashes, and the fact that drivers are fleeing the scene makes these more than tragedies – they are instances of violence. The behavior is violent and anti-social, and we will need coordinated solutions involving more than infrastructure improvements.

Speakers other than commissioners: Alex Frank, Robert Prinz

#### **Item 6. School Safety at OakDOT**

Commissioner Gardner introduced Lucas Woodward who discussed the various ways that OakDOT's Safe Streets Traffic Engineering team works to further school traffic safety in Oakland, including current and future projects and challenges. To read more about traffic safety efforts near schools at OakDOT, go to <https://www.oaklandca.gov/topics/school-traffic-safety-in-oakland>. The presentation is attached to these meeting minutes.

#### Summary of Discussion:

- It is important to have sustainable funding sources for school safety improvements. In particular, Active Transportation Program (ATP) grants are getting harder to get.
- There may be more project delivery challenges than funding challenges. For example, OakDOT currently has 22 engineering vacancies.
- OakDOT staff are seeking to create two channels for school safety engineering improvements: work orders that can be done comparatively quickly by City crews in response to principals' requests; and capital projects which require more time and funding to develop. Walk audits are good opportunities to develop concepts and consensus on capital projects.
- OakDOT is very interested in traffic calming in school zones, working with residents on the installation of speed humps, and exploring new treatments like speed cushions on more major streets.
- Check out the speed tables on 81<sup>st</sup> Ave between B St and San Leandro St that have been effective in slowing traffic.
- Soft hit posts are installed through work orders, and they are relatively straightforward to install so long as OakDOT has them stock, however, OakDOT is seeking more robust solutions to provide more safety benefits with less ongoing maintenance needs.

Speakers other than commissioners: Midori Tabata

#### **Item 7. Ney Avenue Traffic Calming**

Commissioner Burnette introduced Lucas Woodward who presented an update on the Ney Avenue Neighborhood Traffic Calming Plan, a recently completed neighborhood-scale effort that is currently in implementation. See: <https://www.oaklandca.gov/projects/ney-avenue-neighborhood-traffic-calming>. The presentation is attached to these minutes.

Summary of Discussion:

- The project has a \$600,00 budget with the bulbouts being the most expensive item, followed by the traffic circles. The quick-build diverter is relatively inexpensive to construct with the chicanes being an in-between cost.
- Ney Ave needs to be paved – the roadway surface is in poor shape. The paving is not funded by the project. The current improvements will not be adversely affected when the street is eventually paved. Ney Ave is not on the current 3-Year Paving Plan and it is not included in the draft 5-Year Paving Plan.
- When this segment of MacArthur Blvd was paved, OakDOT did not implement the bikeway proposed by the City’s Bike Plan. Ney Ave could be considered as an alternate route. However, the prevalence of violence on Ney Ave is a concern. Additionally, the hills and traffic on 73<sup>rd</sup> Ave and 82<sup>nd</sup> Ave are considerations.
- Hillside St, on the opposite side of MacArthur Blvd from Ney Ave, was recently paved and is being developed as a neighborhood bike route.

Speakers other than commissioners: Robert Prinz

**Item 8. Walk This Way**

Commissioner Lok introduced Colin Piethe who presented on the Walk This Way Toolkit. The Walk This Way Toolkit for underpass improvements is a project that was led by the Department of Planning & Building in 2016 and is now managed by the Department of Transportation. The toolkit is aimed at helping developers, City staff, and members of the public have: 1) a menu of design tools to address the dark and uninviting nature of underpasses; and 2) guidance on how to navigate internal and external processes for improving underpass areas. For more information, go to: <https://www.oaklandca.gov/projects/walk-this-way>. The presentation is attached to these minutes.

Summary of Discussion:

- The inter-agency coordination is challenging. In a current example, a developer has been seeking to install artwork in a Caltrans underpass. The developer has reached the conclusion that the Caltrans requirements make the project infeasible, despite significant funding from the developer.
- OakDOT is working with Oakland’s Cultural Affairs Department to understand better the implementation of public art and pathways for OakDOT to partner with artists.
- OakDOT is seeking to learn from other agencies that have had been able to improve Caltrans underpasses, like an underpass in Campbell that has been particularly successful. Another example is in Emeryville where the Bay Trail crosses under the freeway (along Powell St under I-80).
- Cars and trucks parking in underpasses create a visual barrier by hiding the sidewalk from the street. Restricting parking could improve sightlines, especially near intersections where there is a traffic safety benefit in addition to a personal security benefit.

Speakers other than commissioners: Alex Frank

- A motion to **extend the meeting by 15 minutes** was made (Campbell), seconded (Lok) and approved unanimously.
- A motion that **the Oakland BPAC urges Caltrans to support the City of Oakland's Walk This Way Underpass Improvement Toolkit to improve pedestrian safety and neighborhood connectivity** was made (Campbell), seconded (Mangrum), and approved unanimously.

## Item 9. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was 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 and Robert Prinz noted the Infrastructure Committee did not meet in October or November, but will meet Thursday, December 2, 3:30-5:30pm, per the Committee's regular meeting schedule. Possible items include the Downtown Lead Pedestrian Interval (LPI) project, the Sideshow Prevention project, and a follow-up on OakDOT's Rapid Response Program.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted the Committee is working on a ride in December with Oakland Police Department officers and community members. The Committee plans to meet soon.

Speakers other than commissioners: None

## 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*

- School Crossing Guard Program and School Safety Patrol (OakDOT Safe Streets Division)
- An update on Oakland's Safe Oakland Streets Initiative, including reductions in school zone speed limits (OakDOT Safe Streets Division)
- Reducing hit-and-run traffic fatalities (Schader)
- Recently awarded Chinatown transportation planning grant (Yee)
- AB 43 implementation (Gardner)
- Bicyclist and pedestrian safety in construction zones (Alex Frank)

*Announcements*

- Dr. Jesus Barajas will give a City Forum Seminar on "Biking where Black: Connecting transportation planning and infrastructure to disproportionate policing" on Friday, 11/19, at 9:00am: [https://www.youtube.com/watch?v=KuPNA4JUbg4&list=PLUty\\_n0rTirFGtrI5OJFfx-Wr5bPxlKj](https://www.youtube.com/watch?v=KuPNA4JUbg4&list=PLUty_n0rTirFGtrI5OJFfx-Wr5bPxlKj). Dr. Barajas is an Assistant Professor of Environmental Science and Policy at UC Davis, and he attended Oakland BPAC meetings while he was a PhD student at Cal.

