

Bike and Pedestrian Comments - Construction Phase  
I-880 Operational and Safety Improvement at 29th Avenue and 23rd Avenue Overcrossings, Oakland, CA  
Status Date: July 22, 2019

| Item No. | Issue  | Identified by   | Date Identified | Recommendation/Response  | Plan sheet        | Decision   | Status  |
|----------|--|---|-----------------|--|-------------------|--|---|
| 1        | To help establish the presence of bicyclists, place bike lane signs at the beginning of each segment of bike lane. Provide bike lane markings across intersections of EB 29th Ave across the off-ramp (in front of double right turn lanes) and 10th street. | Field Meeting w/ City (David/ Jennifer) & Caltrans (Sergio) bike coordinators and Bike East Bay | 1/22/2019       | [SR] Ensure that BIKE LANE (R81(CA)) signs are placed at the beginning of bike lanes and at the far side of each intersection. [DP] Remove any BEGIN R81A(CA) signs next to R81(CA) signs  | PD-2 and S sheets | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19.   |
| 2        | Bicycle connections between Alameda (via Park Street Bridge), Embarcadero, and 29th Avenue are worse with this project and it is not clear where bicyclists are supposed to go.  | Field Meeting w/ City (David/ Jennifer) & Caltrans (Sergio) bike coordinators and Bike East Bay | 1/22/2019       | [SR] Incorporate wayfinding signage to suggest a route for bicyclists navigating the one-way street 23rd Ave/29th Ave/Ford St triangle. Defer to City of Oakland. [DP] Bike East Bay should contact OakDOT directly to discuss.  | PD-5              | No change.   | No change on this project. Bike East Bay notified to reach out to OakDOT.                                     |
| 3        | Series of porkchop islands result in additional pedestrian crosswalk phases to cross one intersection, resulting in pedestrian delays and risk of non-compliance with the signal.  | Field Meeting w/ City (David/ Jennifer) & Caltrans (Sergio) bike coordinators and Bike East Bay | 1/22/2019       | [SR] No suggestion for this project. [JH] This project has added the signalized pedestrian crossings and has provided a balance for operations and safety for pedestrians, given the geometric constraints of skewed intersections.  | PD-5              | No change.   | No change.  |
| 4        | The "horseshoe" channelized right turns from 23th Ave to 7th St to Kennedy St create additional conflict points with bicyclists using the 7th Street bike route.   | Field Meeting w/ City (David/ Jennifer) & Caltrans (Sergio) bike coordinators and Bike East Bay | 1/22/2019       | [SR] Consider extending a bike lane along 7th Street with green conflict zone markings to indicate to right turning motorists of the presence of bicyclists. See Sheet PD-3 markups and Item No. 10 response.  | PD-3              | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. See Item No. 33 for further discussion. |
| 5        | The 7th Street path connection under 29th Ave has reduced sight lines for bicyclists crossing the 29th Ave onramp.   | Field Meeting w/ City (David/ Jennifer) & Caltrans (Sergio) bike coordinators and Bike East Bay | 1/22/2019       | [SR] Since this project cannot realign the path undercrossing, add STOP sign for bicyclists approaching the crosswalk, install high-visibility crosswalk markings and warning signs at the crosswalk. Suggestion for City of Oakland to consider additional traffic control measures for motorists. [DP] See Item No. 27 Response.   | PD-2              | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19.   |
| 6        | At the signal controlled intersection on 23rd Avenue between eastbound 23rd traffic and the northbound 23rd off ramp, place a bike crossing and some green paint so the bikes know where to go.  | Haixiong Xu   | 4/10/2019       | [DP] Instead of a crossbike, stripe green bike lane intersection markings (green boxes bounded by detail 39A stripes). Use a more gradual lateral transition rate for bikes (Consider setting this by making the length of the conflict zone equal the distance a cyclist could go after starting from a complete stop, before the light turns yellow). Mark short length (~25') of approach and receiving green bike lanes. | PD-4              | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19.   |
| 7        | For the crosswalk next to the bike underpass connecting E 7th St under the bridge, please do not refresh transverse lines (only stripe continental style crosswalk, with 24" bars aligned with roadway centerline). Add advanced yield line as well.         | David Pene  | 5/8/2019        | [JH] Design agreed with change.  | PD-2              | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19.   |
| 8        | For the bike underpass connecting E 7th St under the bridge, please confirm that the City of Oakland bike wayfinding signs and two small R-1 stop signs were reinstalled.  | David Pene  | 5/8/2019        | [JC] Caltrans agreed that RGW needed to reinstall these signs.   | PD-2              | Field change   | COMPLETED.  |

