

**7SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

2150 Webster Street, Oakland, CA 94612 • P.O. Box 12688, Oakland, CA 94604-2688  
510-464-6000

**NOTICE OF MEETING AND AGENDA  
BART Bicycle Advisory Task Force (BBATF)**

June 1, 2026  
6:00 p.m. – 8:00 p.m.

BBATF Members: Jeremiah Maller (Chairperson), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Ian Gaerlan, Jenn Koscielniak, Jonathan MacMillan, Maya Chaffee, Morris Gevirtz, Paul Valdez, Phoenix Magnum, Sam Greenberg.

Chairperson Jeremiah Maller has called a meeting of the BART Bicycle Advisory Task Force on June 1, 2026, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 843 5749 6474, logging into Zoom.com and entering access code 843 5749 6474, or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/84357496474>

**If you wish to make a public comment:**

- 1) Submit written comments via email to [hmaddox@bart.gov](mailto:hmaddox@bart.gov) using “public comment” as the subject line. Your comment will be provided to the Task Force and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before noon on May 29, 2026 to be included in the record.
- 2) Call (833) 548-0282, enter access code 843 5749 6474 dial \*9 to raise your hand when you wish to speak, and dial \*6 to unmute when you are requested to speak; log into Zoom.com, enter access code 843 5749 6474 and use the raise hand feature; or join the Task Force meeting via the Zoom link (<https://us06web.zoom.us/j/84357496474>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Alternatively, BART will reasonably assist a member of the public who wishes to provide their own translation services. Please contact the Office of the District Secretary at (510) 464-6083 for information.

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**AGENDA**

1.	Self-Introductions of Members, Staff, and Guests (Information)	5	min.
2.	Public Comment on Non-Agenda Items (Information)	5	min.
3.	Approval of April 2026 BBATF Minutes (Action)	5	min.
4.	El Cerrito Plaza Ohlone Greenway Intersection Safety (Discussion)	10	min.
5.	West Oakland BART Transit Oriented Development Public Improvements (Information)	30	min.
6.	Hayward BART Transit Oriented Development Bike Access Goals & Objectives (Action)	30	min.
7.	Golden Gate Fields Development (Discussion)	10	min.
8.	BART Bike Program Updates (Information)	20	min.
9.	Future Agenda Items (Discussion)	5	min.
		<b>Total:</b>	<b>120 min.</b>

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**MINUTES**  
**BART Bicycle Advisory Task Force (BBATF)**  
April 6, 2026 6:00 p.m. – 8:00 p.m.

BBATF Members: Jeremiah Maller (Chairperson), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Ian Gaerlan, Jenn Koscielniak, Jonathan MacMillan, Maya Chaffee, Morris Gevirtz, Paul Valdez, Phoenix Magnum, Sam Greenberg.

Meeting called to order by Chairperson Jeremiah Maller at 6:02pm

Members in attendance:

Jeremiah Maller (Chairperson), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Ian Gaerlan, Jonathan MacMillan, Maya Chaffee, Morris Gevirtz, Phoenix Magnum

BART Director: N/A

BART Liaison: Heath Maddox

Guests: Catherine Clark, Janet Byron, Joe Wong, Steve Price, Kyle Brunelle, Ryan Greene Roesel, Amy Smolens

Absent: Paul Valdez, Sam Greenberg, Jenn Koscielniak

Agenda with minutes follows as is:

1. 6:02pm Self-Introductions of Members, Staff, and Guests (Information) 5 min.
  1. Attendees introduce themselves
2. 6:07pm Public Comment (Information) 5 min.
  1. Morris mentioned the proposal for the future land of Golden Gate Fields
  2. Joe Wong asked about installing bike lockers at the Oakland Airport
  3. Jon is gathering signatures for the transportation tax for November
3. 6:11pm Approval of February 2026 BBATF Minutes (Action) 5 min.
  1. Jeremiah motioned to approve the February minutes and Jon seconded the motion
  2. Motion passed unanimously
4. 6:55pm BBATF Officer Elections (Action) 15 min.
  1. Tabled to after #5
  2. Jon motioned to keep officers the same for the next six calendar months
  3. Morris seconded the motion
  4. Passed unanimously by present members
5. 6:14pm Adeline Quick Build Project (Information) 25 min.
  1. Catherine Clark introduces the presentation
  2. This will not include information tonight on the housing component of the proposed plan

3. The corridor used to have a street car which ended when BART came to Berkeley
4. Adeline is the highest injury-corridor in Berkeley's High-Injury network
5. Convert the street to two lanes of vehicles, and a bike lane
6. Goal is to reduce vehicle speed and increase pedestrian safety
7. Quick build will use updated paint and soft-hit posts to convert the third vehicle lane into a bike lane
8. Oakland will start their side of the build this year, and Berkeley in Spring 2027
9. Morris asks how the economic impacts will be measured for the nearby businesses
  1. Catherine said there aren't any plans to evaluate that, and it would be more anecdotal
10. Jon asked if there's room for cars to use the bike lane to navigate around the bus islands
11. Janet asked if there are any plans to address MLK and it's intersections
  1. Catherine noted she can't talk on specifics of those projects, if there are such projects
12. Amy suggests adding "look" signs for pedestrians to be mindful of bicycle traffic
13. Tyler asked if the proposal allows for street cleaning of the new bike lanes
  1. Catherine noted that the maintenance of the lanes has been a top priority from the start
6. 7:03pm El Cerrito Plaza BART Intersection Safety (Discussion) 20 min.
  1. Jeremiah and Morris introduce the presentation
  2. Morris introduces the mapped-crash data
  3. Sept 22, 2023 a bicyclist had to be air lifted due to injuries from being hit by a car
  4. Jeremiah thanked Janet from Richmond Annex Walk and Roll for being here
  5. Jon mentioned that the BBATF is committed to support safety at El Cerrito even after the TOD's
7. 7:27pm El Cerrito Plaza BART Transit Oriented Development Bike Access (Discussion) 15 min.
  1. Heath introduces the presentation
  2. Concern over the use of just sharrows falls short of the gold standard for safety on Fairmount
  3. Jon proposes the steering committee prepare a letter of support for improvements
  4. Janet suggests the need for public outreach around access issues
  5. Heath shares the proposed plans for the housing component planned
8. 7:56pm West Oakland TOD Update (Information) 15 min.
  1. Heath introduces the bike locker plans including G7 lockers
  2. Breaking ground this summer
  3. Contractor will also do some road improvements around the station
9. 8:00pm BART Bike Program Updates (Information) 10 min.
  1. Heath introduces the presentation
  2. Only a few keyed lockers remain as they are being fully replaced this summer
10. 8:04pm Future Agenda Items (Discussion) 5 min.
  1. West Oakland TOD
  2. El Cerrito TOD
  3. Richmond Bridge bike shuttle

Meeting adjourned at 8:08p.m. by Chairperson Maller  
 Next meeting is called by Chairperson Maller on June. 1st, 2026 at 6:00p.m.

April 29<sup>th</sup>, 2026

Yvetteh Ortiz  
Public Works Director / City Engineer  
City of El Cerrito

Dear Yvetteh,

We are writing with a sense of real urgency. As active members of the El Cerrito community — parents, cyclists, pedestrians, and neighbors — we are genuinely concerned that someone is going to be seriously hurt or killed at the intersection of the Ohlone Greenway and Central Avenue. This crossing is one of the most heavily used points on the path. It sits directly outside the Plaza BART and bus station, serves high school students traveling to and from school, and is the most dangerous bicycle intersection in El Cerrito. Between April 2014 and October 2025, 8 bicyclists were struck by cars at this intersection- more than twice as many as any other intersection in El Cerrito. The conditions there are significantly more dangerous today- sightlines have been dramatically reduced since construction of the new mixed-use building began.

The potential for fatal injury on the Greenway is very real, and we are not just worried about the crossing at Central. Two people riding bicycles on the Ohlone Greenway have suffered catastrophic, life-threatening injuries after being struck by motor vehicles at El Cerrito Greenway crossings. In June 2015, a 25-year-old man was hit by a truck while crossing Lincoln Avenue, one block north of El Cerrito Plaza BART. In September 2023, another bicyclist was struck while crossing Cutting Boulevard next to El Cerrito Del Norte BART. In both cases, the injuries were so severe that the victims had to be airlifted to trauma centers for emergency, life-saving care.

These were not minor incidents, and they were not isolated. TIMS data shows that 11 of the 41 reported bicycle and pedestrian crashes in El Cerrito between February 2023 and October 2025 occurred at Ohlone Greenway street crossings. For a single corridor, that is an alarming share of the city's reported serious conflict points. The pattern is clear: Greenway crossings are a recurring safety problem, and the consequences can be devastating.

This proposal does not ask the city of El Cerrito to invent a new direction. It asks the city to follow through on commitments it has already made in the adopted Ohlone Greenway Master Plan and Active Transportation Plan, which identify Greenway crossing improvements as a city priority.

We understand this is an engineering matter. We accept that, and we are therefore formally petitioning the Engineering Department and the city council. We are writing to you because you have the authority and expertise to act on this directly. We are asking you to champion this cause within your department — to use your engineering judgment, your professional standing, and your position as the city's lead infrastructure decision-maker to make the case that this change is both necessary and overdue.

The case is strong. Active transportation users — cyclists, scooter riders, skaters, and pedestrians — are among the most vulnerable road users. They lack the physical protection of a vehicle, yet current signage places the full burden of yielding on them at every Greenway crossing. Equity demands that we reconsider this arrangement.

**Encouraging active transportation is a stated city priority; the infrastructure we build and the rules we enforce must reflect that priority.** And critically, there is an important precedent already established by actual behavior: in practice, the majority of drivers already yield to Greenway users at these crossings, even when the signage does not require it. The de facto right-of-way already belongs to active transportation users. Formalizing that reality in signage and law would improve safety, reduce confusion, and send a clear message about what kind of city El Cerrito wants to be.

Attached to this letter is a detailed proposal. It outlines a phased approach: beginning with an immediate safety intervention at the most dangerous Greenway crossings: Central Avenue, Lincoln Avenue, Cutting Boulevard, and Hill Street, and building toward a broader policy that gives vulnerable users equal or superior rights at every Greenway crossing. We have tried to be realistic about the process, the engineering considerations, and the pathway forward. We hope you will find it a useful starting point.

We are not asking for something radical. We are asking that the rules of the road reflect both the city's values and the reality of how these crossings already function. We are asking for your leadership in making that happen.

Thank you again for your time and continued partnership.

Sincerely,

The El Cerrito Walk and Roll Coordinating Committee:

Bill Wood, Janet Price, Steve Price, Henry Pinkard, Stuart Sonatina, Gaia Sonatina, and Carrie Schulman

The BART Bicycle Advisory Task Force:

Jeremiah Maller, Moe Gevirtz, Tyler Morris, and Jon Spangler

PS-

Nearly identical letters have been sent to each member of the city council and to Jarrett Mullen and Yvetteh Ortiz (slightly personalized to each person). None of these people were involved in the crafting of this report.

April 29<sup>th</sup>, 2026

El Cerrito City Council Members  
City of El Cerrito

Dear Council Member,

We are writing with a sense of real urgency. As active members of the El Cerrito community — parents, cyclists, pedestrians, and neighbors — we are genuinely concerned that someone is going to be seriously hurt or killed at the intersection of the Ohlone Greenway and Central Avenue. This crossing is one of the most heavily used points on the path. It sits directly outside the Plaza BART and bus station, serves high school students traveling to and from school, and is the most dangerous bicycle intersection in El Cerrito. Between April 2014 and October 2025, 8 bicyclists were struck by cars at this intersection- more than twice as many as any other intersection in El Cerrito. The conditions there are significantly more dangerous today- sightlines have been dramatically reduced since construction of the new mixed-use building began.

The potential for fatal injury on the Greenway is very real, and we are not just worried about the crossing at Central. Two people riding bicycles on the Ohlone Greenway have suffered catastrophic, life-threatening injuries after being struck by motor vehicles at El Cerrito Greenway crossings. In June 2015, a 25-year-old man was hit by a truck while crossing Lincoln Avenue, one block north of El Cerrito Plaza BART. In September 2023, another bicyclist was struck while crossing Cutting Boulevard next to El Cerrito Del Norte BART. In both cases, the injuries were so severe that the victims had to be airlifted to trauma centers for emergency, life-saving care.

These were not minor incidents, and they were not isolated. TIMS data shows that 11 of the 41 reported bicycle and pedestrian crashes in El Cerrito between February 2023 and October 2025 occurred at Ohlone Greenway street crossings. For a single corridor, that is an alarming share of the city's reported serious conflict points. The pattern is clear: Greenway crossings are a recurring safety problem, and the consequences can be devastating.

This proposal does not ask the city of El Cerrito to invent a new direction. It asks the the city to follow through on commitments it has already made in the adopted Ohlone Greenway Master Plan and Active Transportation Plan, which identify Greenway crossing improvements as a city priority.

You have the authority to direct city departments on matters of public safety and infrastructure priority. We are therefore formally petitioning you and the city council to take action. We are asking you to bring this matter to a vote — to pass a motion instructing the Engineering Department to review and change the right-of-way designation at these mid-block crossings. We urge you to use your position as an elected representative to make clear to Engineering that this change is both necessary and overdue, and that the Council expects it to be addressed.

The case is strong. Active transportation users — cyclists, scooter riders, skaters, and pedestrians — are among the most vulnerable road users. They lack the physical protection of a vehicle, yet current signage places the full burden of yielding on them at every Greenway crossing. Equity demands that we reconsider this arrangement.

**Encouraging active transportation is a stated city priority; the infrastructure we build and the rules we enforce must reflect that priority.** And critically, there is an important precedent already established by actual behavior: in practice, the majority of drivers already yield to Greenway users at these crossings, even when the signage does not require it. The de facto right-of-way already belongs to active transportation users. Formalizing that reality in signage and law would improve safety, reduce confusion, and send a clear message about what kind of city El Cerrito wants to be.

Attached to this letter is a detailed proposal. It outlines a phased approach: beginning with an immediate safety intervention at the most dangerous Greenway crossings: Central Avenue, Lincoln Avenue, Cutting Boulevard, and Hill Street, and building toward a broader policy that gives vulnerable users equal or superior rights at every Greenway crossing. We have tried to be realistic about the process, the engineering considerations, and the pathway forward. We hope you will find it a useful starting point.

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and Carrie Schulman

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Jeremiah Maller, Moe Gevirtz, Tyler Morris, and Jon Spangler

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Nearly identical letters have been sent to each member of the city council and to Jarrett Mullen and Yvetteh Ortiz (slightly personalized to each person). None of these people were involved in the crafting of this report.

# Ohlone Greenway Active Transportation Right-of-Way: A Plan for Change

*Prepared for:*

*El Cerrito City Council Members*

*Yvetteh Ortiz, Public Works Director / City Engineer*

*Jarret Mullen, Active Transportation Manager*

*Prepared by:*

Members of the El Cerrito Walk and Roll Coordinating Committee, including: Bill Wood, Janet Price, Steve Price, Henry Pinkard, Stewart Sonatina, Gaia Sonatina, and Carrie Schulman  
and

Members of the BART Bicycle Advisory Task Force, including: Jeremiah Maller, Moe Gevirtz, Tyler Morris, and Jon Spangler

## Overview

The Ohlone Greenway is one of El Cerrito's most important active transportation corridors. Running beneath the BART tracks, it connects neighborhoods, schools, transit, and commercial areas for thousands of cyclists, pedestrians, and other non-motorized users every day. Along its length, the Greenway crosses numerous local streets at mid-block locations — intersections that are, by their nature, unexpected by drivers who have not been trained to watch for cross-traffic between marked intersections.

At every one of these crossings, current signage gives the right-of-way to vehicular traffic and requires Greenway users to stop. This arrangement is inconsistent with El Cerrito's active transportation goals, inconsistent with the actual behavior of drivers and cyclists at these crossings, and — we believe — a source of genuine danger.

This document proposes a phased plan to change that. We call for:

- Immediate safety intervention including installation of a stop sign for motorized traffic at the Ohlone Greenway's crossing with Central Avenue.
- A medium-term review of other high-use Greenway crossings near BART stations (Lincoln Avenue, Hill Street, and Cutting Boulevard).
- A long-term policy that gives active transportation users equal or superior rights at every Greenway crossing.

## The Case for Change

Encouraging active transportation is a stated City priority; the infrastructure we build and the rules we enforce must reflect that priority.

## Vulnerability and Equity

Cyclists, scooter riders, skaters, and pedestrians are physically unprotected in a way that drivers are not. A collision that dents a car door can hospitalize or kill a cyclist. Placing the legal burden of stopping entirely on the more vulnerable party is a design choice — and one that can and should be revisited. Many cities and states have already moved toward giving vulnerable road users greater legal protection at mid-block crossings; El Cerrito should be among them.

## Active Transportation as City Policy

El Cerrito has committed publicly to encouraging active transportation as a means of reducing car trips, improving public health, reducing emissions, and building a more livable community. Infrastructure and signage that treats cyclists as second-class users works directly against those goals. *If we want people to choose cycling and walking, we must make those choices feel safe and respected.*

## Consistency with Adopted City Plans

Our proposal asks the City to implement, not reinvent, its own adopted policy commitments for the Ohlone Greenway. The City has already committed itself to this direction in two adopted plans: the Ohlone Greenway Master Plan, adopted by the El Cerrito City Council on June 15, 2009, and the City of El Cerrito Active Transportation Plan, adopted in April 2016. The Active Transportation Plan designates Ohlone Greenway Crossing Improvements as “Detailed Project 2”, one of the City’s nine detailed projects, includes it in the Plan’s prioritized project list, and reflects public input ranking Ohlone Greenway path crossings among the City’s top priorities.

The Active Transportation Plan calls for Ohlone Greenway crossing improvements such as flashing beacons, curb extensions, triple-four trail crossings, median refuges, and additional analysis of traffic control measures at Greenway crossings. The Plan directly supports changing traffic control at some Greenway crossings. It states: “Many cross-streets along the Greenway are low-volume roadways that carry less than 4,500 vehicles a day. The crossing of low-volume cross-streets presents an opportunity to replace the STOP control on the Greenway with YIELD control. [The City] could consider requiring cross-street traffic to YIELD or STOP for path users on low-volume side-streets in the future.” In short, the safety improvements proposed here are not new in principle; they are a logical implementation of the City’s own adopted plans.

## The Law Already Reflects Reality

Perhaps the most compelling argument for this change is the simplest one: it is already happening. Observation of Greenway crossings throughout the day reveals that most drivers do yield to cyclists and pedestrians, even though the current signage does not require them to. Most Greenway users, in turn, do not come to a complete stop at every crossing — because doing so would be impractical and because drivers largely yield anyway.

This gap between the law and actual behavior is itself a safety problem. When road users — both drivers and cyclists — cannot predict what others will do at an intersection, the potential for a dangerous miscommunication rises sharply. Aligning the legal right-of-way with established behavioral norms reduces that uncertainty. It does not change what most people do; it makes what most people do legally clear.

## Phase 1: Immediate Action at Central Avenue

### Why Central Avenue First

The crossing of the Ohlone Greenway at Central Avenue is the highest-priority location for intervention for several compounding reasons:

- History of collisions: This crossing had more than double the amount of bicycle collisions with motorized vehicles than any other intersection in El Cerrito, and had 23% (8 of 35) of all bicycle accidents on the Ohlone Greenway between 2014 and 2025 (Appendix 1).
- Construction-reduced visibility: The recent construction of a new multi-story building at this intersection has materially reduced sightlines for both drivers and Greenway users. What was already the most dangerous crossing has become one where neither party can see the other until they are nearly upon them.
- Volume: The crossing sits immediately outside the Plaza BART station and a major bus stop. Thousands of transit riders per day transfer between BART/bus and the Greenway at this exact point, making it one of the most heavily used active transportation crossings in the city.
- School traffic: High school students use this crossing in concentrated waves before and after school, increasing the density and vulnerability of users at predictable peak times.
- High vehicle speeds: Central Avenue carries faster-moving traffic than many of the smaller residential streets along the Greenway, increasing the severity of any potential collision.

**We want to be direct: we believe this crossing, in its current state, is a serious accident waiting to happen. We are asking for immediate action, not a multi-year planning process.**

### Recommended Immediate Interventions at Central Avenue

We recognize that a permanent right-of-way change may ordinarily require an engineering review. However, given the documented crash history at the Central Avenue/Ohlone Greenway crossing, the high volume of vulnerable road users, and the further reduction in visibility caused by ongoing construction, this location presents an urgent safety condition that warrants immediate interim action. We urge the City to install temporary STOP control for motorized traffic at this crossing without delay, while expediting or waiving any discretionary engineering steps that would otherwise postpone a proven safety intervention.

1. Immediately install temporary STOP signs for motorized traffic on Central Avenue at the Ohlone Greenway crossing.
2. Treat the current construction-related visibility reduction as an emergency safety condition requiring interim traffic control.
3. Expedite or waive nonessential procedural steps for temporary STOP control while completing any review required for a permanent right-of-way change.
4. Evaluate a permanent crossing design that gives Ohlone Greenway users equal or greater priority, consistent with the Master Plan's recommendation that the City consider requiring low-volume cross-street traffic to YIELD or STOP for path users.

## **Immediate Action at Lincoln Avenue**

### **Why Lincoln Avenue Matters**

The crossing of the Ohlone Greenway at Lincoln Avenue warrants safety improvements for several reasons:

- Severe injury crash history: In June 2015, a 25-year-old man riding on the Greenway was struck by a pickup truck while crossing Lincoln Avenue. He suffered serious injuries and was airlifted to a trauma center.
- Proximity to Plaza BART: Lincoln is one block north of El Cerrito Plaza BART station, making it part of a key bicycle and pedestrian approach to transit.
- Driver expectation: Like other mid-block Greenway crossings, Lincoln can catch drivers off guard, increasing the risk of conflict with people biking and walking.

### **Recommended Immediate Interventions at Lincoln Avenue**

We recognize that a formal right-of-way change requires an engineering process. In the interim, we urge the City to implement the following steps as quickly as possible:

1. Install centerline hardening with posts and evaluate for a pedestrian crossing pop-up at Lincoln Avenue as a quick, low-cost safety improvement recommended by Bike East Bay.
2. Add high-visibility crossing markings and warning treatments to make the crossing more visible to approaching drivers.
3. Evaluate a raised crosswalk as a longer-term improvement to slow traffic and reinforce the crossing.
4. Include Lincoln in the first round of formal engineering review for stronger permanent protections.

## **Immediate Action at Cutting Boulevard & Hill Street**

### **Why Cutting Boulevard & Hill Street Must Be Prioritized**

The crossing of the Ohlone Greenway at Cutting Boulevard is one of the clearest candidates for urgent intervention for several reasons:

- Recent severe injury crash: In September 2023, a bicyclist was struck by a motor vehicle at the Greenway crossing at Cutting Boulevard and suffered major injuries. The victim was airlifted to John Muir Hospital trauma center for treatment.
- Immediate adjacency to Del Norte BART: This crossing sits directly beside El Cerrito Del Norte BART station, making it a key access point for people biking and walking to and from regional transit.
- Higher-speed roadway: Cutting Boulevard carries faster and heavier traffic than many of the smaller streets crossed by the Greenway, increasing both crash risk and injury severity.
- This crash history, combined with the crossing's proximity to Del Norte BART, makes Cutting Boulevard & Hill Street among the strongest candidates for immediate safety improvements on the Greenway.
- Community-identified safety concern: In the 2022 Complete Streets Vision Survey for El Cerrito Del Norte TOD, Cutting Boulevard was identified by 198 respondents as the area most in need of special treatment to improve pedestrian and bicycle safety.

### **Recommended Immediate Interventions at Cutting Boulevard & Hill Street**

We recognize that a formal right-of-way change requires an engineering process. In the interim, we urge the City to implement the following steps as quickly as possible:

1. Install centerline hardening with posts and evaluate for pedestrian crossing pop-ups on Cutting Boulevard and Hill Street, on either side of El Cerrito Del Norte BART, as a quick, low-cost safety improvement recommended by Bike East Bay.
2. Add high-visibility crossing markings and warning treatments to make the crossing more visible to approaching drivers.
3. Evaluate raised crosswalks as a longer-term improvement to slow traffic and improve safety.
4. Prioritize Cutting Boulevard & Hill Street in the formal engineering review for stronger permanent protections.

### **Phase 2: Engineering Review of All Greenway Crossings**

Once the immediate Central Avenue situation is addressed, we propose a systematic review of every Greenway crossing. This review should assess each crossing for:

- Volume of Greenway users (pedestrians, cyclists, other) during peak and off-peak hours
- Volume and speed of vehicle traffic on the crossing street
- Sightline distances and obstructions
- Proximity to schools, transit, and other pedestrian generators
- Incident history (near-misses and collisions)
- Existing signage and marking conditions

Based on this review, each crossing should be assigned one of three designations:

Designation	Description	Applicable When...
<b>Active Transportation Priority</b>	Greenway users have the right-of-way; vehicles must stop or yield.	High Greenway volume, lower vehicle speeds or volumes, proximity to schools or transit.
<b>Shared / Equal Rights</b>	All users yield to those already in the crossing; no party has blanket priority.	Balanced volumes on both Greenway and cross street; adequate sightlines.
<b>Signalized or Controlled</b>	Traffic signal, RRFB, or other device manages priority.	High vehicle speeds or volumes where passive signage alone is insufficient.

We propose that no crossing should be redesignated to maintain current vehicle priority without explicit justification. The default outcome of this review should be at minimum equal rights for Greenway users.

### Phase 3: Long-Term Policy and Community Expectation

The ultimate goal of this effort is a standing policy: the Ohlone Greenway is a primary active transportation route, and its users will be treated as having equal or superior rights to vehicular traffic at every mid-block crossing. This should be codified in El Cerrito’s Active Transportation Plan and reflected in the City’s engineering standards for any future path crossings.

Changing the signs is only part of the work. The City should also:

- Communicate the change clearly to residents and drivers, using social media, neighborhood outreach, and signage transitions that make the new rules legible.
- Monitor crossings after implementation to assess safety outcomes and adjust as needed.
- Work with the Contra Costa County Transportation Authority (CCTA) and regional partners to align this approach with broader Greenway improvement efforts.

### Precedent and Legal Pathway

Giving active transportation users priority at mid-block crossings is not novel. Many cities and counties have implemented similar changes through engineering orders, traffic control device modifications under the California Manual on Uniform Traffic Control Devices (CA MUTCD), and municipal traffic ordinances. Of note is the City of Berkeley’s Ohlone Greenway Safety Improvements Project (<https://berkeleyca.gov/your-government/our-work/capital-projects/ohlone-greenway-safety-improvements-project>).

We are asking the Engineering Department to initiate a traffic engineering study at Central Avenue as the first step.

## Our Ask

We are asking:

1. Formally support this petition to the Engineering Department and advocate for Central Avenue, Lincoln Avenue, and Cutting Boulevard / Hill Street crossings to be prioritized for immediate safety review.
2. Work with Engineering to develop a scope and timeline for the Phase 2 review of all Greenway crossings.
3. Identify and implement interim safety measures at Central Avenue, Lincoln Avenue, and Cutting Boulevard / Hill Street that do not require a formal right-of-way change but improve conditions immediately.
4. Engage community members, neighborhood organizations, and school representatives as part of the planning process.
5. Apply for funding from BART's [Safe Routes to Transit & Bay Trail \(SR2TBT\)](#) when the grant period opens this summer to make these plans possible.
6. Ensure that all future City plans affecting Ohlone Greenway crossings provide active transportation users with equal or greater right-of-way priority than motorized traffic.

## Conclusion

The case for action is already strong on safety grounds alone. Two bicyclists have suffered catastrophic, life-threatening injuries at El Cerrito Greenway crossings, and TIMS data shows that 7 of the 40 reported bicycle and pedestrian crashes in El Cerrito between September 2023 and October 2025 occurred at Ohlone Greenway street crossings. That concentration of harm justifies urgent intervention.

But the goal should be broader than preventing the next severe crash. El Cerrito's Active Transportation Plan calls for a system that serves users of all ages and abilities and provides a richly connected network of low-stress bicycle facilities, while prioritizing safety improvements near BART stations, bus stops, and schools. The Greenway should meet that standard.

That broader goal is supported by the research. Recent longitudinal research across 28 U.S. cities found that lower-stress bicycle facilities were associated with larger bicycle ridership gains. A systematic review also found that women consistently show stronger preferences for low-stress bicycle facilities with greater protection from motor traffic. Research on greenways, trails, and similar facilities also found benefits including increased physical activity and economic benefits that exceed costs. In short, making the Ohlone Greenway safer and lower-stress would not only reduce the risk of serious injury; it would make the corridor more inviting, more inclusive, and more useful for everyday travel.

The Ohlone Greenway is an asset that El Cerrito should be proud of and protective of. Right now, the rules governing its mid-block crossings do not reflect the city El Cerrito

aspires to be, do not protect the people most at risk, and do not reflect the reality of how drivers and cyclists already behave. We can do better, and we believe you agree.

We are committed to being constructive partners in this process. We are available to meet, to provide additional data or documentation, and to help communicate any proposed changes to the broader community. We look forward to working with you.

## Appendix 1.

### Data Sources

Pedestrian and bicycle collisions with motorized vehicles were collected from the Transportation Injury Mapping System (TIMS) available online from UC Berkeley: <https://tims.berkeley.edu>. TIMS pulls its data from the Statewide *Integrated Traffic Records System* (SWITRS). We pulled all available bicycle and pedestrian collision data, from 2014-2025.

One additional record was added to our database by hand, the serious bicycle crash involving a vehicle on Lincoln Avenue and the Ohlone Greenway on 6/28/2015. This incident was remembered by Jeremiah Maller and verified with the existence of local news coverage (<https://www.mercurynews.com/2015/06/29/updated-el-cerrito-air-evacuation-of-injured-bicyclist-by-calstar-helicopter-from-cerrito-vista-park/>). It is worth noting that EMS dispatch calls for bike/ped collisions significantly outnumber what appears in official police-reported statistics. The D.C. Policy Center found 30% of pedestrian/cyclist crashes lacked police reports in a 2021 study (<https://www.dcpolicycenter.org/publications/crash-report-disparities/>).

### Geolocating Incidents to the Ohlone Greenway

We found many incidents did not properly geolocate to the Ohlone Greenway in the database- the most common issue was a description of “Bart Path” as the cross street, which kept the incident from displaying on the TIMS map. We used a combination of address normalization and extraction using Claude Haiku followed by location retrieval with Google maps API to properly geolocate many incidents. Details are available at <https://github.com/billewood/switrs-geocoder>.

### Online Data Visualization

We have made our curated dataset of bicycle and pedestrian collisions easily viewable in a graphical format at [collisions.billewood.com](https://collisions.billewood.com). The underlying source code is available at <https://github.com/billewood/collision-map>.

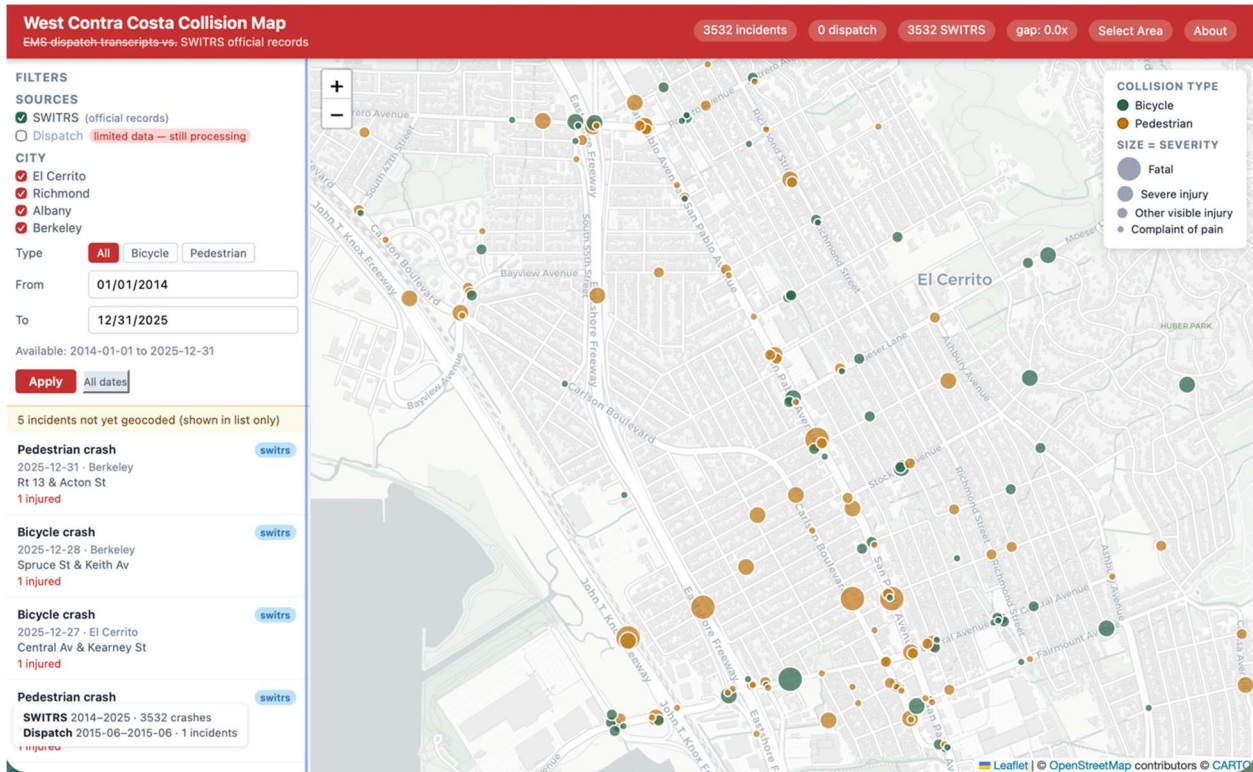


Figure 1. Screenshot of <https://github.com/billewood/collision-map>.

## Results

We found a substantial number of collisions occurring on the crossings of the Ohlone Greenway. Crashes were most numerous near the two BART stations, and Central Avenue had a disproportionately large number of bicycle crashes, more than double any other intersection (Figure 1). There was no clear trend upward or downwards in the number or severity of crashes, but the final year on record did have the most crashes in the study period (Figure 2).

Ohlone Greenway Collisions by Intersection  
 El Cerrito, Apr 2014–Oct 2025 (n=35)

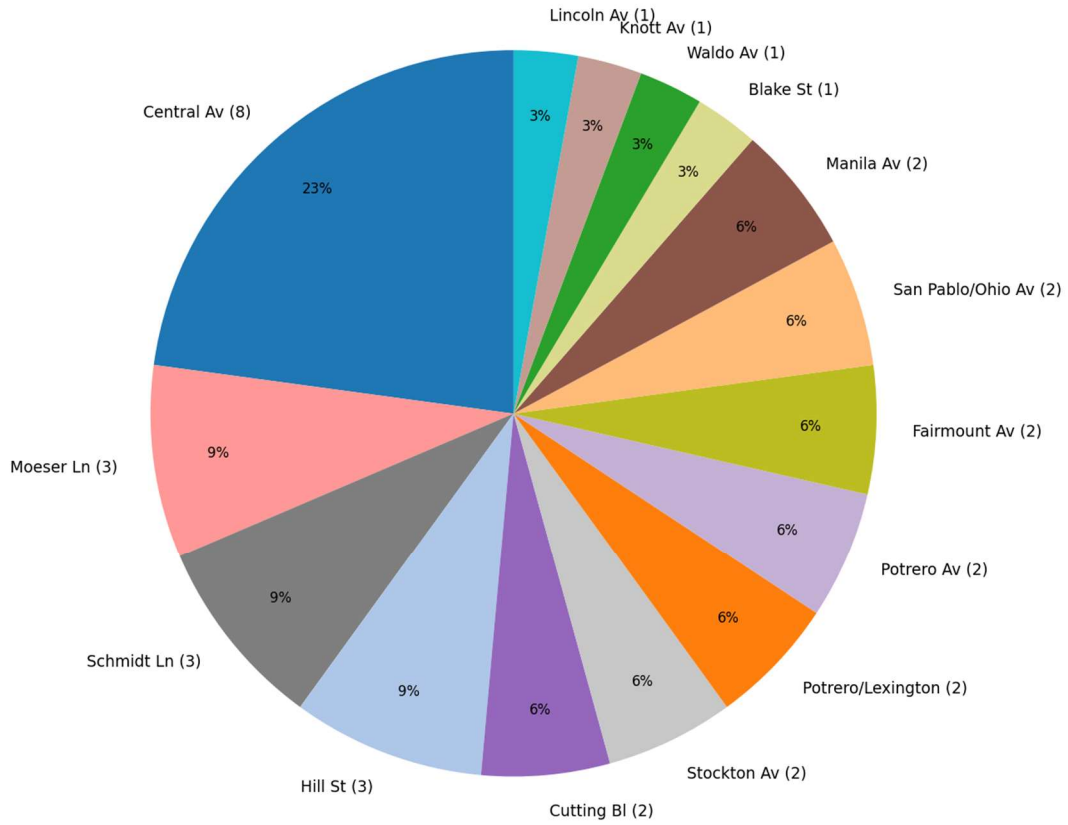


Figure 1. Relative number of bicycle crashes at intersecting roads on the Ohlone Greenway in El Cerrito between 2014 and 2025.

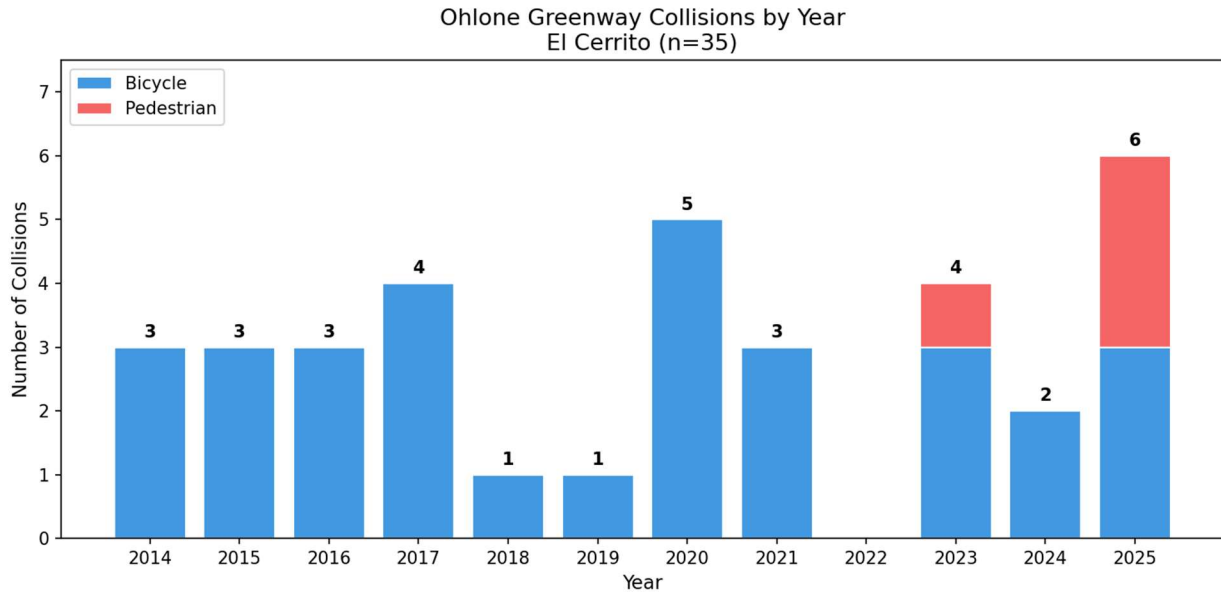


Figure 2: Bicycle and pedestrian collisions with vehicles at all crossings of the Ohlone Greenway, by year. There is no trend towards less collisions and the most recent year's data (2025) had the most collisions.

# MANDELA STATION

@ West Oakland BART

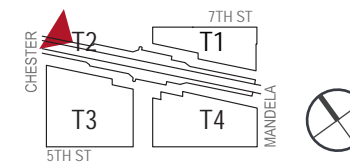
## PRELIMINARY DEVELOPMENT PLAN

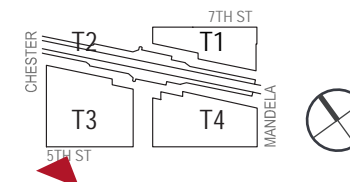
July 24, 2020  
Amended September 16, 2020

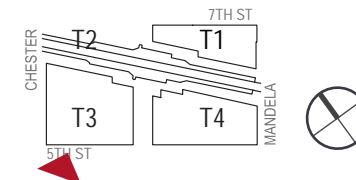


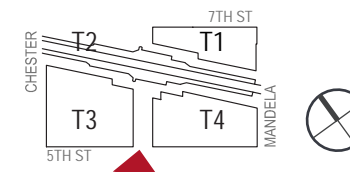
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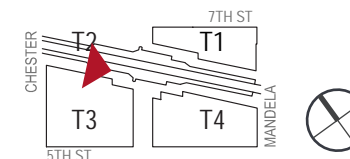


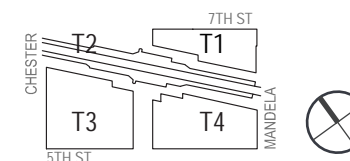


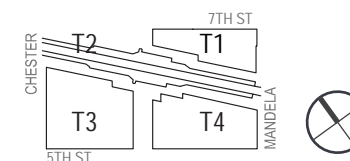


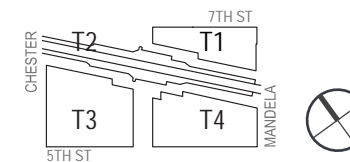












# WEST OAKLAND BART STATION DEVELOPMENT

## PHASE 1 PX2500022 PERMIT SET – PUBLIC IMPROVEMENT PLANS

CITY OF OAKLAND

ALAMEDA COUNTY

STATE OF CALIFORNIA

### PROJECT DESCRIPTION

MANDELA STATION AT WEST OAKLAND BART IS A TRANSIT-ORIENTED DEVELOPMENT PROJECT ENVISIONED TO CONSIST OF MIXED COMMERCIAL AND RESIDENTIAL USES ("T3 BUILDING", "T1 BUILDING", AND "T4 BUILDING"), PUBLIC FRONTAGE IMPROVEMENTS, ENHANCED PEDESTRIAN AND BICYCLE FACILITIES, AND AN ON-SITE PUBLIC PLAZA. THE FINAL DEVELOPMENT PLAN WAS ENTITLED NOVEMBER 4, 2020 (CASEFILE PLN18490-REV02, PLN18521-REV01). THE PUBLIC STREET IMPROVEMENTS REQUIRED FOR THE DEVELOPMENT PLAN ARE TO BE PERMITTED AND CONSTRUCTED ACCORDING TO THE PHASING PLAN (SHEET C1.2).

### PHASE 1

THIS PX PHASE CONSISTS OF PUBLIC STREET IMPROVEMENTS ALONG MOST OF 5TH STREET AND CHESTER STREET. THESE IMPROVEMENTS CORRESPOND TO THE FRONTAGE FOR THE T3 AFFORDABLE HOUSING DEVELOPMENT WHICH WILL BE PERMITTED UNDER SEPARATE COVER. IMPROVEMENTS INCLUDE VEHICLE AND PEDESTRIAN ZONE ENHANCEMENT, STREET TREES, BUS AND PASSENGER LOADING ZONES, DRAINAGE IMPROVEMENTS, AND CURB RAMPS AT INTERSECTIONS AND MID-BLOCK CROSSINGS. UNDERGROUND OF FRANCHISE ELECTRICAL POWER WILL BE CONDUCTED IN PARALLEL WITH PHASE 1 PX WORK BUT DESIGNED AND DOCUMENTED AS PART OF THE T3 ON-SITE WORK. PUBLIC SANITARY SEWER EXTENSION ON 5TH STREET SIMILARLY IS TO BE PERMITTED UNDER SEPARATE COVER (PX#2500009).

### GENERAL NOTES

- SOURCE OF TOPOGRAPHY:** EXISTING TOPOGRAPHIC INFORMATION SHOWN IS BASED ON A SURVEY BY BKF ENGINEERS UNDER THE SUPERVISION OF JASON SIMMONS, PLS #9862, PERFORMED IN APRIL OF 2025. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
- UTILITIES:** UNDERGROUND UTILITIES PLOTTED HEREON WERE PLOTTED FROM A COMBINATION OF FIELD SURVEY, OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS. THEREFORE ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZE, HORIZONTAL AND VERTICAL LOCATIONS BY THE OWNER AND/OR CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. NO RESPONSIBILITY IS ASSUMED BY THE ENGINEER FOR THE LOCATION AND CAPACITY OF SAID UTILITIES.
- BOUNDARY:** THE PROPERTY BOUNDARY SHOWN HEREON IS BASED ON FIELD MEASUREMENTS AND RECORD INFORMATION AND IS WITHOUT THE BENEFIT OF A TITLE REPORT.
- BENCHMARK:** THE ELEVATIONS SHOWN HEREON ARE BASED ON A FOUND CITY OF OAKLAND BENCHMARK, DESIGNATION 25/H, BEING A BRONZE DISK STAMPED, "SEC 25 STA H." ELEVATION 10.784 FEET (CITY OF OAKLAND DATUM)
- HORIZONTAL CONTROL:** HORIZONTAL COORDINATES ARE BASED OFF OF CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), EPOCH 2017.00.
- BASIS OF BEARINGS:** THE BEARING NORTH 17°06'32" EAST BETWEEN MONUMENTS ALONG 7TH STREET AT 5TH STREET AND 8TH STREET AS SHOWN ON PARCEL MAP 10662, FILED JULY 25, 2017, IN BOOK 336 OF PARCEL MAPS, AT PAGES 47 AND 48, ALAMEDA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.
- THIS PROJECT IS EXEMPTED FROM STORMWATER TREATMENT REQUIREMENTS DUE TO ENTITLEMENTS ACCEPTANCE IN 2020.