Meeting adjourned at 8:16 pm.

**Attachments** *(to be appended to adopted minutes)*

- Item 4. Resolution to Continue Teleconference Meetings
- Item 6. School Safety at OakDOT Presentation
- Item 7. Ney Avenue Traffic Calming Presentation
- Item 8. Walk This Way Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on November 23, 2021 with comments requested by 5pm, December 7, 2021 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the December 2021 meeting agenda and considered for adoption at that meeting.

# OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

## Meeting of November 18, 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

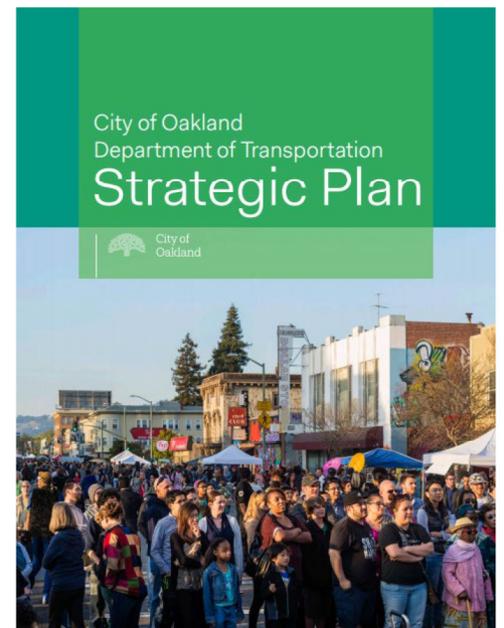
use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

**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.



## OakDOT Strategic Goals

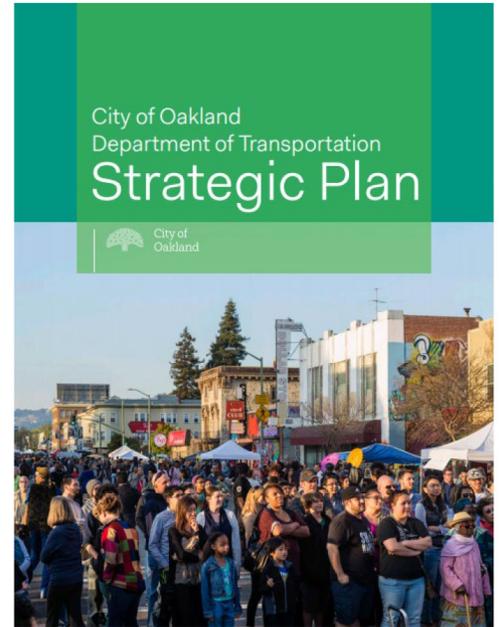
- Equitable Jobs and Housing
- Holistic Community Safety
- Vibrant Sustainable Infrastructure
- Responsive, Trustworthy Government



# OakDOT Strategic Goals

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- Equitable Jobs and Housing
- **Holistic Community Safety**
- **Vibrant Sustainable Infrastructure**
- **Responsive, Trustworthy Government**



# OUSD and OakDOT

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- 135 public and private schools in Oakland
- 50,000 students
- Citywide enrollment, neighborhood priority
- OUSD, OakDOT Coordination
- School safety lives within Safe Streets team at OakDOT
- Crossing Guard and Safety Patrol recently moved to OakDOT





## School Safety at OakDOT

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- Work Orders
- Capital projects
- Programmatic improvements
- Major project coordination



## Work Order Sources

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- 311 team flags service requests that relate to schools
  - Non-school initiated requests are scored with others
- Principal requests
- Resident requests regarding schools
  - OUSD: Reach out to OUSD transportation staff to see if the school has discussed the need with OUSD
  - Non-OUSD: Reach out to principal to clarify need
- Rapid responses
- Other requests (OPD, NCPC, Safety Patrol, collaboration with other projects)



# Work Order Considerations

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- Requests must clearly relate to traffic safety
- Toolbox: Paint, Signage, Posts
- Prioritize safe walking and biking over passenger loading
  - But requests from principals are usually most concerned with pick-up and drop-off