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| 9        | At 29th EB crossing E 10th St, please add an additional detail 39A stripe to delineate the right side of the bike lane through this intersection.  | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-2       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 10       | At E 7th between 23rd and Kennedy, we are concerned with the safety of this design (bike lane adjacent to WB travel lane on E 7th St, as suggested in Item no. 3) as it puts through moving cyclists in the direct path of a relatively heavy and high-speed movement of cars using the "horseshoe" from 23rd Ave to get onto I-880 South via Kennedy St. Please use the modified version of the existing striping, which is attached. | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-3       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 11       | At E 7th approach to Kennedy, add bike box across entire width of approach.  | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-3       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 12       | At 23rd WB right turn onto E 7th, can we add speed limit warning signs, wayfinding signs or merge ahead markings to this slip turn to slow cars before they enter the conflict zone and direct motorists away from making this right as much as possible?  | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-3       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 13       | At 23rd WB right turn onto E 7th approaching Kennedy, if the existing yield sign and W11-1 sign on electrolier A5806 have been removed, please reinstall them and add a yield line.  | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-3       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 14       | At 23rd approach to WB right turn onto E 7th, please shorten the skipped portion of this green conflict zone as much as possible and mark it per City of Oakland Detail G-1.   | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-3       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 15       | At 23rd on ramp crosswalk crossing Kennedy, please do not refresh transverse lines (only stripe continental style crosswalk, with 24" bars aligned with roadway centerline). Add advanced yield line as well.  | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-3       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 16       | At 23rd EB approach to E 11th St, either prohibit right turns from this lane or stripe 100 ft of detail 39A on the left side of the bike lane on the intersection approach.  | David Pene    | 5/8/2019        | [JH] Design agreed with change.  | PD-4       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19. |
| 17       | At 23rd EB crossing E 11th St, consider removing this detail 40, which may send a confusing message to NB traffic from the bridge.   | David Pene    | 5/8/2019        | [JH] Design agreed with change. [DP] NOTE: On latest CCO, additional bike lane stripe, which widens bike lanes to 6' should be shortened here so as not to conflict with detail 39A striping on intersection approach. This has been adjusted on CCO plan. | PD-4       | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19 | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19. |

