

The West Oakland Link

Meeting 4 out of 5 Overview of Design

Oct. 24, 2023

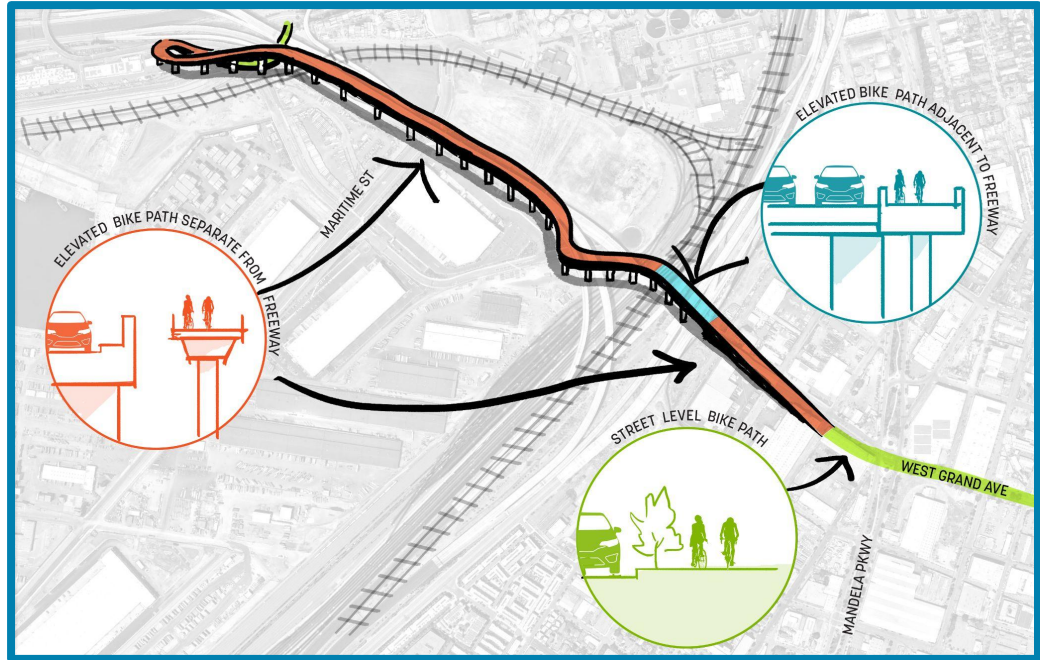


What is the project?

In simple language this is a trail project.

The West Oakland Link of the Bay Skyway, is part of the Bay Trail and will provide a safe 15-foot wide 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 with the planned Grand Ave protected bike lane (to downtown) at Mandela/Grand intersection
- Landscaping and community amenities based on community input



Where is the project on a map?



The Bay Area bike path network



Enlargement of the West Oakland Link



Schedule [RSVP to upcoming meetings at woeip.org/events](https://woeip.org/events)

Phase	Meeting	Date	Purpose
1	1: Intro to the West Oakland Link	9/1/2023	Start the community engagement process.
	2: Design Deep-dive	10/10/2023	Explore design elements shaping the path at key locations.
	3: Environmental Justice, Air Pollution & Public Health	10/17/2023	Explore the health and equity implications of the path's location through an area with elevated pollution levels.
	4: Streetscapes, Intersections & Traffic Safety	10/24/2023	Use shared local knowledge to help shape a path that accommodates different modes of transportation for all.
	5: Placemaking, Design & History	11/7/2023	Root the Link in local history and create a sense of community.
2	Design Update Meeting 1	2/2024	
	Design Update Meeting 2	6/2024	
3	Design Update and Construction Phase Introduction Meeting	8/2024	
4	Pre-Construction Phase Meeting	3/2025	

Tonight →

TONIGHT'S AGENDA

Review five key locations where the path will interact with the roadway network and discuss what traffic safety and public realm elements can help make the Link safe and comfortable to all.



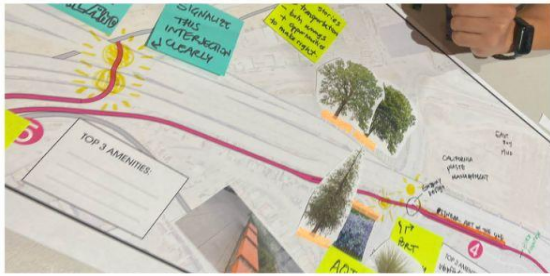
*Share your feedback
during or after tonight's
discussion. Thank you!*

woeip.org/wolink-survey4

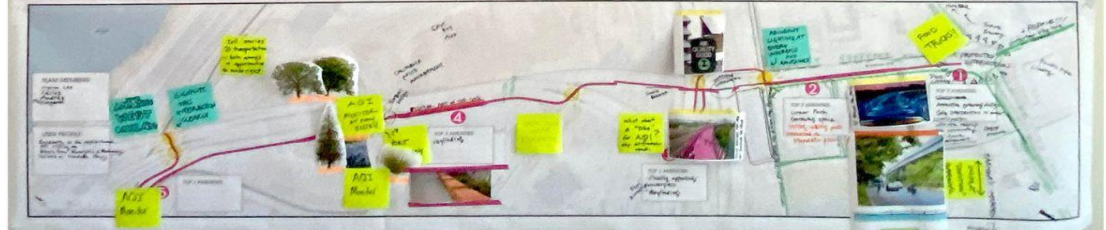
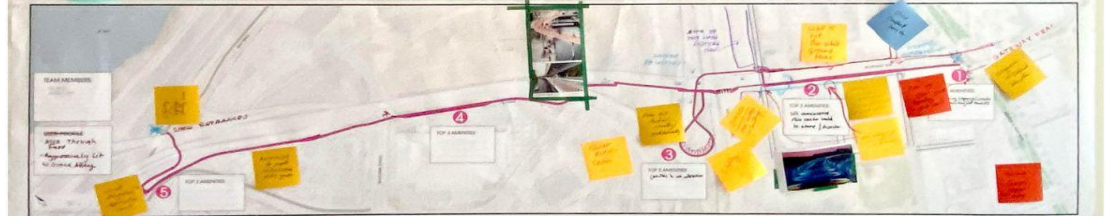
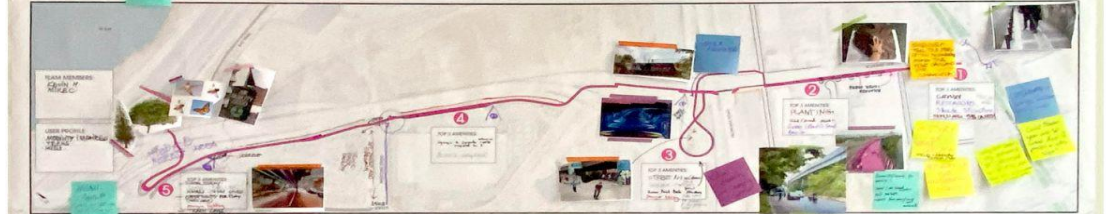
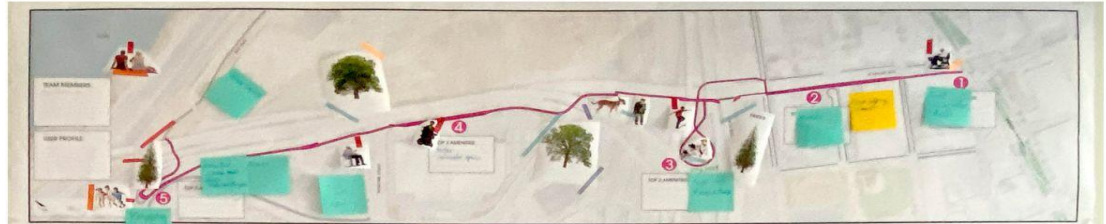
Meeting Expectations

- Please communicate with respect and be mindful of how much space you're taking while engaging those who haven't spoken
- Respect time agreements and stay on topic in order to achieve our meeting goals
- We actively listen with an open mind, respecting multiple points of view
- We assume good faith in giving and receiving feedback, criticism and questions
- We check for diversity gaps (who is missing) and propose solutions for it

Community Process

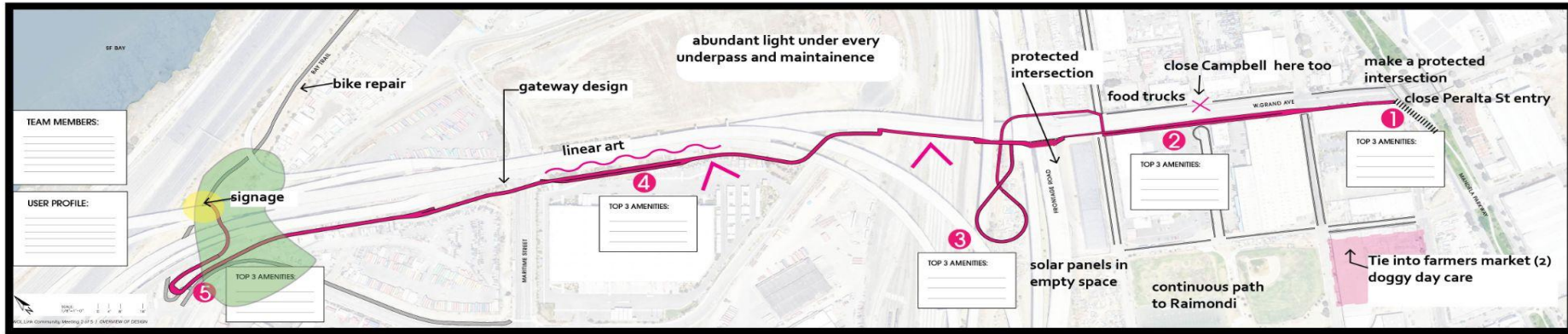


4 Groups Made Placemaking Maps



What We Heard:

"tell stories - including transportation - both wrongs and opportunities to make it right"



5

- Signage (2)
- Strong lighting (2)

- Urban forest
- Digital display counter (bike+ped)
- Metrics - trees saved
- Opportunity for play (mini golf)
- Trash cans
- Water fountains
- Mini golf
- Accessibility for people w/ disabilities on this grade
- Memorial plaques (military/army)
- View point(scenic view)
- Bench
- Trash cans? Recycling

4

- Signage to separate entrance + exit + wayfinding (2)

- No hostile seating (bench)
- Water
- Interactive space
- Way finding
- Bike counting device
- Gateway design for the port

3

- Make this stand out, visually/ architecturally (x3)
- Quiet ride calm (x2)
- Visually appealing underpass (2)

- Street art on columns
- Skate park attracts (daring users)
- Union point pask
- Spiral structure
- Stronger lighting
- Make space for dancers or other performing groups
- Can this be an attraction
- Lighting
- Sound (ped bridge in san diego)
- Poop bags
- Picnic table
- Wayfindings
- Fun intuitive
- What about a "tube" for aqi? Esp. At Frontage Rd

2

- Street lighting (2)
- Planting (2)
- Wind sound screen (2)
- Gathering space (2)

- More housing + jobs= lunch zone
- Clear view sights no blind spots
- Left unmaintained this corridor could be a disaster
- Bench
- Cameras
- Linear park
- Walking path connected to mandela pkwy

1

- Arch way large welcoming/ attractive entry (4)
- Map + wafinging (3)
- Storytelling (3)

- Could it span over west grand?
- Gateway
- Restrooms
- Shade structure
- Food coffee
- Safe intersection to enter
- Continuity with the rest of the community & future development

Local Stories:

1. History of west Oakland cypress freeway removal story
2. Memory of the neighborhood removed
3. Earthquake of 89 "Black Wall Street" of 7th st, Jazz Clubs, continued railroads, Black Panthers, etc.

Creating a safe, comfortable connection for cyclists and pedestrians is the primary objective of the Trail.

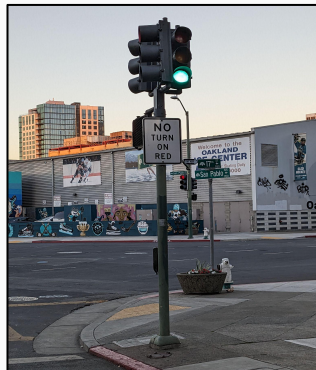
What traffic safety and public realm elements can be part of the project to to safely accommodate all modes of transportation, particularly where the trail meets the street network?



Streetscape: Traffic Controls



Leading Pedestrian Interval (LPI)



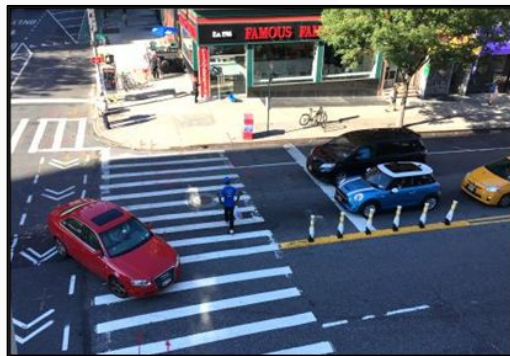
Right-Turn-On-Red (RTOR) Restrictions



Turn Bans



Speed Regulation



Left Turn Traffic Calming



Curb Regulations



Actuated Pedestrian Signals

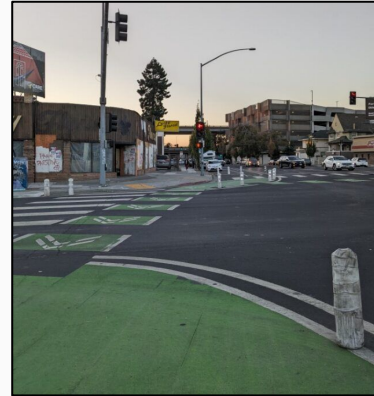
Streetscape: Street Safety Elements



Road Diet



Protected Intersection (capital)



Protected Intersection (operational)