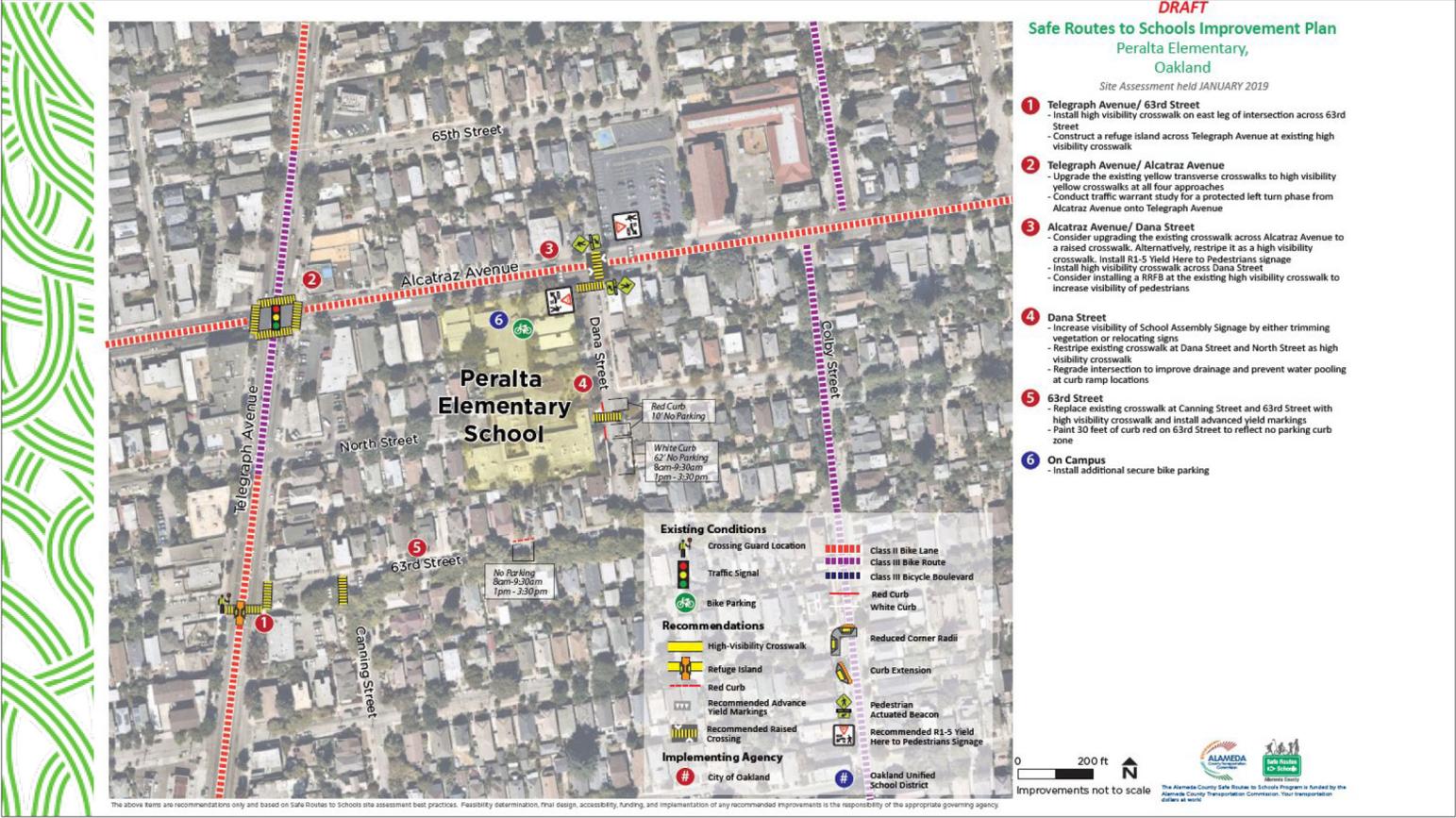


# Walk Audits

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- Approximately 5 per year
- Led by Alameda County Safe Routes to School
- Consultants
- School Staff, Parent Volunteers





# Walk Audits – OakDOT’s Role

- Recommend schools to ACTC
  - Only current criteria: prioritization score and no recent audit history
- Attend audit and contribute observations
- Review audit report
  - Constrained vs unconstrained recommendations
- Due to slower timeline, try to emphasize capital projects
- Stronger focus on walking and biking than work orders



# Capital Projects

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# Capital Projects 2021-2023

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- Lincoln Elementary School
- Yu Ming Elementary School
- East Oakland PRIDE Elementary
- Westlake Middle School
- Martin Luther King Elementary
- *3 schools with work order-level recommendations but no capital projects*





## Programmatic Improvements

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- 15 MPH Zones – **in progress!**
- Dead-end turn pocket closures
- Curb ramp upgrades
- RRFBs

➤ *Apply school prioritization database*



## Current Challenges

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- Crew Capacity
- Mechanism for “Just-beyond work order” tasks
  - Curb ramps
  - Speed humps
  - Median islands
- Streamlined contracting processes
- Project information sharing



# Discussion

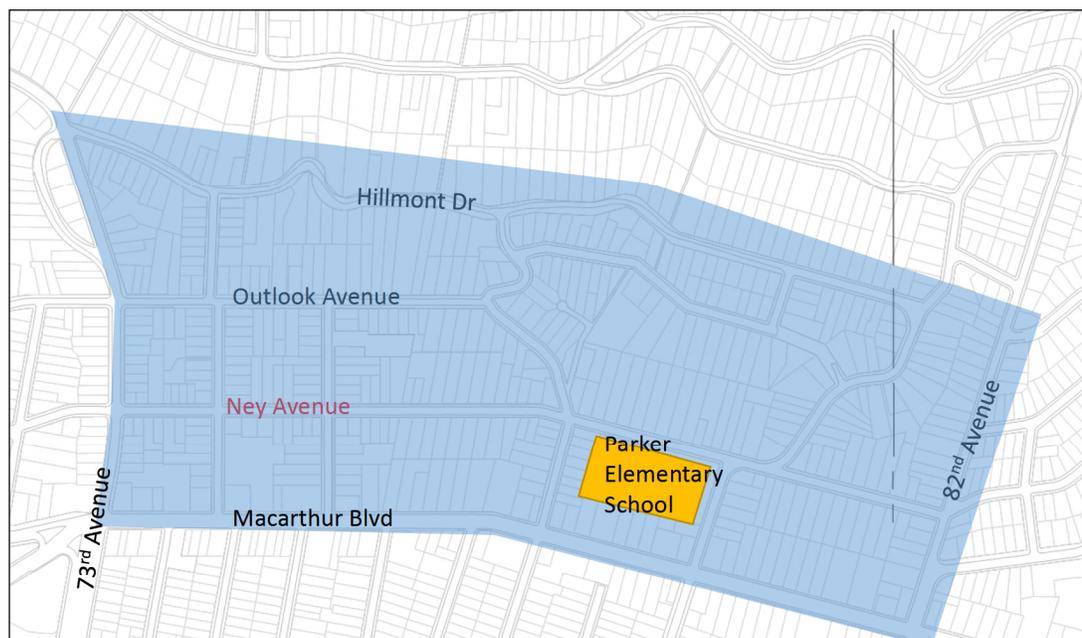
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# Ney Avenue Neighborhood Traffic Calming

November 17, 2021

## Study Area



# Goals

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- Reduce traffic speeds
- Reduce traffic volumes
- Improve neighborhood safety



