



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT Minutes from the December 15<sup>th</sup>, 2022 meeting**  
**Teleconference**

Meeting agenda at <http://www.oaklandca.gov/meeting/december-2022-bicyclist-pedestrian-advisory-commission-bpac-virtual-meeting>.

Meeting called to order at 6:00pm by BPAC Chair 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: Paul Bickmore, Reggie (RB) Burnette Jr, Jose Feroso, Ofurhe Igbinedion, Jimmy Jessup, Adarch Pandit, David Pené, Robert Prinz, Hal Williams, City of Emeryville Public Works, Kuan, noor kb, Reid
- Staff: Reggie Freeman, Pierre Gerard, Gavin Lohry (BATA), Jason Patton, Noel Pond-Danchik, KTOP

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

- Reid Williamson, a parent of elementary school kids, spoke to reducing the speeds and volumes of traffic on Harold St and Montana St in the Dimond District – two busy streets near schools.
- Noel Pond-Danchik, OakDOT staff, shared an overview of the Paint the Town Program which in 2022 facilitated the painting of nine community-led street murals across Oakland. Mural applicants have included elementary and middle schools, neighborhood groups, community-based organizations, and neighborhood leaders. The program is still taking applications and information can be found on the program's webpage. For more information on the Paint the Town program, please refer to the:
  - Map: [www.google.com/maps/d/u/0/viewer?mid=1QwWA2S\\_6-TrFrCb1xM0qRxlJceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13](http://www.google.com/maps/d/u/0/viewer?mid=1QwWA2S_6-TrFrCb1xM0qRxlJceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13)
  - Project Webpage: [www.oaklandca.gov/projects/paint-the-town](http://www.oaklandca.gov/projects/paint-the-town)
  - Slideshow: <https://docs.google.com/presentation/d/16LqRiqTA9TXrpX37im2vrVot3bcUmAZoeYBU0n5uD38/edit>

### Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 17<sup>th</sup>, 2022*** was made (Campbell), seconded (Frank), and approved by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Whipps, and Yee; and with Chair Schader abstaining. 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 (Gardner), seconded (Frank), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

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.

- On Wednesday, 11/30/22 at 10:49pm, a 40-year-old male bicyclist was severely injured by a driver in a crash on Embarcadero at 16th Ave.

Summary of Discussion:

- This area is dark at night, and there is high speed traffic with people getting on and off the freeway. The area is not designed for bicyclists and pedestrians.
- The driver was traveling southeast on Embarcadero and the bicyclist was coming from the 16<sup>th</sup> Ave overpass towards Embarcadero.

Speakers other than commissioners: None

### Item 6. 2022 BPAC Chair's Report

BPAC Chair Patricia Schader led the commission in a discussion on developing the BPAC Chair's Report to the Oakland City Council which will summarize the Commission's work during 2022 and identify key policy issues.

Summary of Discussion:

- For key policy issues, Chair Schader would like to address grant proposals coming to BPAC early in the application development process allowing time for BPAC input to be addressed and incorporated. She is also interested in speaking to the ongoing issue of vacancies at OakDOT.
- The report's recommendations should seek more opportunities for BPAC input on unfunded grant applications to help those applications become successful. This suggestion is in reference to the recently unsuccessful applications to the State's Active Transportation Program for two East Oakland projects: 73<sup>rd</sup> Ave and Bancroft Ave.
- Address what the Commission has done with the public comments it has received. Examine how the BPAC has been responsive to public input.
- Highlight how much public comment the Commission received in 2022 on pursuing more aggressive traffic calming measures and short-term fixes on high-speed corridors. These topics have come up repeatedly at Open Forum and there is a feeling of frustration regarding the rate of progress.
- The BPAC Chair's reports from past years are available at:  
<https://www.oaklandca.gov/documents/bicyclist-pedestrian-advisory-commission-bpac-annual-chairs-reports>.

Speakers other than commissioners: None

## **Item 7. West Oakland Link & Bay Skyway: Update**

Gavin Lohry, Project Manager for the Bay Area Toll Authority of the Metropolitan Transportation Commission, provided an overview of the Bay Skyway and the current projects that are under development and will provide an active transportation connection between San Francisco, Treasure Island, and the East Bay. A more in-depth update was provided on the West Oakland Link section of the Bay Skyway which will provide a safe connection for bicyclists and pedestrians to travel between West Oakland, the Port of Oakland, and the Bay Bridge Trail. The West Oakland Link is currently finishing environmental review and plans on beginning detailed design (PS&E) in early 2023. The presentation is attached to these meeting minutes.

Summary of Discussion:

- There is no plan to charge bicyclists and pedestrians for crossing the Bay Bridge. (This has been discussed at times for the Golden Gate Bridge, although it has not been implemented.) The current direction for the Bay Bridge is pursuing a no-cost facility for active transportation users to cross the Bay.
- The Treasure Island Ferry does have a cost to it, but once the Western Span connection is completed, there will be a no-cost active transportation connection.
- The access to Yerba Buena Island from the Bay Bridge Path has been closed on weekdays. The closure is due to the development-related construction on the island, and it appears that access may be restored in January or February.
- The BPAC's Infrastructure Committee is seeking an update on MTC's W Grand Ave project as follow-up to a presentation to the Infrastructure Committee from about one year ago. The MTC project is separate from the BATA project presented tonight, but the two projects will connect and they are being coordinated.

- OakDOT has completed plans for the paving/road diet of W Grand Ave from Mandela Pkwy to Market St. This project will also connect to the MTC and BATA projects. OakDOT is working through the contracting to get this paving/road diet project under construction.
- The 10-year anniversary of the Western Span pathway is approaching and it would be great to have Oakland's BPAC as well as Bike East Bay and WOBO involved in the celebration.
- The West Oakland Link and Bay Skyway will provide a great long-distance connection for bicyclists in Oakland and the East Bay who aren't comfortable riding in traffic. There is significant demand for this as currently there are not many places where this is possible.
- MTC performed a community outreach process in the project area.