Traffic Diverters



Speed Humps



Chicanes



Neighborhood Traffic Circles

Streetscape: Street Safety Elements



Pedestrian Refuge Island and High Viz Crosswalk



Curb Extension/Bump-out/Neckdown



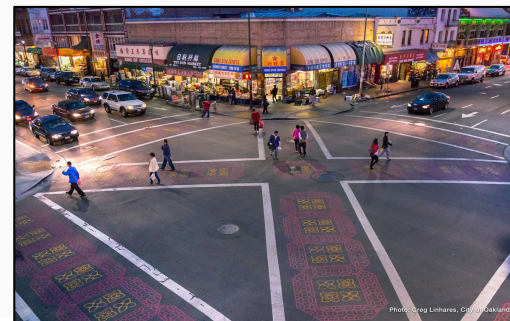
Median Tip Extension



Normalize Complex Intersections



Raised Crosswalks



Pedestrian Scramble aka Barnes Dance

Streetscape: Street Safety and Mobility Elements



Protected Bicycle Lanes



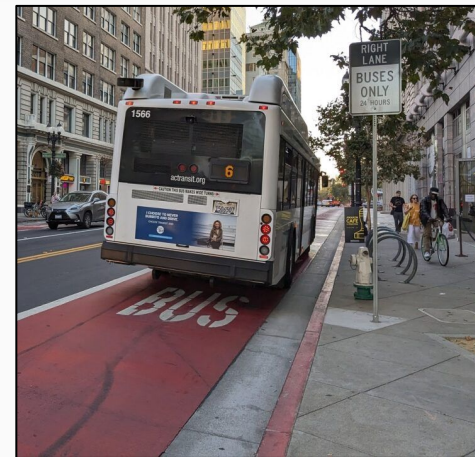
Standard Bike Lanes



Bus Boarding Islands



Wayfinding



Bus Only Lanes



Public Seating

Streetscape: Street Safety and Public Realm Elements



Slow Streets



"Painted" Programmed Curb Extensions



Shared Streets



Slip Lane and Redundant Roadway Closures



Public Programming

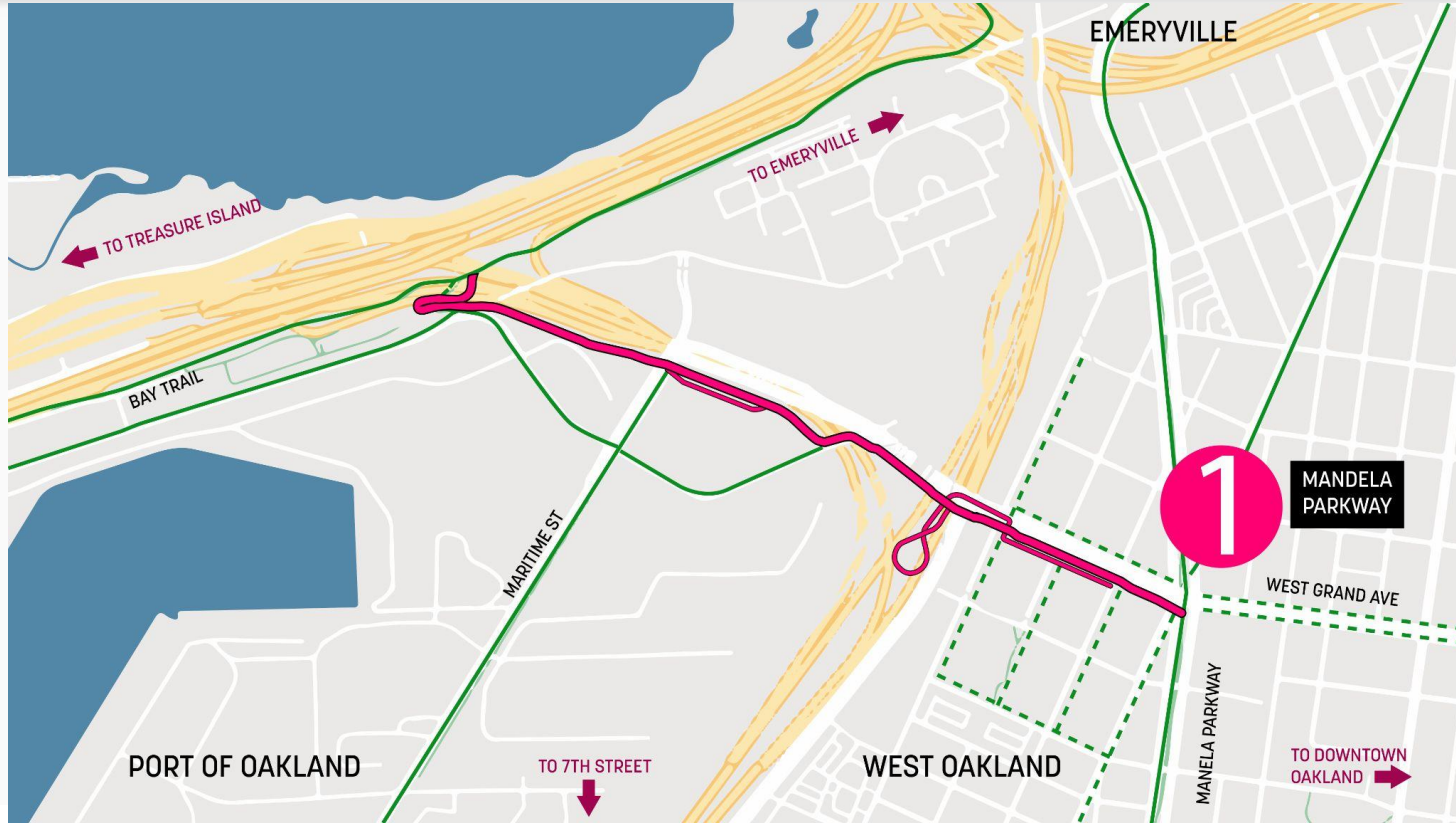


Parklets

Creating a Safe Bicycle and Pedestrian Pathway



#1 Mandela Parkway Gateway | Key Map View

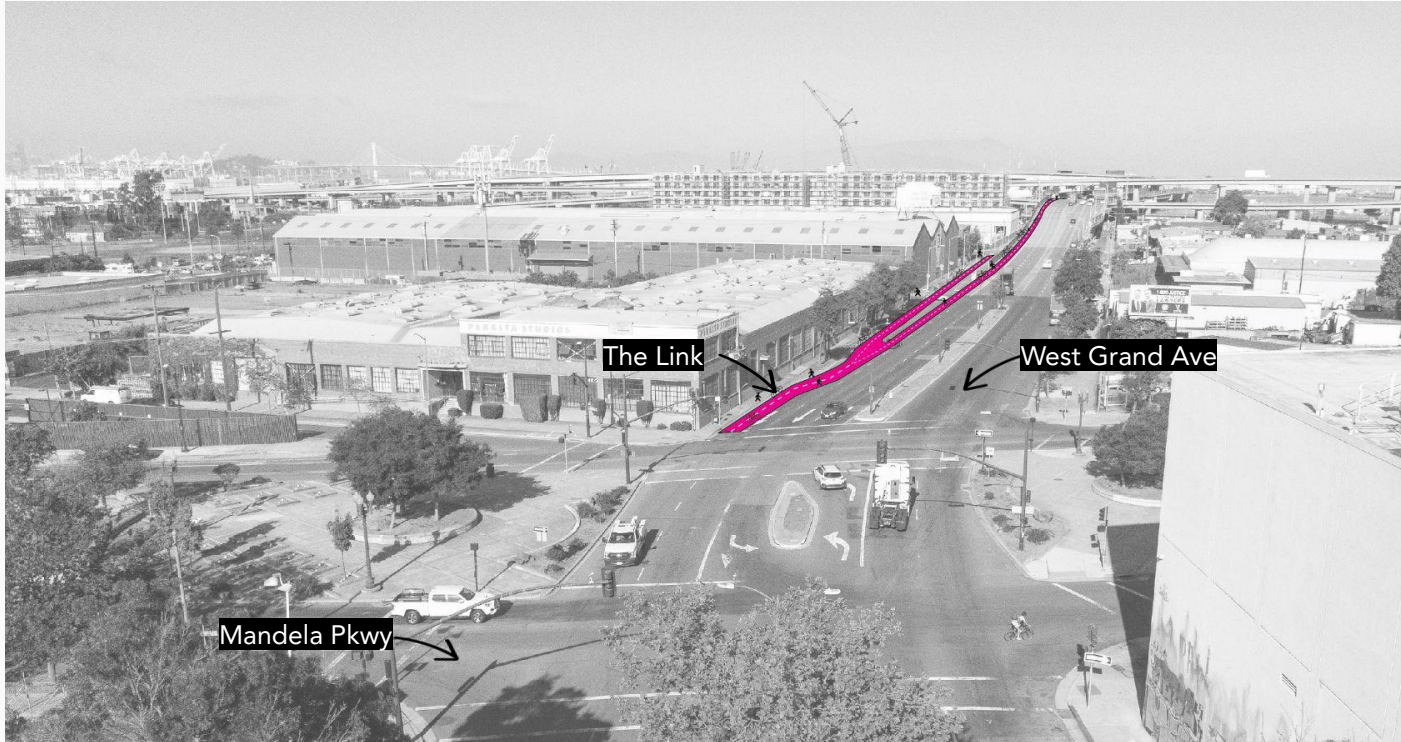


#1 Mandela Parkway Gateway | Aerial View



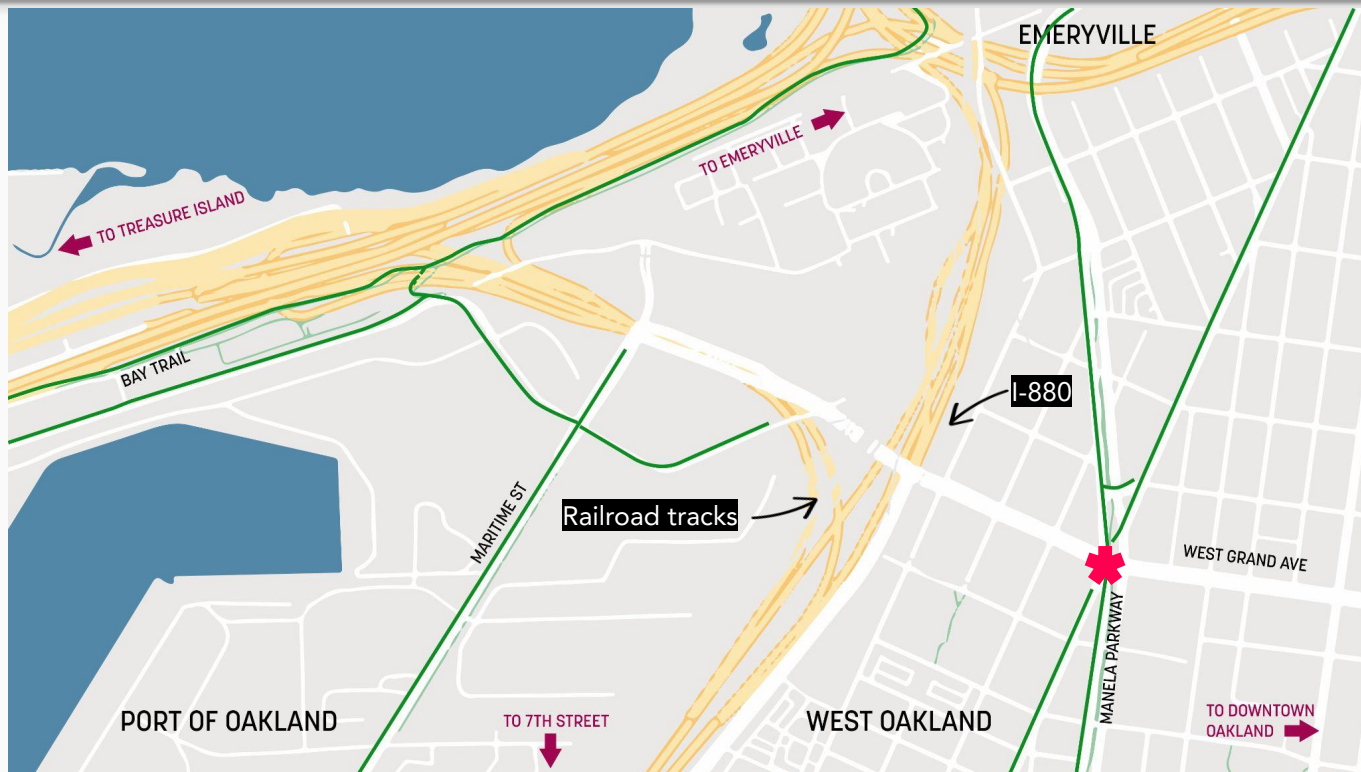
- This is a place where pedestrians and bikes currently do not feel comfortable due to heavy traffic, speed, and lack of safety measures

#1 Mandela Parkway Gateway | Aerial View with the Link



- This intersection will become a strategic connection between Mandela Parkway, the future Grand Ave bicycles lanes to downtown, and the Link

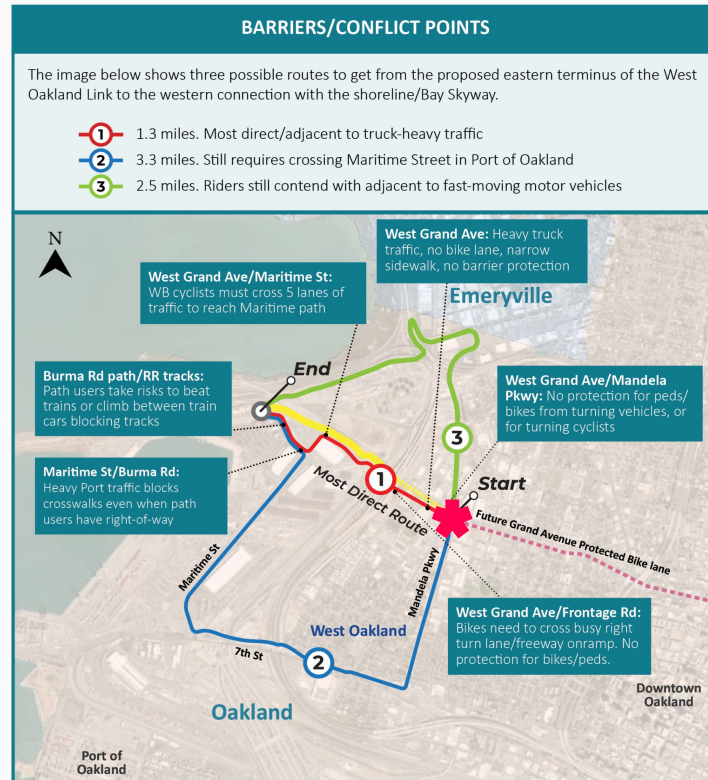
#1 Mandela Parkway Gateway | Existing Connections



Existing Bicycle Network

- No sidewalks or bicycle infrastructure on West Grand Ave west of Campbell St
- No direct and safe crossing of I-880 and the railroad tracks for pedestrians and cyclists
- Lack of safe and comfortable at-grade pedestrian and bicycle infrastructure (e.g., Wood St, Grand Ave alleyways, etc.)

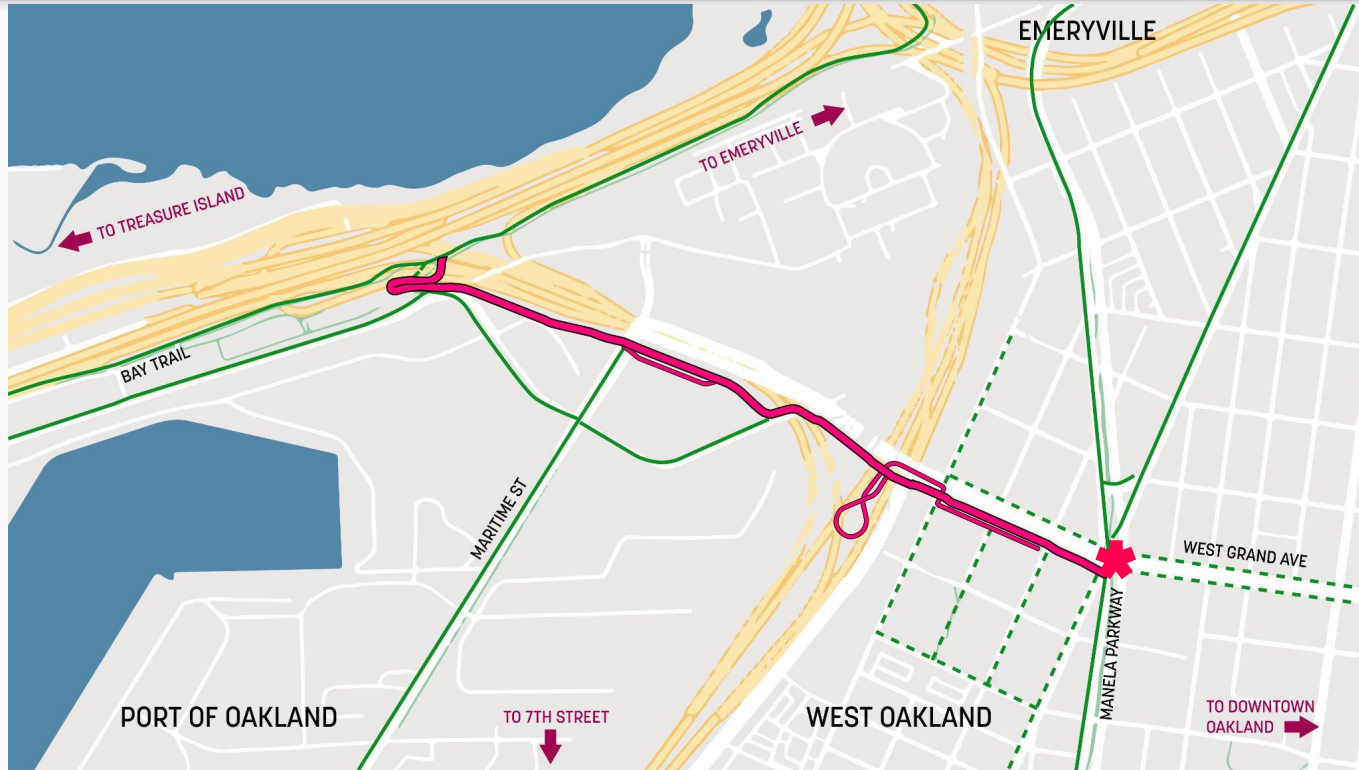
#1 Mandela Parkway Gateway | Existing Connections