# Timeline

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Activity	Date
Project Kick-Off	May 2020
Data Collection and Community Outreach	June 2020 – December 2020
Draft and Final Plans	January 2021 – May 2021
Design	July 2021 - Present
Quick-Build	Present
Speed Humps	Spring 2022
Other Traffic Calming Elements	Summer 2022 – Spring 2023



# Outreach Highlights

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- Three virtual meetings
- One in-person event
- Stakeholder Interviews
- Concerns about traffic speed and volumes
- Ease of driving through the neighborhood linked to violent crime



# Summer 2020 “Walkshop”

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# Existing Conditions Highlights

- Cut-through traffic present on Ney between 73<sup>rd</sup> and 76<sup>th</sup>
- Traffic speeds generally moderate, highest on Ritchie
- Most speed humps are old and in need of repair
- Physical constraints on streets



# Recommendations

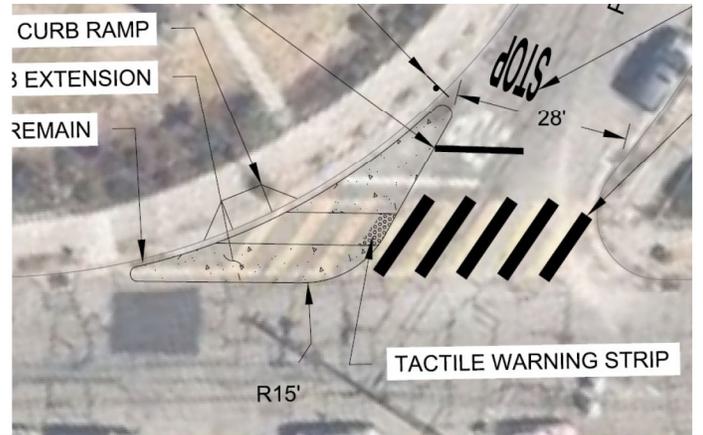
- Speed humps: 11 rebuild, 12 new
- 1 - 2 traffic circles
- Diagonal diverter
- 1 - 2 midblock horizontal treatments
- 1 - 2 bulb-outs
- Total Cost: ~\$600,000

<https://www.oaklandca.gov/projects/ney-avenue-neighborhood-traffic-calming>



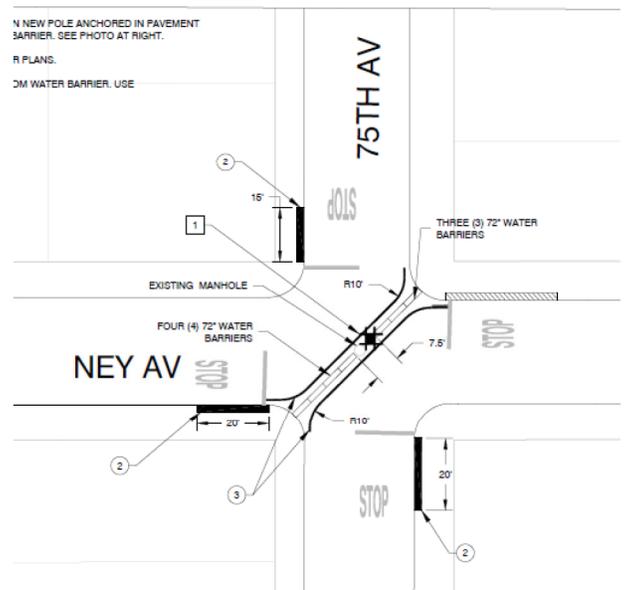
# Considerations

- Green infrastructure at Ney and Partridge
- Macarthur/76<sup>th</sup> Diversion
- Finalize treatment for Parker/Ney
- Macarthur/73<sup>rd</sup> signal needs



# Implementation

- Added to “Slow Streets”
- Quick-build
  - Diverter
  - Chicane
  - Evaluation
- Community artwork
- Speed humps in citywide contract
- Longer-term capital projects



# Discussion

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Lucas Woodward  
lwoodward@oaklandca.gov





# WALK THIS WAY!

An Underpass Improvement Toolkit

BICYCLIST AND PEDESTRIAN  
ADVISORY COMMISSION

NOVEMBER 18, 2021



City of  
Oakland

**PGAdesign**  
LANDSCAPE  
ARCHITECTS

## UNDERPASS IMPROVEMENT TOOLKIT CONTENTS

GOALS  
 Improve Safety  
 Lessen Negative Sensory Impacts  
 Neighborhood Connectivity

# Design Solutions

TOOLS  
 Lighting  
 Signage  
 Furnishings  
 Surface Treatments  
 Public Art  
 Planting  
 Architecture+Engineering  
 Airspace

