

# CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612  
Department of Transportation  
Safe Streets Division

**Bicyclist and Pedestrian Advisory Commission, Infrastructure Committee Agenda**  
**Thursday, September 5<sup>th</sup>, 2024; 3:30-5:30 pm**  
**250 Frank Ogawa Plaza, Suite 4314, Broadway Conference Room**

BPAC Home Page: [www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission](http://www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission)

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Previous Meeting Information and Minutes: <https://docs.google.com/document/d/1qqS46y3dVWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA>

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**Commissioner Members** (co-chair in bold)

Priyanka Altman, Grey Gardner, Patricia Schader, **Dianne Yee**

**Community Members** (co-chair in bold)

Reginald Burnette Jr, Brendan Pittman, **Robert Prinz**

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This is an in-person meeting, so people cannot join or give public comments online or by phone. Hybrid meetings, where people can attend both in person and online, may start once the City of Oakland has set up the necessary procedures and resources. All Commission meetings will meet open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

**Public Survey on Return to In-Person Meetings:** A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland:

<https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

If you have any questions, please email Robert Prinz ([robert@BikeEastBay.org](mailto:robert@BikeEastBay.org)) and BPAC Commissioner Dianne Yee ([yee.bpac@gmail.com](mailto:yee.bpac@gmail.com)).

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The meeting will take place at 250 Frank Ogawa Plaza on the 4th floor, in the Broadway Conference Room. Here are instructions to participate in this public meeting:

- Enter the 250 Frank Ogawa Plaza building from the plaza, across from City Hall.
- Sign in at the security desk and proceed to the elevators.
- Ask the elevator attendant to provide access to the 4th floor.
- Follow the posted signs to the Broadway Conference Room from the 4th floor elevators.

Time	#	Topic
3:30	1	<b>Introductions and Updates on Previous Agenda Items</b> (10 minutes)
3:40	2	<b>Public Comment</b> (10 minutes) Members of the public may comment on any issue within BPAC Infrastructure Committee's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. To request City services, please contact the City of Oakland Call Center; information at <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a> .
3:50	3	<b>Application Review for Regional Measure 3 (RM3) Safe Routes to Transit &amp; Bay Trail (SR2TBT) Attachment</b> (35 minutes) OakDOT staff will share an overview of the new Metropolitan Transportation Commission (MTC) Regional Measure 3 Safe Routes to Transit & Bay Trail grant program and our project proposals for the October 14, 2024, application deadline. This will include a presentation from OakDOT on the <a href="#">8th Street Corridor Improvements Project</a> , and from MTC staff on the <a href="#">West Oakland Link Project</a> .
4:25	4	<b>Application Review for the Countywide Comprehensive Investment Plan (CIP), and Status of Ongoing CIP Projects</b> (35 minutes) OakDOT staff will provide a status update on funded projects through the Alameda County Transportation Commission (ACTC) Capital Investment Program (CIP). The upcoming ACTC application round will also include a new funding category, called the Three Major Trails program, specifically for projects connecting to the Bay Trail, East Bay Greenway, or Iron Horse Trail. OakDOT staff will share our upcoming project proposals for the October 31, 2024, application deadline.
5:00	5	<b>Caltrans Doolittle Paving Project Review (25 minutes)</b> Caltrans District 4 staff will provide an update and field questions about a proposed paving project via the State Highway Operation and Protection Program (SHOPP) along Doolittle Drive, part of the State Route 61 corridor, with a focus on biking and walking design elements.
5:25	6	<b>Future Agenda Item Suggestions</b> (5 minutes)



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov) or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov) o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施，手語，西班牙語，粵語或國語翻譯服務，請在會議前五個工作天電郵 [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov) 或致電 (510) 238-6313 或 711 (電話傳達服務)。請避免塗搽香氛產品，參加者可能對化學成分敏感。請避免塗搽香氛產品，參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov) hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

**Contact Name** Gavin Lohry

**Email Address** glohry@bayareametro.gov

**Contact Phone Number** 510-330-8295

**City/Jurisdiction/Agency**  
(If your option is not listed, select "Other") Metropolitan Transportation Commission

**County** Regional (if selected, please fill out below)

**Counties (if "Regional" selected above, please list all counties impacted here)** Alameda and San Francisco Counties

**Is your project seeking regional discretionary funds or an endorsement?** Regional discretionary funding

**Please include the name of the regional discretionary funding program that this project is seeking.** RM3/Safe Routes to Transit-Bay Trail

**Project Name/Title** West Oakland Link of the Bay Skyway

**Project Area/ Location** West Oakland (Alameda County)

**Project Area Map (Attach if applicable)**  
**Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.** West Oakland Link\_MTC\_WOL/Bay Skyway Map.jpg (2 maps)

**Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or other supporting materials.** The West Oakland Link (WOL) is a 1.1-mile-long, ADA compliant Class I path that will allow seamless travel for cyclists, pedestrians and other micromobility users between West Oakland streets and the existing Bay Bridge East Span path. The project will connect to downtown Oakland via OakDOT's forthcoming buffered/separated bike lanes. To the west, the WOL is a key segment of Multimodal Bay Skyway, a partially constructed 7-mile-long micro-mobility and transit corridor that will provide a direct connection to the Oakland

waterfront, Treasure Island and, via electric ferry and a future path on the Bay Bridge West Span, downtown San Francisco. Based on community feedback, the project has expanded somewhat to include some parallel features that will provide access for different user groups and for those coming from/going to the opposite side of West Grand Ave.

The original alignment—which is still proposed for construction—includes the following five segments, which will run parallel to and immediately south of West Grand:

(i) An at-grade path between Mandela Pkwy. and Campbell St.

(ii) An elevated path between Campbell St. and Frontage Rd.

(iii) A 780'-long on-street grade separated path between Frontage Rd and just west of the rail tracks that run below West Grand.

(v) A 4,000'-long elevated structure connecting segment iii with the existing East Span path, including a ramp to/from the existing Maritime St. Class I path that serves Port of Oakland jobs and parks.

In addition, to allow path-users to avoid crossing Frontage Rd. at grade, and to provide more direct access from/to neighborhoods to the north, the project will also include the following segments:

(vi) A protected bike lane and newly pedestrianized street on the frontage road just to the north of Grand Ave, between Campbell & Wood Streets.

(vii) A 12'-wide ADA-compliant loop ramp that connects Wood St. with the west side of Frontage Rd. (thereby avoiding the need to cross Frontage at grade).

**Please choose the project phase(s).**

CON

**Project Supporting Material (Upload if applicable) Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.**

West Oakland Link\_MTC\_supporting material.pdf

**Do you think your project qualifies for a Statement of Exception?**

No

**Topic: Bicycle, Pedestrian and Transit Planning**

**Does the project implement relevant plans, or other locally adopted recommendations?**

Yes

**Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.**

The West Oakland Link is listed in active transportation plans at all levels of government: Caltrans District 4 Bike Plan (2018) identifies and prioritizes bicycle needs throughout the nine-county Bay Area and lists proposed improvements, including the West Oakland Link. This plan ranks the West Oakland Link as a Top Tier priority based on mobility and equity benefits and public support.

Metropolitan Transportation Commission Active Transportation Plan: The West Oakland Link is included in Plan Bay Area 2050 and the Regional Active Transportation Plan (2022). The project is also a critical link in MTC's San Francisco Bay Trail, a 500-mile walk and bike path that will someday completely encircle the Bay.

Alameda CTC Active Transportation Plan (2019) recognizes the countywide significance of the West Oakland Link and recommends its construction.

City of Oakland Let's Bike Oakland! (2019) is the City's blueprint for making Oakland a bicycle-friendly city where bicycling provides affordable, safe and healthy mobility for all Oaklanders. Participants throughout Oakland said they feel safest biking separated from traffic, while West Oakland residents said that they want safe, direct access to the waterfront. As a result of this feedback, LBO! shows West Grand Avenue as a protected bike lane. City staff concur that a Class I facility would better accomplish the city's goals for safe, comfortable walking and biking, particularly given the level of truck traffic. However, the need for approval from multiple agencies kept the plan from designating the grade-separated option. (These agencies have since agreed to this option.)

**Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here]**

Yes

**If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way."**

The posted speed limit on West Grand is 35 mph, but observed speeds are much higher. According to NACTO's "Designing for All Ages & Abilities" guide, "Where motor vehicle speeds exceed 35 mph, it is usually impossible to provide safe or comfortable bicycle conditions without full bikeway separation." As many as 2,000 motor vehicles, up to 20 percent of them trucks, travel through the West Grand intersections with Frontage Road and Maritime Street. NACTO's guide says, "High volumes of truck traffic degrade adjacent bicycling safety and comfort." Not surprisingly, only strong/fearless cyclists and walkers currently use the corridor.

The West Oakland Link will serve the mobility needs of children, older adults, people with disabilities and everyone else by creating a facility that is separated from motor vehicle traffic through its entire 1.1-mile length. At the project's single intersection (its eastern terminus at West Grand Avenue/Mandela Parkway), the following countermeasures will be considered during the design process to offer a greater feeling of safety and appeal to a wider spectrum of the public:

crosswalks and cross-bikes and other striping changes, corner bulbouts, bike boxes, bike signals, protected signal phases, and lead pedestrian intervals.

According to NACTO's Contextual Guidance for Selecting All Ages & Abilities Bikeways, the existing condition of speeds greater than 26 mph, traffic volumes below 6,000 ADT and multiple traffic lanes in each direction calls for protected bike lanes or reducing the facility (West Grand Avenue) to a single lane and reducing speeds. Given the importance of this roadway to the Port of Oakland, neither of these changes are possible.

**Is the the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?**

No

The West Oakland Link is not on the City of Oakland's High Injury Network. Collision numbers are relatively low in the project area, particularly along West Grand Avenue, not because existing conditions are safe; rather, they are low because walking and biking in this corridor is so unsafe and intimidating that West Oakland residents rarely take advantage of the recreational resources at their doorstep by using these facilities.

**Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.**

Traffic safety conditions that are known to contribute to collisions in the project area and are said to influence local residents' perception of traffic safety include:

- Reduced visibility, particularly by truck drivers
- Inadequate traffic control devices
- Inadequate bicycle and pedestrian facilities

Traffic safety measures that the project will include to address these conditions include:

- Eliminating all at-grade crossings
- At the project's eastern terminus (West Grand at Mandela), considering corner bulbouts, high-visibility crosswalks, advance stop bars, protected signal phases or leading pedestrian intervals, and bike boxes in final design

**Does the the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted?**

Yes

**Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.**

According to the Mineta Transportation Institute's Low-Stress Bicycling and Network Connectivity methodology, the current bike and walk routes between West Oakland and the waterfront are both a firm LTS 4, the greatest level of stress and discomfort. Once the West Oakland Link is constructed, the route will transform to one with an LTS rating of 1, suitable for most children, inexperienced adults and families with small children.

Planning for the West Oakland Link began in the context of providing access to Gateway Park, so it aimed from its earliest design phase in 2013 to provide a safe, low-stress environment for families, seniors, youth and people with disabilities, among other potential park-goers. The West Oakland Link will create a traffic-separated, elevated shared-use path. More broadly, the larger Bay Skyway project, of which the Link is the easternmost segment, is being planned as a "bicycle highway:" a high-quality, long-distance and uninterrupted bikeway that connects key regional destinations. The Link employs recognized best design elements, including many innovative solutions, to overcome the following aspects of today's stressful, high truck volume environment.

- **Adjacent speeds:** The posted speed limit on West Grand is 35 mph, but observed speeds are much higher. According to NACTO's "Designing for All Ages & Abilities" guide, "Where motor vehicle speeds exceed 35 mph, it is usually impossible to provide safe or comfortable bicycle conditions without full bikeway separation." This project provides that separation.

- **Adjacent volumes:** As many as 2,000 motor vehicles, up to 20 percent of them trucks, travel through the West Grand intersections with Frontage Road and Maritime Street.

According to NACTO, "High volumes of truck traffic degrade adjacent bicycling safety and comfort." Not surprisingly, only strong/fearless cyclists and walkers currently use the corridor. This too will change as a result of the West Oakland Link, which will separate all path-users from the danger of high-speed traffic, including trucks, colliding with bikes from behind on the shoulder, crashing into them as they turn onto Frontage Road or to/from Mandela Parkway or mounting the curb and crashing into pedestrians using the narrow, barrierless walkway.

- **Wider facility:** The West Oakland Link will replace two high-stress facilities on West Grand Avenue—a 4.5-foot-wide sidewalk and a narrow, discontinuous shoulder—with a 15-foot-wide path (eight-10 feet wide in one 780' section, which will be widened to 15' in a future phase) separate from the roadway.

- **Land use:** The West Oakland Link will traverse an area that is entirely industrial, bordered by freeways and railroad tracks, and marked by heavy truck traffic whose drivers are too often oblivious to people walking and biking. The project will fly over these land uses, which separate West Oakland from the Bay, while providing panoramic, 360-degree views of the Bay, San Francisco and East Bay along the way.

**Lower stress facility:**

The area surrounding the West Oakland Link is highly stressful due to narrow sidewalks, intermittent shoulders, extremely high truck volumes and dangerous crossings. The alternate route to

the south along 7th/Maritime Streets is twice as long and equally stressful. The alternate route through Emeryville is 2.5 times the length (not practical for most pedestrians) and medium stressful as it follows roadways with 30 mph speed limits on buffered, not separated, bikeways.

**Complete separation from traffic:** The West Oakland Link will vastly reduce this stress by providing a 1.1-mile-long facility that is completely separated from traffic. At the project's eastern endpoint at Mandela Parkway, the following countermeasures will be considered during the design process to offer a greater feeling of safety and appeal to a wider spectrum of the public: crosswalks and cross-bikes and other striping changes, corner bulbouts, bike boxes, bike signals, protected signal phases, and lead pedestrian intervals.

**Beyond minimum standards:** The West Oakland Link design far exceeds minimum standards. It will be 14-15 feet wide and will avoid all intersections except at its eastern endpoint (at Mandela Parkway). The final design of this location will be determined during final design.

**A. Are there existing public transit facilities (stop or station) in the project area?**

No

**C: Is there a MTC Mobility Hub (map) within the project area?**

No

**If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).**

The West Oakland Link will construct an elevated shared-use path with several at-grade connections and new pedestrian public spaces. Along the project corridor, it will add high-visibility crosswalks, curb ramps, additional street lighting, intersection safety improvements (e.g. leading pedestrian intervals, right-turn-on-red (RTOR) prohibition, improved crosswalk markings), and widened sidewalks. At the Mandela Parkway intersection, curb extensions, refuge islands, enhanced crosswalk markings, and RTOR prohibition will improve pedestrian movements. These improvements are based on guidance including in the 2014 California Manual on Uniform Traffic Control Devices (Revision 8), the 2010 ADA Standards for Accessible Design, as well as NACTO's design guides.

**If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.**

The Project is designed to be a Class I facility based on the Caltrans Highway Design Manual, 7th Edition (updated July, 2020), Chapter 1000.

**Will the project improve active transportation in an Equity Priority Community (EPC)?**

Yes



**Please list census tracts that are designated as EPCs and affected by this project.**

4022, 4105, 4016

**Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.**

The submission of this checklist will be reviewed by the BPAC. This option exists to use this CS Checklist submission (pdf emailed to you) for the BPAC review.

**Please provide the meeting date(s). BPAC meeting date should occur before the grant funding request application or endorsement is submitted.**

TBD (September 5 or 19, 2024)

### **Compliance and Exemption**

**Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.**

Yes

**Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.**

The Checklist is being submitted to send to the BPAC for review.

**Please provide the meeting date(s).**

TBD (September 5 or 19, 2024)

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These messages are not added in the [premium version](#).