Currently, there are no direct/easy alternatives to the proposed pedestrian and bicycle connection

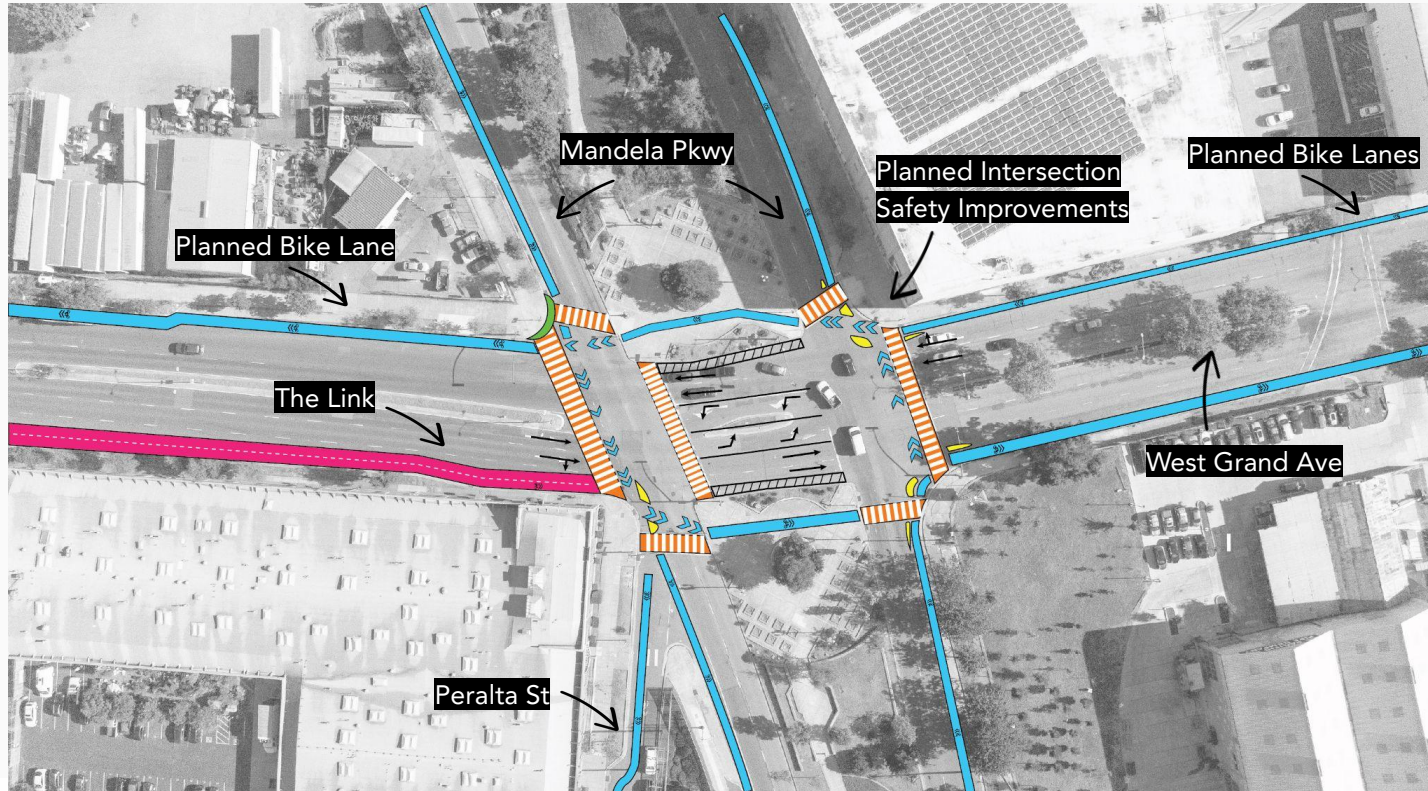
Existing Bicycle Network

#1 Mandela/Grand | How will the connections improve?



- This intersection of Grand Ave and Mandela Parkway will become a strategic connection between Mandela Parkway linear park and bike lanes, the future Grand Ave bicycles lanes to downtown, and the Link

#1 Mandela Parkway Gateway | Plan View with the Link

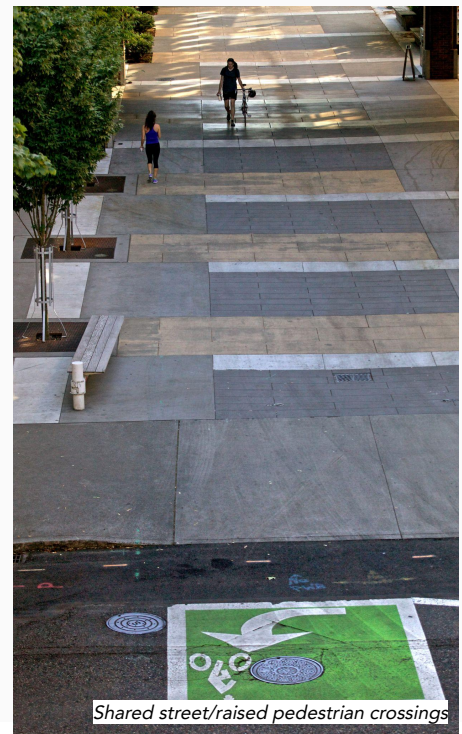


- OakDOT has planned several safety improvements as part of an upcoming resurfacing effort and the Bay Bridge Forward effort

-  Bike Lane
-  High-visibility Crosswalk
-  Curb extension
-  Corner Refuge Island
-  The Link
-  Restriping/Road Diet

#1 Mandela Parkway Gateway | Inspiration

What streetscape elements could be considered here?



Source: www.pedbikeimages.org/ Zachary Kaufman

#1 Mandela Parkway Gateway | Inspiration

What streetscape elements could be considered here?

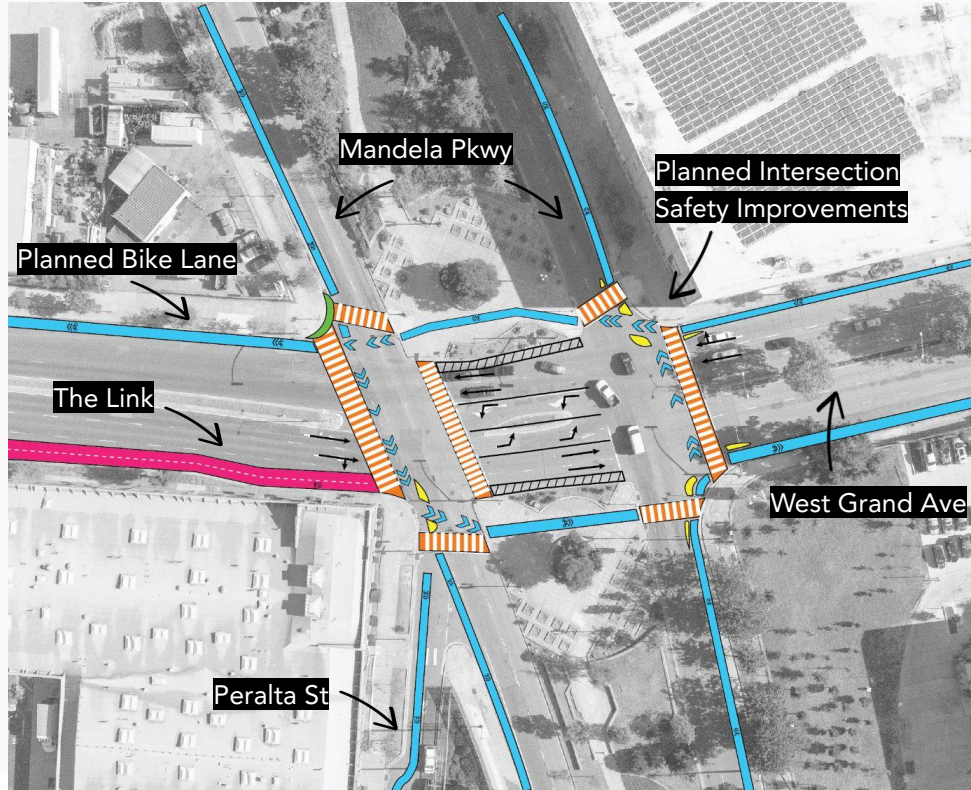


#1 Mandela Parkway Gateway | Inspiration

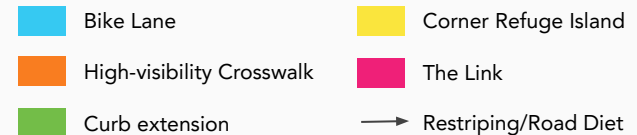
What streetscape elements could be considered here?



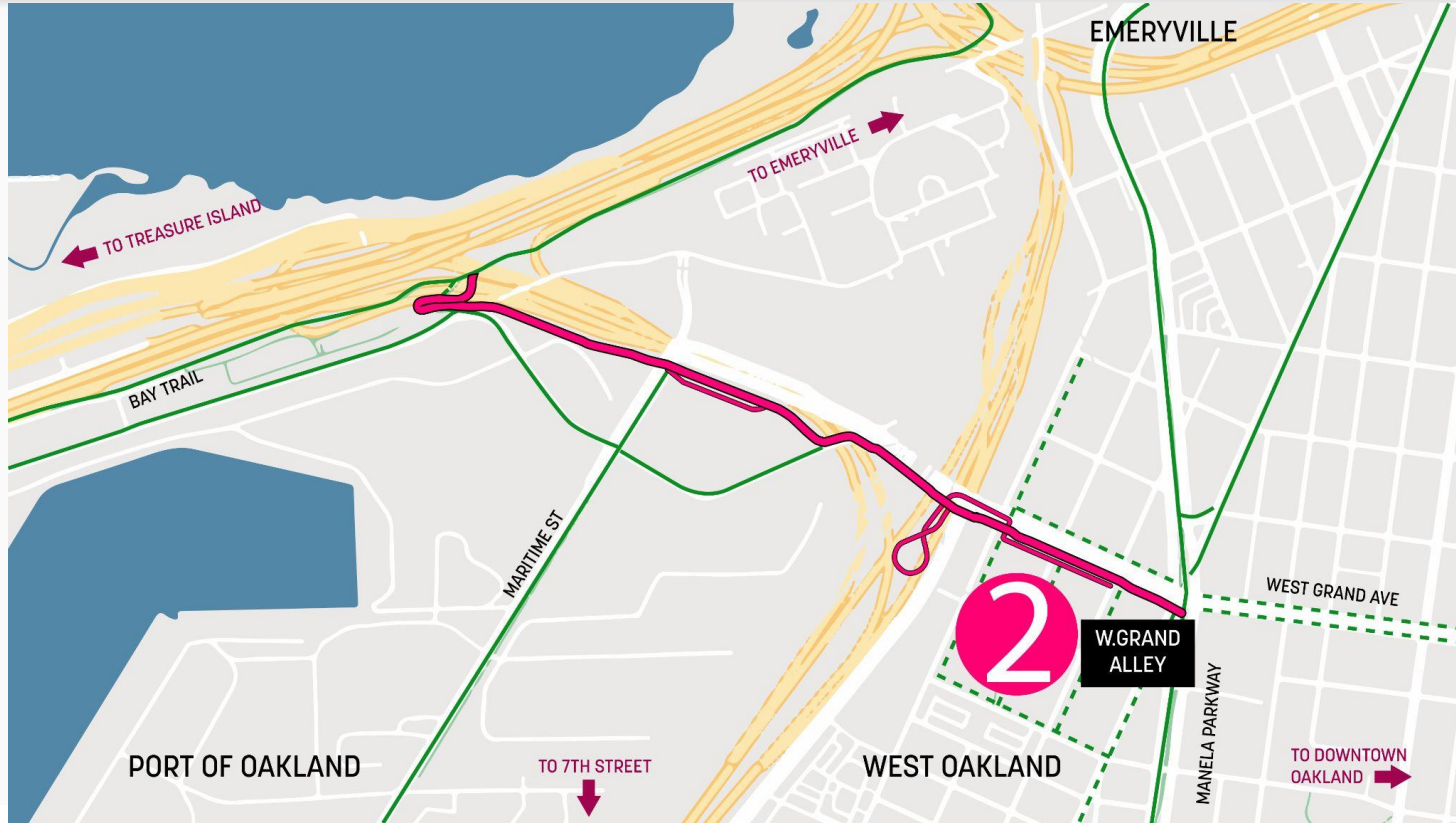
#1 Mandela Parkway Gateway | Discussion



1. What are your main concerns about this location regarding safety?
2. How can intersection improvements or safety treatments help accommodate all users?
3. What streetscape treatments would you like to see at this location?



#2 West Grand Alley | Key Map View



#2 West Grand Alley | Aerial View

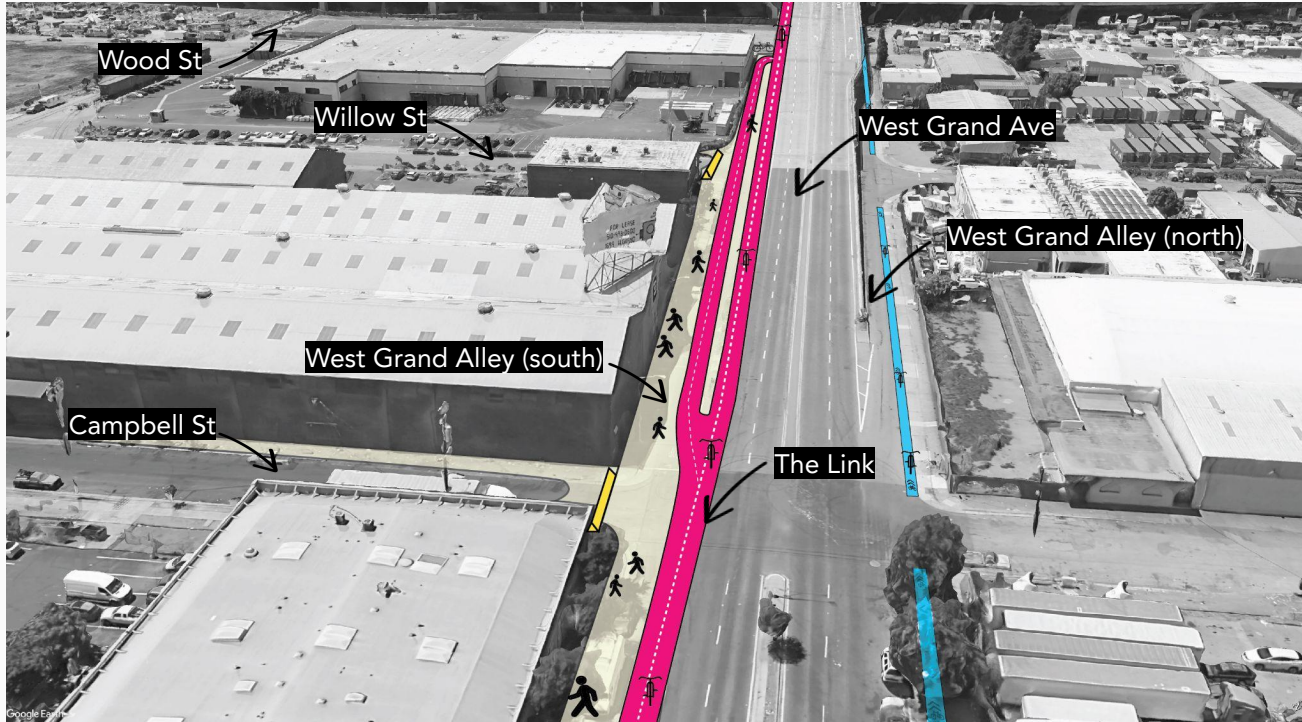


- Both the north and south alleyways are very car-centric and uninviting for pedestrians and cyclists