WHO?  
 Caltrans  
 City of Oakland  
 BART  
 PG&E

# Agency Navigation

HOW?  
 Permits  
 Fees  
 Meetings  
 Signatures



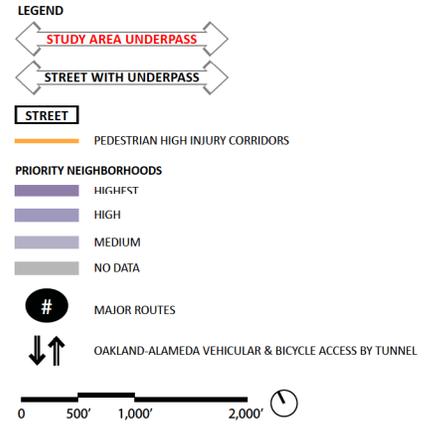
Summer 2021



City of  
Oakland

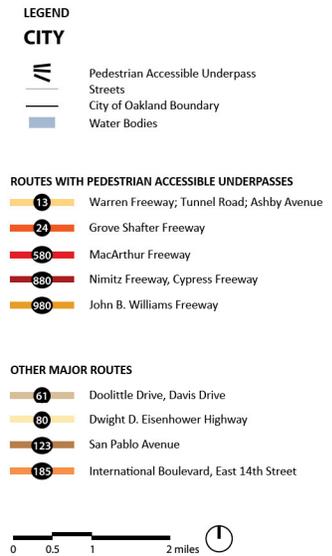
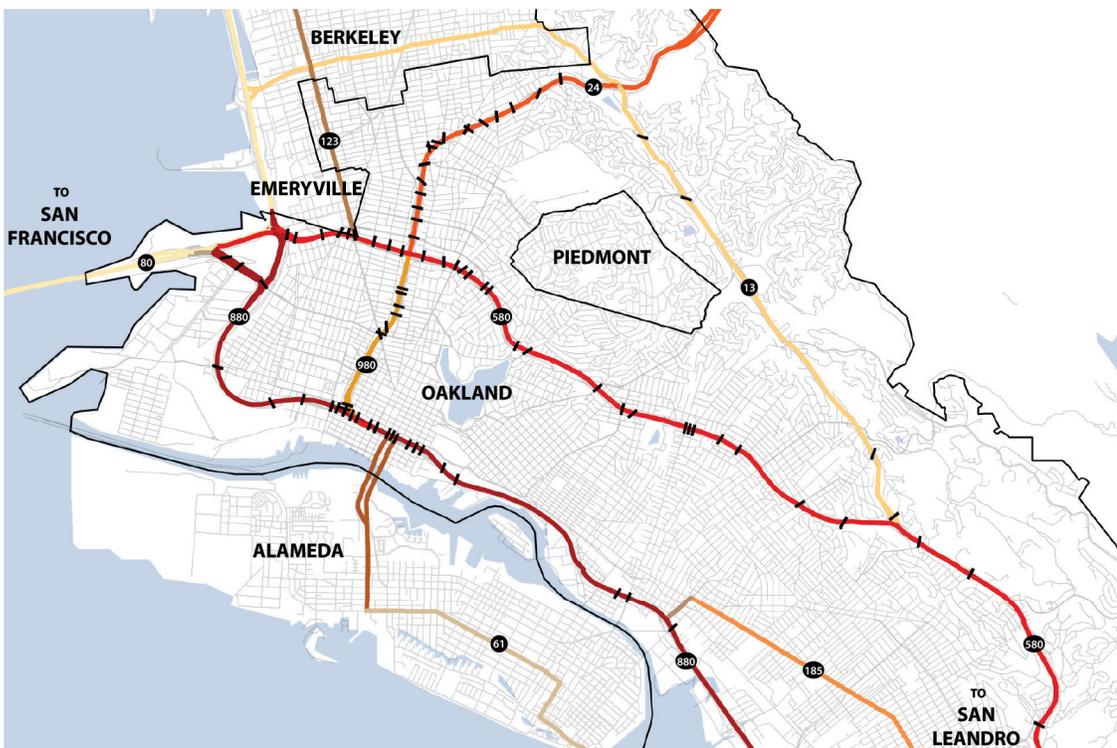
**PGAdesign**  
LANDSCAPE  
ARCHITECTS

# STUDY AREA: THE TOOLKIT STUDIES 4 UNDERPASSES TO DEVELOP DESIGN SOLUTIONS AND AGENCY NAVIGATION FOR UNDERPASS IMPROVEMENTS.

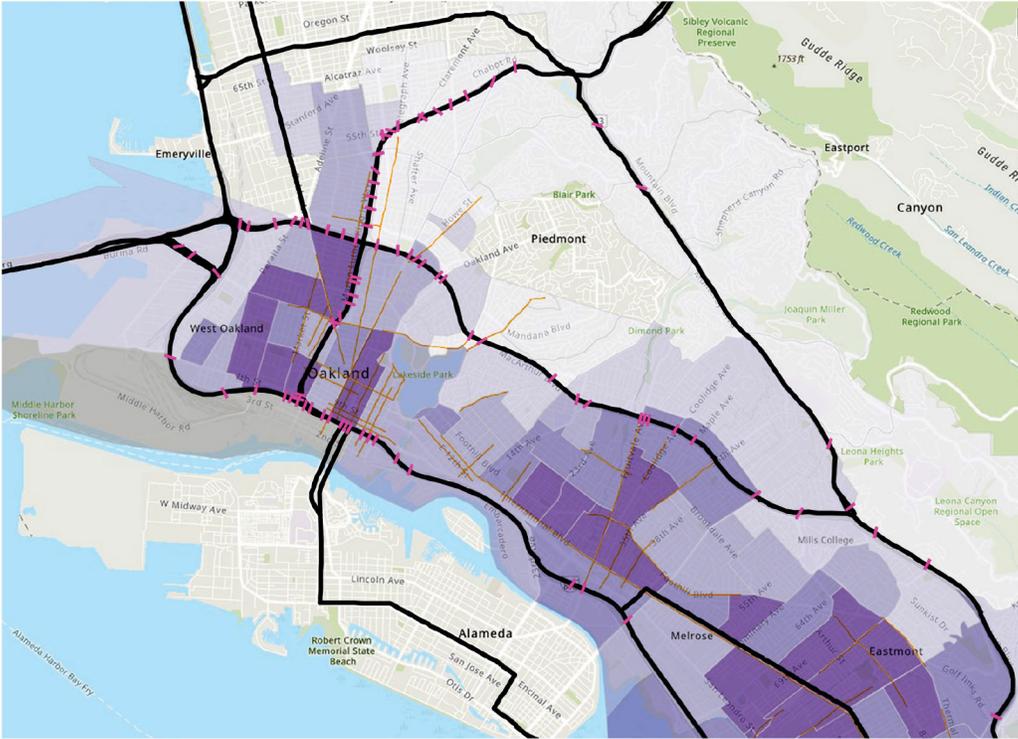


MAP: Layers from Priority Neighborhoods and Planning Areas. Website: <https://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=167a1a636a0a4480a0e0592ad340e52b>  
 1. U.S. Census Bureau (2019). American Community Survey 5-year estimates. Retrieved from Census Reporter Profile page for Census Tract 4030, Alameda, CA <<http://censusreporter.org/profiles/14000US06001403000-census-tract-4030-alameda-ca/>>  
 2. Oakland Equity Indicators Report, 2018. <<https://cao-94612.s3.amazonaws.com/documents/2018-Equity-Indicators-Full-Report.pdf>>