Speakers other than commissioners: Robert Prinz, Ofurhe Igbiniedion

## **Item 8. Policy Amendments to the City of Oakland's Fire Code**

Commissioner Alex Frank facilitated a discussion on a series of policy recommendations that aim to balance safe street designs with fire safety for Oakland residents. The discussion included a summary of the City's Fire Code Appendix D (minimum clear lane requirements), its relationship to roadway design, and bicyclist, pedestrian, and motorist safety. A background memo was included in the agenda packet. An overview slide is attached to these meeting minutes.

### **Summary of Discussion:**

- In introducing the item, Commissioner Frank shared two personal experiences with fires: as a high school student fleeing the Oakland Hills Fire through flames on both sides of the street, and as a resident of New York City watching the building catch fire that was opposite his home and being awed by the firefighters' heroic response.
- Commissioner Frank went on to describe how wider roads facilitate higher speeds and how the BPAC frequently hears strong concerns from residents on the threat of speeding drivers. This point was underscored by how the speed of drivers has a direct relationship to a pedestrian's chances of surviving a car crash. Even small changes in speed – like 30 mph to 20 mph – greatly increase the chance of survival.
- There was a comparison of the number of people killed in fires versus the number killed in traffic crashes. The Oakland Hills Fire of 1991 killed 25 people. The Ghost Ship warehouse fire of 2016 killed 36 people. In recent years around thirty people have died annually in traffic crashes in Oakland.
- Oakland Fire Chief Freeman noted that OFD is willing to take a softer stance on the 26-foot roadway clearance requirement if the Oakland public is willing accept some risk for that compromise.
- Oakland has older buildings that do not have sprinkler systems. It is critical that the Fire Department have ladder access to these buildings in the event of fire to get people out of those buildings safely.
- The safety of bicyclists and pedestrians is critically important, as is keeping residents safe from fire.
- The Oakland Fire Department is an outstanding fire department, being one of the few in the nation to be ISO certified.
- There is an opportunity to eliminate the mandatory 26' clear requirement and take a more a tailored approach based on the needs at particular locations.
- As a long-term strategy, it will be beneficial to explore and pursue fire apparatus that can operate in smaller spaces.

- Consider the case of protected bike lanes, where the travel lanes may be narrowed but the overall roadway width does not change. Explore design approaches that provide operational width for the Fire Department but simultaneously narrow the roadway for the motoring public.
  - OFD is involved in peer-to-peer learning with the fire departments of other Bay Area cities. The departments meet regularly, although to date street design has not been a prominent discussion topic.
  - The Fire Code is rigid, but there may be more flexibility in the field at actual locations. Pursue location-specific solutions.
  - Fire apparatus are substantial vehicles that may be more resilient to curbs than are passenger cars. Investigate how curbs could be designed to support fire apparatus but deter passenger vehicles.
  - The Oakland Fire Department does not “short jack”. In Washington DC, trucks have flipped over due to short jacking. Short jacking is against OFD policy to ensure the safety of its operations.
  - A suggestion was made to create a BPAC committee to continue the discussion and meet with OFD and OakDOT to promote more consistent dialog.
  - The 14<sup>th</sup> St project in downtown was a turning point – OFD and OakDOT needed to have better communication. The challenging discussion over 14<sup>th</sup> St was a catalyst in bringing the two departments together for more collaborative work.
  - OakDOT and OFD are now meeting regularly to review projects and tackle these issues.
  - Using smaller fire trucks is not an easy path forward. There is not a significantly smaller truck that meets national specifications and is available for purchase. Fire apparatus are expensive and there’s been a backlog of needs that OFD is working to overcome.
  - There is one electric fire truck in operation in the United States – in Los Angeles. There are significant additional costs for this vehicle, both for the vehicle itself and for the necessary charging infrastructure.
  - For older buildings, renovations of a certain magnitude trigger coming into compliance with the current Fire Code. There is no policy for applying current code to older buildings that are not being renovated. The Fire Department does have records on which buildings have sprinklers and which do not.
  - As an out-of-the-box idea, a street improvement project could secure funds to retrofit older buildings with sprinkler systems. However, these retrofits are extremely expensive.
  - Bike East Bay has been in discussion with the Oakland Fire Department and seeks to promote and support the collaboration with OakDOT.
  - International Blvd is the location of roughly 25% of all recent pedestrian fatalities, due in part to drivers swerving in and out of the bus lanes. A small curb could help, and an innovative design might meet the needs of fire apparatus.
  - Looking to other countries can provide examples of smaller fire apparatus. But the equipment used by European firefighters, for example, is very different. It is challenging to take one piece of equipment out of the context for which it was designed. In other words, each piece of equipment works as part of the system it is designed for.
  - OFD is seeking to pursue electric fire apparatus and welcomes the BPAC’s support for the resources needed to make this happen.
  - A suggestion was made to OFD and OakDOT to conduct field testing to check turn radii with the various types of fire apparatus, and to evaluate in this context different types of vertical elements that are used for protected bikeways.
- A motion to ***extend the meeting by 15 minutes*** was made (Gardner), seconded (Lok), and approved unanimously.

- A motion ***recommending that City Council not adopt Section 105.2 of Appendix D of the California Fire Code which defines the 26-foot roadway clearance requirement at buildings over 30' in height, giving discretion to OFD in consultation with OakDOT to develop context-specific designs, and to promote OFD and OakDOT collaboration in developing shared solutions to fire and street safety*** was made (Frank), seconded (Ralston) and approved by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

Speakers other than commissioners: Oakland Fire Chief Freeman, Kevin Dalley, Robert Prinz, Paul Bickmore

## 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:

- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted that OPD is having a family holiday event where they will have games, a petting zoo, and distribute toys to kids. BPAC will have a table at the event and will be providing around 10 kids bikes to be given away.