- There are no crosswalk markings at Campbell St and Willow St

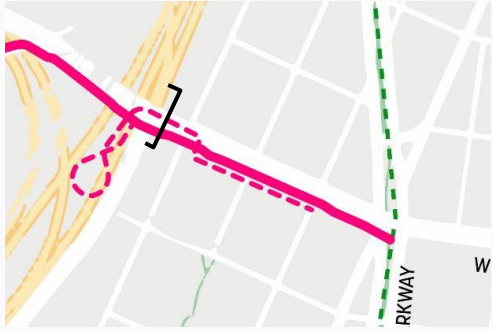
- The presence of large buildings and fences along Campbell reduce sight distances making potential sidewalk uses less visible

#2 West Grand Alley | Aerial View with the Link

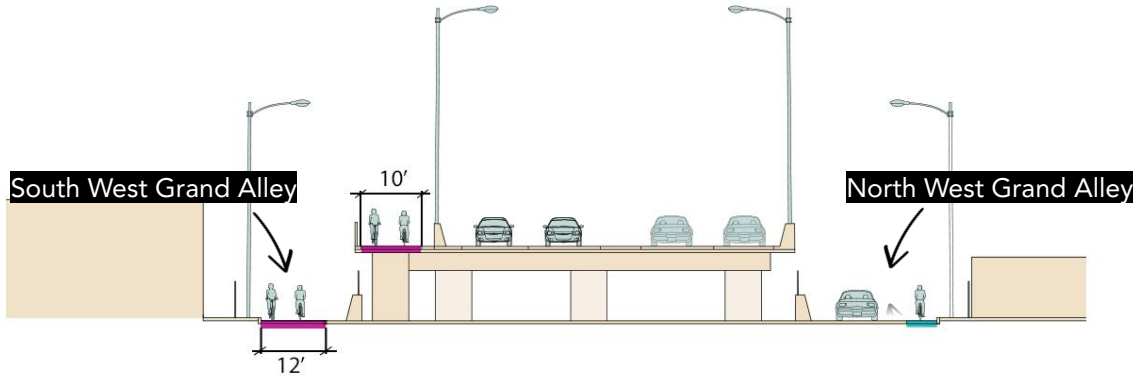


- The south alley will be a carless street and a westbound bike lane will be added to the north alley

#2 West Grand Alley | Cross Section View



West Grand Alley Elevation Today (view West)

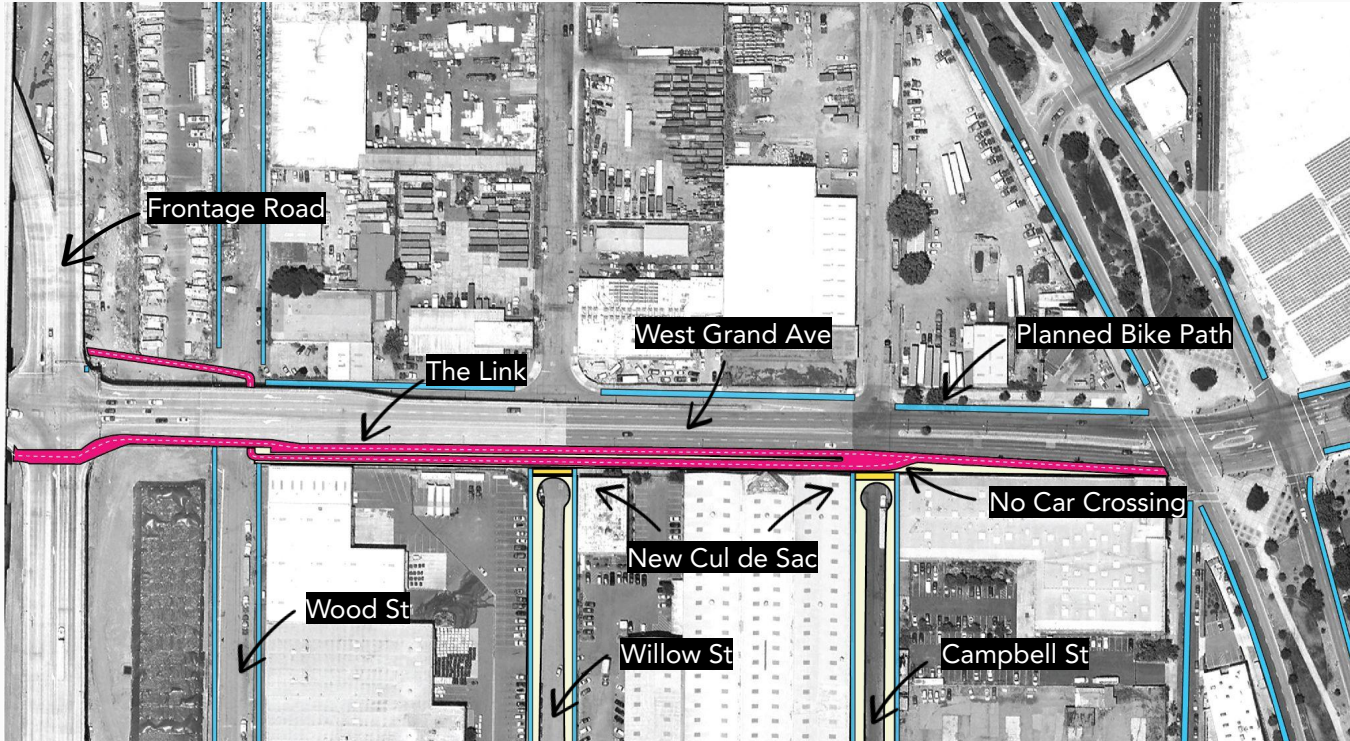


West Grand Elevation Proposed + Pedestrian Path



West Grand Alley Elevation Today (view East)




#2 West Grand Alley | Plan View with the Link



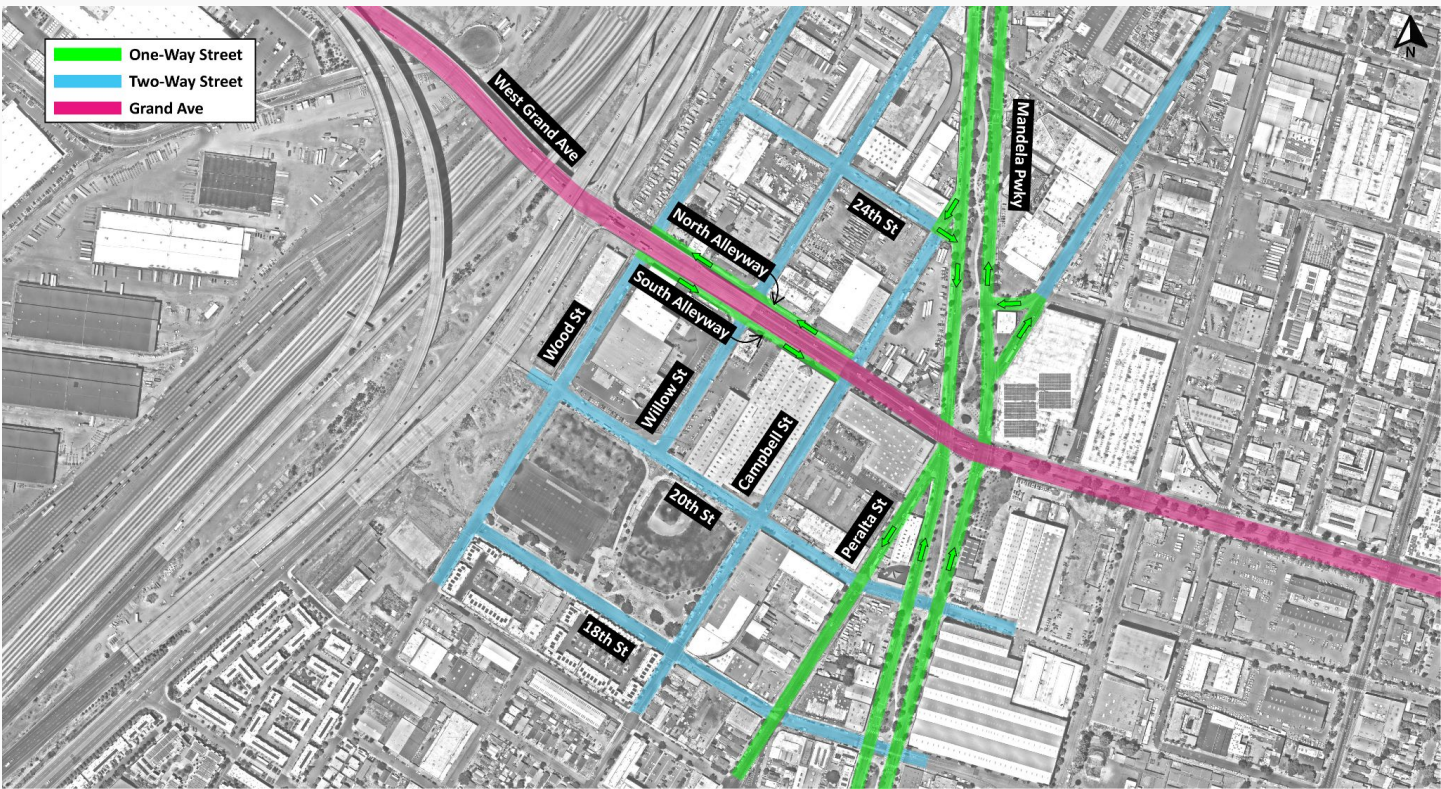
- The south alley will be a carless street and a westbound bike lane will be added to the north alley

- Bike lanes will also be added to Wood Street, Willow Street, and Campbell Street

- Willow Street and Campbell Street south of Grand Avenue would become dead-end streets

-  Cul de Sac
-  Bike Lane
-  The Link

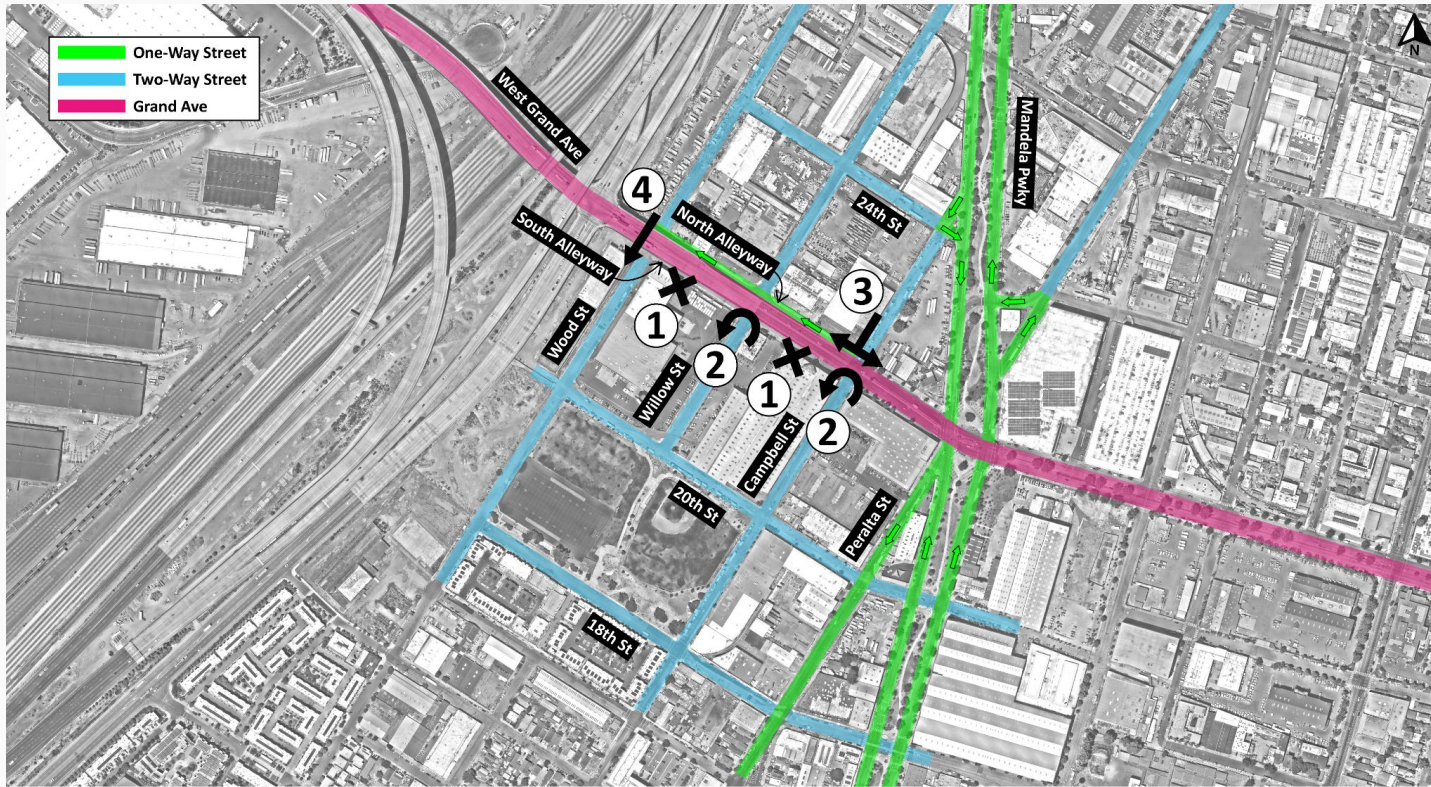
#2 West Grand Alley | Existing Traffic Patterns



- Most streets are two-way roadways, except the Grand Avenue north and south alleys