# OAKLAND HAS OVER 85 PEDESTRIAN-ACCESSIBLE UNDERPASSES ACROSS 5 DIFFERENT FREEWAYS.



**THE CITY'S DEPARTMENT OF RACE AND EQUITY OAKLAND EQUITY MAP VISUALIZES PRIORITY NEIGHBORHOODS AND PEDESTRIAN HIGH INJURY CORRIDORS.**



"Pedestrian Safety scored 1 out of 100 in the 2018 Oakland Equity Indicators Report."<sup>1</sup>

**LEGEND**

**PRIORITY NEIGHBORHOODS**

- HIGHEST
- HIGH
- MEDIUM
- LOW
- LOWEST
- NO DATA

**PEDESTRIAN HIGH INJURY CORRIDORS**

**FREEWAYS AND MAJOR ROUTES**

- FREEWAYS AND MAJOR ROUTES
- PEDESTRIAN ACCESSIBLE UNDERPASS

1. Oakland Equity Indicators Report, 2018. <https://cao-94612.ia.amazonaws.com/documents/2018-equity-indicators-full-report.pdf>  
MAP Layers from Priority Neighborhoods and Planning Areas. Website: <https://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=67a1a3608460e05923a440250>



**THE EXISTING CONDITIONS STUDY IDENTIFIES NEGATIVE SENSORY IMPACTS & COMMON CHARACTERISTICS OF UNDERPASSES.**

OAK STREET UNDERPASS FACING NORTH



OAK STREET UNDERPASS FACING SOUTH



- |                   |   |                    |   |
|-------------------|---|--------------------|---|
| <b>VEGETATION</b> | 1 Mature street trees parallel to I-880                       | <b>ON/OFF-RAMP</b> | 6 Greater fluctuations of vehicular speeds    |
| <b>SIGNAGE</b>    | 2 Crosswalks at every street crossing; traffic & walk signals | <b>UTILITIES</b>   | 7 New Utilities Adjacent to, Within Sidewalk  |
| <b>FENCING</b>    | 3 50% Permeable Galvanized Steel Picket Fence                 | <b>EMBANKMENT</b>  | 8 Dense Groundcover, Mature Trees             |
| <b>AIRSPACE</b>   | 4 Oak Street Community Cabins; Parking                        | <b>VISIBILITY</b>  | 9 High-contrast darkness in underpass         |
|                   |   |                    | 5 Directional Signage for On/Off-Ramp Traffic |
|                   |   |                    | 8 Chain Link with Screening; Locked gates     |

**CONDITIONS UNIQUE TO EACH UNDERPASS ARE OBSERVED AND NOTED.**



<b>UNDERPASS SIZE</b>	14'-5" high, 130' deep		
<b>SIDEWALK SIZE</b>	East: 9'-2" / West: 9'-0"		
<b>ADJACENT USES</b>	East: Sloped Soil Embankment West: Airspace leased for: Oak Street Community Cabins (north of freeway); parking beneath and south of freeway. Freeway on- and off-ramps introduce additional tension between pedestrian crossings and freeway traffic.		
<b>FENCING</b>	East: Chain link fence (6'), permeable metal picket fence (7'-6" - 8') West: Chain link fence (6'), with privacy screening at/near Cabins; gates secured with locks, chains, and electronic keypads.		
<b>VEGETATION</b>	East: Sloped embankment, bare soil in shade and wild growth in sun. West: Mature trees parallel to the freeway. Weeds and overgrown vegetation on both sides.		
<b>SIGNAGE</b>	Signage for drivers leaving off-ramp for landmark orientation, for approaching freeway on-ramp. Restrictive pedestrian signage.		
<b>STRIPING</b>	Crosswalks exist at each approach to underpass. 1 crosswalk split by median.		
<b>ACOUSTICS</b>	Day-Night Average Sound Level	On Street - 73 dBA	At Underpass - 75 dBA
	Avg Leq(h)	On Street - 68 dBA	At Underpass - 70 dBA
<b>VISIBILITY</b>	Embankment area is dark during day and night. This contrast reduces the sense of safety & security for pedestrians.		



**THE EXISTING CONDITIONS SUMMARY IDENTIFIES PATTERNS IN THE BUILT ENVIRONMENT THAT INFLUENCE A PEDESTRIAN'S EXPERIENCE.**

The lower & deeper the underpass, the area will be in a darker & longer period of daytime shadow

Hostile Architecture: Curved, pointed steel top fencing; barbed & razor wire atop fencing

Signage is typically oriented to either pedestrians (restrictions) or vehicles (wayfinding).

Mature trees line the freeway; many embankments are planted; weeds flourish along fencelines.

Sidewalks range from narrow, at 3'-0", to ample, at 9'-6".

Common adjacent uses: Parking; embankments; encampments.

THE TOOLKIT ORGANIZES DESIGN SOLUTIONS IN CATEGORIES GUIDED BY AGENCY JURISDICTION AND PERMITTING PROCESSES.