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*

- None

*Announcements*

- **BPAC Appointments for 2023:** The City Council is holding off on all appointments to boards and commissions pending the Mayor-elect taking office and having an opportunity to review. This includes the pending reappointment of BPAC Commissioners Gardner, Schader, and Yee. The BPAC's enabling ordinance allows Commissioners to serve in a hold over capacity should appointments be delayed. This provision will allow the BPAC to continue meeting with all nine Commissioners in the coming months. After the Mayor-elect takes office, OakDOT staff will reach out to the new Mayor's staff to advance these appointments based on the recommendations of the 2022 BPAC Recruitment Committee.
- **Oakland Recognized Nationally as a Gold-Level Bicycle Friendly Community:** On December 14, the League of American Bicyclists recognized Oakland for its ongoing efforts to promote bicycling by renewing Oakland's status as a Bicycle Friendly Community. This nationwide program provides comprehensive evaluations of local communities' efforts to promote bicycling and – for those that make the cut – makes awards at Bronze, Silver, Gold, Platinum, and Diamond levels. Oakland achieved Bronze in 2010, then Silver in 2014, and then Gold in 2018. Each award lasts for four years at which time communities must reapply to maintain their designation and to seek advancement.

Currently there are 501 Bicycle Friendly Communities but only 36 have made Gold. (No community has achieved Diamond, and only five have achieved Platinum: Davis, Boulder, Fort Collins, Portland, and Madison.) Of the 50 largest U.S. cities, only Oakland and seven other cities have been awarded Gold or higher: Portland, Tucson, San Francisco, Washington, Minneapolis, Austin, and Seattle. The award recognizes Oakland's ongoing investment in bicycling promotion, education programs, infrastructure, and pro-bicycling policies by City departments, other public agencies, Oakland bike shops, and the many community-based organizations with bicycle-themed missions.

- **Thanking Noel Pond-Danchik:** OakDOT staff Jason Patton offered heartfelt thanks to fellow staff member Noel Pond-Danchik for her years of service in providing support to the BPAC. Noel is taking a leave of absence in 2023 to attend graduate school. Thank you Noel!

Meeting adjourned at 8:27 pm.

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

- Resolution to Continue Teleconference Meetings
- Presentation - West Oakland Link & Bay Skyway: Update
- Overview Slide - Policy Amendments to the City of Oakland's Fire Code

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Wednesday, December 21, 2022, with comments requested by 5pm, Wednesday, January 4, 2023, to [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov).

# **OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION**

## **Meeting of December 15<sup>th</sup>, 2022, 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.



# West Oakland Link & Bay Skyway: Update

Oakland Bicyclist and Pedestrian  
Advisory Commission (BPAC)

*December 15, 2022*

*Gavin Lohry – MTC/BATA*



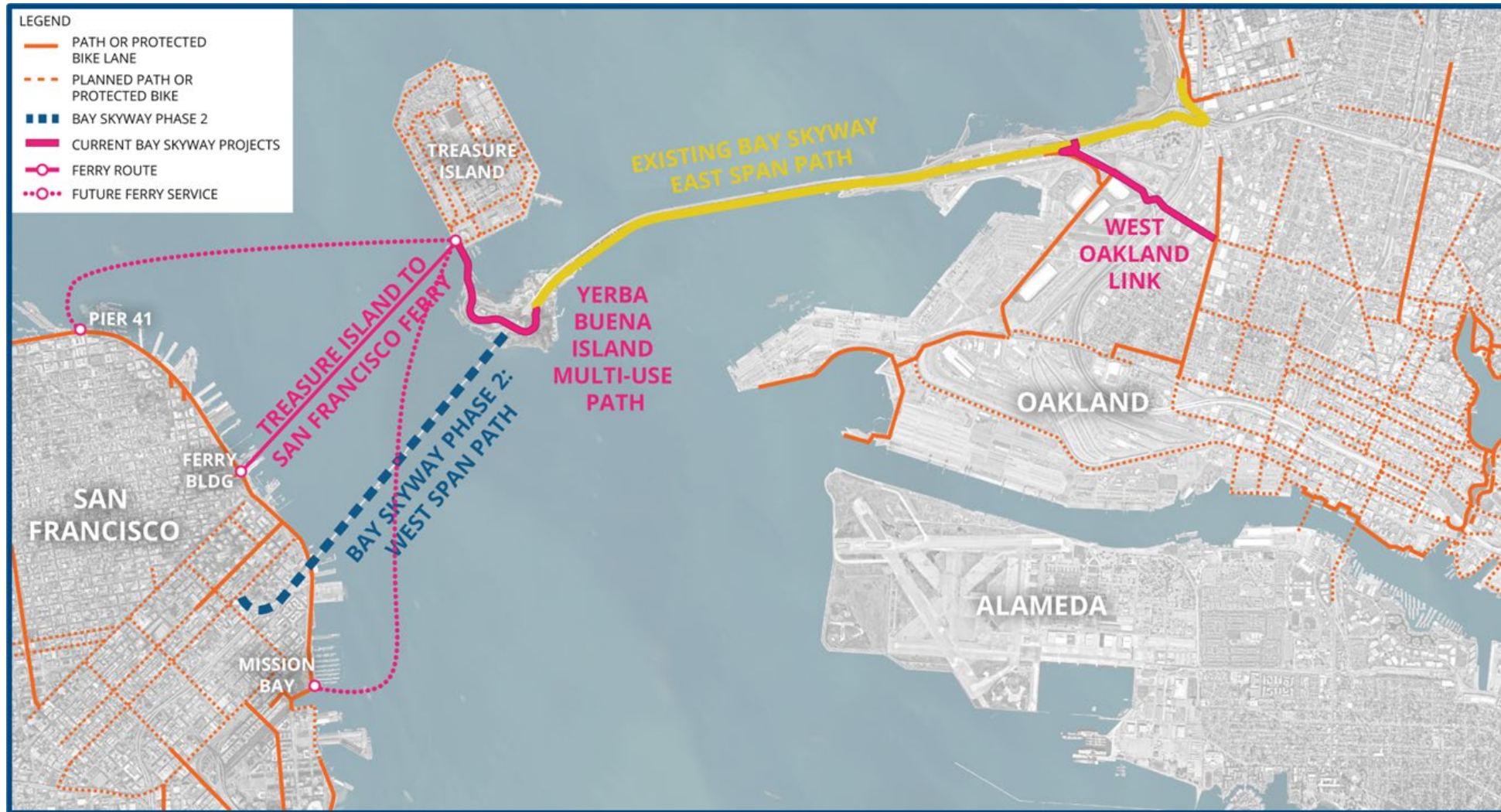
# West Oakland Link & Bay Skyway: Update