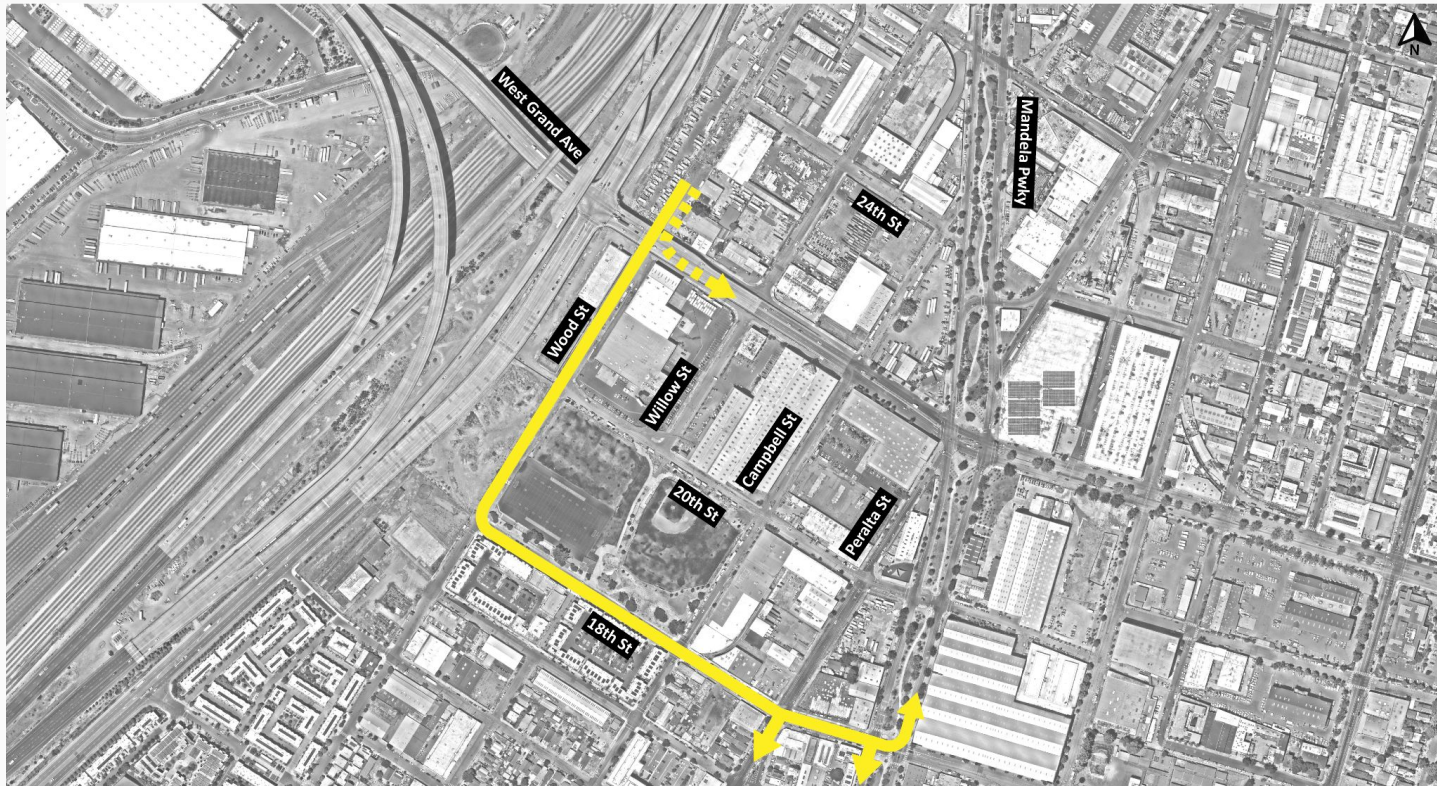
- The intersection of Grand Avenue and Campbell Street is unsignalized and northbound/southbound traffic can go through

#2 West Grand Alley | Traffic Patterns Changes

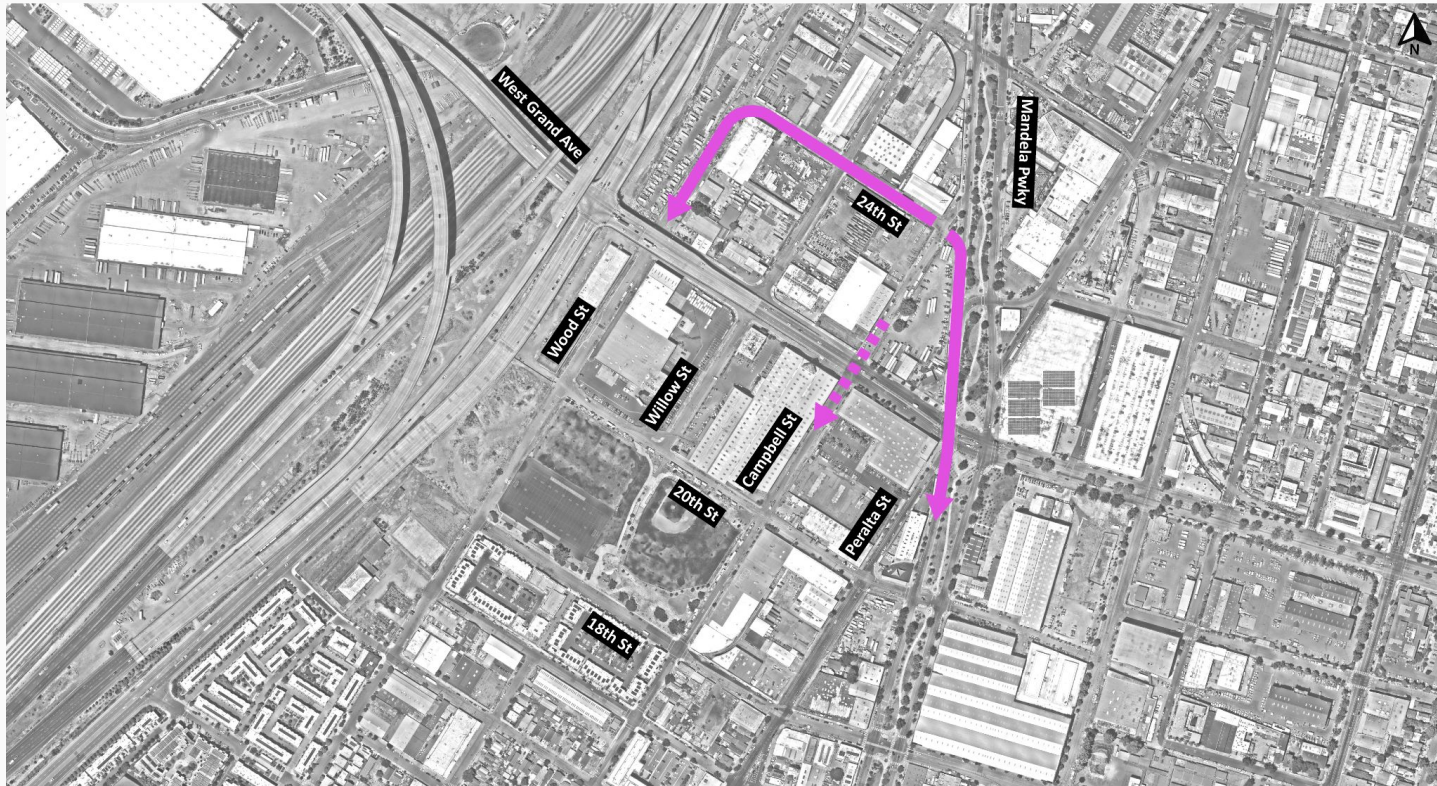


- 1 The south alley will become a car-less street
- 2 Willow Street and Campbell Street will become dead-end streets (south of Grand Avenue)
- 3 Southbound traffic will be forced to make a right turn or left turn at West Grand Avenue
- 4 Southbound traffic will be forced to continue south at the south alley

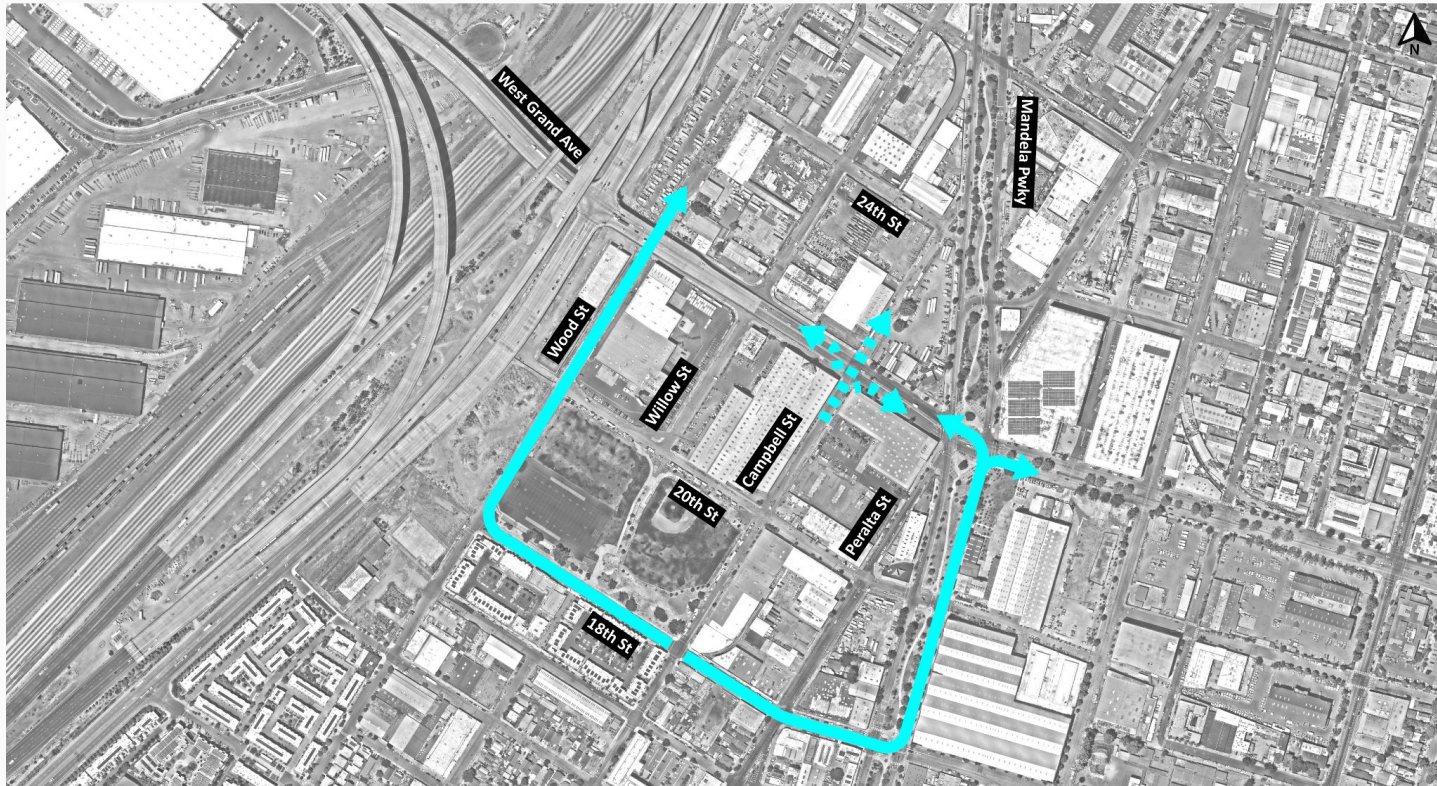
#2 West Grand Alley | Expected Diversions



#2 West Grand Alley | Expected Diversions



#2 West Grand Alley | Expected Diversions

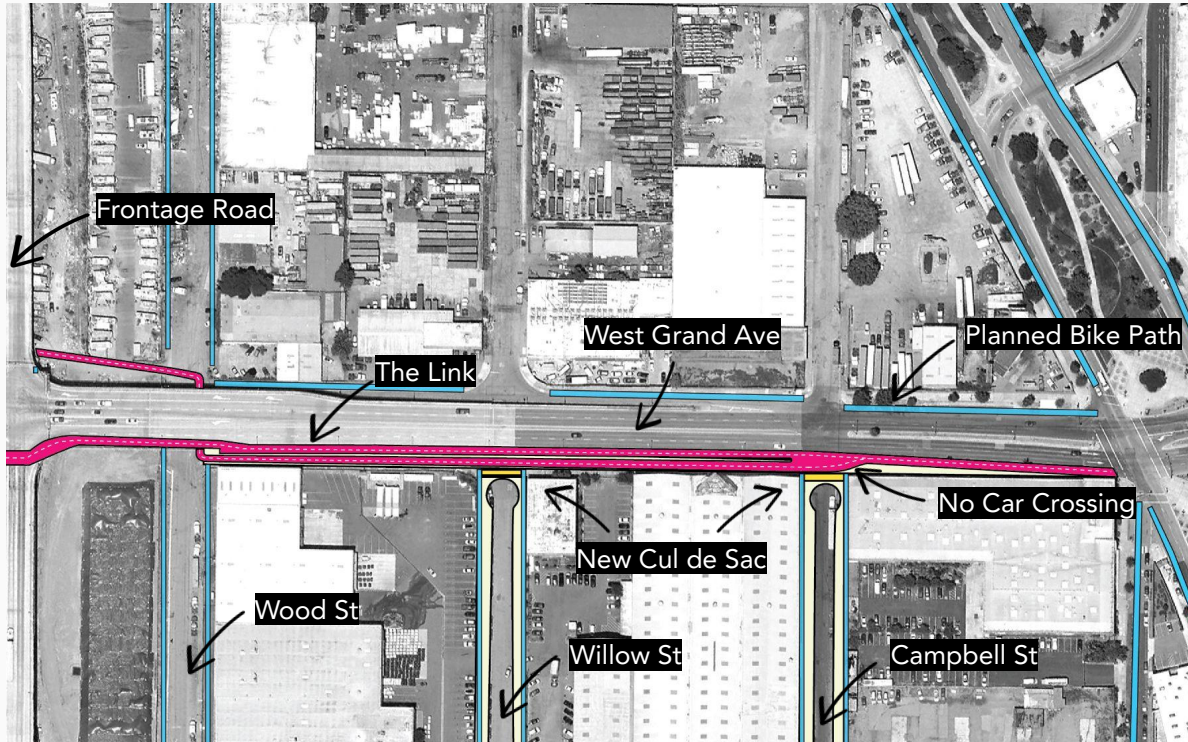


#2 West Grand Alley | Inspiration




What elements could be located here?



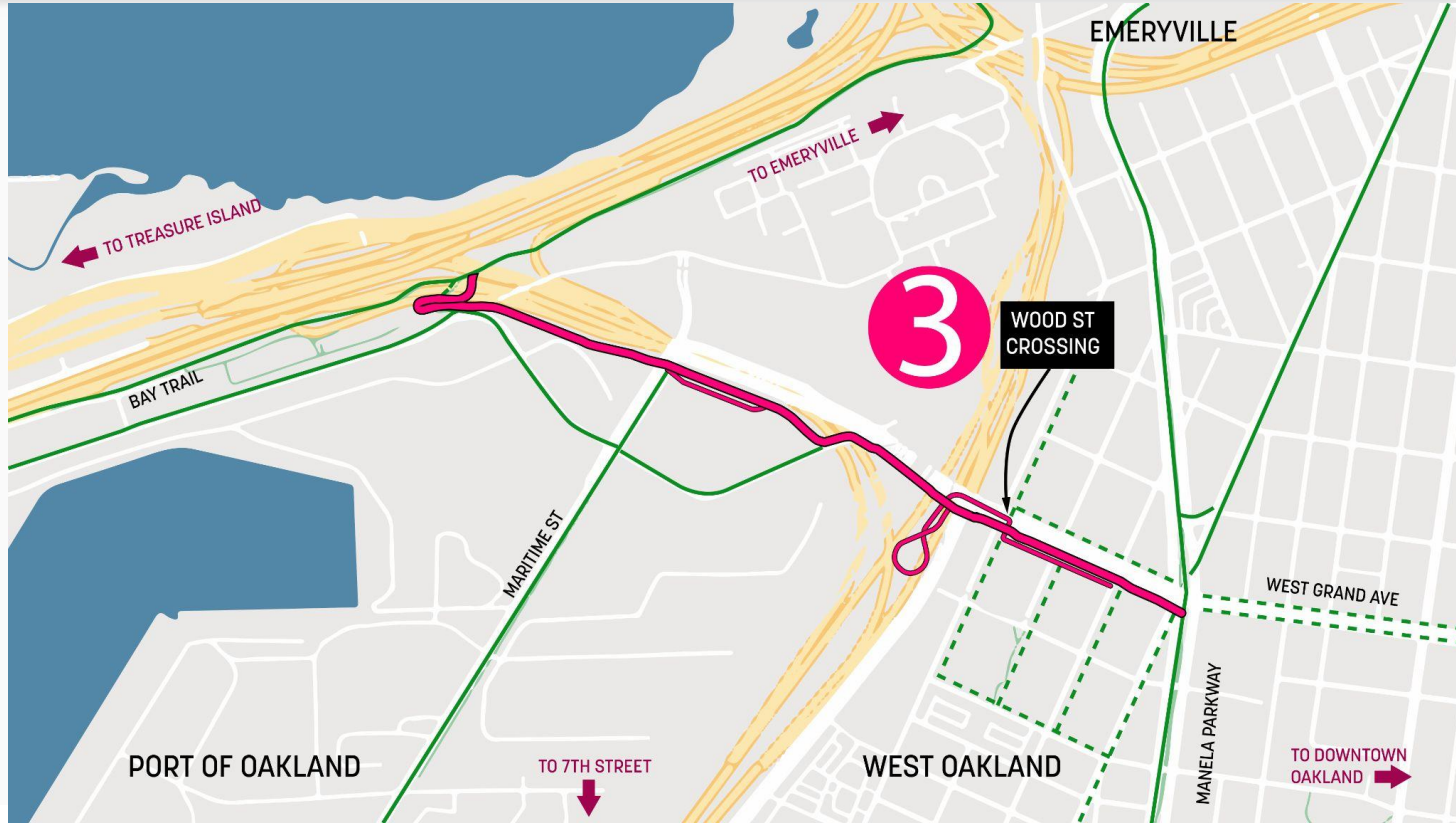
#2 West Grand Alley | Plan View with the Link



1. Do you have any concerns with the proposed concept?
2. What treatments would you make feel safer and encourage you to use the alleys?
3. Are you concerned about an overall loss of car connectivity due to the proposed street/intersection closures?