GOALS  
 Improve Safety  
 Lessen Negative Sensory Impacts  
 Neighborhood Connectivity

# Design Solutions

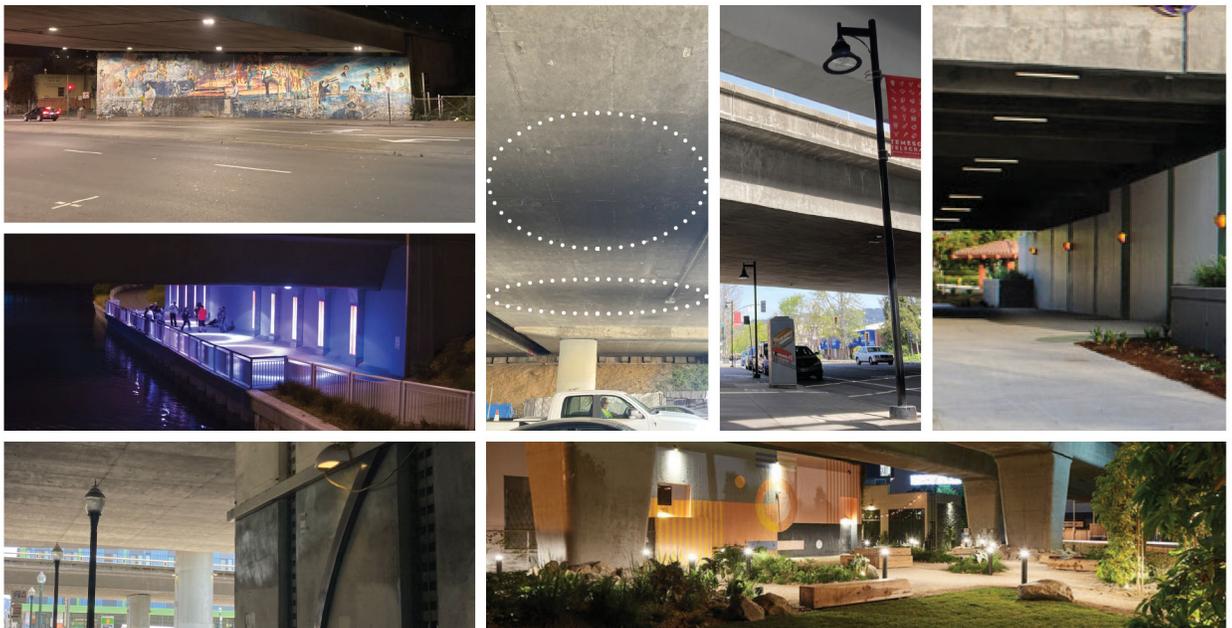


TOOLS

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
- 7 Architecture+Engineering
- 8 Airspace

## MAINTENANCE, STANDARDS, ENHANCEMENT & ART IMPROVE VISIBILITY.

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
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- Maintenance: Routinely powerwash underpass ceiling, especially where traffic stalls.
- City of Oakland standards-level street lighting: at intersections adjacent to underpasses and within underpass (e.g., pole-mounted to match adjacent street light standards, uplighting, in-ground, wall lights, ceiling lights)
- Use of low glare illumination sources for improved visual comfort and safety
- Artistic or decorative lighting installations.

## SIGNAGE CAN SPEAK TO BOTH PEDESTRIANS AND DRIVERS, AND PROVIDE WAYFINDING FOR ADJACENT NEIGHBORHOODS, DISTRICTS & PLACES.

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
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- Pedestrian-friendly wayfinding signage on posts, using high contrast colors
- Develop pedestrian wayfinding signage that extends from underpass to adjacent intersections and streets
- Gateway/Monument-scaled features in the right-of-way

## FURNISHINGS INVITE PEDESTRIANS INTO THE UNDERPASS; HIGH-CONTRAST, COLOR, AND LIGHT BRING DRIVERS' ATTENTION TO PEDESTRIAN SPACES.

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
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- Maintenance: Routinely clean site furnishing elements.
- High-contrast bollards at crosswalks.
- Remove all barbed and razor wire
- Decorative elements such as privacy slats, custom vinyl screening, or ribbon, to existing fencing
- Relocate fencing behind columns (pair with incorporating columns into a broader graphic identity strategy)
- Incorporate portable toilets and handwashing stations into broader graphic identity

## TEMPORARY OR PERMANENT SURFACE TREATMENTS CREATE PEDESTRIAN-ORIENTED WAYFINDING AND SPACES.

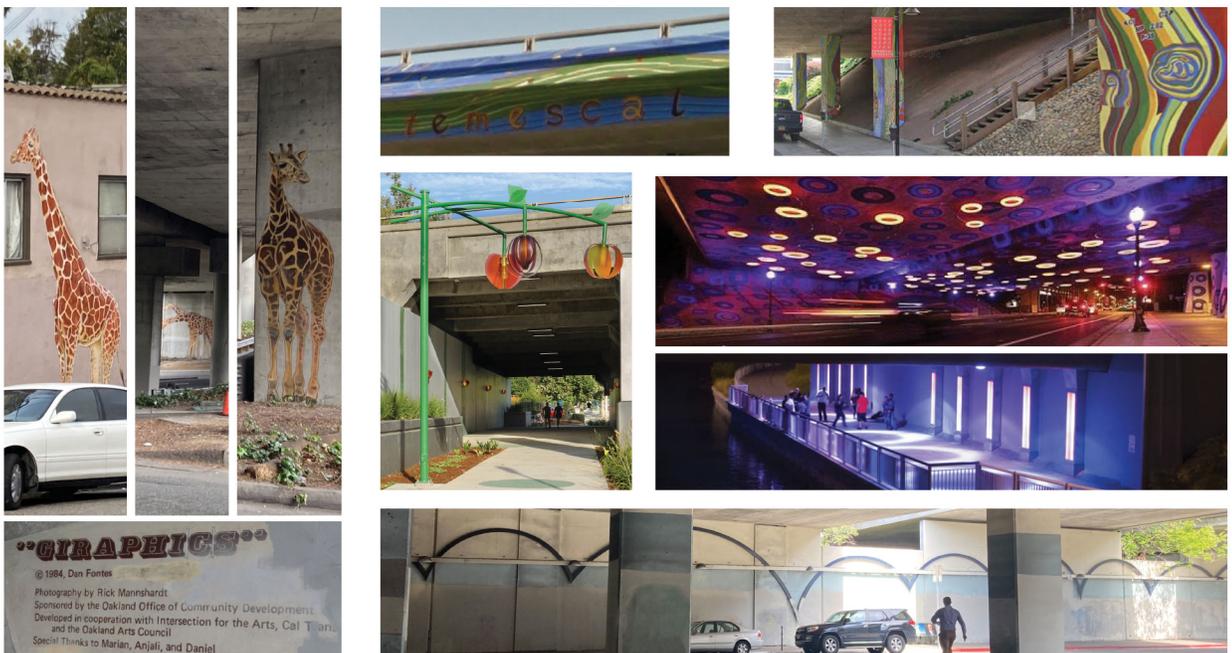
- 1 Lighting
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- Mulch, ballast, or other crushed stone over bare soil to reduce noise buildup.
- Application of high reflectance coatings to underside of structure
- Application of sound-absorptive treatments to underpass structure
- Painted high-contrast crosswalk pattern and extend pattern onto underpass sidewalk.
- Painted sidewalk graphics for wayfinding
- Tiled or painted graphic design on underpass walls or columns
- Painted graphic pattern on roadway (distinguished from crosswalk patterns)
- Paint sides of freeways as wayfinding