## Overview

- The Bay Skyway & New Opportunities
- West Oakland Link
- Bay Skyway Progress and Timeline



# Bay Skyway & West Oakland Link



# New Opportunity: Expanded Bicycle Infrastructure

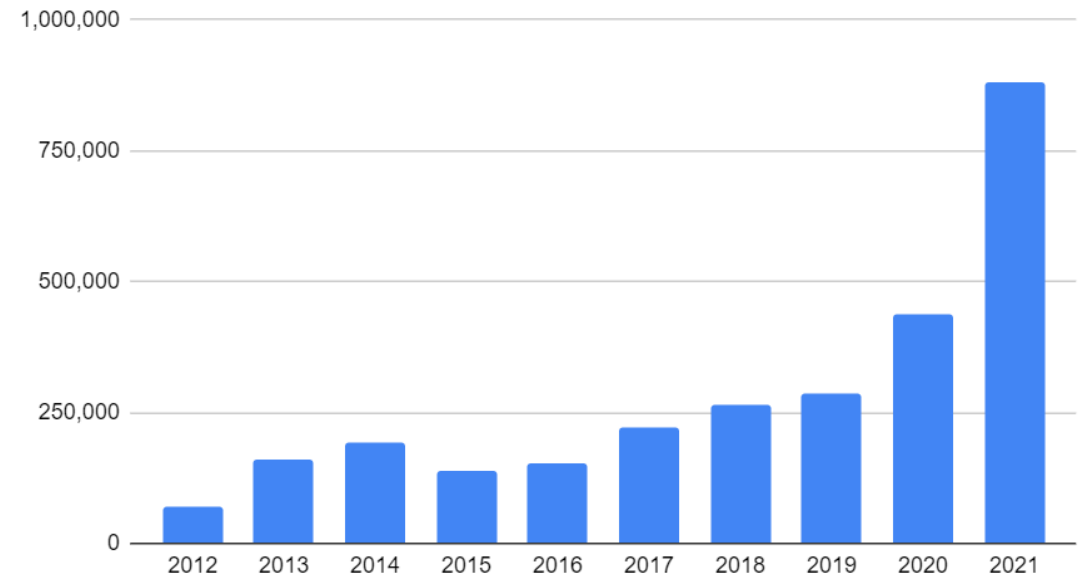
Separated pathways and protected bike lane networks designed for riders of all ages and abilities are planned across the East Bay, San Francisco, and on Treasure Island.



# New Opportunities: E-bikes

- Sales of e-bikes are skyrocketing.
- E-bike-users travel longer average distances.
- Bay Wheels (bike share) now offers e-bikes.
- Electric scooters and other micromobility vehicles are gaining popularity.

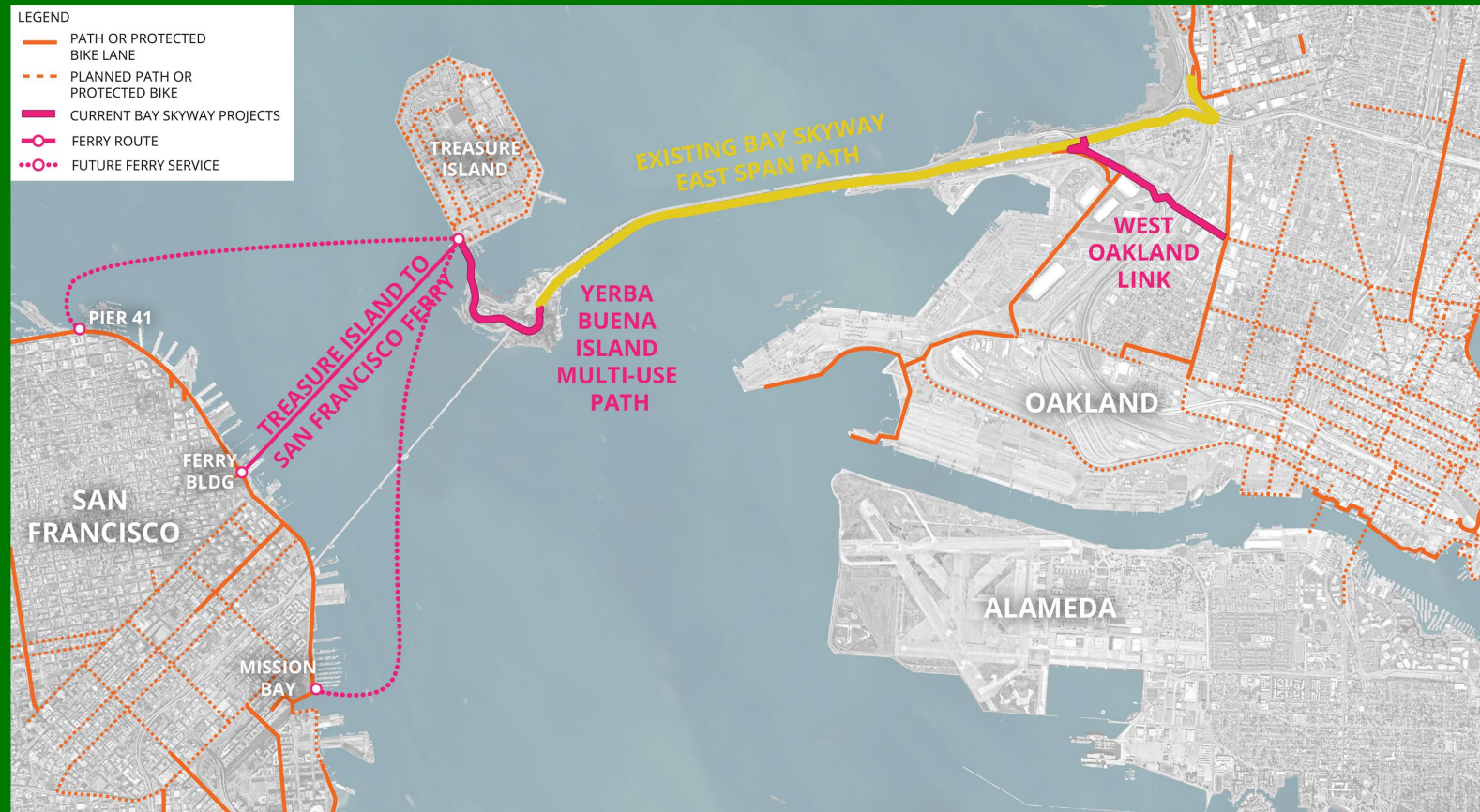
Sales of E-bikes in the United States



# Bay Skyway: Phase 1

Three projects are currently under development that will connect Oakland and San Francisco with a combination of pathways and an electric ferry with frequent service:

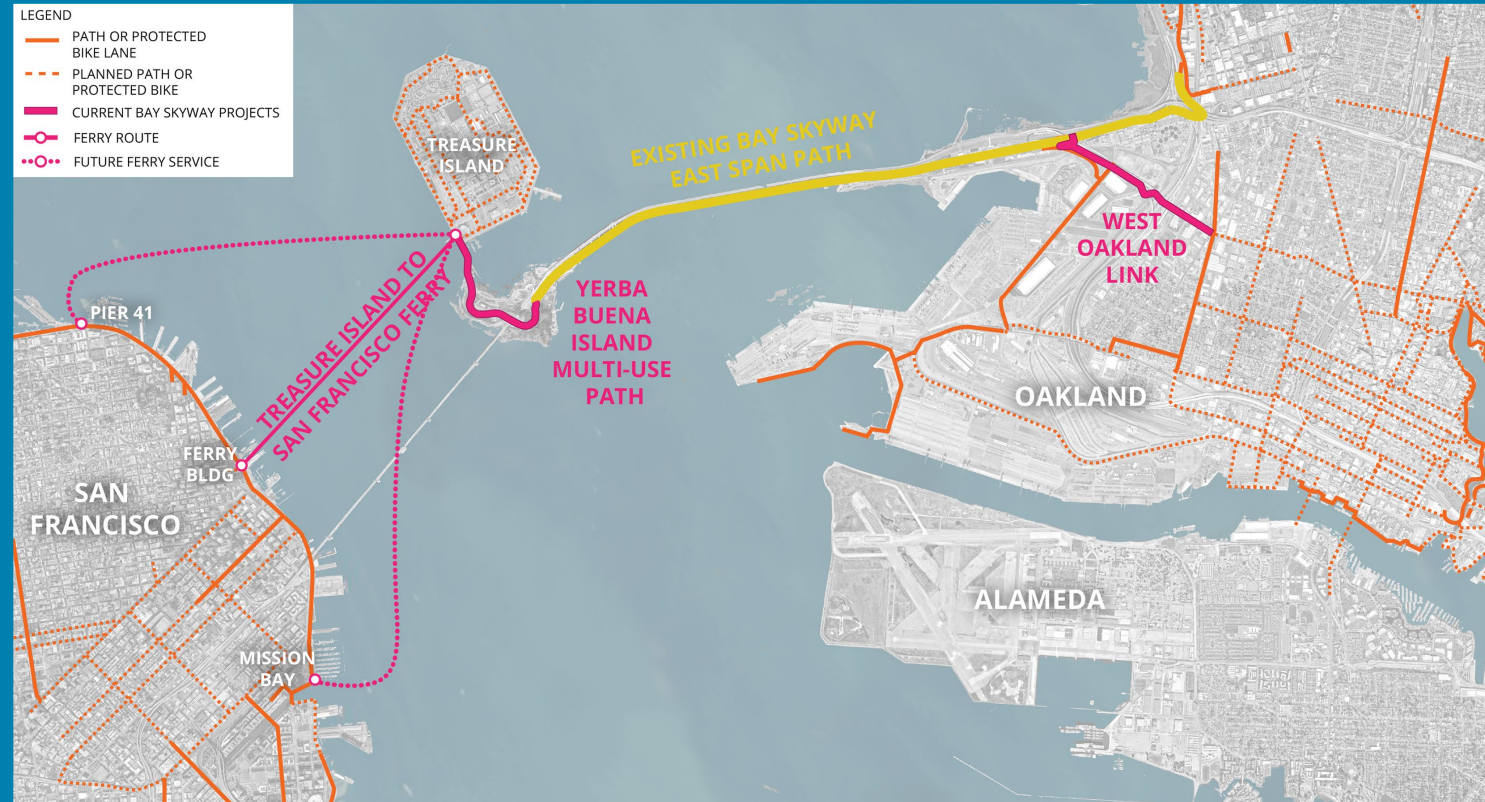
- **West Oakland Link**
- **Yerba Buena Island Multi-use Path**
- **Treasure Island to San Francisco Electric Ferry**



# Bay Skyway: Current Projects Progress

Working with Caltrans and the San Francisco County Transportation Authority MTC/BATA submitted 4 federal and state grants (for \$124 million) that would fully fund construction of Bay Skyway Phase 1.

- Projected to carry 8,229 daily bicycle, e-bike and pedestrian trip in 2028.
- Projected to reduce VMT on the Bay Bridge by 192.3 million miles cut 89,800 tons of GHG emissions over 20 years.