-  Street Closure
-  Bike Lane
-  The Link

#3 Frontage Rd Loop: Wood St Crossing | Key Map View

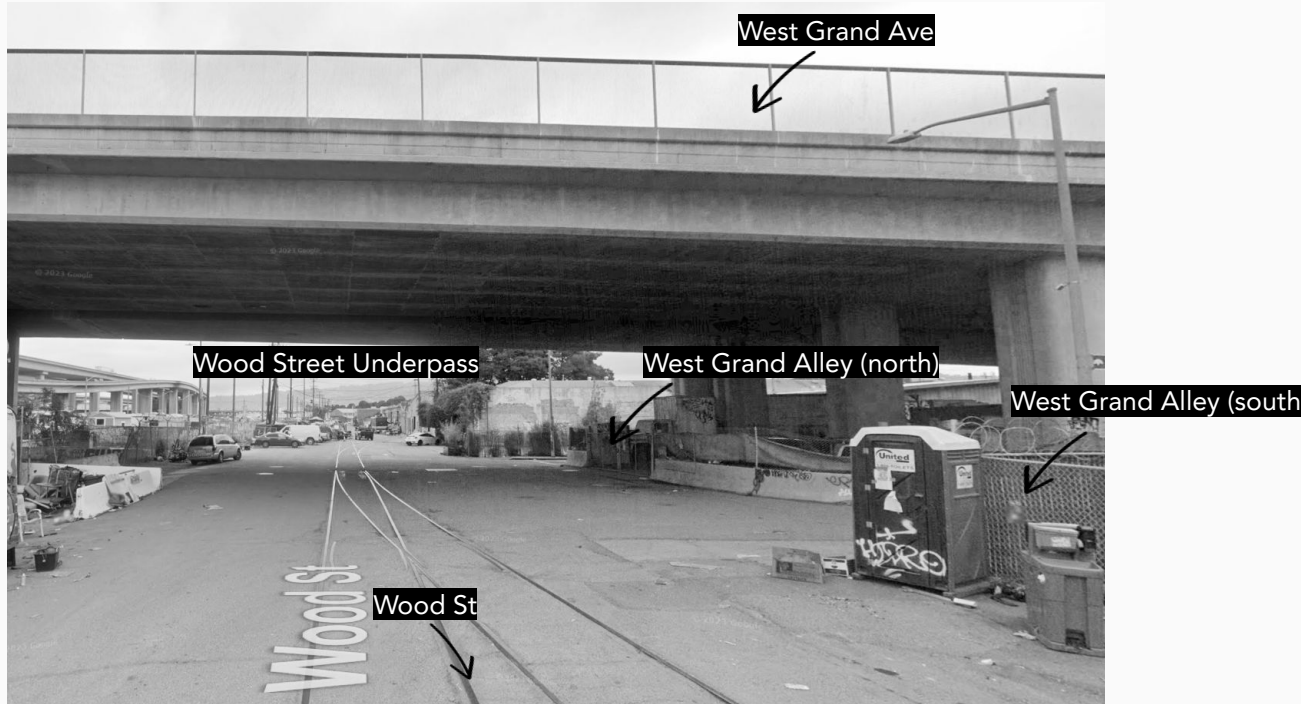


#3 Frontage Rd Loop: Wood St Crossing | Aerial View



- The underpass is currently uninviting for pedestrians and cyclists
- Curbs/sidewalks are mostly absent
- The north Grand Avenue Alley is stop-controlled

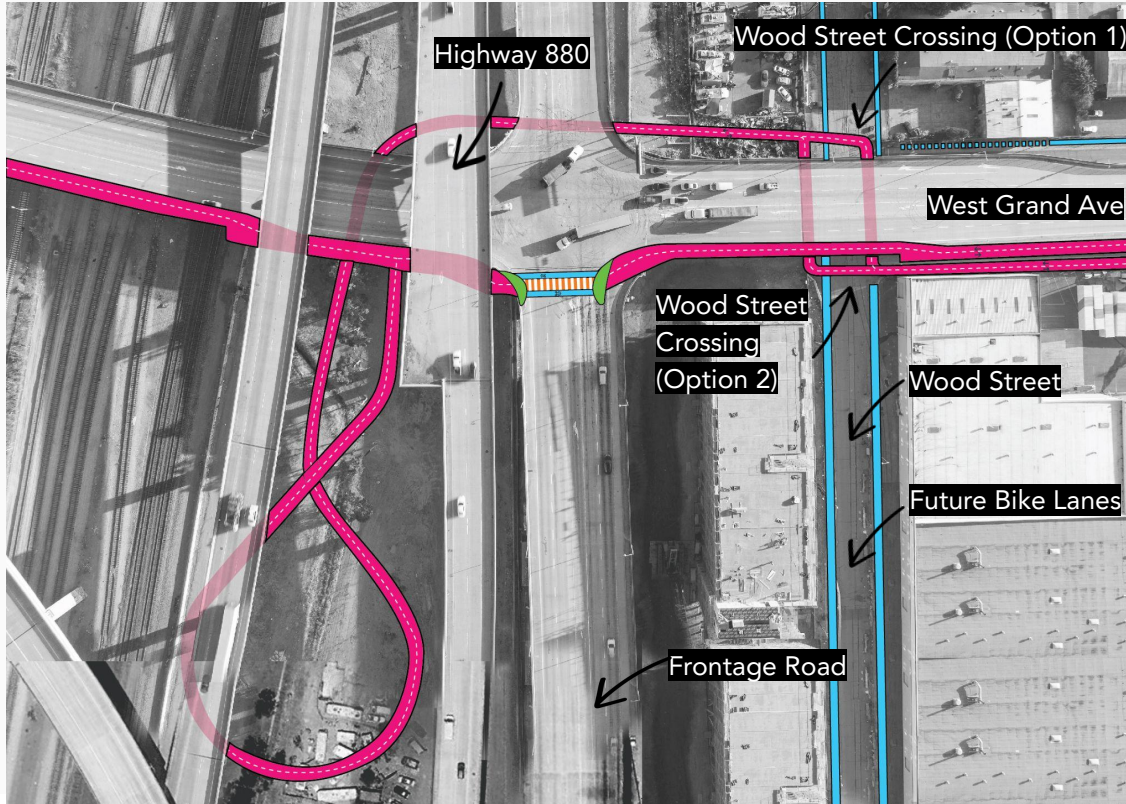
#3 Frontage Rd Loop: Wood St Crossing | Street Level View







- The underpass is currently uninviting for pedestrians and cyclists
- Curbs/sidewalks are mostly absent
- The north Grand Avenue Alley is stop-controlled

Wood Street Underpass Today

#3 Frontage Rd Loop: Wood St Crossing | Aerial View with the Link

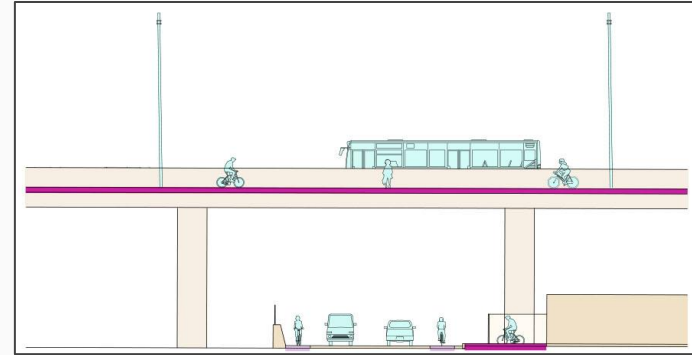
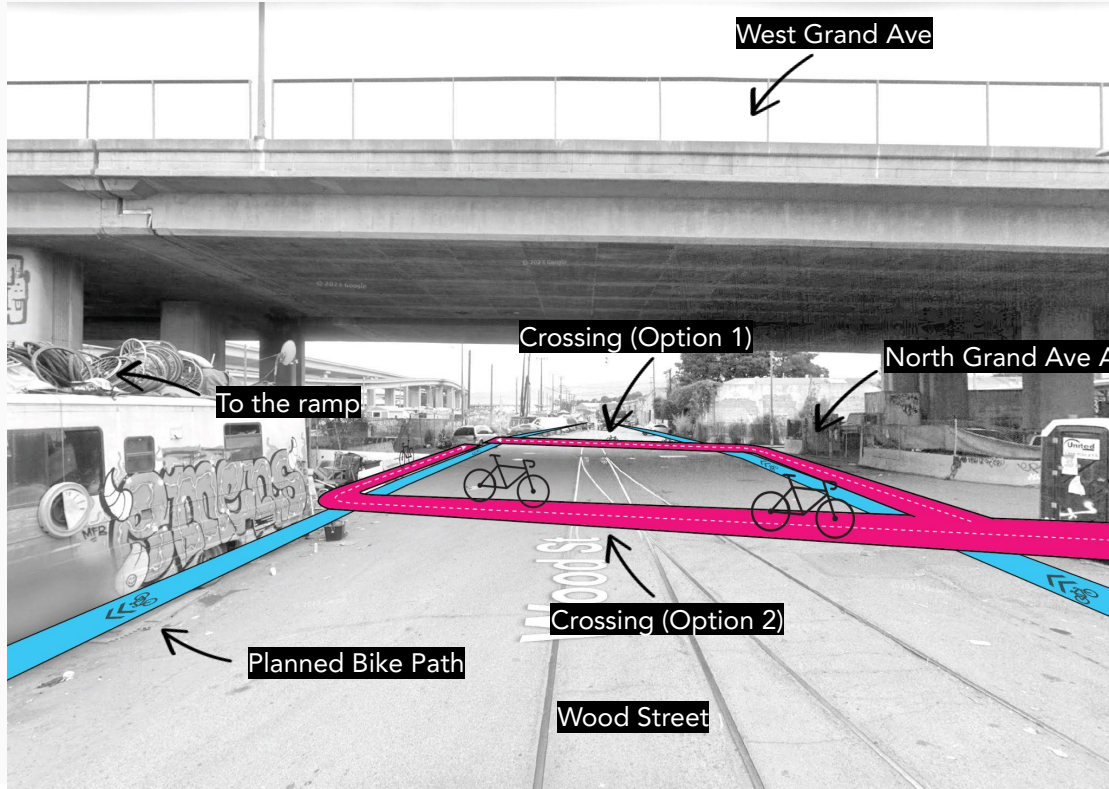


- The south alley will be a carless street and a westbound bike lane will be added to the north alley
- Bike lanes will also be added to Wood Street
- Two options are currently considered for the at-grade crossing at Wood Street



-  The Link
-  Bike Lane
-  High-visibility Crosswalk
-  Curb extension

#3 Frontage Rd Loop: Wood St Crossing

Street Level View with the Link



Wood Street Underpass Elevation Proposed + Pedestrian Path

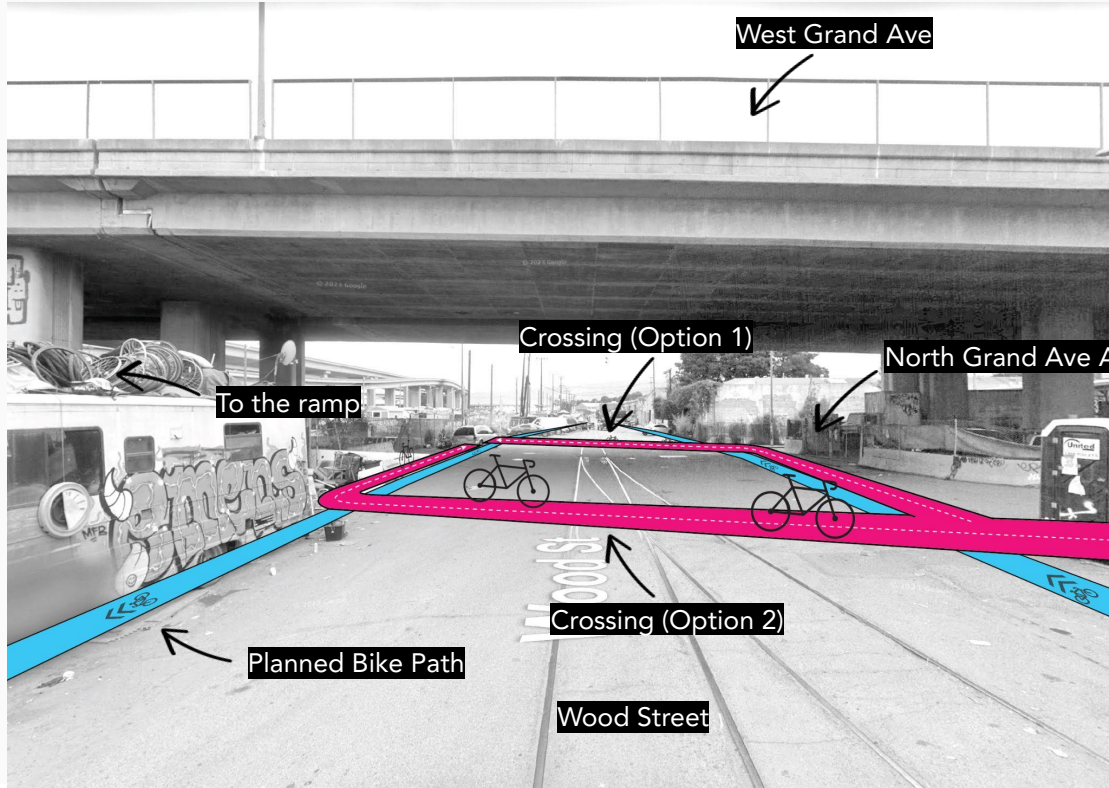
-  Bike Lane
-  The Link

#3 Frontage Rd Loop: Wood St Crossing | Inspiration

What elements could be located here?

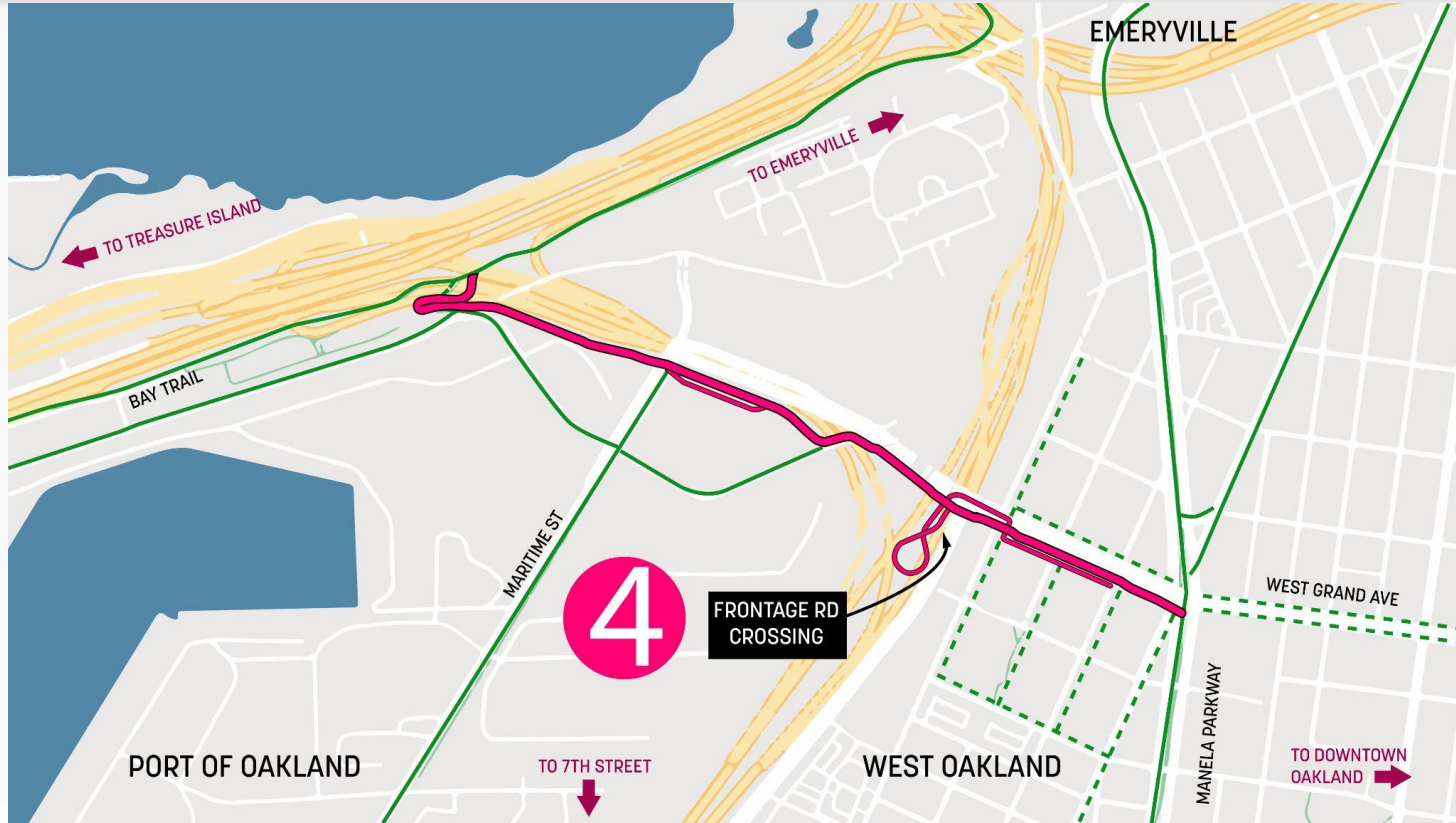


#3 Frontage Rd Loop: Wood St Crossing | Discussion

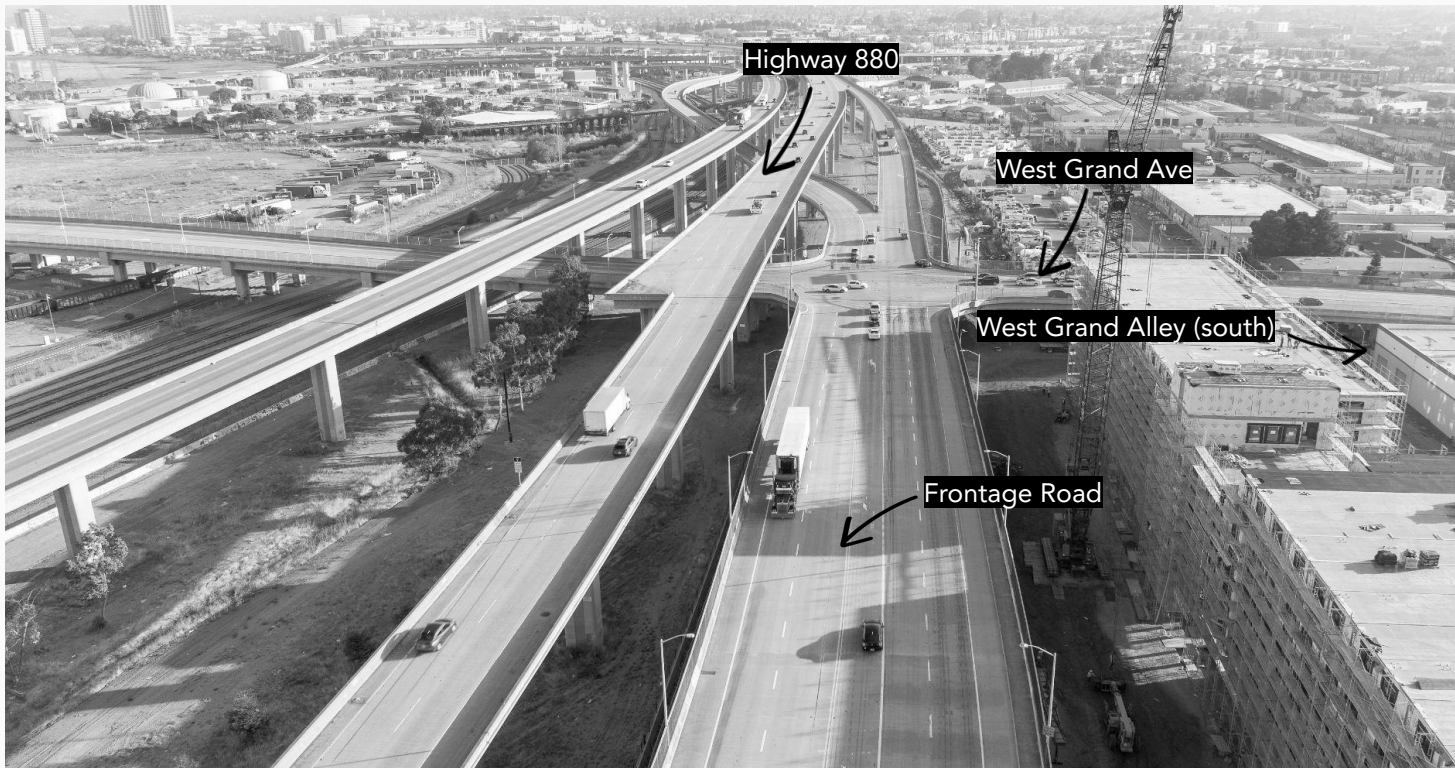


1. The Wood Street crossing is an underpass. What would increase your feeling of safety and make this intersection more welcoming?
2. Do you have a preference regarding the location of the crossing (i.e., aligned with the south alley or the north alley)?

#4 Frontage Road Crossing | Key Map View

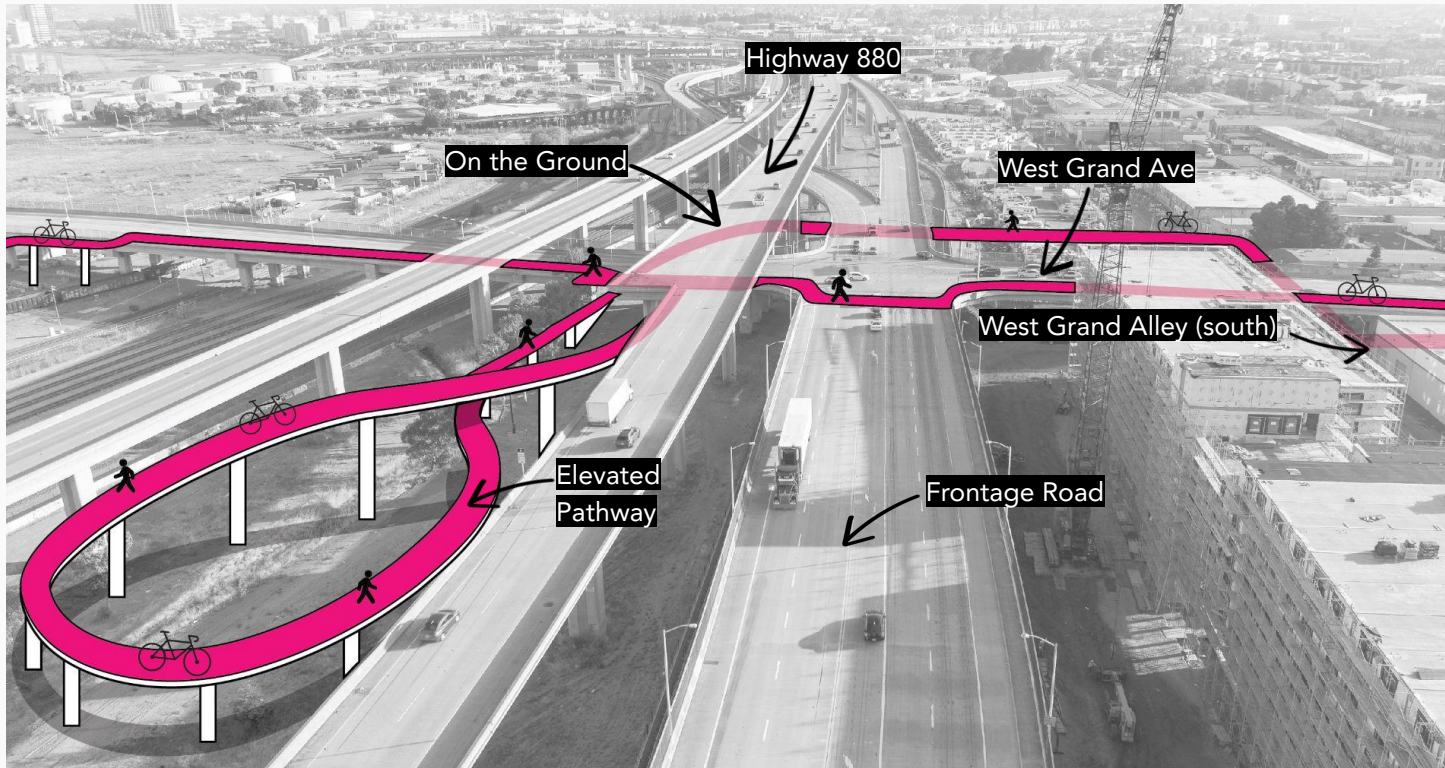


#3 Frontage Road Loop: Frontage Rd Crossing | Aerial View



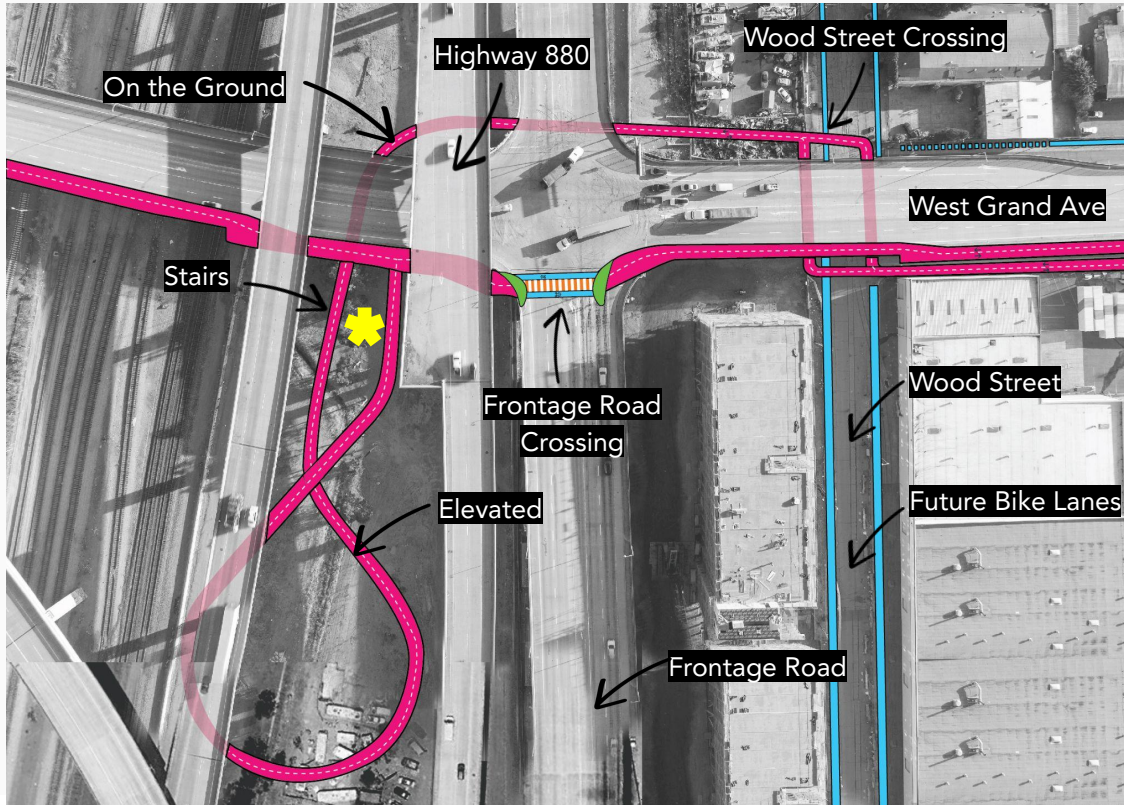
The intersection of Frontage Road and West Grand Avenue is currently only accessible to vehicular traffic

#3 Frontage Road Loop: Frontage Rd Crossing | Aerial View with the Link







The trail will cross the south leg of the Frontage Road and West Grand Avenue intersection

#3 Frontage Road Loop: Frontage Rd Crossing | Plan View with the Link

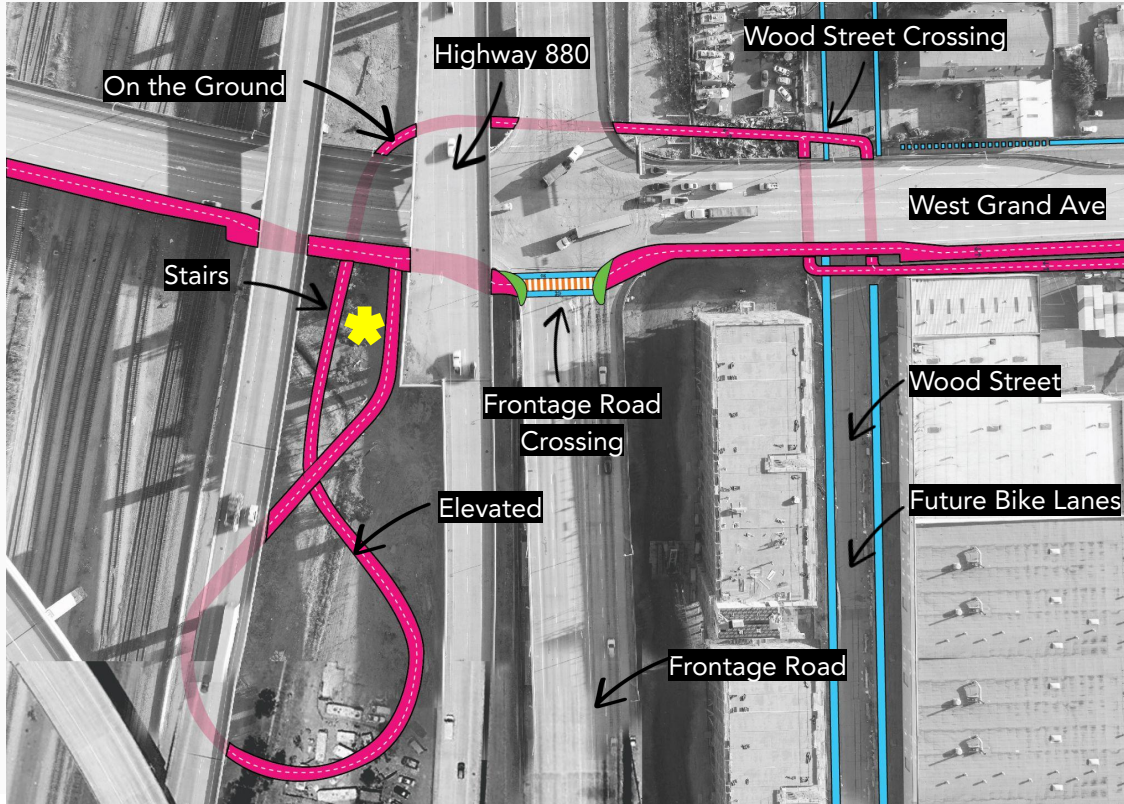


Safety Improvements could include:





- High visibility pedestrian and bicycle markings
- Curb extensions to slow down turns
- Turn restrictions
- Signal modification (i.e., pedestrian phase, Leading Pedestrian Interval, countdown timer)
- Raised crosswalk
- Improved lighting
- In-road crossing lights activated by sensors

-  The Link
-  Bike Lane
-  High-visibility Crosswalk
-  Curb extension

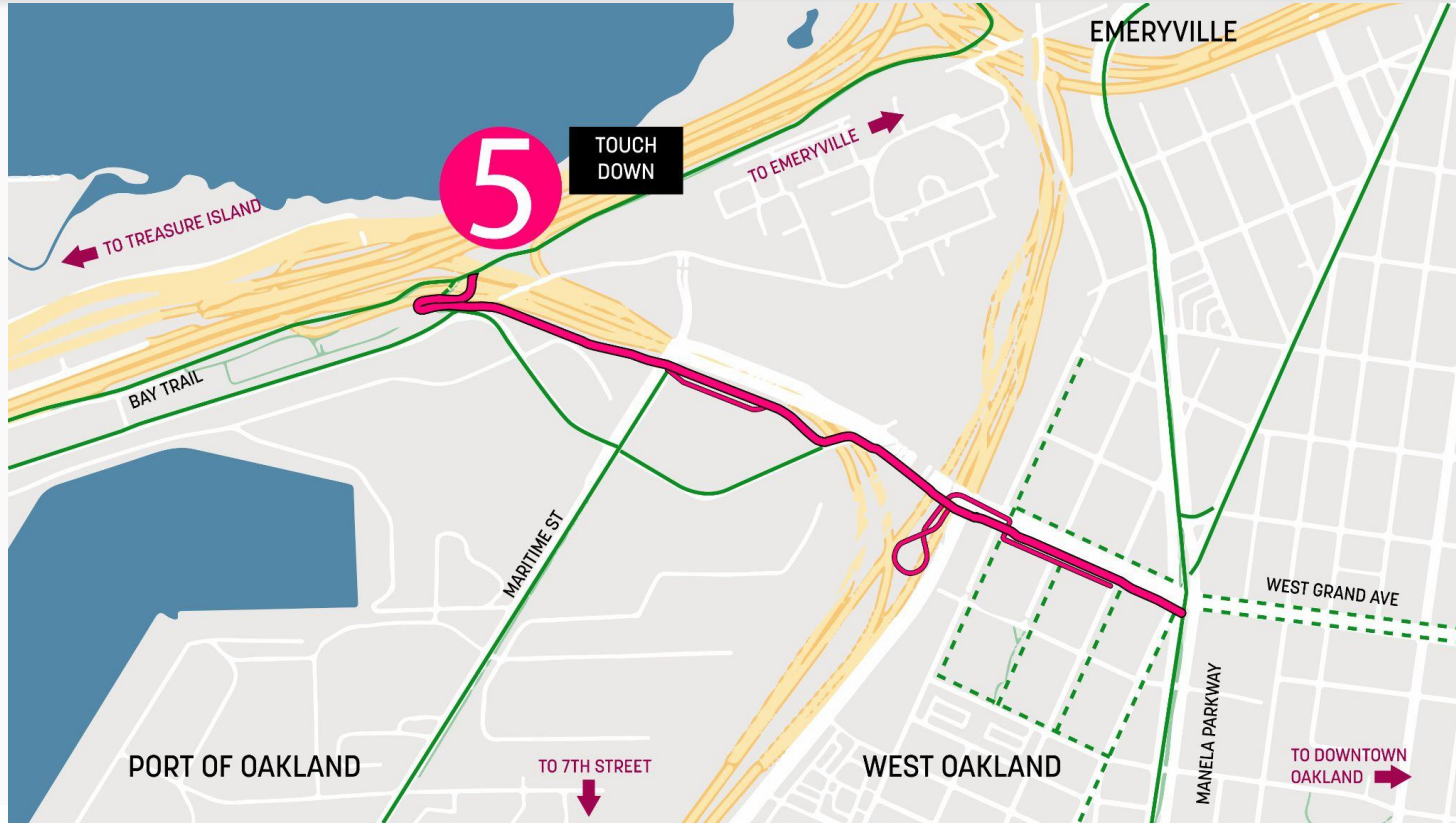
#3 Frontage Road Loop: Frontage Rd Crossing | Discussion



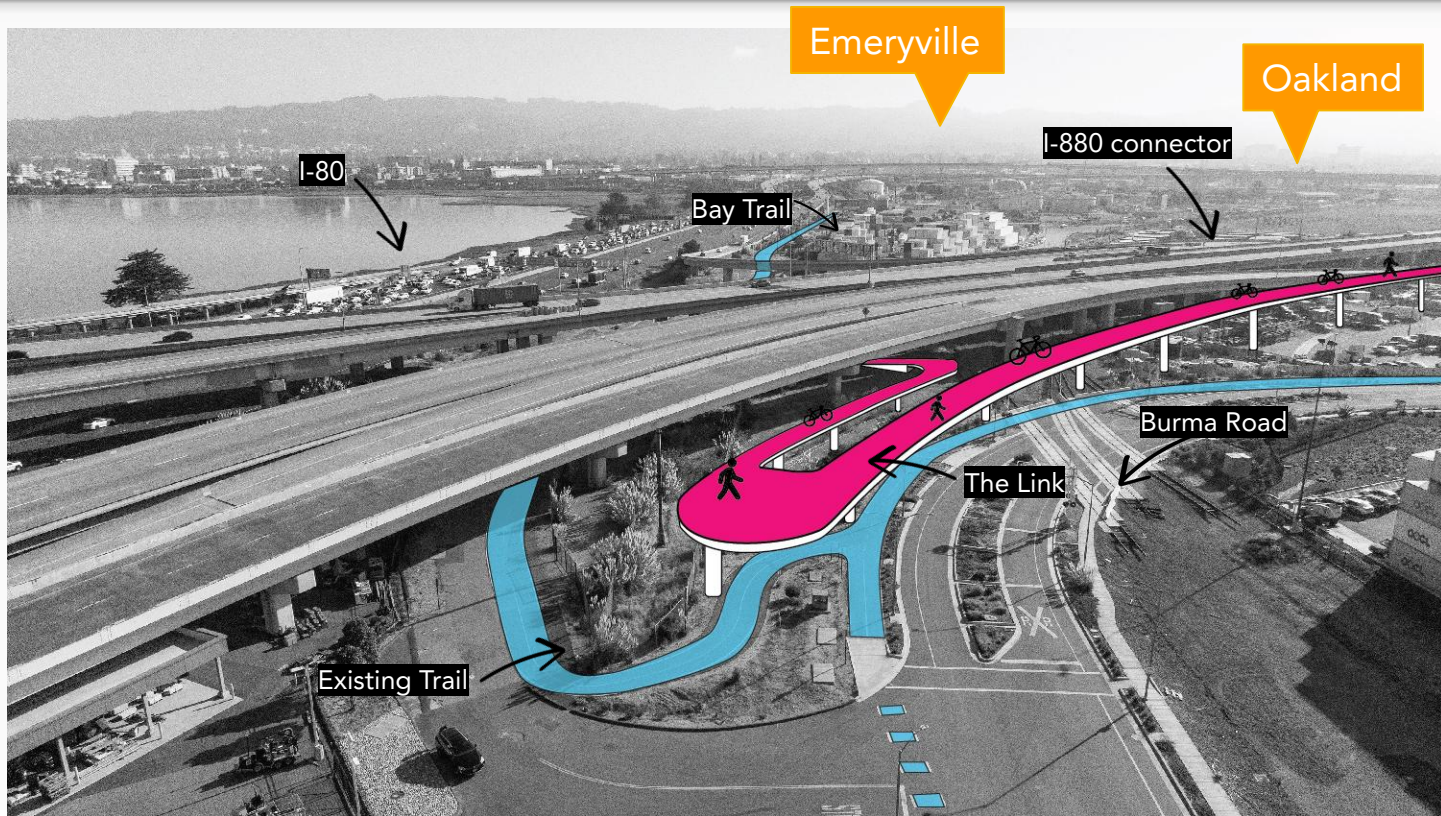
1. Does the proposed concept address your concerns about this intersection regarding traffic safety? Will you feel comfortable crossing Frontage Road after implementing the proposed improvements?
2. Are there any additional streetscape/intersection treatments you want to see at this location?

-  The Link
-  Bike Lane
-  High-visibility Crosswalk
-  Curb extension

#5 Touchdown | Key Map View



#5 Touchdown | View to the Northeast

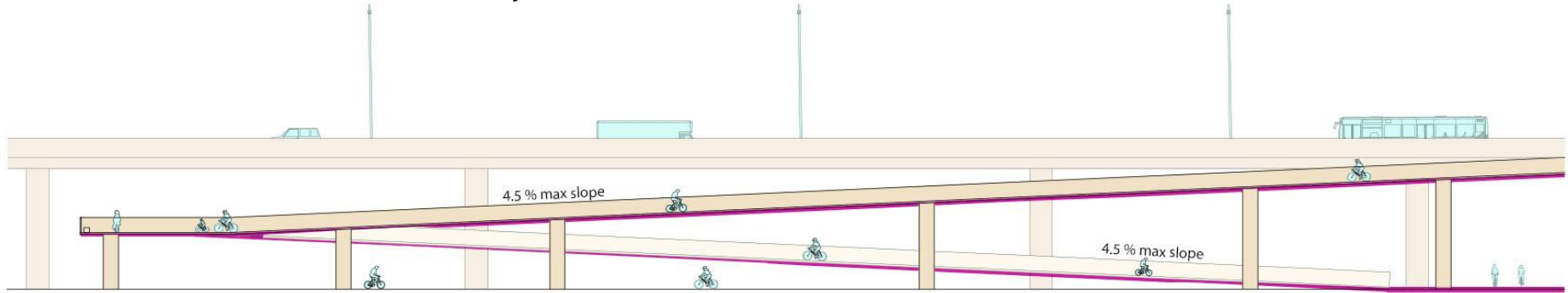


A ramp will connect the Link to the existing Bay Trail under the I-880 connector

#5 Touchdown | Elevation

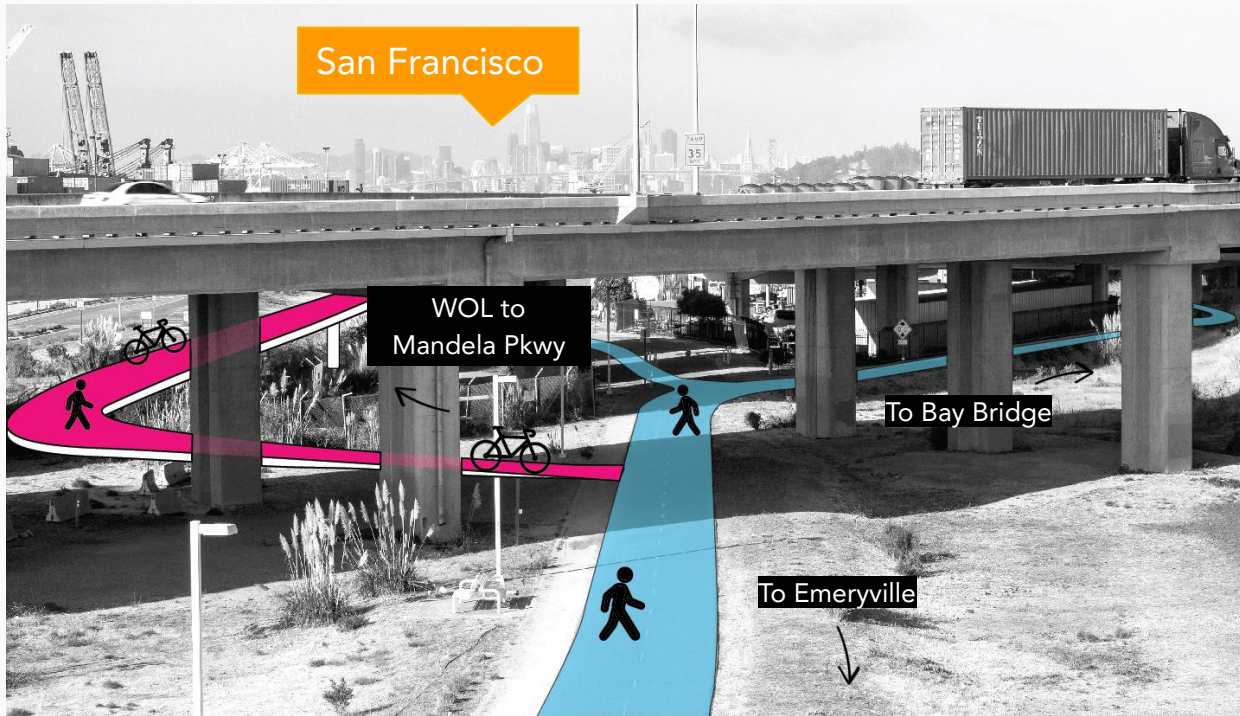


Touchdown Elevation Today



Touchdown Elevation Proposed

#5 Touchdown | View from Bay Trail



1. There will be no vehicular traffic at the touchdown. Do you have any specific safety concerns about this location (e.g., bicycles speeding down the ramp, conflicts between Bay Trail users and the Link users, etc.)?
2. Will you feel comfortable using the ramp? If not, what could improve your experience?

Phase 1
35% Design

SEP 12 2023	OCT 10 2023	OCT 17 2023	OCT 24 2023	NOV 7 2023
Community Engagement Kick-Off	Design Meeting #1 -Design Detail -Elements	Design Focus Meeting #2 -Environmental Justice -Air pollution -Public health	Design Focus Meeting #3 -Streetscape -Intersections -Traffic Safety	Design Focus Meeting #4 -Place making -Design -Historical resources

Next meeting: Nov. 7 Online

Place Making, Design, Historical Resources

RSVP at woeip.org/events



West Oakland Link Timeline

Engagement Opportunities
Community Input Journey

For Schedule Updates
Visit <https://mtc.ca.gov/west-oakland-link>

Phase 2 65% Design	Phase 3 90% Design	Phase 4 100% Design
FEB TBD 2024	JUN TBD 2024	SEP TBD 2024
Design Update Meeting	65% Design Update Meeting	Design Update & Construction Phase Introduction Meeting
		MAR TBD 2025
		Pre-Construction Phase Meeting



CLARIFYING QUESTIONS: Q&A

Is there anything which is unclear or you would like additional information about?

Gavin Lohry - glohry@bayareametro.gov

Nicole Merino Tsui - nicole@woeip.org



*Share your feedback
during or after tonight's
discussion. Thank you!*

woeip.org/wolink-survey4

#4 Maritime St. | Prompts

1. What could frame or connect to the long views towards the Port and the water?
2. What would be an incentive to use the bike path from Maritime road? A fun lookout? Rest Stop? Sculpture? A bike Station?
3. How often should we provide rest areas or look outs?

