



Oakland Alameda Adaptation Committee

Meeting Notes

December 13, 2023

10 – 11:30 am

Purpose

The Oakland Alameda Adaptation Committee (OAAC) coordinates San Leandro Bay/Oakland-Alameda Estuary flood and adaptation projects to protect and restore water quality, habitat and adjacent community vitality.

Agenda/Notes

1. Welcome and Introductions
2. Committee Updates
 - a. Launched two sub-committees.
 - b. BRIC grant mentioned.
 - c. Adopted team charter last year. Co-chair Keta.
3. Presentation: **Sea Changes on the Alameda-Oakland Waterfront, 1857-Present**, Mitchell Schwarzer, Professor Emeritus at California College of the Arts, and author of "Hella Town: Oakland's History of Development and Disruption" (University of California Press, 2021) (35 min)
 - a. Oakland Alameda shoreline has been one of the shorelines transformed the most in this area. Alameda was originally connected to Oakland, until it was dredged to facilitate shipping, and San Leandro Bay was added to the estuary.
 - b. A lot of industry centered around the rail lines in 1800s-early 1900s.
 - c. Lot of words used for the transitory land from the bay waters to solid ground: mud flats, water lots, inter-tide zone
 - d. Port of Oakland organized in 1920s, had a system of terminals, only one left.
 - e. Shipping industry strong from the beginning of Oakland to the 1960s.
 - f. Bay Bridge Distribution Structure (proto-freeway) built before Bay Bridge or freeway, in the 1930s
 - g. WWII had a major impact on the shoreline, four shipyards created. Largest was in Alameda – Bethlehem Shipbuilding Corporation Alameda Works. Ship building really prospered only in WWI and WWII, last shipyards closed by mid 1950s.
 - h. Military bases- land filled and/or built on marsh lands. All of these military bases were closed in 1990s.
 - i. Major change on Bay Farm island with airport construction.
 - j. Oakland Scavenger Company Landfill 1940-1977- previously tidelands. Regional Park 1980

- k. Almost no parks in 1980s. MLK Regional Shoreline finished in 1979 from EBRPD, and Middle Harbor Shoreline Park surrounded by Port of Oakland constructed in 2004.
 - l. EBMUD Wastewater Treatment Plant beginning 1951 starts to change their polluting practices. For a while, all the sewage was dumped into the bay, making the bay smelly and unfit for recreation.
 - m. Why were people landfilling so much? By Great Depression, all flat land (especially around shoreline) in Oakland and Alameda was taken for industry. Promotional campaign by the Port, City of Oakland to expand the land by land filling. Land filling occurs throughout the bay, continuing from the 60s.
 - n. Army Corps of Engineers had plans to reduce bay by half, it was already reduced by a third. Save the Bay movement led to development of Bay Area Conservation and Development Commission (BCDC) by 1970, which halted all further extensions into the bay.
 - o. Industrial zones were exclusively rated red (redlining), most Black residents were in west Oakland and red, industrial zones. Disinvested- houses were not reformed or given loans. Buildings became dilapidated. Mixed use areas were graded lower than single family homes for example in the Hills.
 - p. The same disadvantaged communities who live in previously redlined zones will be most affected by sea level rise.
 - q. Shoreline is being gentrified, along Jack London Square, Jingtletown, Brooklyn Basin... last 20-30 years, shoreline is becoming more attractive to residents mostly due to collapse of industry. Shoreline got cleaner, parks were built, became more attractive- largely automotive, due to transportation corridors making it harder to get anywhere.
 - r. Building one house for every six jobs available here. Even East Bay is becoming unaffordable.
 - s. How do take the huge amount of capital being produced in the Bay Area and applying it to the east bay communities who have not benefitted from it?
 - t. One of the most fragmented areas in the country. Larger governmental units that encompass the wider region and don't compete? Why do they all compete with each other (Oakland airport competing with SFO)
 - u. Brad McCrea mentioned Riding Tides Design Competition. Innovation takes time, and we're running out of time. If we want to be innovative to adapting to climate impacts, we should put those ideas in place now rather than waiting and not having time to be creative and visionary.
 - v. Thinking about the aquatic life and natural resources that sustain us that are also impacted by the climate changes too.
4. Presentation: **MTC Bay Trail Gap Closure Project**, Lily Brown, BayTrail/MTC (20 min)
- a. Last Gap study was in 2005. Criteria are outdated: no equity considerations, sea level rise). Need for data-driven project prioritization. Last cost estimator tool for gap closure was developed in 2018, will be updated.
 - b. Need to focus on enhancing access to and ridership on the Bay Trail, including spur and connector trails adjacent to Bay Trail
 - c. Going to engage CBOs, agency and stakeholder coordination through convening a project Working Group
 - d. Fall 2023- working group meeting 2, CBO public meeting, revisions. 2024- Cost estimates, SLR analysis, and plan finalized in late spring.