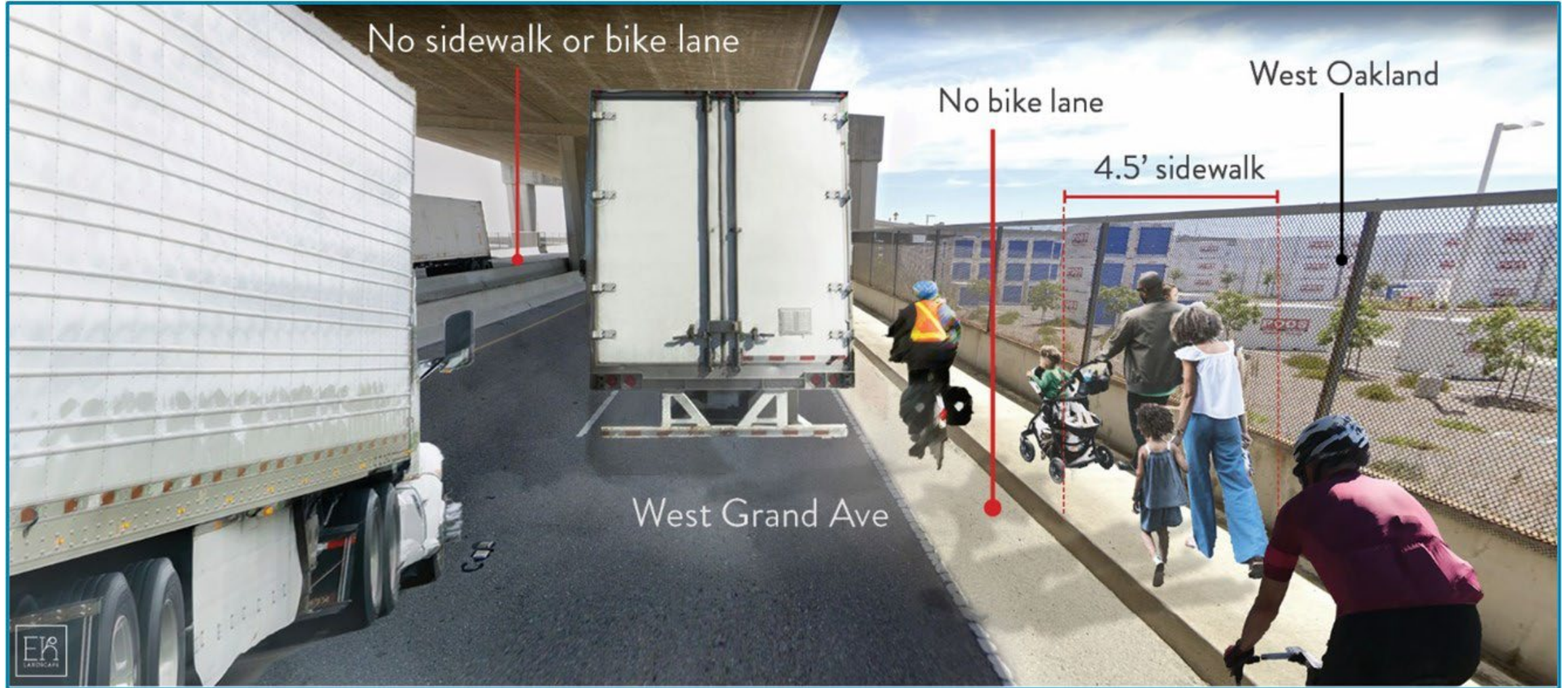
# West Oakland Link

West Oakland Link, which is part of the Bay Trail, will provide a safe connection for bicyclists and pedestrians to travel between West Oakland, the Port of Oakland, and the Bay Bridge Trail.

- 1.1 miles of separated, elevated low-stress multi-use path
- Connects Mandela/Grand intersection to Bay Bridge Trail
- Connects with the planned protected bike lanes to downtown and Lake Merritt on [Grand Avenue](#).
- Landscaping and community amenities.



# CURRENT CONDITIONS: West Grand Ave



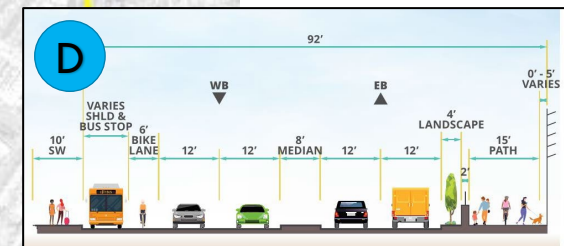
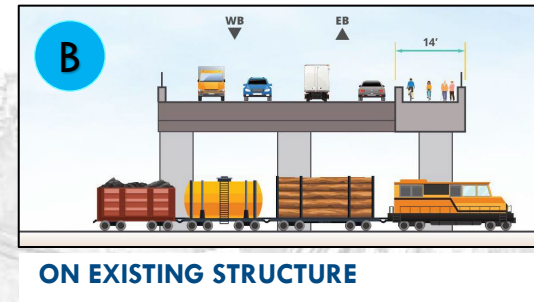
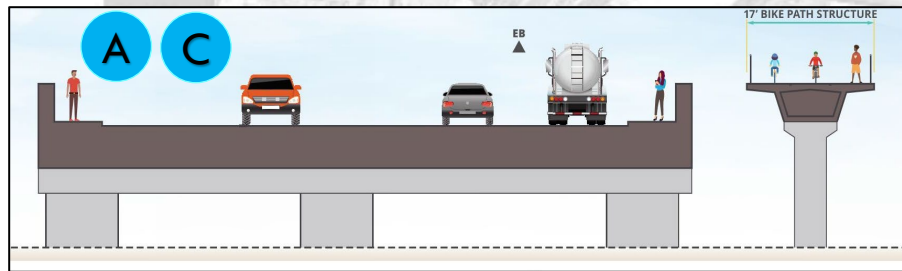
# CURRENT CONDITIONS: Maritime Street & Burma Road



# Future: West Oakland Link

## BIKE PATH SEGMENTS

- AT GRADE
- ELEVATED
- ON WEST GRAND OVERCROSSING
- ELEVATED
- AT GRADE
- EXISTING BIKE PATH



\*Project to be phased based on funding availability.

# West Oakland Link Phased Development

## Bay Bridge Forward - West Grand Ave Bus/HOV Lane Project

- Separated multi-use path connecting Mandela Parkway and Maritime Street.
- Open in early 2024.

## West Oakland Link: Phase 1

- Elevated structure connecting to East Span path and improvements on Grand Ave.
- Open by the end of 2027 along with full Bay Skyway Phase 1 project.

## West Oakland Link: Phase 2 Final Completion

- Additional path width on Grand Ave and ramp connection to Maritime Street.
- Open with Bay Skyway Phase 2: West Span Path



Bay Bridge Forward– Grand Ave. HOV Extn.