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| 18       | At 23rd WB crossing NB 23rd on ramp, please move the receiving bike lane to the right, so it is striped through the buffer area to the right of the right turn lane. This is to provide separation and make the crossing of traffic shorter. Provide a stop or yield control in the bike lane at the point before bikes cross traffic. Stripe the crossing and receiving bike lane as a conflict zone.               | David Pene         | 5/8/2019        | [JH] Design agreed with change.   | PD-4                     | Prepare CCO. Draft 4/29/19, comments 5/8/19, rev 5/23/19                             | CCO revision dated 6/12/19 approved. Target to begin work is 7/22/19.                          |
| 19       | Install bike & ped warning sign (W11-15) at the end of NB 23   | Haixiong Xu        | 5/21/2019       | [JH] Design agreed with change.   | S-4                      | Prepare CCO. Plans 5/24/19, comments 5/31/19   | CCO revision dated 6/10/19 approved. Target to begin work is 7/22/19.                          |
| 20       | Bike lane width is short of 5 ft on EB 23rd at sections  | Haixiong Xu        | 5/21/2019       | [JC] Caltrans agreed that RGW needed to fix this.   | PD-4                     | Field change   | COMPLETED.   |
| 21       | There are lips at spots within bike lane. Contractor needs to use hand grinder where machine is not accessible.  | Haixiong Xu        | 5/21/2019       | [JC] Caltrans agreed that RGW needed to fix this.   | various locations        | Field change   | COMPLETED.   |
| 22       | Caltrans has made it impossible to walk across 23rd Avenue at 11th street. The landings of the overpasses are full of "no ped crossing" barriers and what cross walks there are require multiple stages to get across streets, with beg buttons and long waits at every stage. Put simply, every barrier to walking that can be imagined (short of just having no sidewalks at all and banning walking) is employed. | sf.streetsblog.org | 6/17/2019       | [JH] Adding a sidewalk on the north side would not be a benefit. During planning, the community agreed that there would be no desire to cross the NB and SB ramps to get to the north side as there are no destinations on that side. The south side sidewalk accommodates all pedestrian access.   | PD-3, PD-4               | No change.   | No change.   |
| 23       | Another look at how Caltrans "improves local communities" by completely cutting off the neighborhood at 23rd Avenue from points west. This neighborhood is already cut off on one side by I-880.   | sf.streetsblog.org | 6/17/2019       | [JH] The neighborhood asked for the soundwall and the Noise Report determined that the soundwall needed to wrap around the north edge in order to provide a reasonable noise level to the church and homes. Behind the soundwall in the photograph is the northbound off ramp.  | PD-3                     | No change.   | No change.   |
| 24       | The overcrossing features gutter pan bike lanes--this one is along the sidewalk on 23rd (referencing photo.) On the other side of the bridge the "bike lane" is wedged against a concrete crash barrier. This configuration was also used on 29th Avenue.  | sf.streetsblog.org | 6/17/2019       | [JH] The challenge for the design was to widen the overcrossing for bicycles, pedestrians, and vehicles, while raising the bridge profile and minimizing impacts to the school and the neighborhood. There is very limited space. At the time of design, 12' vehicle travel lanes were required by Caltrans. Inlets were required to capture water runoff into storm drain systems. While those inlets fall within the bike lane, a flat bicycle traversable grate type was incorporated. See Item 26 Response. | PD-2, PD-3<br>PD-4, PD-5 | Prepare CCO to plans and Design Standard Decision Document (DSDD) for approval by CT | [JH] to submit to team by 7/11/19. Approved CCO and DSDD by 7/29/19, pending design exception. |

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| 25       | Below is the ramp from I-880 onto the 29th Avenue overpass. It's hard to see, but there's actually a bike lane crossing in front of all those speeding cars launching up the ramp from the freeway. But no sidewalk and, obviously, no crosswalk on this side. That side of the bridge, by the way, connects Jingtown to Lazear Elementary school in Fruitvale. | sf.streetsblog.org | 6/17/2019       | [JH] As a part of the project, the northbound 29th Avenue off-ramp has been lengthened and directed to connect to the new 29th Avenue overcrossing structure, away from the elementary school. In addition, 5' bike lanes have been provided on both sides of the overcrossing and an 8' sidewalk was provided on the side of the overcrossing that does not cross the off-ramp traffic. Through a collaborative process, it was decided that the wider sidewalk that would not cross the off-ramp traffic would provide a better pedestrian environment than narrower sidewalks on both sides of the overcrossing. | PD-2                     | Add to CCO Chevron markings at 29th Avenue off-ramp. City maintained in State right of way | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19.  |
| 26       | Following our Executive briefing this morning, we are asked to look into re-striping 29th Ave OC so the inside lane will be 11 feet wide and bike lanes will be 6 feet wide, in both directions.  | Val Ignacio        | 6/24/2019       | [JH] Suggest to add a second stripe rather than to remove and re-stripe the bike stripe that is already there. This change is suggested at 23rd Ave also.   | PD-2, PD-3<br>PD-4, PD-5 | Prepare CCO to plans and Design Standard Decision Document (DSDD) for approval by CT       | JH to submit to team by 7/11/19. Approved CCO and DSDD by 7/29/19, pending design exception.   |
| 27       | At the 29th undercrossing at E 7th St, widen path approaching street crossing near NB on ramp.  | Dave Campbell      | 7/9/2019        | [DP] Please install bollard marks adjacent to bollards under overpass (City Std Dwg No. P-1). Also widen the easterly approach to the underpass with a small diagonal opening.  | PD-2                     | Make changes per City of Oakland request, State right of way                               | Added bollard markings to CCO revision dated 7/15/19; CCO for widening the curb ramp opening was sent out on 7/17/19 and approved 7/18/19. Caltrans is not opposed to widening the entry to the path; however, there is no further opportunity to do this work on the 29th/23rd Project without incurring significant delay costs. Caltrans will do this work on their current 880 Rehabilitation Project pending approval for the added scope and availability of funds. Alternatively, Alameda CTC and/or the City will pursue adding this work to a future project. |
| 28       | For the crosswalk next to the bike underpass connecting E 7th St under the bridge, add green bike lane crossings next to high visibility crosswalk.   | Dave Campbell      | 7/9/2019        | [JH] Per NACTO, "this may not be applicable for crossings in which bicycles are expected to yield priority, such as when the street with the bicycle route has Stop or Yield control at an intersection."   | PD-2                     | City right of way  | No change. The City will study further with a future project. See Note 4.  |
| 29       | On E 7th at the approach to 29th Ave, add a bike box across approach.   | Dave Campbell      | 7/9/2019        | [JH] That is outside of the project limits. [DP] Bike boxes are not recommended at stop controlled approaches. Given the shared lane condition and low volume we do not recommend a bike box here.  | PD-2                     | City right of way, no change.  | From meeting discussion 7/16/19, evaluated adding a crosswalk. The existing curb ramps do not meet current ADA standards and the preferred route for pedestrians is to stay on the west side of E 7th St away from the on ramp. There are only a couple industrial parcels on the east side of E 7th. In addition, the existing driveway and utilities restrict quickly constructing new curb ramps and crosswalk. The City will study further with a future project. Related item 38. Also, see Note 4.   |