- e. Partnered with 7 CBOs from Equity Priority Communities throughout the region. 9 events held in 7 counties with over 200 participants. Held in both English and Spanish, and many formats including bike rides, tabling, zoom meetings, farm gatherings, dinners, picnics.
 - f. Two Zoom meetings held for working group – 70-90 participants for each
 - g. Barriers to closing gaps, Bay Trail Alignment updates, prioritization methods and criteria weighting, base map and other issues
 - h. CBO priorities: Connector trails and local bike and pedestrian networks, more free events, improve bus connections to trailheads and more spaces in parking lots, add and maintain amenities like signage, bathrooms, trees.
 - i. Field survey results in two classifications: gap (unbuilt or unrideable infrastructure to be prioritized) or substandard (identified but not prioritized)
 - j. Data collected via desktop review (Google street view and GIS) and fieldwork (team biked entire Class I trail, using ESRI QuickCapture App and GoPro photo inventory)
 - k. Scores for just Bay Trail gaps and separately for Connector Trail Gaps- prioritizations for each
 - l. Limitations: results will not singularly dictate MTC funding decisions, Prioritization results do not include cost, constructability, project readiness, or community-based support. Additional study for each trail gap is needed before implementation
 - m. Priorities: Improved access to jobs and housing, parks, transit rich and connected communities, adding proximity to the shoreline, equity, gap closure
 - n. Gap between connector trails East Bay Greenway and San Leandro Creek Trail, MLK shoreline, Bay Trail to Coliseum BART
 - o. Gap to prioritize: Doolittle Drive, Tidewater Ave. Doolittle unsafe for any level of rider, desire for protected lanes with barriers with vibrant colors or designs.
 - p. Next steps: revise GIS and prioritization criteria, refine cost estimator tool, conduct SLR analysis, publish final report.
 - q. OakDOT was recently awarded funds from MTC for tech assistance for further design of interim gap closure of Doolittle Drive.
 - r. Upcoming Bay trail projects include a Bay Trail Needs Assessment that will focus on operations, maintenance and amenities, and The Bay Trail Equity Strategy Phase III Action and Implementation Plan
 - s. Bay Trail Gap Closure Prioritization DRAFT Map:
<https://experience.arcgis.com/experience/47e62355599c4154b5edf44acee64f0a/>
 - t. Robin Freeman: Good news! The most recent delay on the San Leandro (Lisjan) Creek Greenway trail has been overcome so we anticipate a 2024 opening. We will be looking for local contractors if anyone knows any.
5. Adaptation Projects Kick-off and Project Charter (15 min)
 - a. Consultants present project overview, structure and process
 - b. Charter to be discussed and approved next meeting.
 6. Announcements and Close (5 min)
 - a. In person site walk January 11, 10-12pm following by informal lunch at Plank restaurant
 - b. Next OAAC meeting: March 13th, virtual