## PUBLIC ART, FOLLOWING THE SPECIAL PUBLIC ARTS COMMISSION PROCESS, BRINGS PLACE-MAKING TO UNDERPASSES.

- 1 Lighting
- 2 Signage
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- 5 Public Art
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- Copyright may be required to transfer to CalTrans
- Mural program, temporary or permanent, on walls and columns
- Install art anchored to ground, or affixed to underpass walls (more permitting)
- Site public art as gateway in medians, embankments, or on the widened sidewalk adjacent to underpass

## PLANTINGS AND MOVABLE PLANTERS BRINGS A NEIGHBORHOOD SCALE TO INFRASTRUCTURE AND DEFINES SPACE FOR DIFFERENT USES.

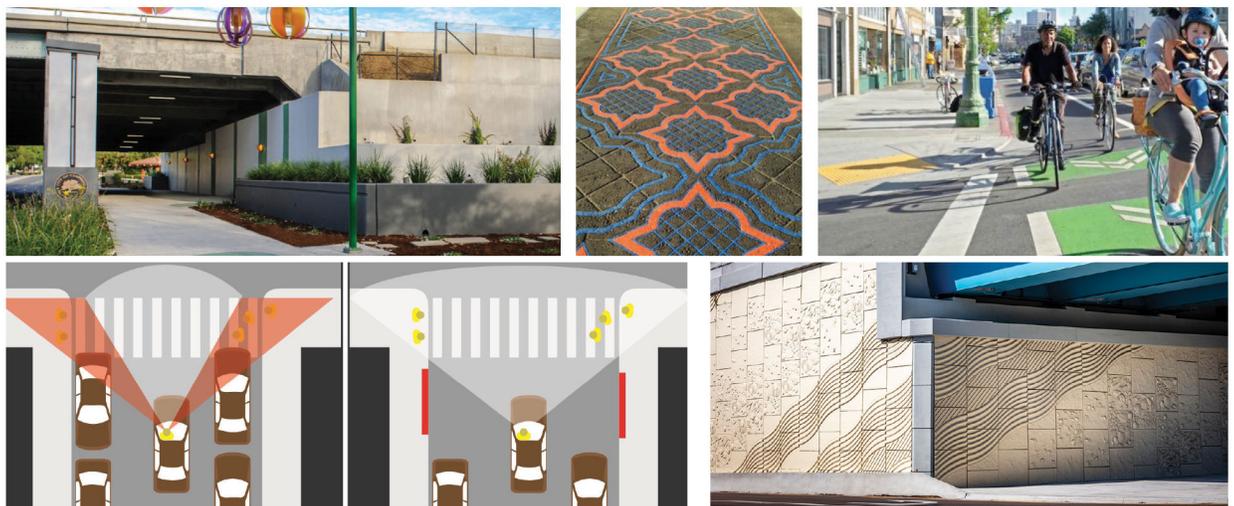
- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 **Planting**
- 7 Architecture+Engineering
- 8 Airspace



- Maintenance: Maintain vegetation and accumulating waste in planting areas
- Planting in ground or movable raised beds to define different spaces (i.e. sidewalk, airspace, roadway, encampments)
- Neighborhood- and pedestrian- scale planting design at embankment

## UNDERPASS WALLS AND EMBANKMENTS CAN INTEGRATE MATERIALS AND FORMS TO CREATE PEDESTRIAN-ORIENTED SPACE.

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 **Planting**
- 7 Architecture+Engineering
- 8 Airspace



- Provide a buffer between traffic and sidewalk, with parking, bikeways, or planting; separated Class IV bike facilities
- Provide multi-modal safety standards (e.g., parking daylighting, widen sidewalks, speed bumps, bump-outs, flashing bollards, accessible pedestrian crosswalk signals)
- Integral colored concrete or pavers in roadway or sidewalk
- Use decorative exposed aggregate, stone, concrete scoring or formliner, or pavers for surfacing of embankment slopes and walls.
- Re-shape embankments to neighborhood-scale forms such as smaller, terraced, retaining walls.
- Decorative, all-weather metal cladding (steel, corten) panels (such as cladding used on sides of buildings, parking garages, utility infrastructure screening) on sides of freeway
- Modify or remove non-structural underpass walls to widen pedestrian space
- Incorporation of sound attenuation elements that are decorative or sculptural
- Modify pedestrian and traffic circulation patterns
- Shield pedestrian spaces from vehicular traffic using continuous solid barriers
- Divide the road and sidewalk with a fully enclosing wall

## INCLUDE AIRSPACE AND LAND THAT RUN PARALLEL TO THE FREEWAY IN UNDERPASS IMPROVEMENT SOLUTIONS.

- 1 Lighting
- 2 Signage
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- Extend lighting strategies parallel to freeway into airspaces
- Extend mural program into columns and walls in airspace
- Move fencing substantially inward into airspace, away from columns and the sidewalk, to broaden pedestrian and publicly accessible space
- Move fencing parallel to freeway behind trees planted along the freeway, to bring the landscape into the pedestrian's streetscape
- Maintenance: Neighboring airspace must be kept on routine maintenance for waste and vegetation

### Questions & Comments:

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### Project Website:

<https://www.oaklandca.gov/projects/walk-this-way>