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| 30       | On 29th overcrossing, add green skipped bike lane in the conflict zone where the bike lane crosses the new 29th Ave NB off ramp.   | Dave Campbell | 7/9/2019        | [DP] Not using green skipped marking at rectilinear signalized intersections. City of Oakland design guidelines reserve green skip for conflict zones (slip turns, right only lane weaves, and complicated skewed intersections). Recommend two 39A stripes with chevron markings.   | PD-2       | Add to CCO Chevron markings. City maintained in State right of way                                 | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19.   |
| 31       | On 29th Ave when crossing E 10th St, add green skipped bike lane in both directions through the intersection.  | Dave Campbell | 7/9/2019        | [JH] This is at the project limit and the bike lanes end here. The signal handles the eastbound conflict concern because when bikes have a green light to cross E 10th St, the frontage traffic in front of the school is stopped at a red light. The City will review the westbound treatment when the bike lanes are extended down 29th Ave. Currently, there is bike detection in the right/through lane. | PD-2       | City right of way, no change.  | No change on this project. Eastbound bike movement does not have a conflict. Westbound treatment to be studied with future City project. See Note 4.  |
| 32       | E 7th between 23rd and Kennedy, add green bike lane down the middle of E 7th for bikes traveling north with green skipped transitions at both intersections.   | Dave Campbell | 7/9/2019        | [JH] This is shown in the left turn lane for opposing traffic. This is not recommended given the heavy traffic volumes using that left turn. The City will study the E 7th bike connection and associated traffic volumes with a future project. Refer to Item No. 10 response. The plans have incorporated immediate City recommended treatment.  | PD-3       | City recommends an additional bike box on the EB E 7th St approach to 23rd Ave. City right of way. | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19.   |
| 33       | Between 23rd Ave right turn and E 7th St, add delineators to prevent merging.  | Dave Campbell | 7/9/2019        | [JH] This is providing local access. Also, delineators are often hit which would cause added maintenance for the City. The City will further study the E 7th bike connection with a future project.  | PD-3       | City maintained in State right of way  | See work incorporated under Item No. 4. DP to review and respond. Caltrans would support this through an encroachment permit process. While this portion is State R/W, it serves local traffic. See Note 4. |
| 34       | On 23rd overcrossing, make sure signal phase is long enough for bikes to clear double left lanes and add green skipped bike lane in the conflict zone where the bike lane crosses the new 23rd Ave NB on ramp. | Dave Campbell | 7/9/2019        | Not using green skipped marking at rectilinear signalized intersections. City of Oakland design guidelines reserve green skip for conflict zones (slip turns, right only lane weaves, and complicated skewed intersections). Recommend two 39A stripes with chevron markings.  | PD-4       | Add to CCO Chevron markings. City maintained in State right of way                                 | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19.   |
| 35       | At the signal controlled intersection on 23rd Avenue between eastbound 23rd traffic and the northbound 23rd off ramp, add bike signal phase.   | Dave Campbell | 7/9/2019        | [JH] There is a separate phase for EB traffic coming over 23rd Ave, therefore a dedicated bike signal phase is not needed.   | PD-4       | City maintained in State right of way  | No change.  |
| 36       | At the 23rd Avenue bike crossing of the NB 23rd on ramp, add blinking light.   | Dave Campbell | 7/9/2019        | [JH] This would not be an appropriate application of a blinking light, as this is not a midblock crosswalk or uncontrolled intersection.   | PD-4       | City maintained in State right of way  | No change on this project. To be studied with future City project when connecting bike lanes on 23rd Avenue to the east is studied. See Note 4.   |
| 37       | On Kennedy to Park St bridge, add 2-way cycle track.   | Dave Campbell | 7/9/2019        | [JH] This is outside of the project limits. The City will study this with a future project.  | PD-5       | City right of way.   | No change on this project. To be studied with future City project. See Note 4.  |