West Oakland Link Initial Phase



West Oakland Link Final Completion

# Future: Grand Ave at Mandela Parkway



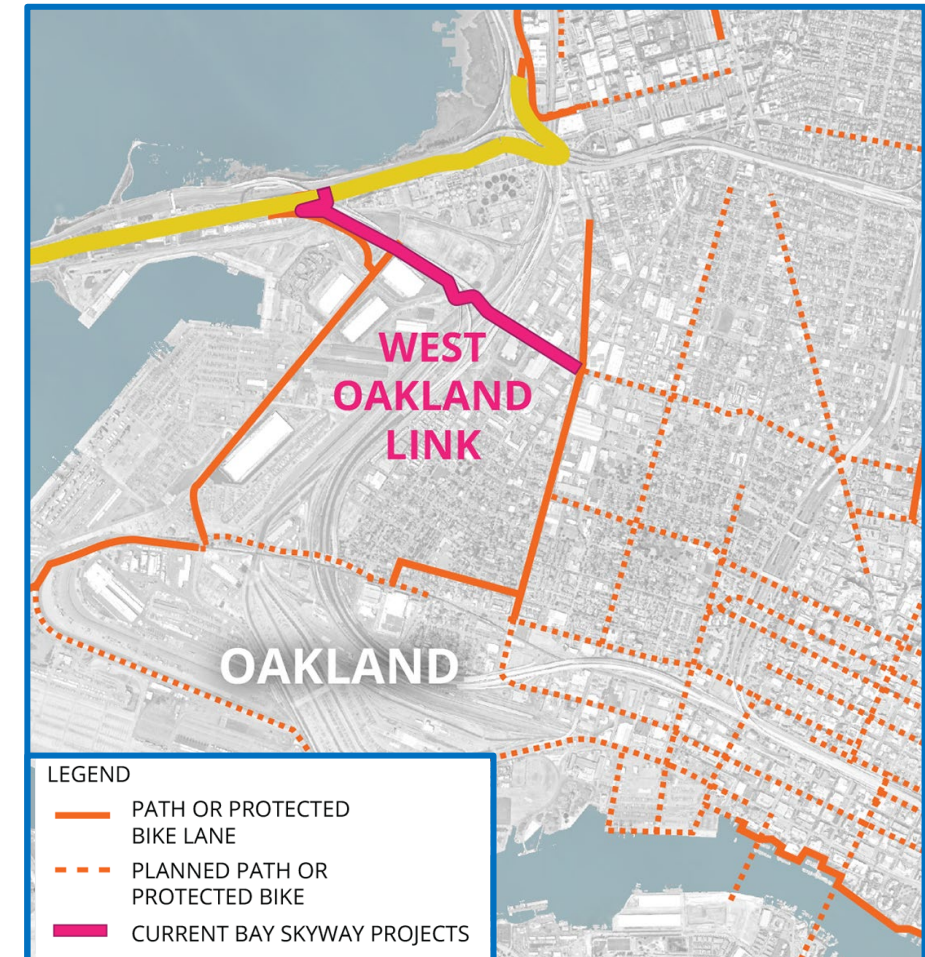
EXISTING



PROPOSED

# West Oakland Link Benefits

- Provide the West Oakland community with a family-friendly Bike/Ped connection to the shoreline, amenities, and Bay Bridge trail.
- New connection between downtown Oakland, Treasure Island and ultimately downtown San Francisco.
- Provide low-cost mobility option to connect with well-paying jobs at the Port and San Francisco
- Reduce GHG emissions and air pollution from shifting trips from cars to bicycles, e-bikes, and micromobility devices.



# West Oakland Link: Current Status

## Environmental Review

- Final California Environmental Quality Act (IS/MND) is set to be adopted in January 2023.

## Detailed Design (PS&E)

- Detailed design is fully funded and plan on starting in Spring of 2023.
- Developing community-based engagement plan.

## Construction Funding

- Submitted 4 federal and state grants for the West Oakland Link in 2022.
- West Oakland Link was awarded a 2022 Active Transportation Program grant for **\$17.6 million**.
- Total construction cost of Phase 1 **\$76.6 million**.



# Bay Skyway: Timeline (best case)

## Phase & Stage

2022 2023 2024 2025 2026 2027 2028 2029 2030

### Bay Skyway Current Projects

- West Oakland Link
- Yerba Buena to Treasure Island Path
- Electric Ferry Charging Infrastructure

### Bay Skyway Phase 2

- West Span Planning and Environmental
- West Span Engineering and Design
- West Span Construction