### PROJECT DATA

**DEVELOPER:**  
KEYSTONE DEVELOPMENT GROUP  
1714 FRANKLIN STREET, 100-346  
OAKLAND, CA 94612  
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**LANDSCAPE ARCHITECT:**  
PGADESIGN LANDSCAPE ARCHITECTS  
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CONTACT: MARK WESSELS

**CIVIL ENGINEER:**  
BKF ENGINEERS  
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CONTACT: ERIC SWANSON

**TRAFFIC ENGINEER:**  
FEHRS & PEERS  
100 PRINGLE AVE  
WALNUT CREEK, CA 94596  
PHONE: (925) 930-7100  
CONTACT: ROB REES

**ASSESSOR PARCEL NO.:** 4-71-3  
4-77-3

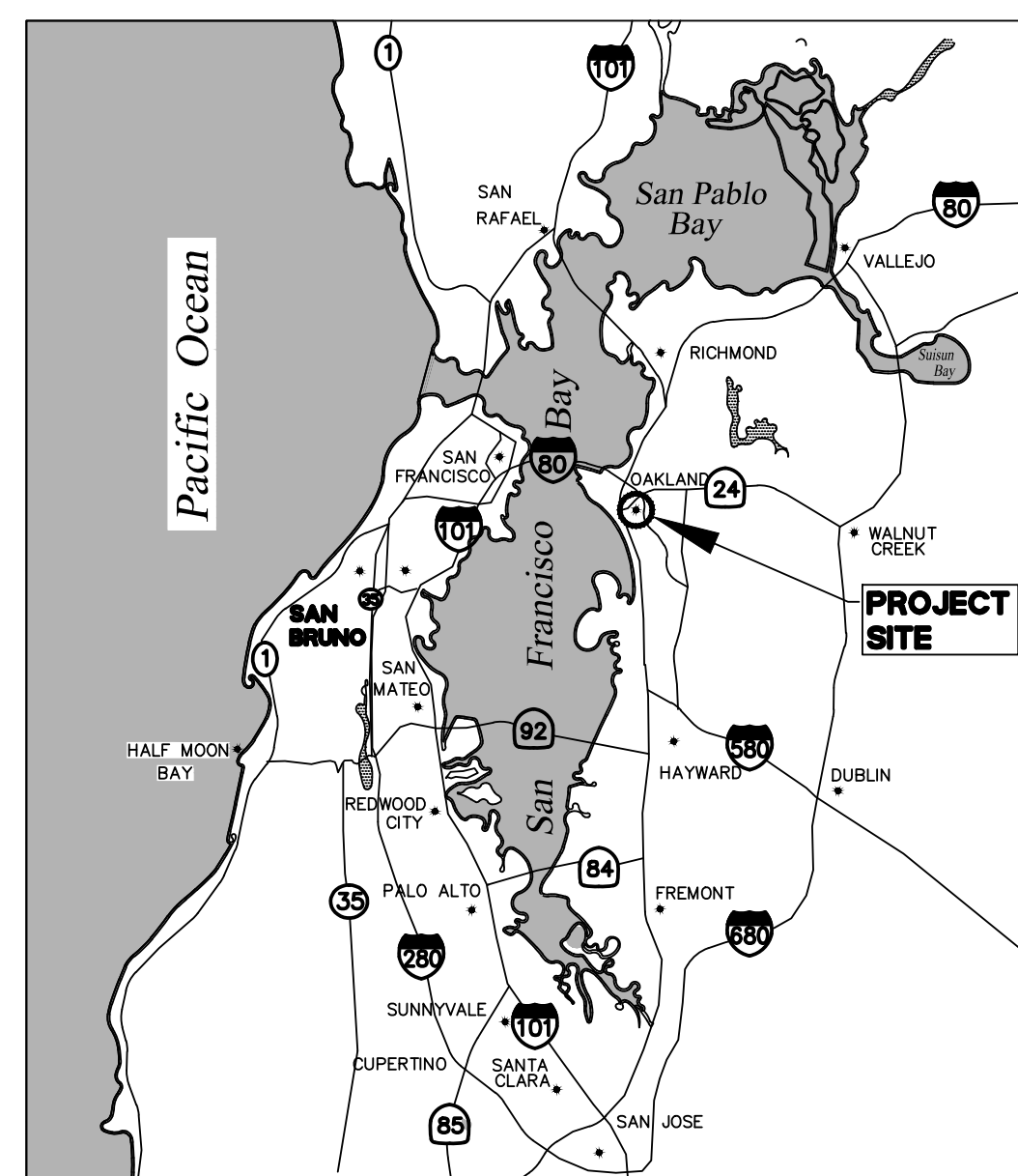
**EXISTING LAND USE:** COMMERCIAL

**PROPOSED LAND USE:** MIXED USE

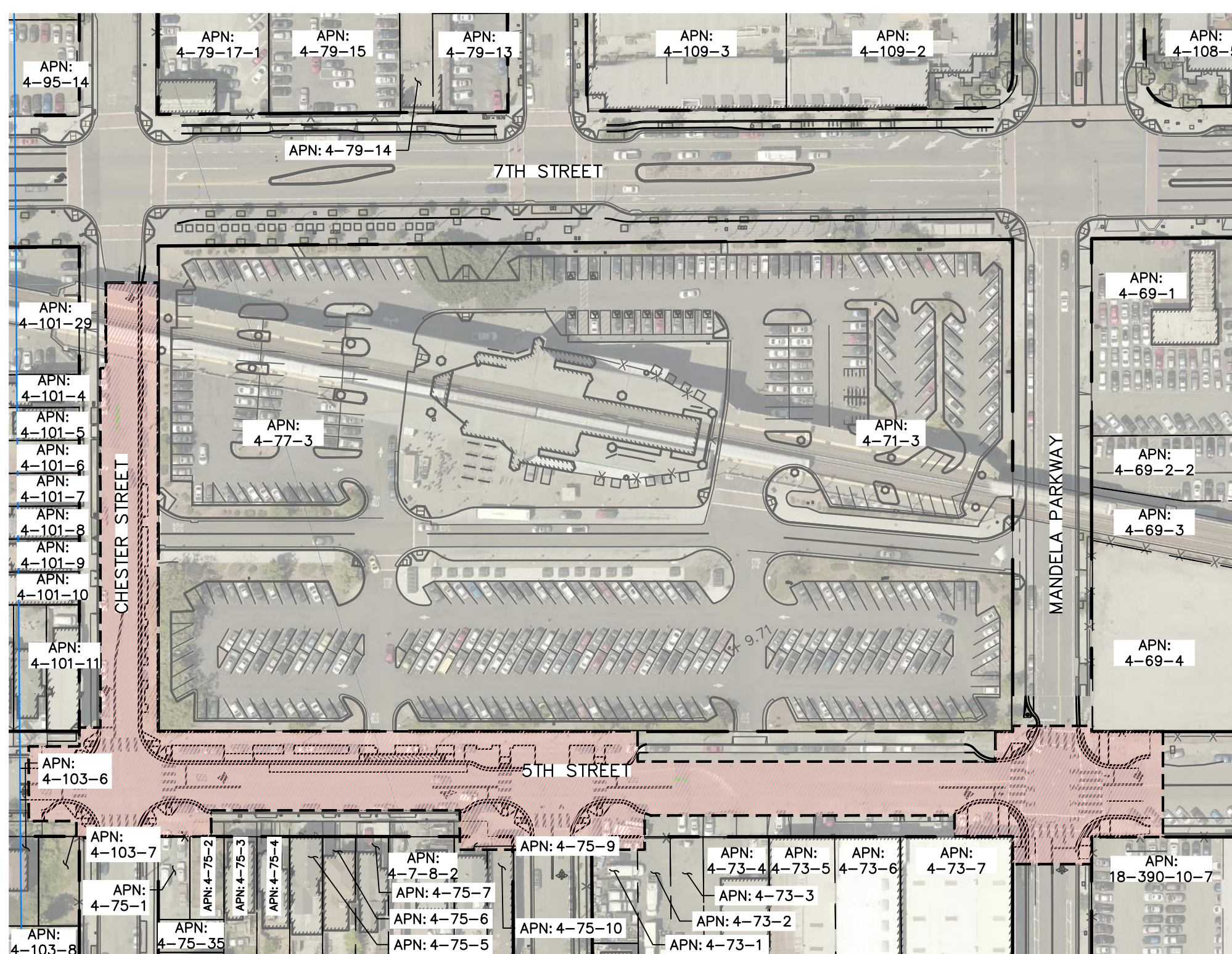
**LAND AREA:** 9.44 ACRES

### UTILITY INFORMATION:

**WATER SUPPLY:** EAST BAY MUNICIPAL UTILITY DISTRICT (EBMUD)  
**FIRE PROTECTION:** CITY OF OAKLAND / EBMUD  
**SEWAGE DISPOSAL:** CITY OF OAKLAND  
**STORM DRAIN:** CITY OF OAKLAND  
**GAS:** PACIFIC GAS & ELECTRIC (PG&E)  
**ELECTRIC:** PACIFIC GAS & ELECTRIC (PG&E)  
**TELEPHONE:** AT&T  
**CABLE TELEVISION:** COMCAST



LOCATION MAP  
NTS



SITE PLAN  
NTS

### ABBREVIATIONS

AD	=	AREA DRAIN
B	=	BOLLARD
BFP	=	BACKFLOW PREVENTOR
BR	=	BIKE RACK
BW	=	BACK OF WALK
CLDR	=	CENTERLINE OF DOOR
CMH	=	COMMUNICATION MANHOLE
COL	=	COLUMN
COMM	=	COMMUNICATION
CONC	=	CONCRETE
CTV	=	CABLE TELEVISION
DW	=	DRIVEWAY
E	=	EXISTING
EX	=	EXISTING
EB	=	ELECTRICAL BOX
EMH	=	ELECTRICAL MANHOLE
EP	=	EDGE OF PAVEMENT
EV	=	ELECTRICAL VAULT
FDC	=	FIRE DEPARTMENT CONNECTION
FL	=	FLOWLINE
G	=	GAS LINE
HCR	=	HANDICAP RAMP
IE	=	INVERT ELEVATION
INV	=	INVERT ELEVATION
LF	=	LINEAR FEET
LG	=	LIP OF GUTTER
MB	=	MAIL BOX
MH	=	MANHOLE
NEW	=	NEW
P	=	POST
PKM	=	PARKING METER
PR	=	PROPOSED
SD	=	STORM DRAIN
SDCO	=	STORM DRAIN CLEANOUT
SDDI	=	STORM DRAIN DROP INLET
SDMH	=	STORM DRAIN MANHOLE
SLB	=	STREET LIGHTING BOX
SSCO	=	SANITARY SEWER CLEANOUT
SLP	=	SEE LANDSCAPE PLANS
SSL	=	SIGNALS AND STREET LIGHTING
SSMH	=	SANITARY SEWER MANHOLE
TB	=	TELEPHONE BOX
TC	=	TOP OF CURB
TR	=	TREE
TSB	=	TRAFFIC SIGNAL BOX
TW	=	TOP OF WALL
UB	=	UTILITY BOX
UV	=	UTILITY VAULT
WM	=	WATER METER
WP	=	WATER PIPE

### SHEET INDEX

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4	C1.3	KEY MAP
5	C2.0	OVERALL EXISTING CONDITIONS PLAN
6	C2.1	PH-1 EXISTING CONDITIONS PLAN
7	C2.2	PH-1 EXISTING CONDITIONS PLAN
8	C2.3	PH-1 EXISTING CONDITIONS PLAN
9	C3.0	PH-1 DEMOLITION PLAN
10	C3.1	PH-1 DEMOLITION PLAN
11	C3.2	PH-1 DEMOLITION PLAN
12	C4.0	OVERALL SITE PLAN
13	C4.1	TYPICAL SECTIONS
14	C4.2	TYPICAL SECTIONS
15	C4.3	PH-1 HORIZONTAL CONTROL PLAN
16	C4.4	PH-1 HORIZONTAL CONTROL PLAN
17	C4.5	PH-1 HORIZONTAL CONTROL PLAN
18	C4.6	PH-1 SIGNAGE AND STRIPING PLAN
19	C4.7	PH-1 SIGNAGE AND STRIPING PLAN
20	C4.8	PH-1 SIGNAGE AND STRIPING PLAN
21	C5.0	PH-1 OVERALL GRADING PLAN
22	C5.1	PH-1 GRADING PLAN
23	C5.2	PH-1 GRADING PLAN
24	C5.3	PH-1 GRADING PLAN
25	C5.4	PH-1 GRADING DETAILS AND ENLARGEMENTS
26	C5.5	PH-1 GRADING DETAILS AND ENLARGEMENTS
27	C6.0	PH-1 UTILITY PLAN
28	C6.1	PH-1 UTILITY PLAN
29	C6.2	PH-1 UTILITY PLAN
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31	C8.0	CONSTRUCTION DETAILS
32	C8.1	CONSTRUCTION DETAILS
33	C8.2	CONSTRUCTION DETAILS
34	C8.3	CONSTRUCTION DETAILS
35	C8.4	CONSTRUCTION DETAILS
36	C8.5	CONSTRUCTION DETAILS
37	C8.6	CONSTRUCTION DETAILS
38	C8.7	CONSTRUCTION DETAILS
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40	C8.9	CONSTRUCTION DETAILS
41	C8.10	CONSTRUCTION DETAILS
42	C8.11	CONSTRUCTION DETAILS
43	C8.12	CONSTRUCTION DETAILS
44	C8.13	CONSTRUCTION DETAILS
45	C8.14	CONSTRUCTION DETAILS
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59	L4.2	PH-1 LANDSCAPE PLANTING PLAN 2
60	L4.3	PH-1 LANDSCAPE PLANTING PLAN 3
61	L4.4	PH-1 LANDSCAPE PLANTING PLAN 4
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63	L5.2	PH-1 LANDSCAPE DETAILS - FURNISHINGS
64	L5.3	PH-1 LANDSCAPE DETAILS - PAVING
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81	I1.4	PH-1 IRRIGATION PLAN
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84	LT-03	LIGHTING PLAN - PHASE 1
85	LT-04	LIGHTING PLAN - PHASE 1
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87	ED-2	PEDESTRIAN STREET LIGHT POLE DETAIL
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90	TS-02	GENERAL NOTES AND LEGEND - PHASE 1
91	TS-03	SIGNAL PLAN - PHASE 1
92	TS-04	SIGNAL PLAN - PHASE 1

### LEGEND

EXISTING	PROPOSED	DESCRIPTION
---	---	PROJECT BOUNDARY
---	---	RIGHT OF WAY
---	---	CURB AND GUTTER
---	---	BACK OF WALK
---	---	CONTOUR LINE
---	---	LIMIT OF WORK
---	---	SAWCUT
---	---	STORM DRAIN LINE
---	---	SANITARY SEWER LINE
---	---	FIRE WATER LINE
---	---	DOMESTIC WATER LINE
---	---	UNKNOWN UTILITY LINE
---	---	ELECTRICAL LINE
---	---	GAS LINE
---	---	GRATE INLET
---	---	SSMH
---	---	SDMH
---	---	WATER VALVE
---	---	FIRE HYDRANT
---	---	FDC
---	---	RPBFP
---	---	PARKING LIGHT
---	---	DCCA
---	---	SANITARY SEWER CLEANOUT
---	---	POWER POLE
---	---	WATER METER
---	---	WATER VALVE
---	---	STREET LIGHT
---	---	CATV BOX
---	---	SPOT GRADE
---	---	SIGN
---	---	SIGN WITH PUSH BUTTON
---	---	SHRUB
---	---	TREE
---	---	CONCRETE PAVEMENT

### ENGINEER'S STATEMENT

THESE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

*[Signature]*

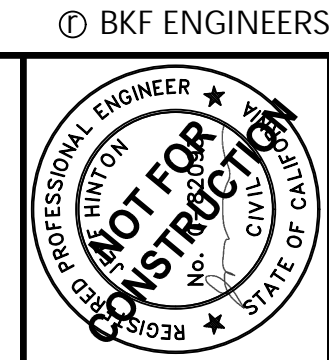
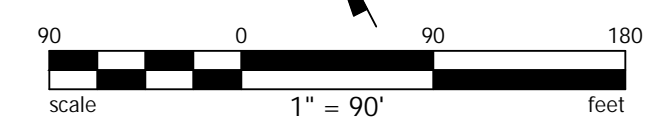
REGISTERED ENGINEER

03/16/2026

DATE



Know what's below.  
Call before you dig.



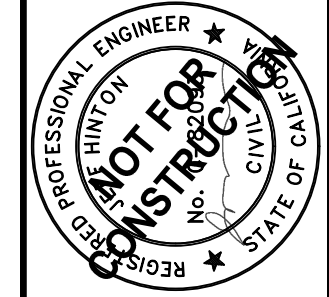
JEFF HINTON  
C-82093

BKF ENGINEERS  
1646 N. CALIFORNIA BLVD.  
SUITE 400  
WALNUT CREEK, CA 94596  
(925) 940-2200  
WWW.BKF.COM

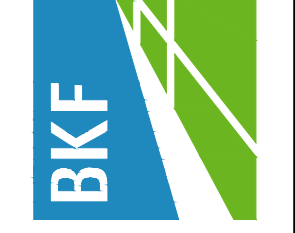


WEST OAKLAND BART STATION PUBLIC IMPROVEMENT  
PHASE 1 CONSTRUCTION DOCUMENTS  
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA  
TITLE SHEET

Revisions	
No.	
Date: 03/16/2026	
Scale: AS SHOWN	
Design: J.M.	
Drawn: K.T.	
Approved: J.H.	
Job No: C180384	
Drawing Number:	
C1.0	
1 OF 67	



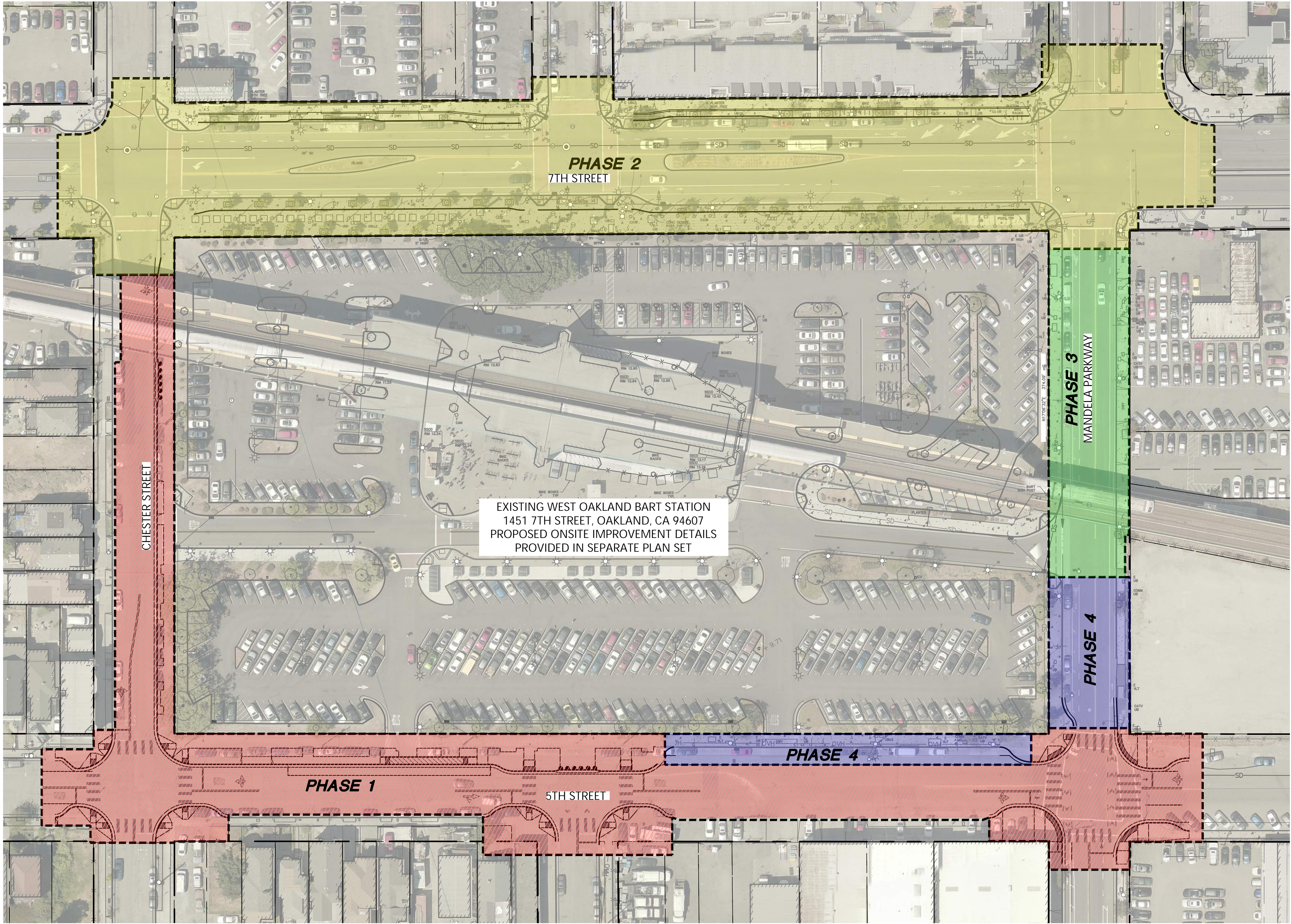
BKF ENGINEERS  
1646 N. CALIFORNIA BLVD.  
SUITE 400  
WALNUT CREEK, CA 94596  
(925) 940-2200  
www.bkf.com



WEST OAKLAND BART STATION PUBLIC IMPROVEMENT  
PHASE 1 CONSTRUCTION DOCUMENTS  
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

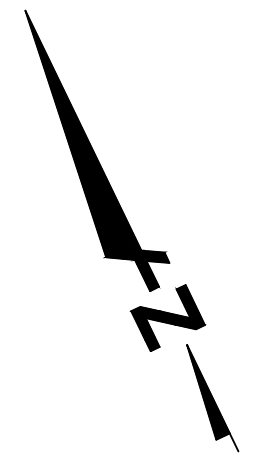
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Date: 03/16/2026	Revisions
Scale: AS SHOWN	No.
Design: J.M.	
Drawn: K.T.	
Approved: J.H.	
Job No: C180384	

C1.2  
3 OF 67

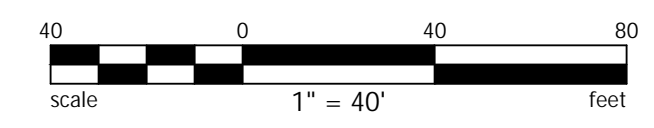


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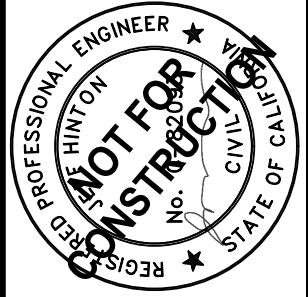
- PHASING LIMIT
- PHASE 1 IMPROVEMENT AREA
- PHASE 2 IMPROVEMENT AREA
- PHASE 3 IMPROVEMENT AREA
- PHASE 4 IMPROVEMENT AREA



Know what's below.  
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PHASING PLAN



BKF ENGINEERS  
1646 N. CALIFORNIA BLVD.  
SUITE 400  
WALNUT CREEK, CA 94596  
(925) 940-2200  
WWW.BKF.COM  
JEFF HINTON  
C-82093



WEST OAKLAND BART STATION PUBLIC IMPROVEMENT  
PHASE 1 CONSTRUCTION DOCUMENTS  
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA  
OVERALL SITE PLAN

Date	No.	Revisions
03/16/2026		

Date: 03/16/2026  
Scale: AS SHOWN  
Design: J.M.  
Drawn: K.T.  
Approved: J.H.  
Job No: C180384

LEGEND:

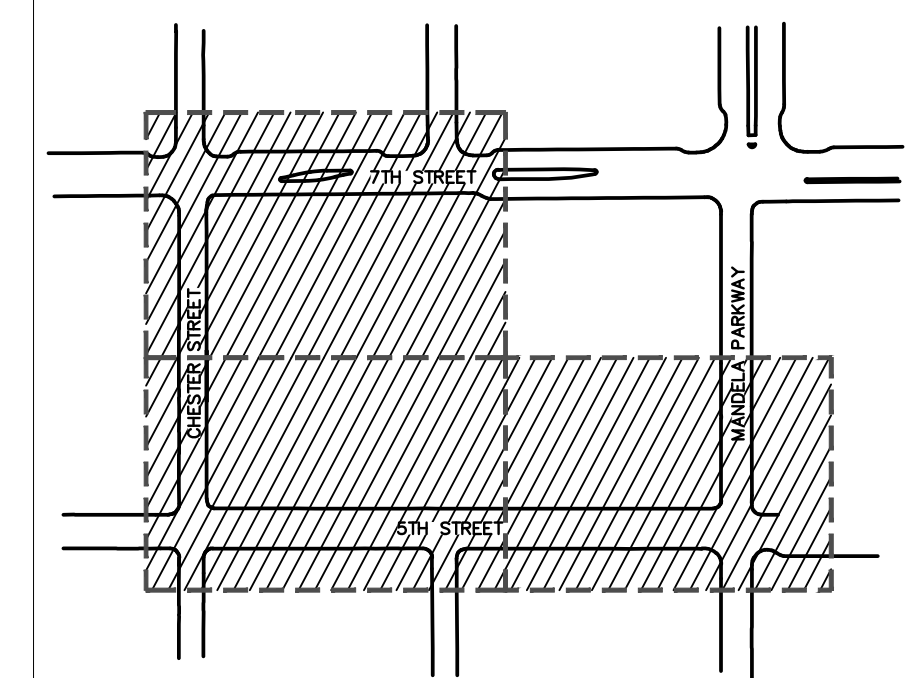
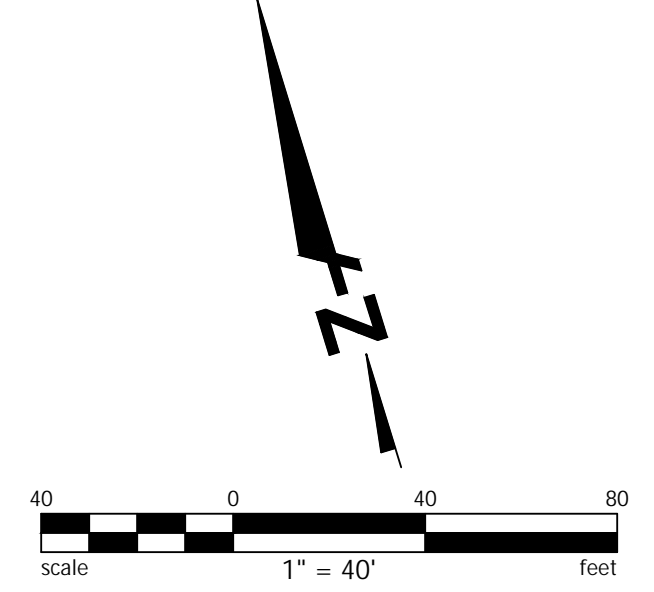
- PROPERTY LINE
- VIEWPORT EXTENTS
- BACK OF WALK
- SAWCUT LINE
- EX FENCE
- PR FENCE
- EX EASEMENT
- SIDEWALK - SEE LANDSCAPE PLANS
- INTEGRAL COLOR CONCRETE, SEE LANDSCAPE PLANS
- HMA-A MILL & FILL - SEE DETAIL 1, SHEET C8.4
- FULL DEPTH AC PAVEMENT - SEE DETAILS 3 AND 4, SHEET C8.13
- UNIT PAVERS (PEDESTRIAN) - SEE LANDSCAPE PLANS
- UNIT PAVERS (VEHICULAR) - SEE LANDSCAPE PLANS
- VEHICULAR CONCRETE
- LANDSCAPE AREA
- CURVE CALLOUTS
- PROPOSED DRY UTILITIES, BY OTHERS
- PROPOSED STREETLIGHT/SIGNAL POLES, SEE SIGNAL AND LIGHTING PLANS

HORIZONTAL CONTROL NOTES:

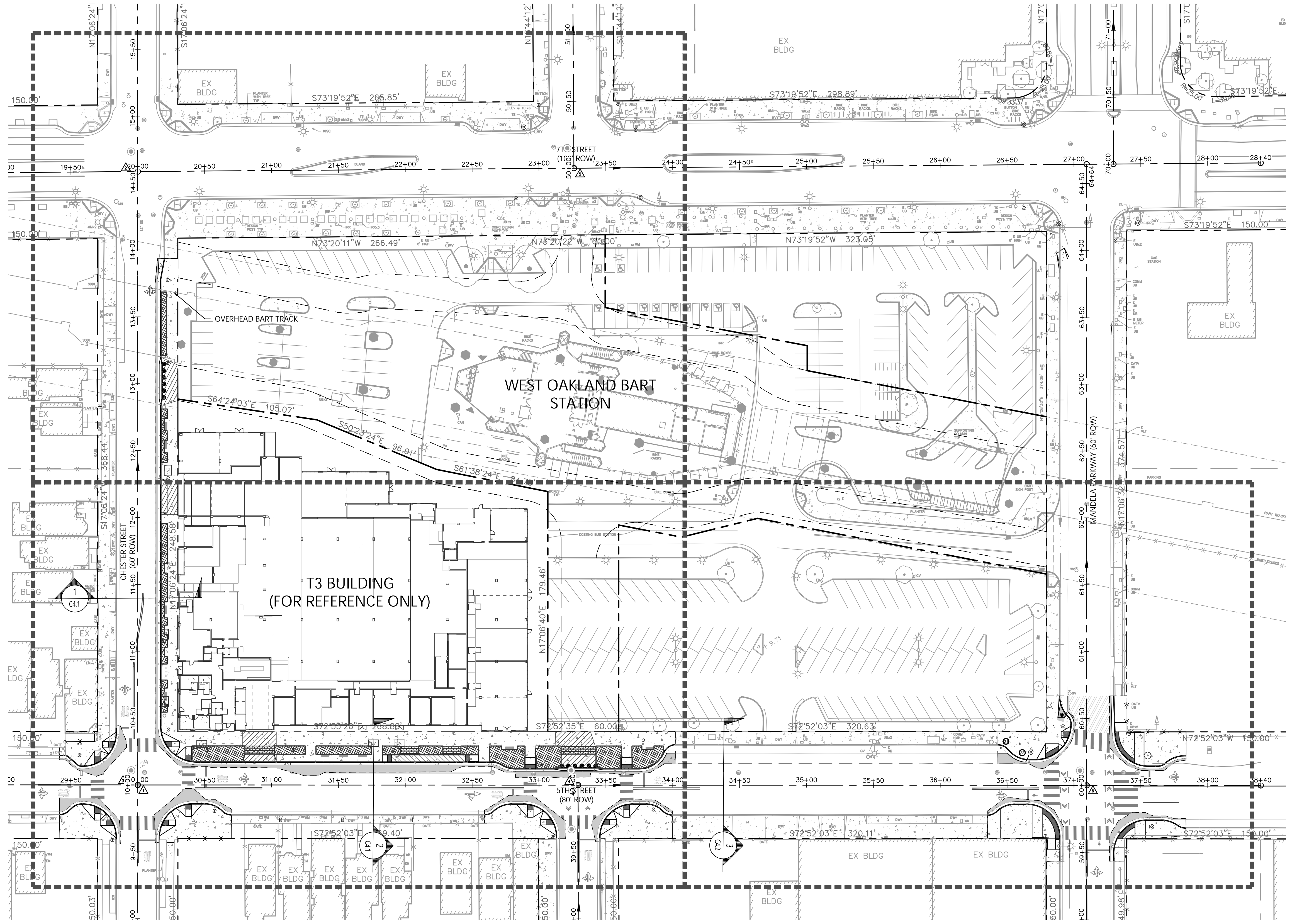
1. ALL DIMENSIONS ON PLANS ARE IN FEET OR DECIMALS THEREOF UNLESS SPECIFICALLY CALLED OUT AS FEET AND INCHES.
2. CURBS SHOWN ON PLAN ARE TO BE A 6" VERTICAL CURB UNLESS OTHERWISE NOTED.
3. SEE LANDSCAPE PLANS FOR ALL SIDEWALK FINISHES, COLORATION, AND SCORING PATTERN.
4. ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
5. PEDESTRIAN ZONE IMPROVEMENTS SHOWN INSIDE THE ROW ARE IN THE SCOPE OF THIS PX PLAN SET. IMPROVES SHOWN OUTSIDE OF THE ROW ARE TO BE BUILT SIMULTANEOUSLY AS SPECIFIED UNDER A SEPARATE PERMIT FOR THE T3 PROJECT.

INTERSECTION EQUATIONS:

- 1 10+00 CHESTER STREET = 30+00 5TH STREET
- 2 20+00 7TH STREET = 14+59 CHESTER STREET
- 3 30+00 5TH STREET = 10+00 CHESTER STREET
- 4 40+00 CENTER STREET = 33+29 5TH STREET
- 5 50+00 CENTER STREET = 23+26 7TH STREET
- 6 60+00 MANDELA PARKWAY = 37+10 5TH STREET



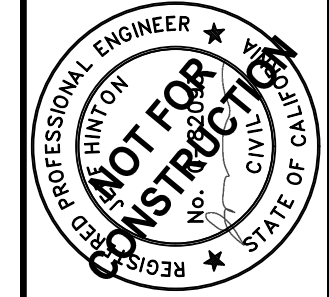
KEY PLAN  
NTS



Know what's below.  
Call before you dig.

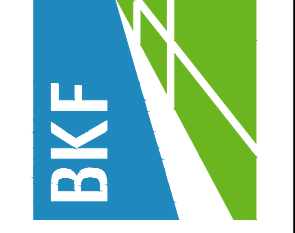






BKF ENGINEERS  
 1646 N. CALIFORNIA BLVD.  
 SUITE 400  
 WALNUT CREEK, CA 94596  
 (925) 940-2200  
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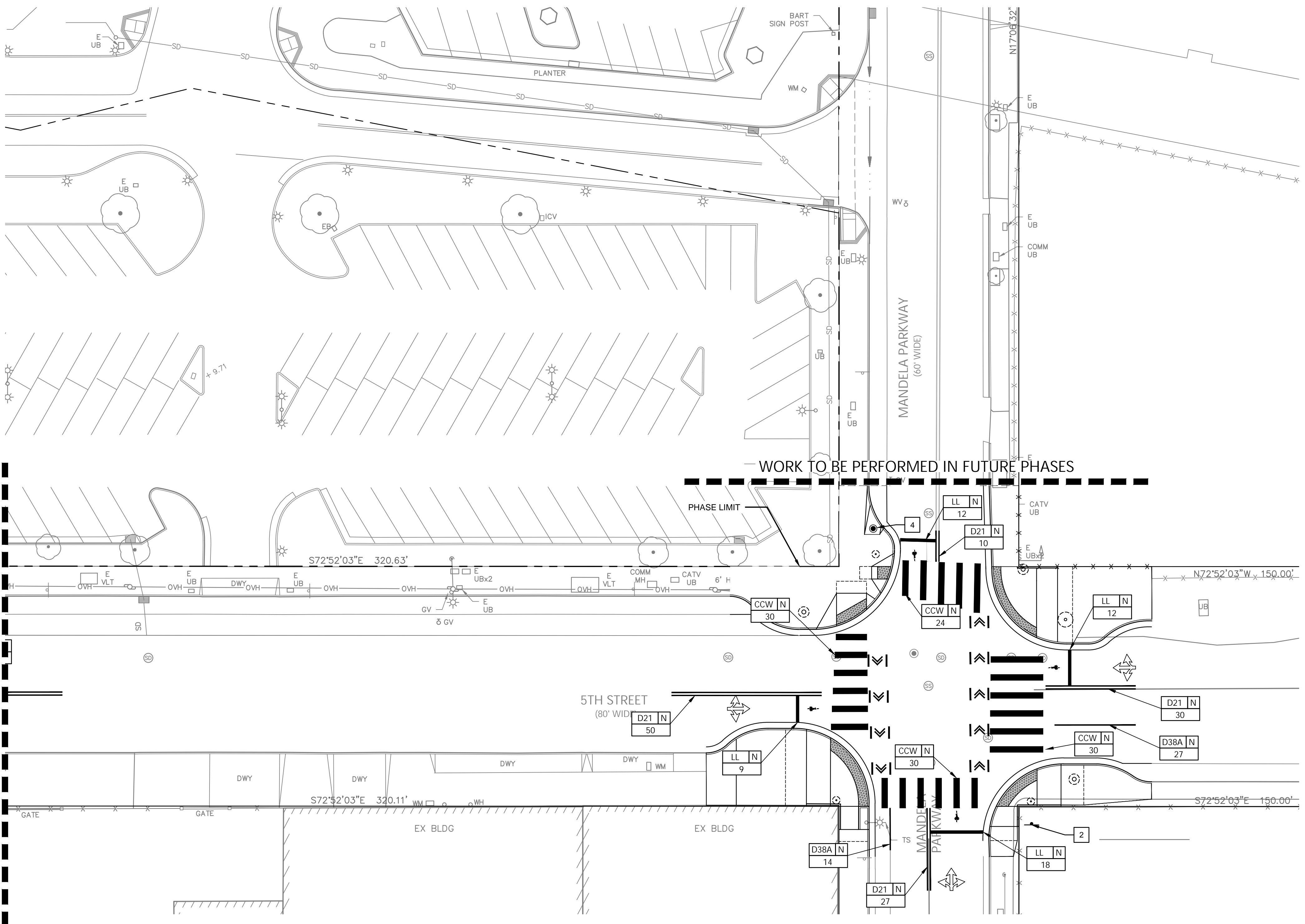
JEFF HINTON  
 C-82093



WEST OAKLAND BART STATION PUBLIC IMPROVEMENT  
 PHASE 1 CONSTRUCTION DOCUMENTS  
 CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

PH-1 SIGNAGE AND STRIPING PLAN

Date: 03/16/2026	Revisions
Scale: AS SHOWN	No.
Design: J.M.	
Drawn: K.T.	
Approved: J.H.	
Job No: C180384	



**PAVEMENT MARKING LEGEND**

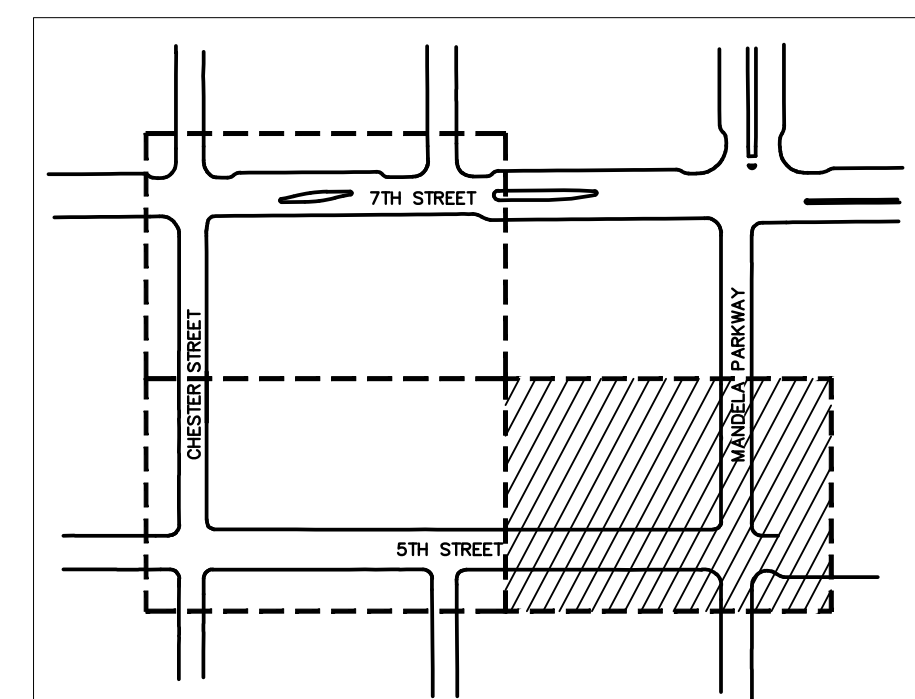
- BICYCLE DETECTOR PAVEMENT MARKING PER DETAIL 2 SHEET C8.5
- PAVEMENT MARKING WORD 'STOP' PER CALTRANS STD PLAN A24D
- BIKE LANE EXTENSION THROUGH INTERSECTION. SEE DETAIL 2 SHEET C8.7
- SHARED LANE EXTENSION THROUGH INTERSECTION. SEE DETAIL 2 SHEET C8.8
- 8 FT TYPE IV TURN ARROW (LEFT AND RIGHT) PER CALTRANS STD PLAN A24A
- 24 FT TYPE II ARROW (LEFT AND RIGHT) PER CALTRANS STD PLAN A24B
- 24 FT TYPE III ARROW (LEFT AND RIGHT) PER CALTRANS STD PLAN A24B

**SIGNING AND STRIPING NOTES**

1. WITHIN THE PROJECT LIMITS REMOVE AND SALVAGE ALL EXISTING SIGNAGE THAT IS IN CONFLICT WITH PROPOSED WORK (REUSE SIGN WHEN POSSIBLE). COORDINATE WITH CITY OF OAKLAND.
2. EXISTING SIGNING AND STRIPING BEYOND PROJECT LIMITS ARE TO REMAIN. IF DAMAGED, CONTRACTOR SHALL RESTORE AT THEIR OWN EXPENSE.
3. ALL TRAFFIC STRIPES, ARROWS, AND PAVEMENT MARKINGS SHALL BE CONSTRUCTED WITH THERMOPLASTIC MATERIAL TO THE SPECIFICATIONS SET FORTH IN SECTION 84 OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS (LATEST EDITION)
4. SIGNING AND STRIPING DETAILS REFER TO THOSE SHOWN IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CALTRANS STANDARD PLANS.
5. ALL EXISTING PAVEMENT MARKINGS WITHIN PROJECT LIMITS TO BE REMOVED.
6. SIGN LOCATIONS TO BE CONFIRMED WITH ENGINEER PRIOR TO INSTALLATION.
7. REFER TO DETAIL 4, SHEET C8.9, AND SHEETS C8.10 AND C8.11 FOR CALTRANS STANDARD DETAILS.

**STRIPING AND CURB MARKING LEGEND**

- STRIPING DETAIL OR CURB MARKING COLOR
  - N = NEW
  - RE = REMAIN
  - RR = REMOVE & REINSTALL
  - X = REMOVE
- LENGTH IN FEET



KEY PLAN  
 NTS

**KEYNOTES**

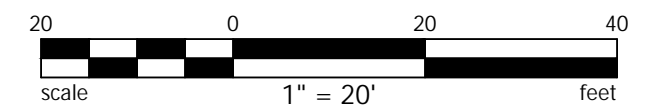
- 1 RELOCATE EXISTING STOP SIGN AND POST
- 2 PROPOSED STOP SIGN (CA MUTCD R1-1) WITH "ALL WAY" PLAQUE (CA MUTCD R1-3P) AND POST - SEE DETAIL 1&2/C8.0
- 3 4" WHITE LINES DIAGONALS AT 3' MAXIMUM O.C.
- 4 'BIKES YIELD TO PEDESTRIANS' PAVEMENT MARKING. SEE DETAIL 1, SHEET C8.5.

**ABBREVIATIONS**

- LL LIMIT LINE - SEE DETAIL 1/C8.6
- CCW CONTINENTAL CROSS WALK - SEE DETAIL 4/C8.11
- 4"WL 4-INCH WHITE LINE
- 8"WL 8-INCH WHITE LINE
- 12"WL 12-INCH WHITE LINE



Know what's below.  
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Plot Date: 16. 2026 at 11:32pm  
 I:\2026\180384\west\_oakland\_bart\_station\_public\_improvements\26\_civil\improvements\05\_WOBAKT\_C4\_ST\_P1.dwg  
 05\_WOBAKT\_C4\_ST\_P1.dwg  
 COPYRIGHT © 2026 BKF ENGINEERS

# WEST OAKLAND BART STATION DEVELOPMENT

## PHASE 2 PX2500023 PERMIT SET – PUBLIC IMPROVEMENT PLANS

CITY OF OAKLAND

ALAMEDA COUNTY

STATE OF CALIFORNIA

### PROJECT DESCRIPTION

MANDELA STATION AT WEST OAKLAND BART IS A TRANSIT-ORIENTED DEVELOPMENT PROJECT ENVISIONED TO CONSIST OF MIXED COMMERCIAL AND RESIDENTIAL USES ("T3 BUILDING", "T1 BUILDING", AND "T4 BUILDING"), PUBLIC FRONTAGE IMPROVEMENTS, ENHANCED PEDESTRIAN AND BICYCLE FACILITIES, AND AN ON-SITE PUBLIC PLAZA. THE FINAL DEVELOPMENT PLAN WAS ENTITLED NOVEMBER 4, 2020 (CASEFILE PLN18490-REV02, PLN18521-REV01). THE PUBLIC STREET IMPROVEMENTS REQUIRED FOR THE DEVELOPMENT PLAN ARE TO BE PERMITTED AND CONSTRUCTED ACCORDING TO THE PHASING PLAN (SHEET C1.2).

### PHASE 2

THIS PX PHASE CONSISTS OF PUBLIC STREET IMPROVEMENTS ALONG 7TH STREET FROM CHESTER STREET, TO MANDELA WAY. IMPROVEMENTS INCLUDE VEHICLE AND PEDESTRIAN ZONE ENHANCEMENT, STREET TREES, BUS STOPS, BUS AND PASSENGER LOADING ZONES, DRAINAGE IMPROVEMENTS, AND CURB RAMPS AT INTERSECTIONS AND MID-BLOCK CROSSINGS.

### GENERAL NOTES

- SOURCE OF TOPOGRAPHY:** EXISTING TOPOGRAPHIC INFORMATION SHOWN IS BASED ON A SURVEY BY BKF ENGINEERS UNDER THE SUPERVISION OF JASON SIMMONS, PLS #9862, PERFORMED IN APRIL OF 2025. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
- UTILITIES:** UNDERGROUND UTILITIES PLOTTED HEREON WERE PLOTTED FROM A COMBINATION OF FIELD SURVEY, OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS. THEREFORE ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZE, HORIZONTAL AND VERTICAL LOCATIONS BY THE OWNER AND/OR CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. NO RESPONSIBILITY IS ASSUMED BY THE ENGINEER FOR THE LOCATION AND CAPACITY OF SAID UTILITIES.
- BOUNDARY:** THE PROPERTY BOUNDARY SHOWN HEREON IS BASED ON FIELD MEASUREMENTS AND RECORD INFORMATION AND IS WITHOUT THE BENEFIT OF A TITLE REPORT.
- BENCHMARK:** THE ELEVATIONS SHOWN HEREON ARE BASED ON A FOUND CITY OF OAKLAND BENCHMARK, DESIGNATION 25/H, BEING A BRONZE DISK STAMPED, "SEC 25 STA H." ELEVATION 10.784 FEET (CITY OF OAKLAND DATUM)
- HORIZONTAL CONTROL:** HORIZONTAL COORDINATES ARE BASED OFF OF CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), EPOCH 2017.00.
- BASIS OF BEARINGS:** THE BEARING NORTH 17°06'32" EAST BETWEEN MONUMENTS ALONG 7TH STREET AT 5TH STREET AND 8TH STREET AS SHOWN ON PARCEL MAP 10662, FILED JULY 25, 2017, IN BOOK 336 OF PARCEL MAPS, AT PAGES 47 AND 48, ALAMEDA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.
- THIS PROJECT IS EXEMPTED FROM STORMWATER TREATMENT REQUIREMENTS DUE TO ENTITLEMENTS ACCEPTANCE IN 2020.

### PROJECT DATA

**DEVELOPER:**  
KEYSTONE DEVELOPMENT GROUP  
1714 FRANKLIN STREET, 100-346  
OAKLAND, CA 94612  
PHONE: (510) 206-9130  
CONTACT: ART MAY

**LANDSCAPE ARCHITECT:**  
PGADDESIGN LANDSCAPE ARCHITECTS  
444 17th STREET  
OAKLAND, CA 94612  
PHONE: (510) 845-7549  
CONTACT: MARK WESSELS

**CIVIL ENGINEER:**  
BKF ENGINEERS  
1646 N. CALIFORNIA BLVD, SUITE 400  
WALNUT CREEK, CA 94596  
PHONE: (925) 940-2200  
CONTACT: ERIC SWANSON

**TRAFFIC ENGINEER:**  
FEHRS & PEERS  
100 PRINGLE AVE  
WALNUT CREEK, CA 94596  
PHONE: (925) 930-7100  
CONTACT: ROB REES

**ASSESSOR PARCEL NO.:** 4-71-3  
4-77-3

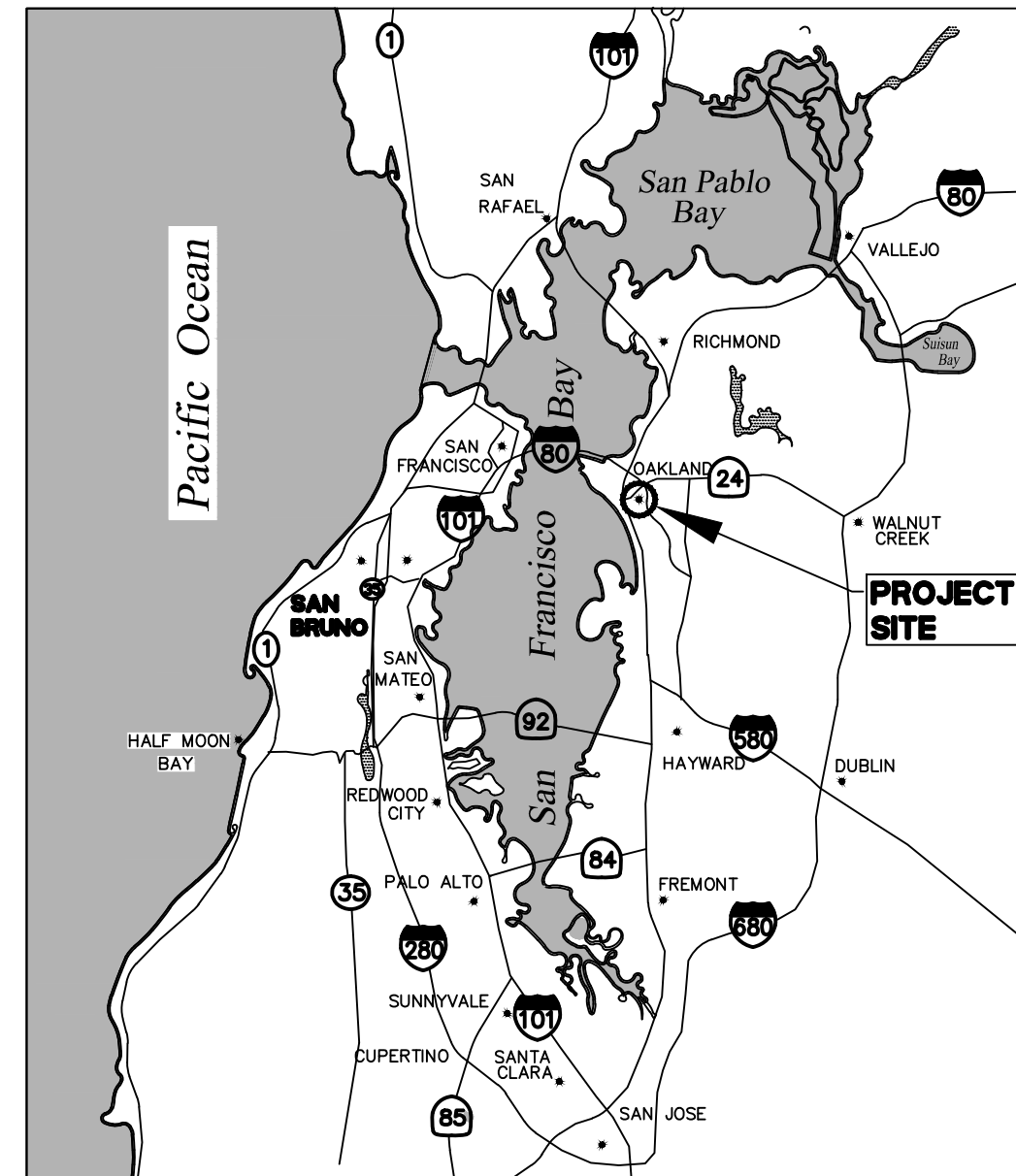
**EXISTING LAND USE:** COMMERCIAL

**PROPOSED LAND USE:** MIXED USE

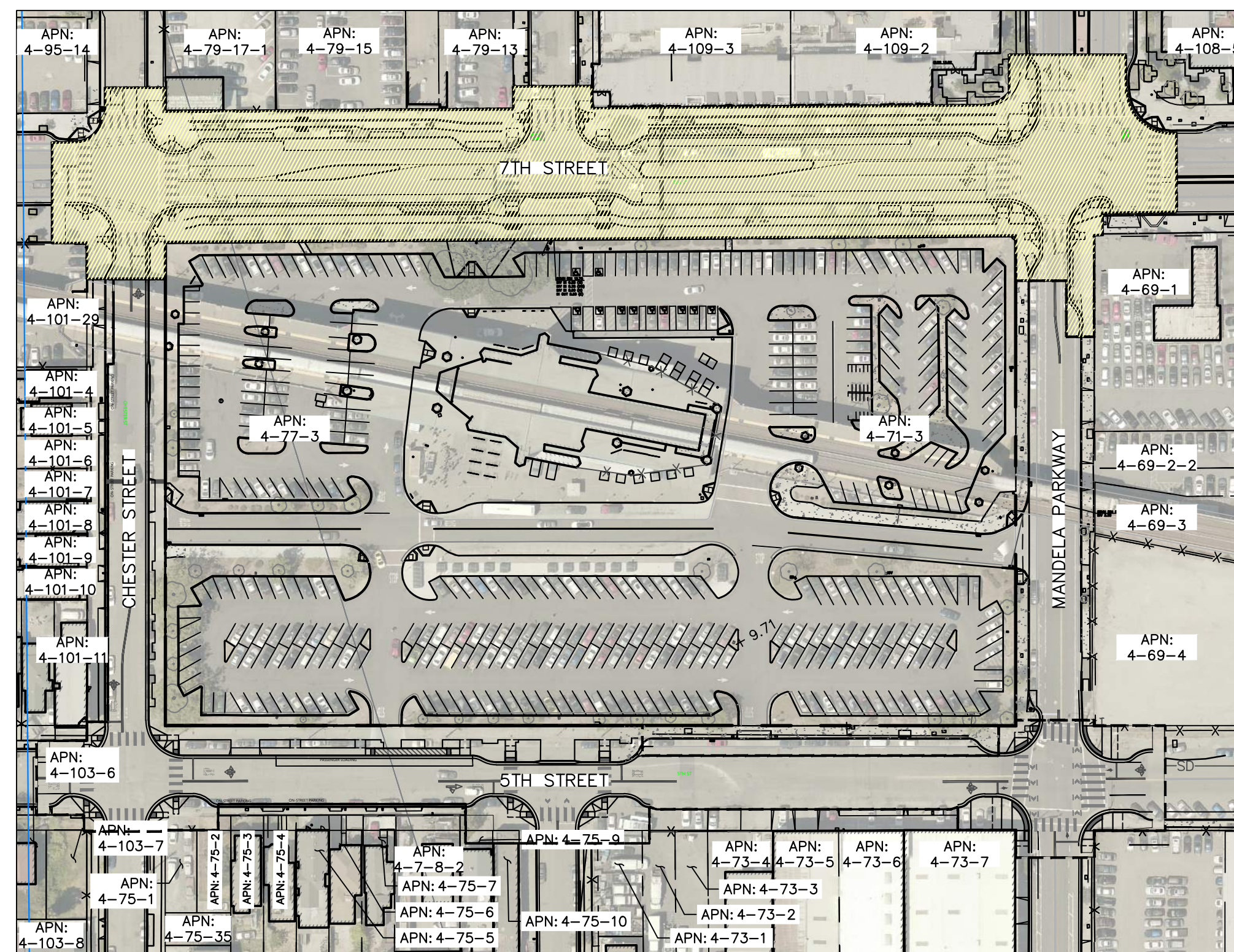
**LAND AREA:** 9.44 ACRES

### UTILITY INFORMATION:

**WATER SUPPLY:** EAST BAY MUNICIPAL UTILITY DISTRICT (EBMUD)  
**FIRE PROTECTION:** CITY OF OAKLAND / EBMUD  
**SEWAGE DISPOSAL:** CITY OF OAKLAND  
**STORM DRAIN:** CITY OF OAKLAND  
**GAS:** PACIFIC GAS & ELECTRIC (PG&E)  
**ELECTRIC:** PACIFIC GAS & ELECTRIC (PG&E)  
**TELEPHONE:** AT&T  
**CABLE TELEVISION:** COMCAST



LOCATION MAP  
NTS



SITE PLAN  
NTS

### ABBREVIATIONS

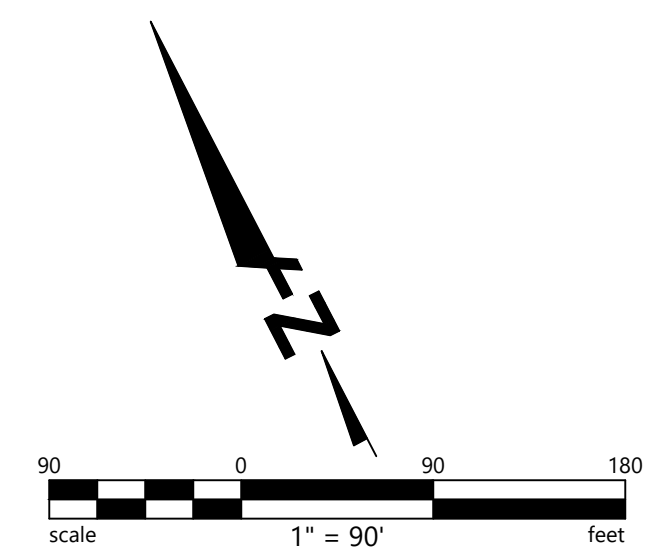
AD	=	AREA DRAIN
B	=	BOLLARD
BFP	=	BACKFLOW PREVENTOR
BR	=	BIKE RACK
BW	=	BACK OF WALK
CLDR	=	CENTERLINE OF DOOR
CMH	=	COMMUNICATION MANHOLE
COL	=	COLUMN
COMM	=	COMMUNICATION
CONC	=	CONCRETE
CTV	=	CABLE TELEVISION
DW	=	DRIVEWAY
E	=	EXISTING
EX	=	EXISTING
EB	=	ELECTRICAL BOX
EMH	=	ELECTRICAL MANHOLE
EP	=	EDGE OF PAVEMENT
EY	=	ELECTRICAL VAULT
FDC	=	FIRE DEPARTMENT CONNECTION
FL	=	FLOWLINE
G	=	GAS LINE
HCR	=	HANDICAP RAMP
IE	=	INVERT ELEVATION
INV	=	INVERT ELEVATION
LF	=	LINEAR FEET
LG	=	LIP OF GUTTER
MB	=	MAIL BOX
MH	=	MANHOLE
NEW	=	NEW
P	=	POST
PKM	=	PARKING METER
PR	=	PROPOSED
SD	=	STORM DRAIN
SDCO	=	STORM DRAIN CLEANOUT
SDDI	=	STORM DRAIN DROP INLET
SDMH	=	STORM DRAIN MANHOLE
SLB	=	STREET LIGHTING BOX
SSCO	=	SANITARY SEWER CLEANOUT
SLP	=	SEE LANDSCAPE PLANS
SSL	=	SIGNALS AND STREET LIGHTING
SSMH	=	SANITARY SEWER MANHOLE
TB	=	TELEPHONE BOX
TC	=	TOP OF CURB
TR	=	TREE
TSB	=	TRAFFIC SIGNAL BOX
TW	=	TOP OF WALL
UB	=	UTILITY BOX
UV	=	UTILITY VAULT
WM	=	WATER METER
WP	=	WATER PIPE

### SHEET INDEX

SHEET NO	SHEET REF	DESCRIPTION
1	C1.0	TITLE SHEET
2	C1.1	GENERAL NOTES
3	C1.2	OVERALL PHASING PLAN
4	C1.3	KEY MAP
5	C2.0	OVERALL EXISTING CONDITIONS PLAN
6	C2.1	PH-2 EXISTING CONDITIONS PLAN
7	C2.2	PH-2 EXISTING CONDITIONS PLAN
8	C3.0	PH-2 DEMOLITION PLAN
9	C3.1	PH-2 DEMOLITION PLAN
10	C4.0	OVERALL SITE PLAN
11	C4.1	TYPICAL SECTIONS
12	C4.2	PH-2 HORIZONTAL CONTROL PLAN
13	C4.3	PH-2 HORIZONTAL CONTROL PLAN
14	C4.4	PH-2 SIGNAGE AND STRIPING PLAN
15	C4.5	PH-2 SIGNAGE AND STRIPING PLAN
16	C5.0	PH-2 OVERALL GRADING PLAN
17	C5.1	PH-2 GRADING PLAN
18	C5.2	PH-2 GRADING PLAN
19	C5.3	PH-2 GRADING DETAILS AND ENLARGEMENTS
20	C5.4	PH-2 GRADING DETAILS AND ENLARGEMENTS
21	C6.0	PH-2 UTILITY PLAN
22	C6.1	PH-2 UTILITY PLAN
23	C7.0	PH-2 PRIVATE LATERAL PROFILES
24	C8.0	CONSTRUCTION DETAILS
25	C8.1	CONSTRUCTION DETAILS
26	C8.2	CONSTRUCTION DETAILS
27	C8.3	CONSTRUCTION DETAILS
28	C8.4	CONSTRUCTION DETAILS
29	C8.5	CONSTRUCTION DETAILS
30	C8.6	CONSTRUCTION DETAILS
31	C8.7	CONSTRUCTION DETAILS
32	C8.8	CONSTRUCTION DETAILS
33	C8.9	CONSTRUCTION DETAILS
34	C8.10	CONSTRUCTION DETAILS
35	C8.11	CONSTRUCTION DETAILS
36	C8.12	CONSTRUCTION DETAILS
37	C8.13	CONSTRUCTION DETAILS
38	C8.14	CONSTRUCTION DETAILS
39	C9.0	OVERALL EROSION CONTROL PLAN
40	C9.1	EROSION CONTROL DETAILS
41	L1.0	PH-2 LANDSCAPE SITE PLAN
42	L2.1	PH-2 LANDSCAPE MATERIALS PLAN 1
43	L2.2	PH-2 LANDSCAPE MATERIALS PLAN 2
44	L2.3	PH-2 LANDSCAPE MATERIALS PLAN 3
45	L3.1	PH-2 LANDSCAPE LAYOUT PLAN 1
46	L3.2	PH-2 LANDSCAPE LAYOUT PLAN 2
47	L3.3	PH-2 LANDSCAPE LAYOUT PLAN 3
48	L4.0	PH-2 LANDSCAPE PLANTING SCHEDULE AND NOTES
49	L4.1	PH-2 LANDSCAPE PLANTING PLAN 1
50	L4.2	PH-2 LANDSCAPE PLANTING PLAN 2
51	L4.3	PH-2 LANDSCAPE PLANTING PLAN 3
52	L5.1	PH-2 LANDSCAPE DETAILS – PAVING
53	L5.2	PH-2 LANDSCAPE DETAILS – PAVING
54	L5.3	PH-2 LANDSCAPE DETAILS – FURNISHINGS
55	L5.4	PH-2 LANDSCAPE DETAILS – PLANTING
56	L6.0	PH-2 LANDSCAPE SCORING PLAN ENLARGEMENT
57	L6.0	PH-2 LANDSCAPE SCORING PLAN ENLARGEMENT
58-68	L7.1-L7.11	SPECIFICATIONS
69	I1.1	PH-2 IRRIGATION PLAN 1
70	I1.2	PH-2 IRRIGATION PLAN 2
71	I1.3	PH-2 IRRIGATION PLAN 3
72	I2.0	PH-2 IRRIGATION DETAILS
73	LT-01	GENERAL NOTES AND LEGEND – PHASE 2
74	LT-02	LIGHTING PLAN – PHASE 2
75	LT-03	LIGHTING PLAN – PHASE 2
76	ED-1	STANDALONE ROADWAY STREETLIGHT POLE DETAIL
77	ED-2	PEDESTRIAN STREET LIGHT POLE DETAIL
78	TS-01	GENERAL NOTES AND LEGEND – PHASE 2
79	TS-02	GENERAL NOTES AND LEGEND – PHASE 2
80	TS-03	SIGNAL PLAN – PHASE 2
81	TS-04	SIGNAL PLAN – PHASE 2
82	LT-05	SIGNAL PLAN – PHASE 2
83	LT-06	SIGNAL PLAN – PHASE 2

### LEGEND

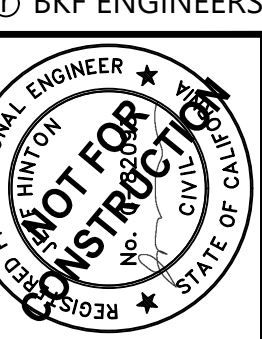
EXISTING	PROPOSED	DESCRIPTION
---	---	PROJECT BOUNDARY
---	---	RIGHT OF WAY
---	---	CURB AND GUTTER
---	---	CONTOUR LINE
---	---	LIMIT OF WORK
---	---	SAWCUT
---	---	STORM DRAIN LINE
---	---	SANITARY SEWER LINE
---	---	FIRE WATER LINE
---	---	DOMESTIC WATER LINE
---	---	UNKNOWN UTILITY LINE
---	---	ELECTRICAL LINE
---	---	GAS LINE
---	---	GRATE INLET
---	---	SSMH
---	---	SDMH
---	---	WATER VALVE
---	---	FIRE HYDRANT
---	---	FDC
---	---	RPBFP
---	---	PARKING LIGHT
---	---	DCCA
---	---	SANITARY SEWER CLEANOUT
---	---	POWER POLE
---	---	WATER METER
---	---	WATER VALVE
---	---	STREET LIGHT
---	---	CATV BOX
---	---	SPOT GRADE
---	---	SIGN
---	---	SIGN WITH PUSH BUTTON
---	---	SHRUB
---	---	TREE
---	---	CONCRETE PAVEMENT



### ENGINEER'S STATEMENT

THESE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

\_\_\_\_\_  
REGISTERED ENGINEER  
DATE: 03/13/2026



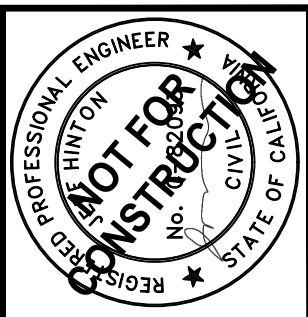
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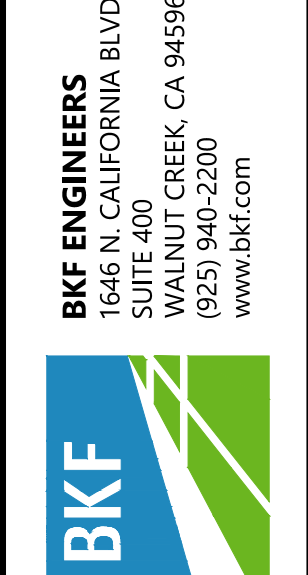
WEST OAKLAND BART STATION PUBLIC IMPROVEMENT  
PHASE 1 CONSTRUCTION DOCUMENTS  
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA  
TITLE SHEET

Date: 03/23/2026	Scale: AS SHOWN	Design: J.M.	Drawn: K.T.	Approved: J.H.	Job No: C180384
Revisions:	No.				
Drawing Number:	C1.0				
	1 OF 60				



JEFF HINTON  
C-82093

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**WEST OAKLAND BART STATION PUBLIC IMPROVEMENT**  
PHASE 1 CONSTRUCTION DOCUMENTS  
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA  
**OVERALL SITE PLAN**

Date:	03/16/2026
Scale:	AS SHOWN
Design:	J.M.
Drawn:	K.T.
Approved:	J.H.
Job No.:	C80384
Drawing Number:	C4.0
Revisions:	
No.	

**LEGEND:**

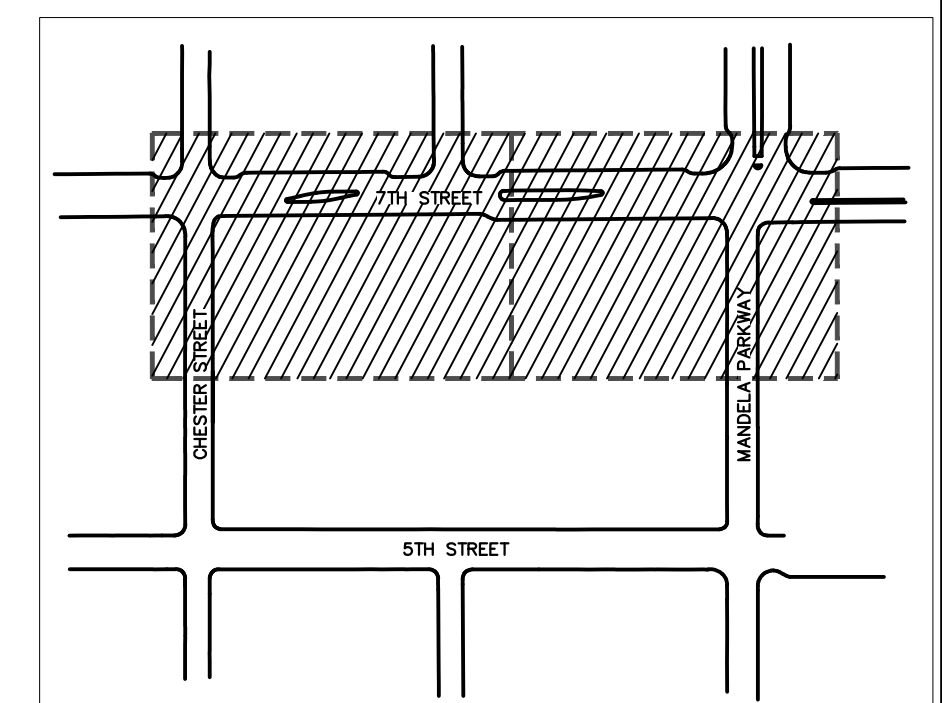
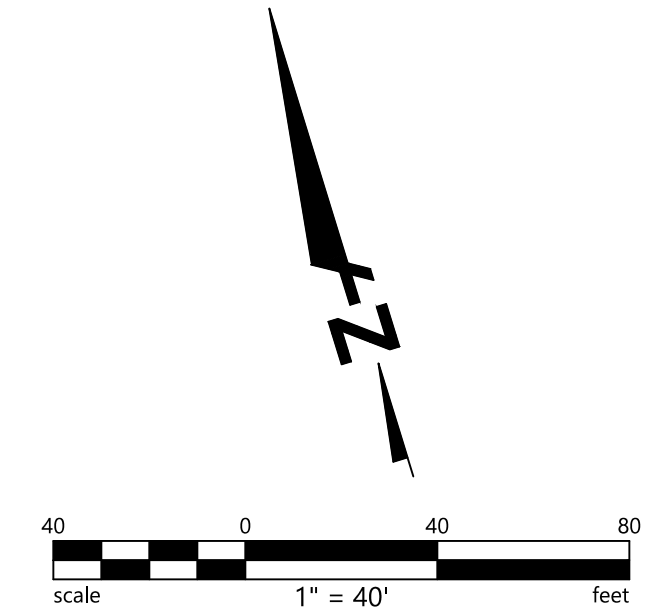
- PHASE LINE
- BOUNDARY LINE
- BACK OF WALK
- SAWCUT LINE
- EX FENCE
- PR FENCE
- EX EASEMENT
- SIDEWALK - SEE LANDSCAPE PLANS
- INTEGRAL COLOR CONCRETE, SEE LANDSCAPE PLANS
- HMA-A MILL & FILL - SEE DETAIL 1, SHEET C8.4
- AC PAVEMENT
- UNIT PAVERS (PEDESTRIAN) - SEE LANDSCAPE PLANS
- UNIT PAVERS (VEHICULAR) - SEE LANDSCAPE PLANS
- VEHICULAR CONCRETE - SEE DETAIL 5, SHEET C8.13
- LANDSCAPE AREA
- CURVE CALLOUTS
- PROPOSED STREETLIGHT/SIGNAL POLES, SEE SIGNAL AND LIGHTING PLANS

**HORIZONTAL CONTROL NOTES:**

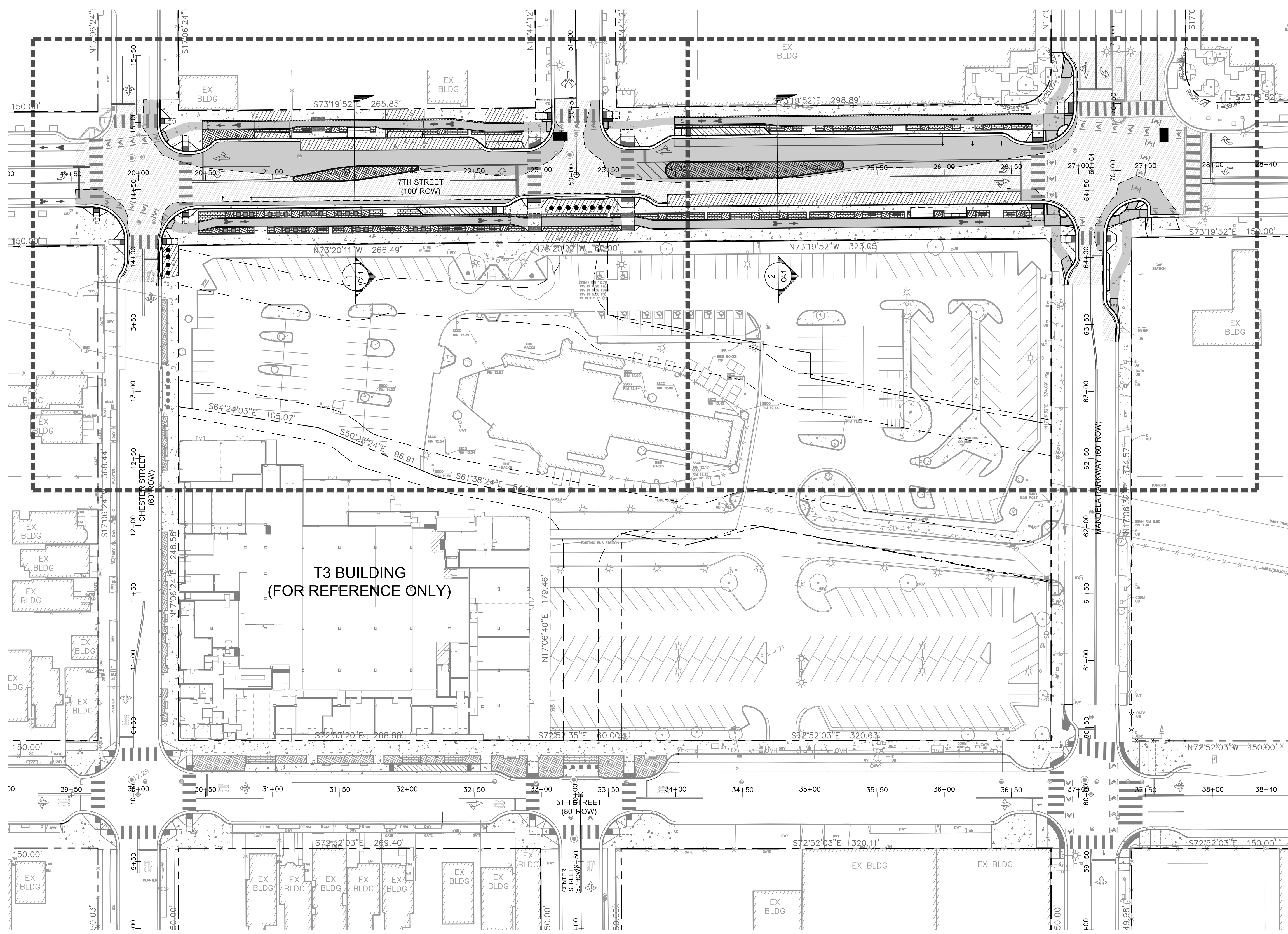
1. ALL DIMENSIONS ON PLANS ARE IN FEET OR DECIMALS THEREOF UNLESS SPECIFICALLY CALLED OUT AS FEET AND INCHES.
2. CURBS SHOWN ON PLAN ARE TO BE A 6" VERTICAL CURB UNLESS OTHERWISE NOTED.
3. COLOR AND FINISH OF CONCRETE TO BE SPECIFIED BY LANDSCAPE ARCHITECT.
4. SEE LANDSCAPE PLANS FOR ALL SIDEWALK FINISHES, COLORATION, AND SCORING PATTERN
5. SEE SIGNING AND STRIPING PLAN SHEET C4.6-C4.7 FOR STRIPING DETAIL.

**INTERSECTION EQUATIONS:**

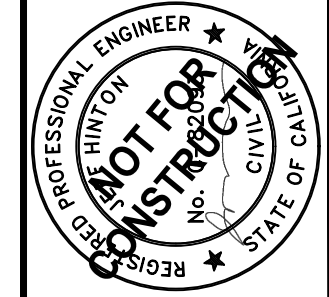
- 1 10+00 CHESTER STREET = 30+00 5TH STREET
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- 5 50+00 CENTER STREET = 23+26 7TH STREET
- 6 60+00 MANDELA PARKWAY = 37+10 5TH STREET



**KEY PLAN**  
NTS



Know what's below.  
Call before you dig.



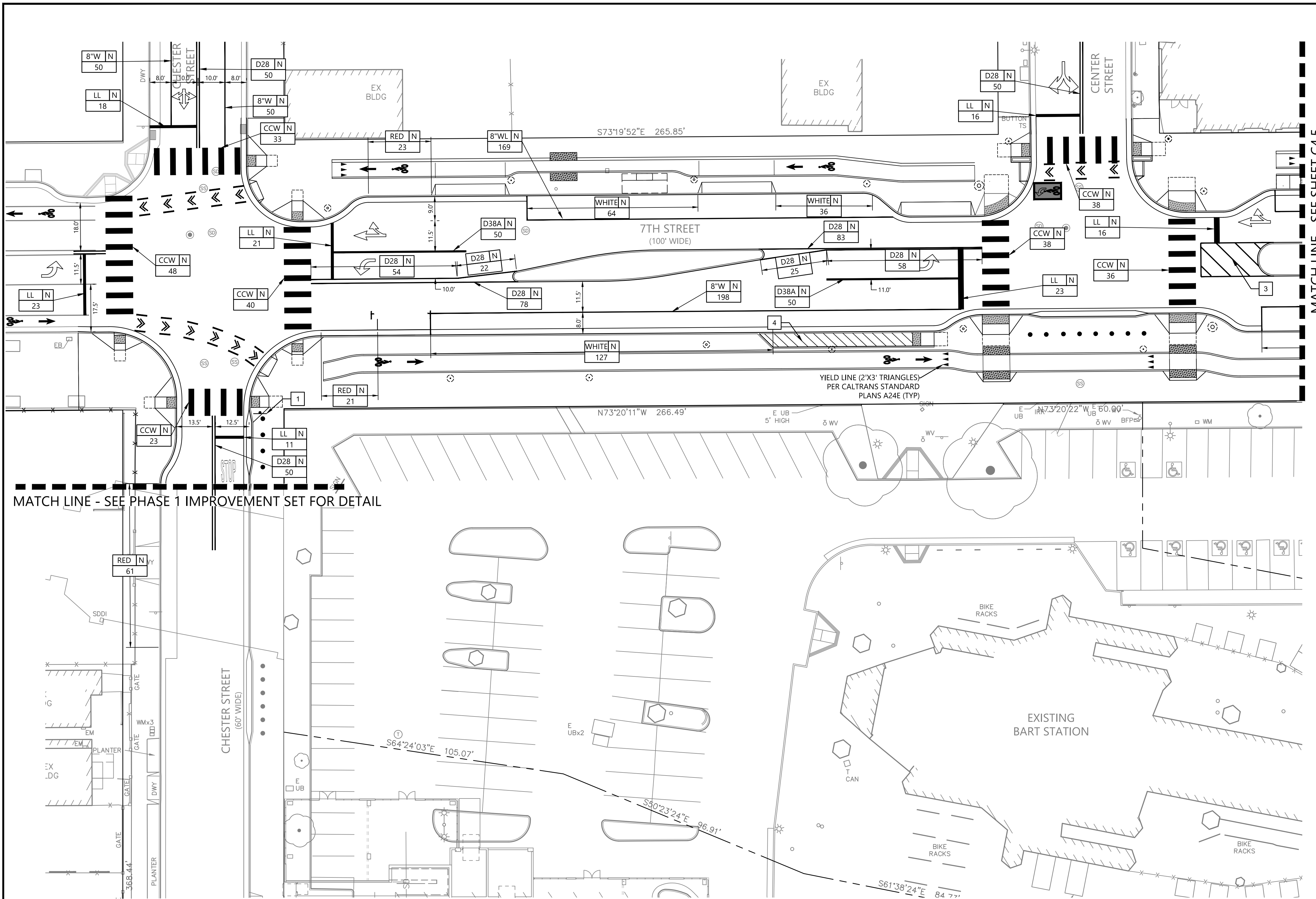
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SUITE 400  
WALNUT CREEK, CA 94596  
(925) 940-2200  
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**WEST OAKLAND BART STATION PUBLIC IMPROVEMENT**  
PHASE 1 CONSTRUCTION DOCUMENTS  
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

Revisions	No.	Date	By	Checked
		03/23/2026	AS SHOWN	
			J.M.	
			K.T.	
			J.H.	

Drawing Number: **C4.4**  
14 OF 60



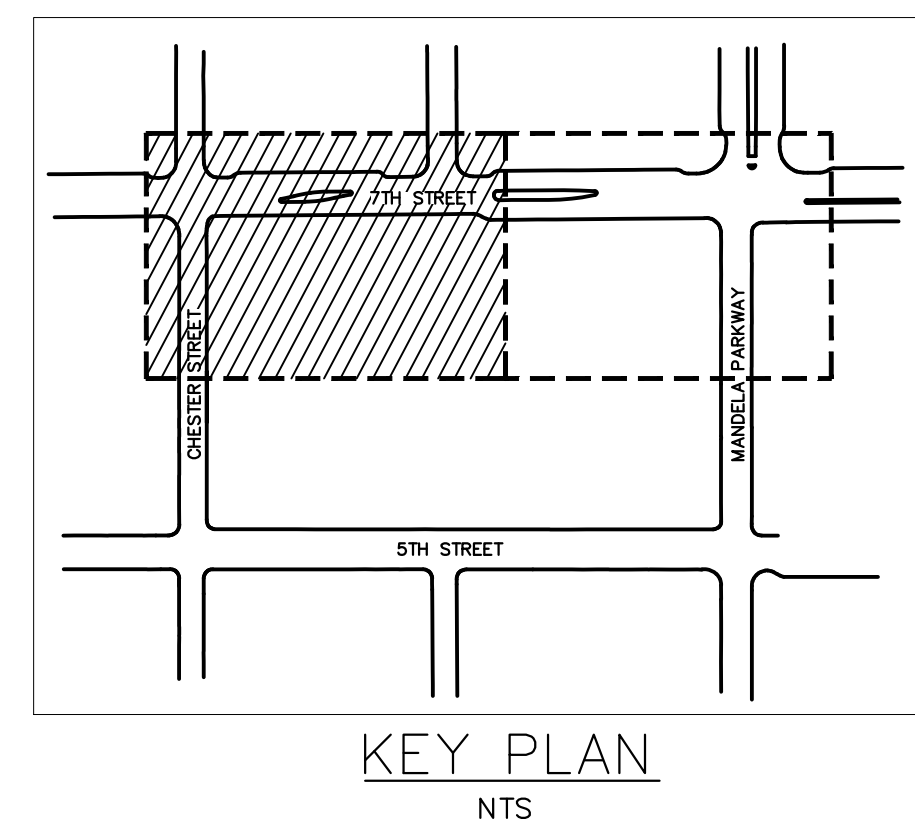
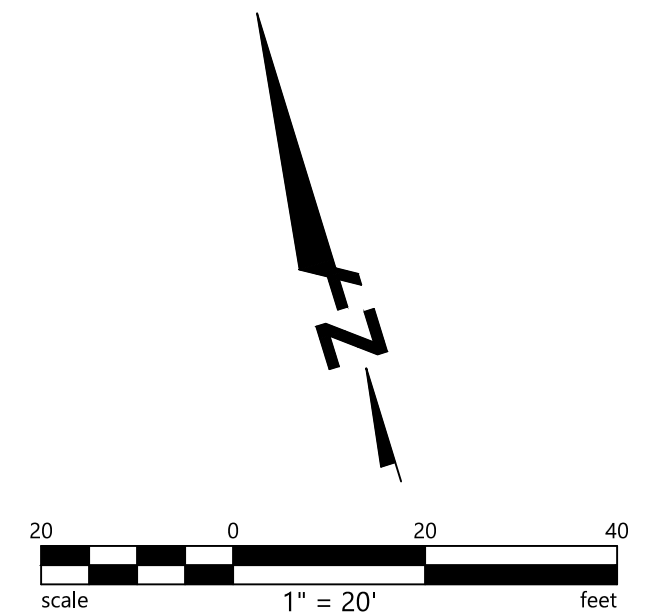
- PAVEMENT MARKING LEGEND**
- BIKE LANE SYMBOL, AND 6FT ARROW PER DETAIL 3 SHEET C8.4
  - PAVEMENT MARKING WORD 'STOP', 'BUS', 'ONLY' PER CALTRANS STD PLAN A24D/E
  - BIKE LANE EXTENSION THROUGH INTERSECTION. SEE DETAIL 2 SHEET C8.7
  - 8 FT TYPE IV TURN ARROW (LEFT AND RIGHT) PER CALTRANS STD PLAN A24A
  - 24 FT TYPE II ARROW (LEFT AND RIGHT) PER CALTRANS STD PLAN A24B
  - 24 FT TYPE III ARROW (LEFT AND RIGHT) PER CALTRANS STD PLAN A24B

- SIGNING AND STRIPING NOTES**
- WITHIN THE PROJECT LIMITS REMOVE AND SALVAGE ALL EXISTING SIGNAGE THAT IS IN CONFLICT WITH PROPOSED WORK (REUSE SIGN WHEN POSSIBLE). COORDINATE WITH CITY OF OAKLAND.
  - EXISTING SIGNING AND STRIPING BEYOND PROJECT LIMITS ARE TO REMAIN. IF DAMAGED, CONTRACTOR SHALL RESTORE AT THEIR OWN EXPENSE.
  - ALL TRAFFIC STRIPES, ARROWS, AND PAVEMENT MARKINGS SHALL BE CONSTRUCTED WITH THERMOPLASTIC MATERIAL TO THE SPECIFICATIONS SET FORTH IN SECTION 84 OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS (LATEST EDITION)
  - SIGNING AND STRIPING DETAILS REFER TO THOSE SHOWN IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CALTRANS STANDARD PLANS.
  - ALL EXISTING PAVEMENT MARKINGS WITHIN PROJECT LIMITS TO BE REMOVED.
  - SIGN LOCATIONS TO BE CONFIRMED WITH ENGINEER PRIOR TO INSTALLATION.
  - REFER TO SHEET C9.2 - C9.4 FOR CALTRANS STANDARD DETAILS.

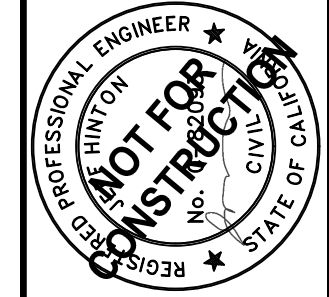
- STRIPING AND CURB MARKING LEGEND**
- STRIPING DETAIL OR CURB MARKING COLOR
- N = NEW
  - RE = REMAIN
  - RR = REMOVE & REINSTALL
  - X = REMOVE
- LENGTH IN FEET
- 

- KEYNOTES**
- RELOCATE EXISTING STOP SIGN AND POST
  - PROPOSED STOP SIGN (CA MUTCD R1-1) WITH "ALL WAY" PLAQUE (CA MUTCD R1-3P) AND POST - SEE DETAIL 1&2/C8.0
  - 4" YELLOW LINES DIAGONALS AT 10" MAXIMUM O.C.
  - 4" WHITE LINES DIAGONALS AT 3" MAXIMUM O.C.
  - PARKING STALL TEE - SEE DETAIL 1/C8.6
  - INSTALL "NO RIGHT ON RED" SIGN (CA MYTCD R10-11) AND POST - SEE DETAIL 1&2/C8.0

- ABBREVIATIONS**
- LL LIMIT LINE - SEE DETAIL 2/C8.6
  - CCW CONTINENTAL CROSS WALK - SEE DETAIL 4/C8.11
  - 4"WL 4-INCH WHITE LINE
  - 8"WL 8-INCH WHITE LINE
  - 12"WL 12-INCH WHITE LINE



PH1.dwg 23, 2026 at 2:14pm \\BKF-WC\Users\2018108086\West\_Oakland\_BART\_TOD\_Survey\GIS\Sheets\21\_Office\_Improvement\Phase 2\05\_WOBART\_OI\_ST\_P12.dwg



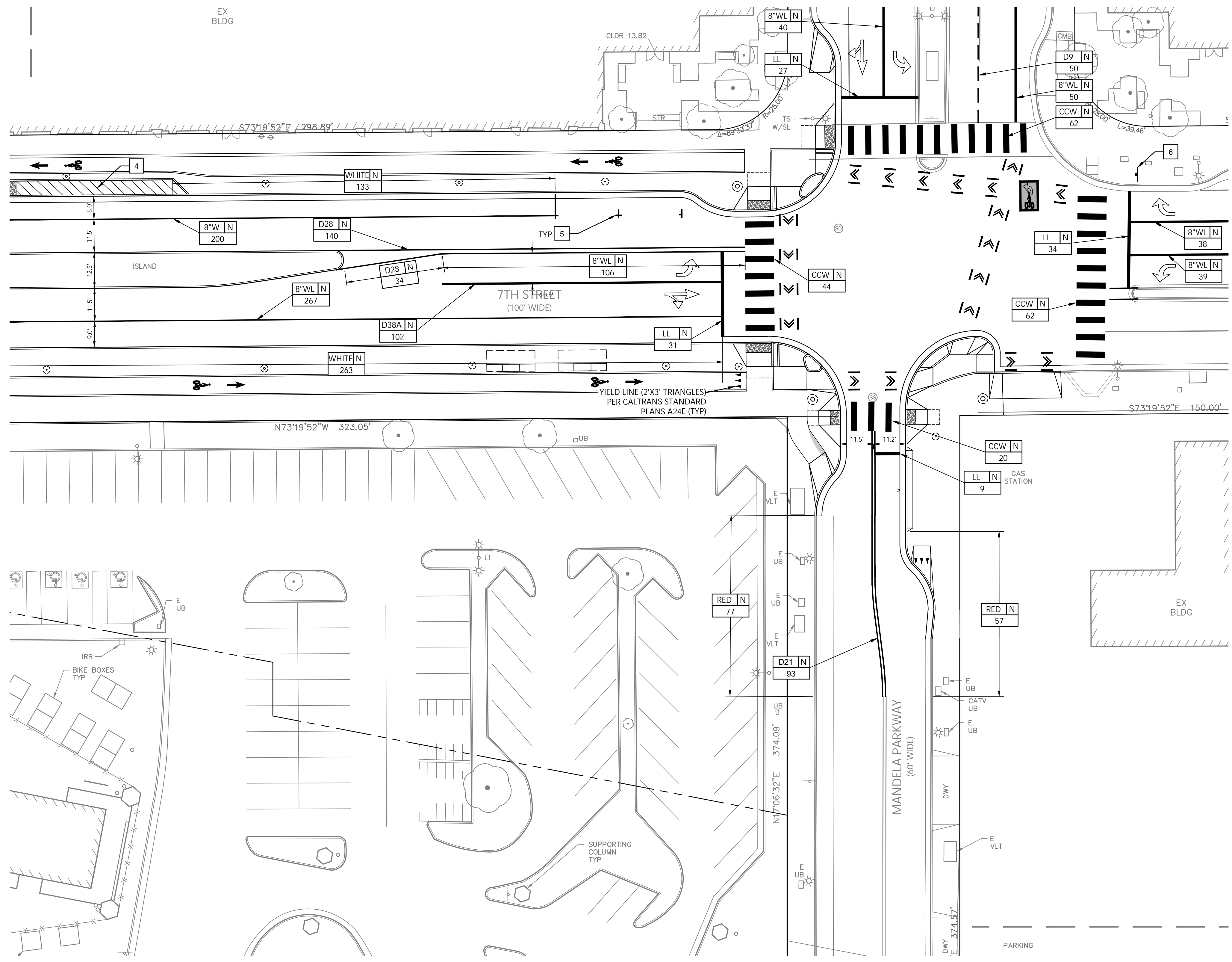
BKF ENGINEERS  
1646 N. CALIFORNIA BLVD.  
SUITE 400  
WALNUT CREEK, CA 94596  
(925) 940-2200  
WWW.BKF.COM

JEFF HINTON  
C-82093



WEST OAKLAND BART STATION PUBLIC IMPROVEMENT  
PHASE 1 CONSTRUCTION DOCUMENTS  
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

PH-2 SIGNAGE AND STRIPING PLAN



**PAVEMENT MARKING LEGEND**

- BIKE LANE SYMBOL, AND 6FT ARROW PER DETAIL 3 SHEET C8.4
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- D38 N 103

**KEYNOTES**

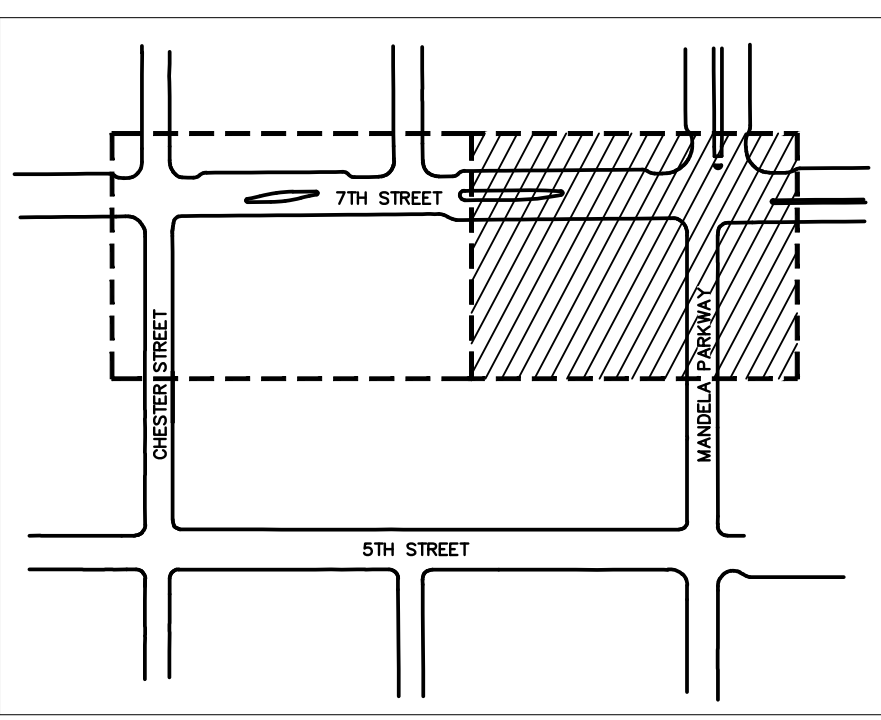
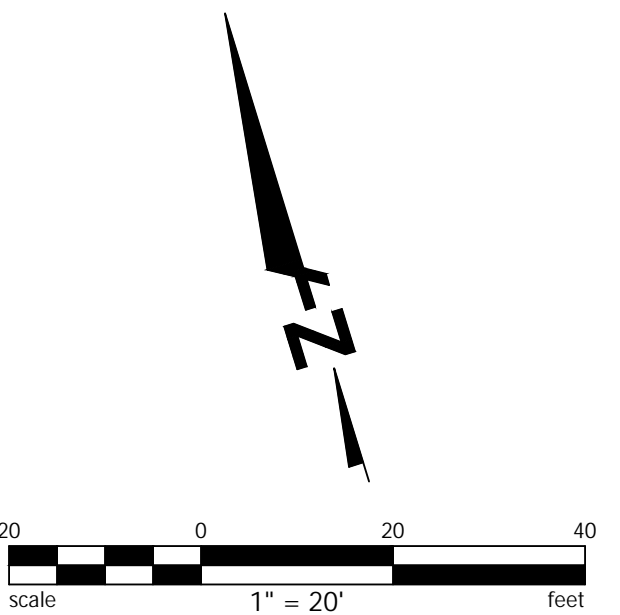
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Know what's below.  
Call before you dig.



KEY PLAN  
NTS

Revisions	No.	Date	Scale	Design	Drawn	Approved	Job No.
		03/23/2026	AS SHOWN	J.M.	K.T.	J.H.	C80384

Plot Date: 2/20/2026 at 2:12pm K:\2018\B0384\_West\_Oakland\_Bart\_Station\_Public\_Improvement\Phase 206\_Workset\01\_ST\_Pkg.dwg  
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 COPYRIGHT © 2026 BKF ENGINEERS

## Examples of BART Transit-Oriented Development (TOD)

### Millbrae



Before



After

### San Leandro

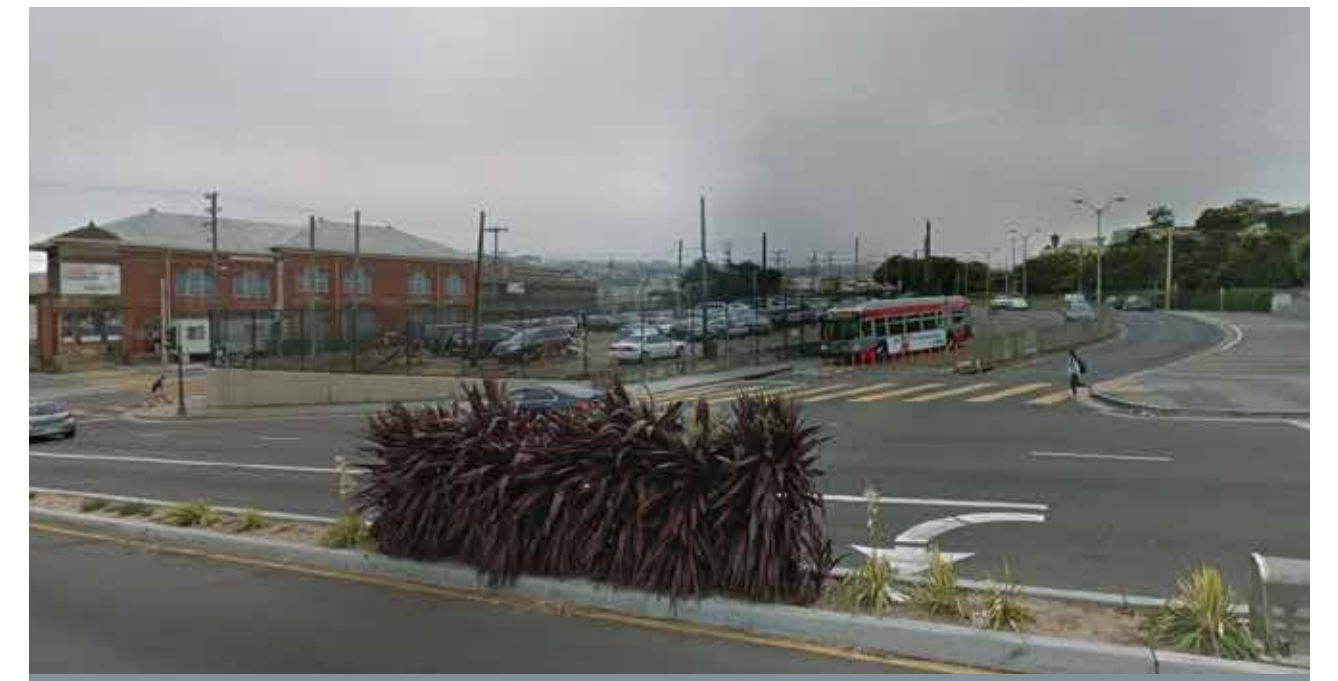


Before



After

### Balboa Park



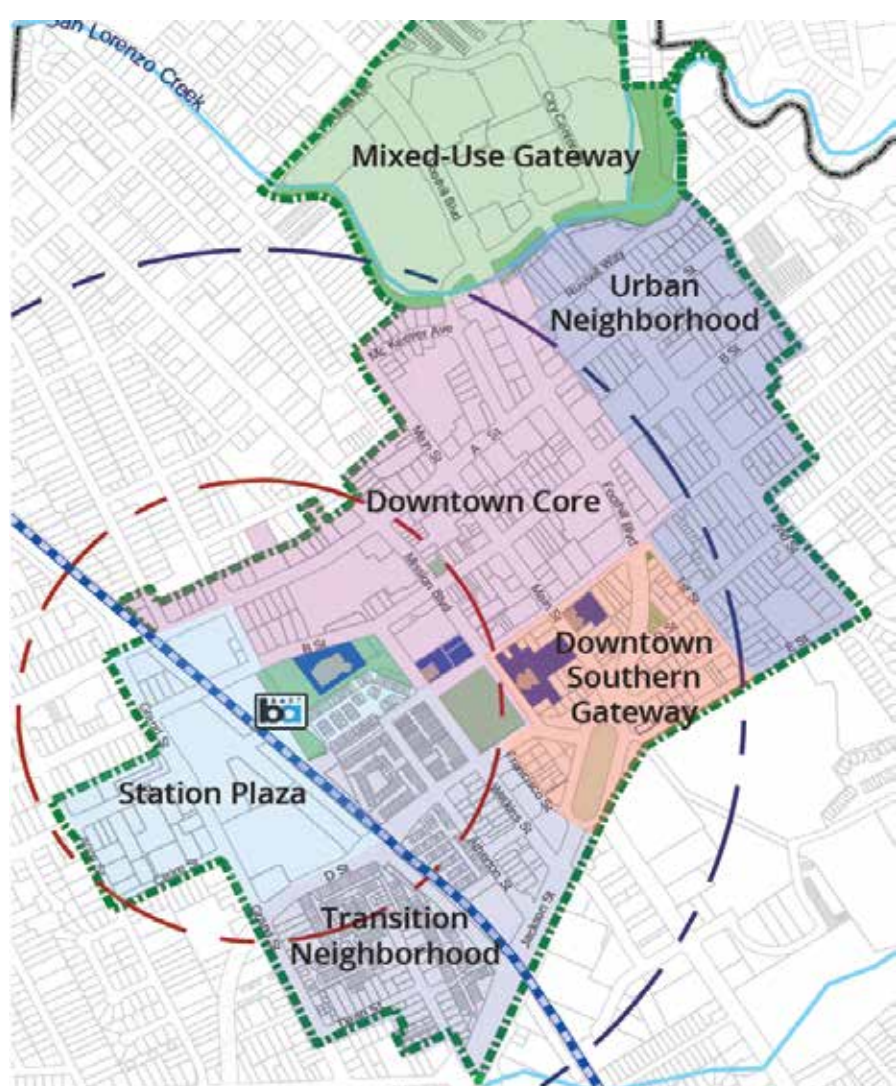
Before



After

## Key Information for Hayward Station TOD

### Where will it be located?



Land Use Plan from 2019 Hayward Downtown Specific Plan



Developable Land  
BART-owned Land

### What could be built here?

The Hayward Downtown Specific Plan, adopted by the City of Hayward in 2019, envisions the BART station area as a dense, transit-oriented urban center that provides new jobs and housing opportunities within walking distance of bus and rail transit. Future development on BART-owned parcels will be shaped by City zoning regulations as well as state law (AB 2923 and SB 79).

Description	Minimum	Maximum
Homes per acre	40*	210*
Building height (stories)	N/A	11, with some setbacks required
Floor area ratio (FAR)	1.5	N/A
Bike parking (secure covered spaces)	1 per home**	N/A
Car parking spaces per...		
Home	No minimum**	0.5 spaces**
1,000 sqft of office	No minimum**	1.6 spaces**

\* with the General Plan Updates (scheduled for mid-late 2026)

\*\* per State law (AB2923 and AB2097)

### How and when will it happen?



# Ideas for Hayward-Specific Objectives



## Six goals guide BART's TOD work.

### Tell us what these should mean for the development at Hayward Station

- There are 18 draft objectives supporting the 6 goals across 3 poster boards
- Your task: Choose up to 3 priority objectives by placing a dot under the left column
- Extra credit: Add comments or suggestions using Post-Its



### GOAL: Complete Communities

Partner with the City to ensure BART contributes to neighborhood vitality, creating places offering a mix of uses and incomes.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Create a place that provides a vibrant and positive first impression of Downtown Hayward for residents, visitors, and employees arriving via transit, as envisioned in Hayward's Downtown Specific Plan.	
	Create clear visual and physical connections between the BART station, nearby neighborhoods, and Downtown Hayward shops and services.	
	Encourage placemaking and/or active ground floor uses, especially uses that complement and leverage the surrounding Downtown context.	

### GOAL: Affordability

Serve households of all income levels by linking housing affordability with access to opportunity.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Provide housing at a range of affordability levels to meet the needs of diverse community members, consistent with the affordability goals of the City of Hayward's Housing Element, Downtown Specific Plan, and Inclusionary Housing Policy.	
	Require at least 20% of homes on the site to be affordable for low-income and very low-income households, supporting BART's goal of building 35% affordable housing systemwide.	

Your input will help shape Hayward Station's TOD

# Ideas for Hayward-Specific Objectives



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### GOAL: Transportation Choice

Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property through enhanced walkability and bikeability and seamless transit connectivity.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	<p>Increase the share of BART riders who walk, bike, or take transit to BART through access improvements that offer safe, viable non-car choices to BART riders.</p>	
	<p>Enable new TOD residents to reduce their reliance on cars by implementing robust transportation demand management measures.</p>	
	<p>Strengthen the station's role as a transportation hub by enhancing access and connectivity for bus and BART riders, pedestrians, and bicyclists.</p>	
	<p>Enhance an accessible east-west connection between the western TOD parcels (west of the Union Pacific Railroad tracks) and the BART station entrance.</p>	
	<p>Support any future City-led off-site parking management strategy for the surrounding neighborhood.</p>	
	<p>Consider transportation improvements in the area and policies identified in the Downtown Specific Plan when designing the site for TOD.</p>	

Your input will help shape Hayward Station's TOD

# Ideas for Hayward-Specific Objectives



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### GOAL: Sustainable Communities Strategy

Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Align with the vision of Downtown Hayward as a dense, transit-oriented center with jobs and housing within walking distance of bus and BART.	
	Deliver dense mid-rise housing of 5 or more stories along with community-serving uses at Hayward Station to reduce the need for TOD residents to drive for daily needs.	
	Incorporate green and sustainable design to minimize vehicle and building-related greenhouse gas emissions.	

### GOAL: Ridership

Increase BART ridership, particularly in locations and times when the system has capacity to grow.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Attract riders from Downtown Hayward and beyond by improving the station area and making it easier to walk, bike, and take transit to and from BART.	
	Increase BART ridership by building dense housing and using transportation demand management measures that encourage transit, walking, and biking for residents, workers, and visitors.	

Your input will help shape Hayward Station's TOD

# Ideas for Hayward-Specific Objectives



## Six goals guide BART's TOD work.

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### GOAL: Financial Sustainability

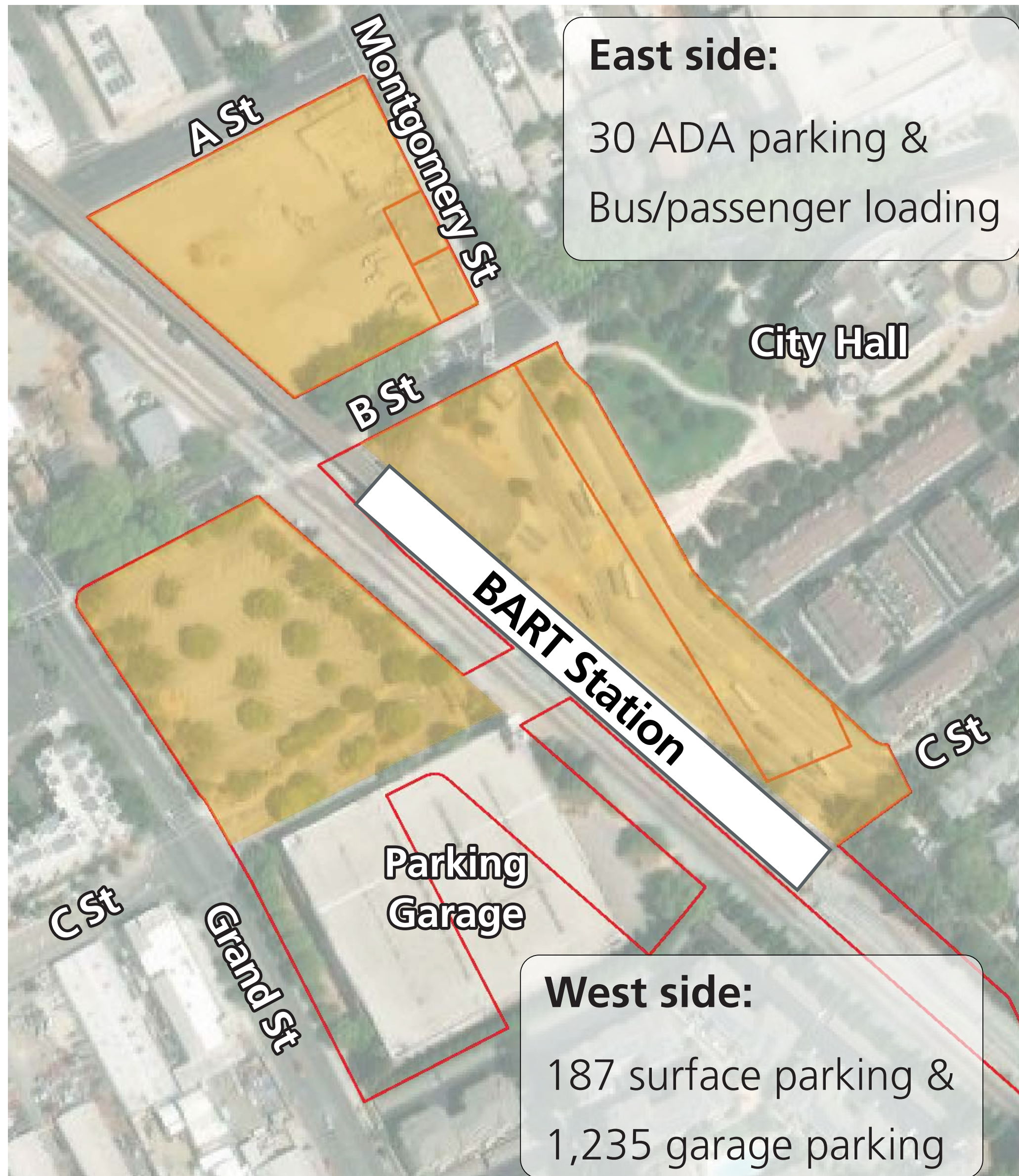
Enhance the stability of the City's and BART's financial base by capturing the value of transit and reinvesting the program to maximize TOD goals.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Encourage residential development at the maximum density allowed in the General Plan, including affordable and market rate housing, and attract a wide spectrum of people to live Downtown, as provided in Downtown Specific Plan Policy H1.	
	Build a project that can start soon and help pay for BART's operating costs.	
	Secure outside funding for TOD-related improvements to the Hayward BART station area.	
	Work with bus and shuttle services to see if bus areas can be changed to make more space for new buildings on BART land.	

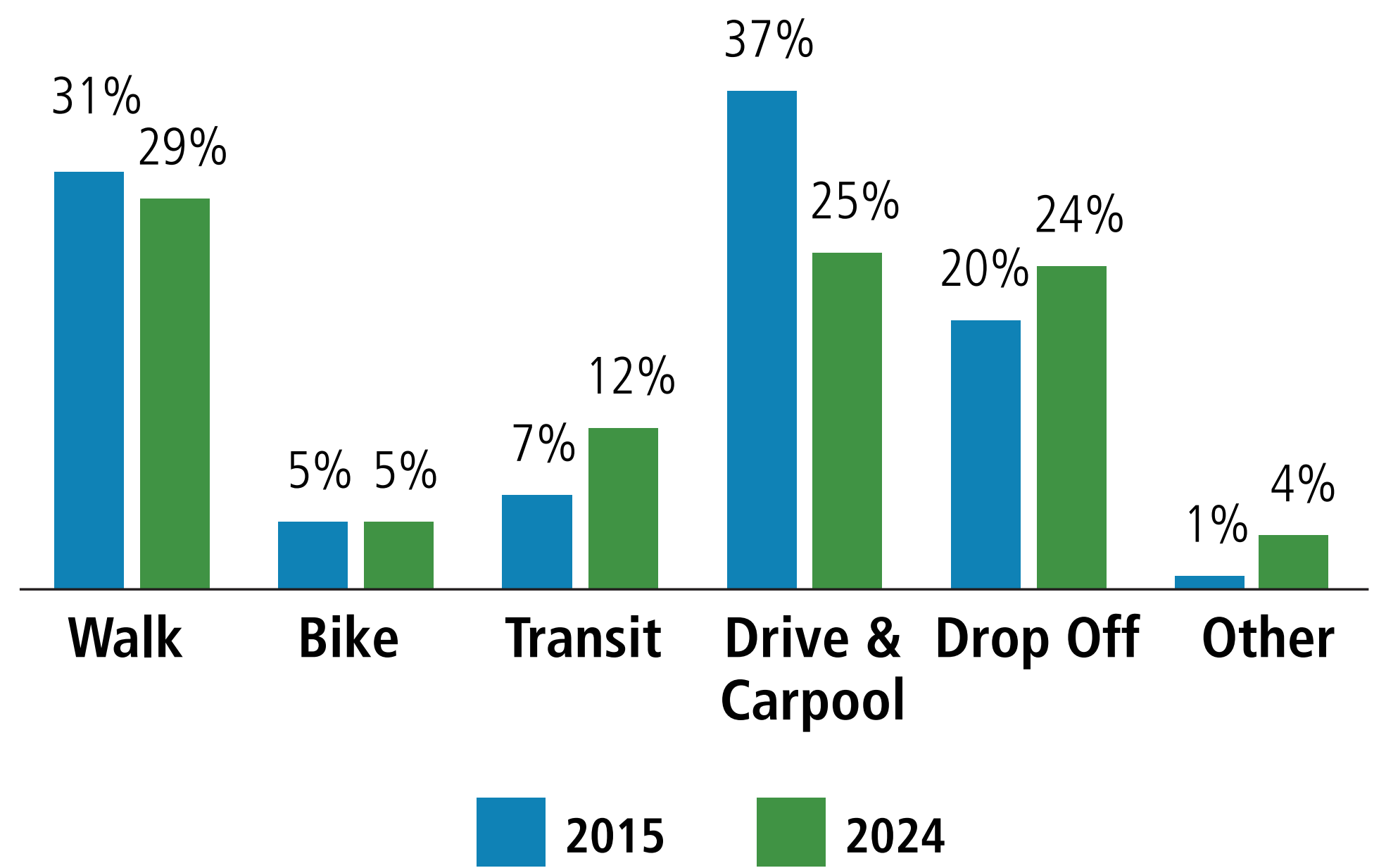
# Station Access & Transportation



## Existing Parking & Loading



## Hayward BART Rider Travel Mode to Station from Home



Source: BART Station Profile Survey 2015 and 2024

## Hayward BART Ridership and Parking (Average Weekday)

Year	BART Ridership	Parking Occupancy	Notes
2019	~5,000	over 90%	Pre-pandemic
2025	~2,500	20-35%	Fall 2025

### Scan here for more:

- Sign up for project emails
- View these boards digitally
- Fill out survey (closes May. 15, 2026)



## Related Planned Projects

### East Bay Greenway Multimodal -Hayward Segment Project (EBGWMM)

A regional trail project (led by Alameda County Transportation Commission) that will create a path for walking and biking from Oakland to Hayward, following the BART line. To enable faster construction, the first phase of this project will be built along existing streets. The project is currently in the environmental study phase.

### Safe Streets Downtown

A City of Hayward initiative to make downtown streets ("the Loop") safer, easier to use, and more welcoming for the community.

### Implementation of Hayward Downtown and BART Station Area Parking Management Plan (2018)

Consistent with the Downtown Parking Management Plan and Downtown Specific Plan, the City will update parking rules in downtown. It will also evaluate opportunities to designate some streets for buses and transit only.

### City's Station Access and Parking Plans

Planning projects funded by MTC to improve how people get to Hayward BART Station and to update parking plans for both Hayward and South Hayward stations.

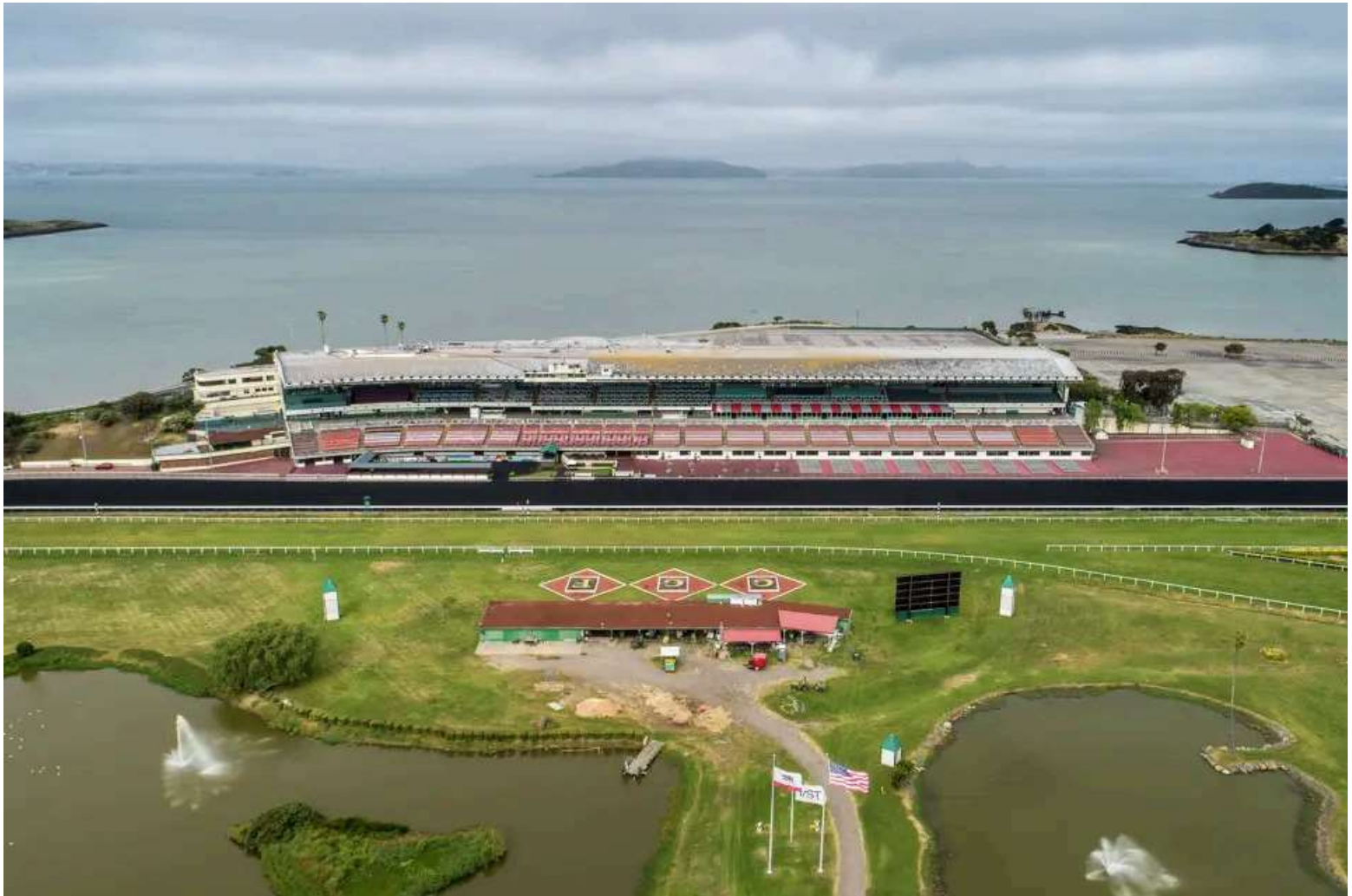
**JUST IN** Barbara Lee to run again for Oakland mayor, hopes to continue era of 'stability' [1h ago](#)

Trending: [Near-death experiences](#) | [Asian grocers](#) | [High-speed bus](#) | [S.F. tennis court battle](#) | [Ebola outbreak](#) | [Wrong stalker](#) | [Election endorsements](#)

BAY AREA // EAST BAY

# Newsom's budget would help turn Golden Gate Fields horse track into park

By **Kurtis Alexander**, Staff Writer  
May 14, 2026



The site of Golden Gate Fields in Berkeley, which closed in 2024, would become a waterfront preserve and recreation hub under Gov. Gavin Newsom's proposed budget.

Carlos Avila Gonzalez/The Chronicle



Listen Now:  
**Newsom's budget would help turn Golden Gate Fields horse track into park**  
About 5 Minutes

1x

Everlit

The state budget that Gov. Gavin Newsom proposed Thursday will include \$125 million to help close the deal on the acquisition of the East Bay's Golden Gate Fields, for creation of a new waterfront park.

The storied racetrack along San Francisco Bay shut down two years ago, prompting an ambitious plan to put the 161-acre property into the hands of the East Bay Regional Park District. Funding for the transaction, however, has remained elusive.

In the draft budget known as the May Revise, Newsom proposes steering money from California's voter-approved 2024 Climate Bond toward the \$175 million purchase of the racetrack, state officials told the Chronicle.

The \$50 million balance for the acquisition is expected to come from the East Bay park district, which is slated to take title of the property, and the Trust for Public Land, the nonprofit group that initiated the exchange and is raising money for its completion.

"In California, we don't shy away from big ideas," Newsom said in a statement to the Chronicle. "That's why we're all in on making Golden Gate Fields an iconic public space for the East Bay — opening up new recreation opportunities, connecting Bay Area communities to the waterfront and strengthening climate resilience for generations to come."

Golden Gate Fields, along Interstate 80 on the border of Albany and Berkeley, was once a major draw for horse-racing fans — and the last dedicated space in the Bay Area to the sport.



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It provided 83 years of thoroughbred races along with cheap hot dogs and beer and prized views of downtown San Francisco and the Golden Gate Bridge. Famous horses Silky Sullivan and Lost in the Fog were among the champs that ran there.

Declining interest in the sport and concern about the welfare of horses, however, sparked numerous proposals to transform the site. Bids for hotels, shopping malls and housing ultimately lost out when the property's owner, the Canada-based Stronach Group, offered an exclusive option to the San Francisco-based Trust for Public Land to buy the acreage for a park.

"People are just so excited about this" purchase, said Guillermo Rodriguez, California state director for the Trust for Public Land. "You've got a mile of bayfront property with 200,000 people that drive by this facility daily."

Rodriguez said state funding would mark a "huge milestone" in making the park a reality.

The thinking is that the site will be managed for a range of interests, from restoring bay wetlands and preserving wildlife corridors to building soccer fields and maintaining hiking trails.

The site is near several parks and recreation facilities, including the Albany Bulb, Tom Bates Regional Sports Complex and McLaughlin Eastshore State Park. The holdings together will create a nearly 10 mile-strip off contiguous public shoreline, where the San Francisco Bay Trail runs.

California Secretary for Natural Resources Wade Crowfoot, who is helping find funding for the initiative, likened the future park to San Francisco's Crissy Field. The former military airfield was turned into a popular destination of beaches, trails and restored marsh managed by the National Park Service.

"I think it holds the same potential," Crowfoot said. "We view this as a once-in-a-generation opportunity."

The Legislature must approve the state budget, including the money proposed for the purchase of Golden Gate Fields, before it takes effect July 1.

Under the purchase option secured for the racetrack, the Trust for Public Land has until December to come up with the funding. The organization's goal is to close on the sale early next year.

The East Bay Regional Park District is already talking to city officials in Albany and Berkeley about ideas for the property. The agency plans to solicit public input once the sale is finalized.

"We will begin a very robust community engagement process," said Elizabeth Echols, a park district board member who represents the area that contains Golden Gate Fields. "We will certainly move as quickly as possible because there is a big demand and a lot of excitement about public access to the site."

May 14, 2026



**Kurtis Alexander**






REPORTER



Kurtis Alexander is an enterprise reporter for The San Francisco Chronicle, with a focus on natural resources and the environment. He frequently writes about water, wildfire, climate and the American West. His recent work has examined the impacts of drought, threats to public lands and wildlife, and the nation's widening rural-urban divide.

Before joining the Chronicle, Alexander worked as a freelance writer and as a staff reporter for several media organizations, including The Fresno Bee and Bay Area News Group, writing about government, politics and the environment.

**Latest Video**

				
How this stellar Mexican restaurant makes its in-house masa 02:08	He was an addict. She was his counselor. Who was the real stalker? 01:58	BTS Army shows up in full concert fashion 01:02	BTS opens sold-out three-day concert at Stanford Stadium 00:45	Est res dr: 00:00

## Heath Maddox

---

**From:** Heath Maddox  
**Sent:** Friday, April 17, 2026 3:53 PM  
**To:** Destinee Cooper  
**Cc:** Bart Webcustomerservices  
**Subject:** RE: [External] RE: Case 00383599: BART bike lockers [ ref:!00Dd00hrYV.!500VI0vIIAv:ref ]

Hi Destinee,

Judging by their high usage, plenty of people do find the eLockers a bargain. Everyday use of the eLockers does add up compared to the cost of renting the keyed lockers, but a high-quality U-lock will cost you about the same or even more and not come close to the same level of security. And, as mentioned, BART alone has eLockers at 38 stations.

The low hourly rate for the eLockers is not set to make money for BART. Rather, it's set just high enough to discourage people from monopolizing the resource, treating them like private lockers that often sit empty while some people go without.

Keyed lockers are expensive to operate and maintain and generally an inefficient use of space. At peak BART ridership prior to 2019, we had waiting lists years long for the keyed lockers (largely because the price was so low) and no space to install more, but use has dwindled post-COVID. Many people who leave their bike at a BART station don't do so every day, so we can serve far more customers with the shared lockers. We kept our keyed lockers going for many years, but their time is up.

I'm glad to hear that you have a free, secure option.

Sincerely,

Heath Maddox  
Manager of Bicycle Access Programs  
Bay Area Rapid Transit District  
2150 Webster Street, 8th Floor  
Oakland, CA 94612  
415.728.1352

-----Original Message-----

From: Destinee Cooper <[REDACTED]>  
Sent: Friday, April 17, 2026 9:53 AM  
To: Heath Maddox <hmaddox@bart.gov>  
Cc: Bart Webcustomerservices <webcust@bart.gov>  
Subject: Re: [External] RE: Case 00383599: BART bike lockers [ ref:!00Dd00hrYV.!500VI0vIIAv:ref ]

Thank you for the response.

Unfortunately, I disagree with the "bargain" part of this as, after doing the math for how long I keep my bike in the locker on a weekly basis, it adds up to \$130/year; if I take out my vacation/sick time, that would still be \$120/year. That's 3x the current rate for money I just don't have to spare. I think I have a different option that's free to me.

May others find this to be a bargain,

Sent from my iPhone  
Destinee C. Cooper

> On Apr 14, 2026, at 3:56 PM, Heath Maddox <hmaddox@bart.gov> wrote:

>  
> Dear Destinee,  
>  
> First, thanks for riding your bike to BART and for using BART's bike lockers, and thanks for reaching out.

>  
> The attached memo to the BART Bicycle Advisory Task Force goes into more detail, but the decision to retire the keyed lockers has nothing to do with liability. Our keyed lockers are simply past the end of their useful life and it's no longer feasible for us to maintain them. We have ample capacity in our BikeLink eLockers and the plan was always to phase out the keyed lockers.

>  
> BART remains committed to providing high quality secure bike parking and we will continue to offer bike lockers at all stations that currently have them. We are working with BikeLink to procure promo codes for \$20 in free value for distribution to our keyed locker customers that can be used in the BikeLink app at the 38 BART stations with BikeLink lockers and 6 (soon to be 7) BART BikeLink Bike Stations, as well in dozens of other locations around the SF Bay region, Central and Southern California, and the Pacific Northwest. Five cents an hour for secure, on-demand bike parking with 24-hour customer service is bargain, and we're not planning to raise our rates any time soon.

>  
> Sincerely,  
>  
> Heath Maddox  
> Manager of Bicycle Access Programs  
> Bay Area Rapid Transit District  
> 2150 Webster Street, 8th Floor  
> Oakland, CA 94612  
> 415.728.1352

> =====

>  
> Contact Name Destinee Cooper  
>  
> Contact Email [REDACTED]  
>  
> Contact Phone [REDACTED]  
>  
> Opened Date/Time 4/13/2026 4:29 PM  
>

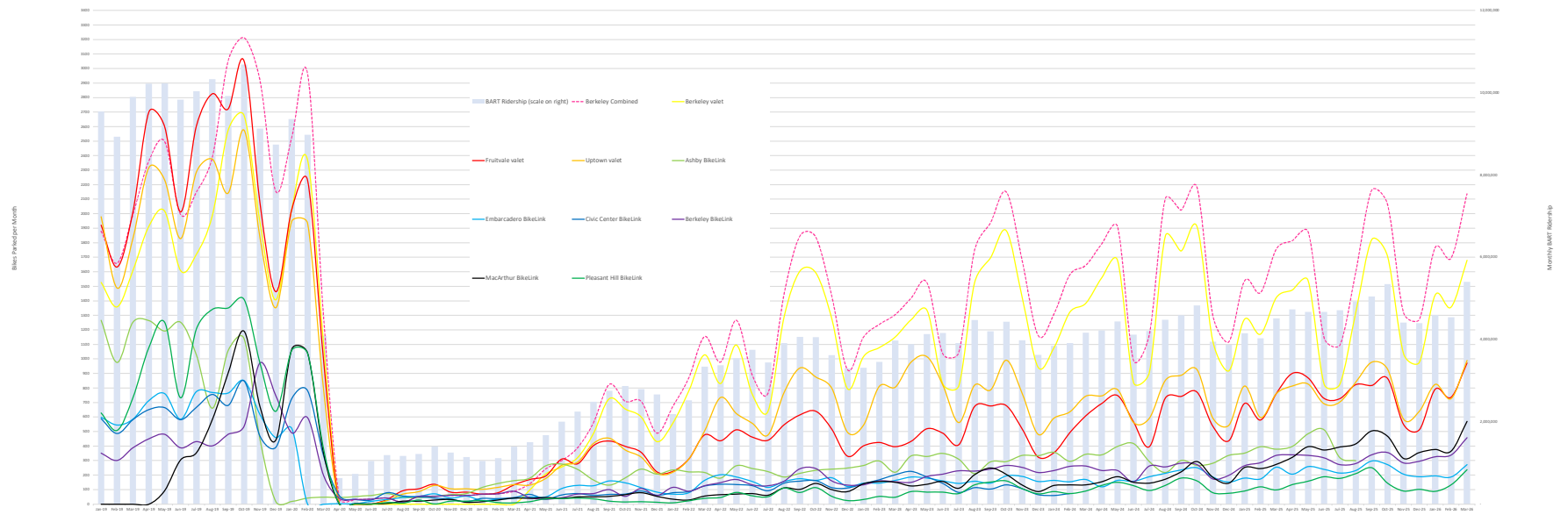
> Description I'm emailing as a bike locker renter who has now received notice to use a higher priced means to store my bike when I ride on BART. I don't find this to be acceptable. There's been no explanation about whether BART will manage lockers moving forward or not. The only thing that is clear is that BART wants less liability and isn't a means for low-income or middle-income households to use BART. BART is putting itself more and more out of the reach of the common person to use. This isn't okay. First there was ClipperCard and now the bike lockers.

> ref:!00Dd00hrYV.!500VI0vIIAv:ref

> <BBATF Memo--Keyed Locker Removal.pdf>

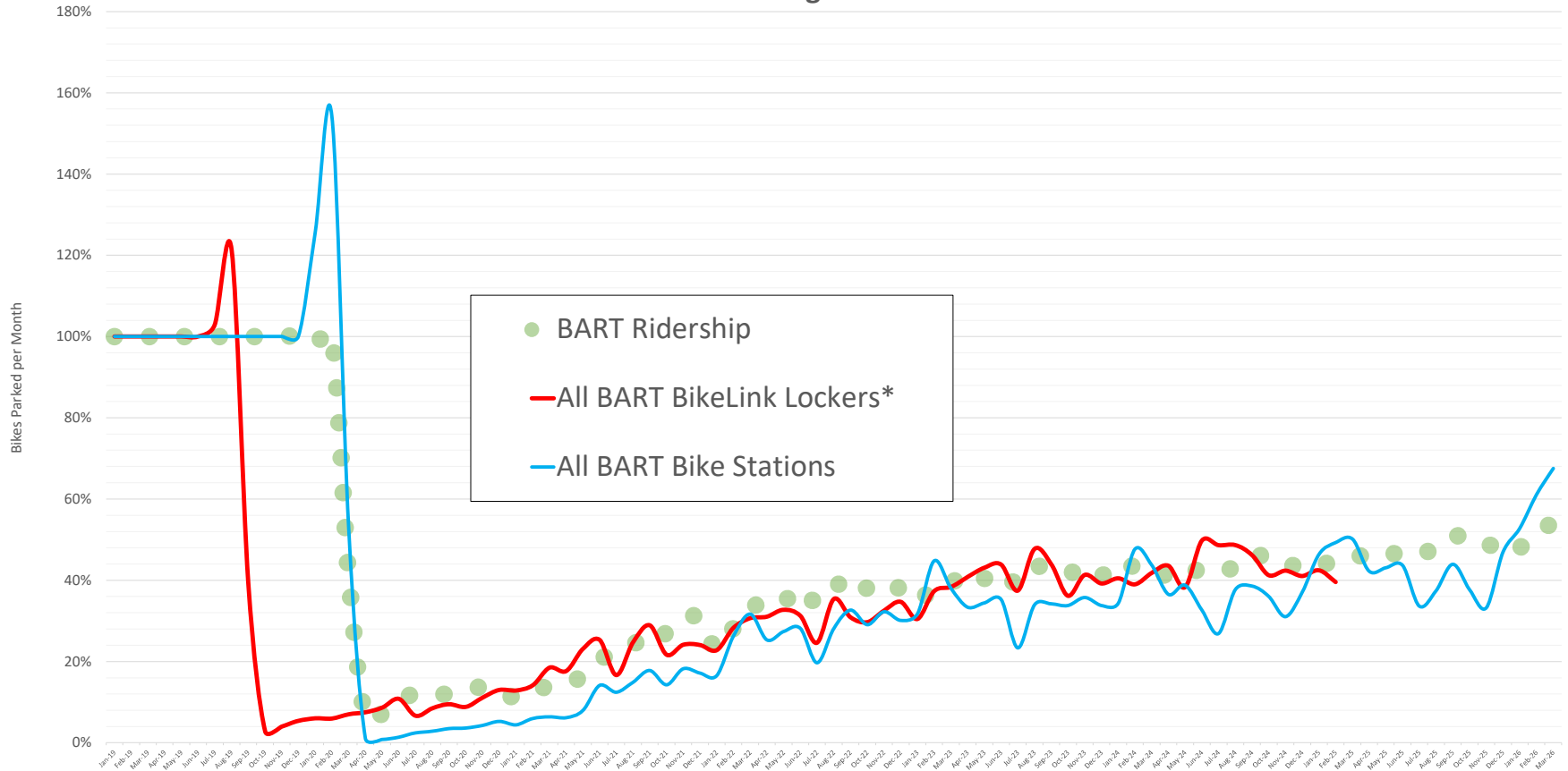


### Monthly Volumes at BART Bike Stations & BART Ridership Jan 2019-Mar 2026





### Monthly BART Secure Bike Parking Usage and BART Ridership As a Percentage of 2019



\*BikeLink data lags by 6-8 mos.



### Monthly BikeLink Lockers, BART Bike Stations, Bike Sharing and BART Ridership Jan 2019-Mar 2026