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| 38       | Stripe a bike lane from Ford St to E 7th St along 29th Ave frontage road just south of the overcrossing.   | Dave Campbell | 7/9/2019        | [JH] The City agrees that the added bike lane would be beneficial. As parking will be impacted and the City will need to outreach to the public, the City will prioritize this bike lane as a future project.  | PD-5       | As parking will not be impacted between Chapman and E. 7th St, add bike lane for that length within City right of way with City approval. | CCO revision dated 7/17/19 attached. Target to begin work is 7/22/19.<br>DP to review and respond to the bike lane request on 29th between Ford and Chapman Streets.<br>JS To be studied with future City project. See Note 4.  |
| 39       | EB 29th Ave approach to Ford, add bike box across approach.  | Dave Campbell | 7/9/2019        | [DP] City is not opposed to bike box. This change is recommended.  | PD-5       | City right of way, add bike box.  | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19.   |
| 40       | WB 29th Ave approach to Ford, add bike box across approach.  | Dave Campbell | 7/9/2019        | [DP] City is not opposed to bike box. This change is recommended.  | PD-5       | City right of way, add bike box.  | CCO revision dated 7/15/19 attached. Target to begin work is 7/22/19.   |
| 41       | Add connecting treatment for bicyclists in the 29th Ave/ Ford intersection. Consider a bike signal for eastbound bike traffic, green pavement markings crossing through the intersection, bike box/refuge on Ford, and adding a bike lane to the eastbound approach to Ford on 29th, between Glasscock and Ford. | Dave Campbell | 7/16/2019       | This is a complicated connection and it requires looking at the approach and exits to the intersection. Traffic backs up onto Park St and the City of Alameda is concerned about improvements at this location and the potential to create additional back up. | PD-5       | Park Street Triangle will need to be addressed by a future City of Oakland project.   | [JH] performed quick evaluation of Ford connection between 29th and 23rd to provide connectivity. No room for bike lane. Changes would require significant evaluation.<br>[JS] not currently on Bike Plan. City will evaluate and work with City of Alameda before taking any action. |

**NOTES:**

- 1 For Items 2, 33, 38, and 41, Alameda CTC to assist the City of Oakland with strategies if particular improvements need to be prioritized after David Pene provides City recommendations.
- 2 Several requests to increase the usage of green paint in Oakland's design standards. David Pene to move these requests through Oakland's internal design change process.
- 3 Future green pavement markings will need to be by a City project because there is a 6 week delay to receive the materials.
- 4 Short-term project in current bike plan under the Priority Programs and Policies section of the Alameda Countywide Active Transportation Plan: "The project area—consisting of segments of or access to—the Bay Trail"  
<https://www.oaklandca.gov/projects/lets-bike-oakland-oaklands-bike-plan>
- 5 [DP] David Pene, City of Oakland, B/P Program  
[SR] Sergio Ruiz, D-4 B/P Coordinator  
[JS] Jennifer Stanley, City of Oakland B/P Facilities Coordinator  
[JH] Jennifer Harmon, Diablo Engineering Group, Project Engineer  
[JC] Joy Cheung, D-4 Construction, Resident Engineer