Planning and Environmental

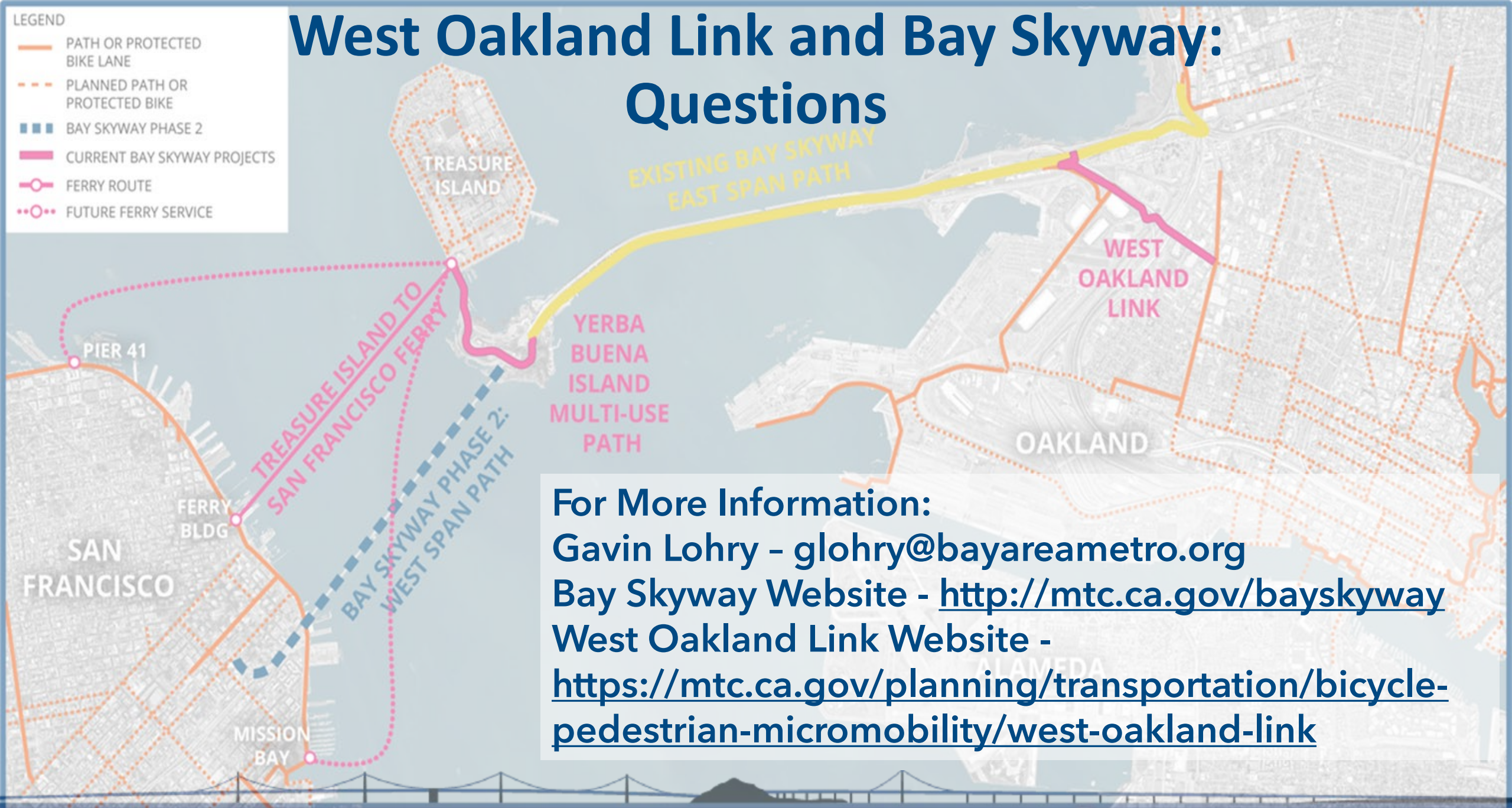


Engineering and Design



Construction





# West Oakland Link and Bay Skyway: Questions

For More Information:  
Gavin Lohry - [glohry@bayareametro.org](mailto:glohry@bayareametro.org)  
Bay Skyway Website - <http://mtc.ca.gov/bayskyway>  
West Oakland Link Website - <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/west-oakland-link>



# Oakland Fire Code BPAC discussion



# Overview

- Current Fire Code was adopted in January 2020
- This includes our main focus of discussion, Appendix D, which currently the city council has moved to Safety Committee for discussion
- Tonights discussion will focus on sub sections measure, D105.2, which defines road widths for structures over 30 feet
  - **D105.2 Width.** "Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof."
- Standard road measure allow for 10 foot wide lanes
- City Public Safety Committee is set to review and make recommendation to City Council

# Points of Discussion

- Street Safety - Wide street contribute to faster traffic
- This code is specific for denser areas, with taller buildings
  - Currently TOD focused areas are also set to have few vehicles and more walking and active transportation by design
- Speed is the number 1 factor in vehicular death and serious injury - particularly for walkers and bikers.
- Can we find a compromise that does not risk the emergency response but balances overall public and particularly pedestrian and cyclist safety?

Alex Frank

Commissioner, Oakland Bicyclist and Pedestrian Advisory Commission (BPAC)

BPAC Legislative and Policy Committee Member

Dec 16, 2022

Oakland City Council

1 Frank H. Ogawa Plaza, Oakland, CA 94612

**RE: Motion to not adopt Section 105.2 of Appendix D of the California Fire Code**

Dear Councilmembers,

On behalf of the City of Oakland Bicyclist and Pedestrian Advisory Commission, I am writing to inform the Council of a motion that was unanimously passed at the 12/15 BPAC meeting. This motion was initiated by a series of public comments on the topic of lane width, its effect on vehicle speed, and the resulting increase in risk to pedestrians and cyclists along wide-lane corridors within Oakland's borders.

The motion, as passed, reads:

*A motion **recommending that City Council not adopt Section 105.2 of Appendix D of the California Fire Code which defines the 26-foot roadway clearance requirement at buildings over 30' in height, giving discretion to OFD in consultation with OakDOT to develop context-specific designs, and to promote OFD and OakDOT collaboration in developing shared solutions to fire and street safety** was made (Frank), seconded (Ralston) and approved by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).*

This motion was not passed without significant consideration. The code in question (Section 105.2 of Appendix D) prescribes a minimum lane width in areas with buildings over 30 feet, to allow for fire apparatus, particularly ladder trucks, ease of access. The challenge for our City is that wider street widths also encourage higher vehicle traffic speeds. In areas with taller buildings, and often high population density, there are more pedestrians and cyclists, and thus, requiring a wider lane for fire access raises the daily risk for those living and working in dense urban neighborhoods from speeding vehicles. The point of the motion is to allow for discussion and collaboration between OakDOT and OFD in order to come to a best case safety solution, rather than prescribing one, and to allow OakDOT engineers and planners freedom to partner

with OFD in designing solutions that best meet all Oaklanders need for safe and equitable streets.

Present at the BPAC meeting was Oakland Fire Chief Dr. Freeman, who spoke on the department's needs, equipment, and capabilities. Chief Freeman expressed support, in concept, to work with OakDOT planners and engineers, and in particular the need for the public to have a say in the matter, while also assuring the public is informed of the associated risks for any street design. The BPAC greatly appreciated Chief Freeman's contribution to forming the motion.

Members of the public also expressed support for the motion, on the grounds that allowing for street designs that constrain speeding vehicles, while still providing fire safety is an optimal outcome. In addition, there was considerable support for ongoing collaboration around street design between OFD and OakDOT.

In closing, the BPAC hopes Council takes the considerable support expressed by members of the public, the unanimous support of the BPAC commissioners, and the contribution of OFD in crafting this motion into account when considering not to adopt *Section 105.2 of Appendix D of the California Fire Code*.

*Sincerely,*

The Oakland Bicyclist and Pedestrian Commission

Comsionser's Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee