

**ASSOCIATION OF BAY  
AREA GOVERNMENTS  
Meeting Transcript**

NOVEMBER 17, 2022

1                   **ABAG SAN FRANCISCO BAY TRAIL STEERING COMMITTEE**

2                   **THURSDAY, NOVEMBER 17, 2022 1:00 PM**

3

4   **JOHN WOODBURY, CHAIR:** OKAY. WELL, THIS IS THE NOVEMBER 17,  
5 2022, STEERING COMMITTEE MEETING. I THINK WE NEED TO START  
6 WITH THE COVID ANNOUNCEMENT. DUE TO COVID-19 THIS MEETING WILL  
7 BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE ASSEMBLY BILL  
8 361 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS  
9 IS BEING WEBCAST ON THE ABAG WEBSITE AND WILL CALL UPON  
10 COMMISSIONERS AND STAFF AND OTHER SPEAKERS BY NAME AND ASK  
11 THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING  
12 COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND  
13 ZOOM WITH THEIR CAMERAS ENABLED THAT THEIR ACTIVITIES ARE  
14 VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC  
15 PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISE  
16 HAND FEATURE OR DIAL STAR 9 AND THE CHAIR WILL CALL UPON THEM  
17 AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE  
18 CALLED UPON BY THE LAST 4 OF THE PHONE NUMBER. IT IS REQUESTED  
19 THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION BUT  
20 PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC  
21 COMMENTS RECEIVED AT [INFO@BAYAREAMETRO.GOV](mailto:INFO@BAYAREAMETRO.GOV) WILL BE ENTERED  
22 INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF  
23 THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE  
24 TO DO SO AND SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL  
25 UPON THEM. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION

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1 ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT  
2 FEATURE IS NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM  
3 EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.  
4 THAT TAKES CARE OF THAT. I GUESS THE FIRST ITEM OF BUSINESS IS  
5 CALLED TO ORDER AND CONFIRM THE QUORUM. SO, FRED, COULD YOU  
6 CALL THE ROLL.

7

8 **FRED CASTRO, CLERK:** YES. JULIE BONDURANT?

9

10 **JULIE:** HERE,

11

12 **FRED CASTRO, CLERK:** VIRGILIO CUASAY?

13

14 **VIRGILIO:** HERE.

15

16 **FRED CASTRO, CLERK:** LEO DUBOSE?

17

18 **LEO:** HERE.

19

20 **FRED CASTRO, CLERK:** JUAN RAIGOZA IS ABSENT. JOHN WOODBURY?

21

22 **JOHN WOODBURY, CHAIR:** HERE.

23

24 **FRED CASTRO, CLERK:** ANDREA GAFFNEY?

25

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1 **ANDREA:** PRESENT.

2

3 **FRED CASTRO, CLERK:** SUZANNE WILSON?

4

5 **SUZANNE:** HERE.

6

7 **FRED CASTRO, CLERK:** A QUORUM IS PRESENT.

8

9 **JOHN WOODBURY, CHAIR:** OKAY. SECOND ITEM ON THE AGENDA IS  
10 PUBLIC COMMENT. INFORMATION ITEM ONLY. ARE THERE ANY REQUESTS  
11 FOR PUBLIC COMMENT?

12

13 **FRED CASTRO, CLERK:** THERE WERE NO WRITTEN COMMENTS RECEIVED  
14 FOR THIS ITEM AND I SEE NO MEMBERS OF THE ATTENDEES WITH HANDS  
15 RAISED.

16

17 **JOHN WOODBURY, CHAIR:** MOVING ON TO ITEM 3, THE STEERING  
18 COMMITTEE MEMBER AND STAFF ANNOUNCEMENTS. DO ANY MEMBERS OF  
19 THE COMMITTEE HAVE ANY ANNOUNCEMENTS TO MAKE? ANYONE FROM  
20 STAFF?

21

22 **TOSHI:** NOTHING TO ANNOUNCE.

23

24 **JOHN WOODBURY, CHAIR:** SEEMS LIKE JUST YESTERDAY. IN THAT CASE  
25 MOVING ON TO THE CHAIR'S REPORT IS VERY BRIEF. THE ONLY THING

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1 THAT I WANTED TO MENTION IS OR MAKE A REQUEST IS THAT WE  
2 INCLUDE THE FULL BOARD IN TERMS OF NOTIFICATION STEERING  
3 COMMITTEE MEETINGS. WE HAD AT LEAST A COUPLE OF THE BOARD  
4 MEMBERS HOW TO LOG IN SO THEY CAN ATTEND AND LISTEN TO THE  
5 DISCUSSION AT THE STEERING COMMITTEE. I'M ASSUMING THAT'S NOT  
6 AN ISSUE, AS LONG AS THEY ARE CLEAR THAT THEY'RE NOT EXPECTED  
7 TO BE ACTUAL MEMBERS, PARTICIPANTS, BUT THEY'RE REMINDED THE  
8 MEETING HAS HAPPENED OR IS HAPPENING.

9

10 **FRED CASTRO, CLERK:** I DID SEND THE PUBLIC NOTICE TO ALL BOARD  
11 MEMBERS ALSO.

12

13 **JOHN WOODBURY, CHAIR:** THANK YOU.

14

15 **FRED CASTRO, CLERK:** YOU'RE WELCOME.

16

17 **JOHN WOODBURY, CHAIR:** VERY APPRECIATED. I'M STILL WAITING --  
18 ANDREW IS NOT ON THE CALL. I THINK THIS BALL IS STILL IN HIS  
19 COURT IN TERMS OF PUTTING TOGETHER DISCUSSION OF COMMITTEE  
20 MEMBERS AND MTC REPS. THAT HAS NOT HAPPENED YET. THAT'S ALL  
21 FOR ME. UNLESS THERE ARE ANY QUESTIONS? IN THAT CASE, ITEM 5  
22 CONSENT CALENDAR, WHICH IS ITEM A, ONLY WHICH IS APPROVAL OF  
23 THE MINUTES FROM SEPTEMBER 22ND.

24

25 **JULIE:** I MAKE A MOTION TO APPROVE.

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1

2 **JOHN WOODBURY, CHAIR:** MOVED BY JULIE AND SECONDED BY --

3

4 **LEO:** I'LL MAKE THAT MOTION.

5

6 **JOHN WOODBURY, CHAIR:** ALL IN FAVOR, CALL THE ROLL.

7

8 **FRED CASTRO, CLERK:** FOR THE RECORD, ON ITEM 4 THERE WERE NO

9 PUBLIC COMMENTS FOR THAT ITEM. THIS IS THE VOTE ON CONSENT

10 CALENDAR. MOTION BY BONDURANT AND SECONDED BY DUBOSE. JULIE

11 BONDURANT?

12

13 **JULIE:** APPROVED.

14

15 **FRED CASTRO, CLERK:** VIRGILIO CUASAY?

16

17 **VIRGILIO:** APPROVED.

18

19 **FRED CASTRO, CLERK:** LEO DUBOSE?

20

21 **LEO:** APPROVED.

22

23 **FRED CASTRO, CLERK:** JUAN RAIGOZA IS ABSENT. JOHN WOODBURY?

24

25 **JOHN WOODBURY, CHAIR:** HERE. APPROVED, YES.

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1

2 **FRED CASTRO, CLERK:** THANK YOU. ANDREA GAFFNEY?

3

4 **ANDREA:** YES.

5

6 **FRED CASTRO, CLERK:** SUZANNE WILSON?

7

8 **SUZANNE:** APPROVED.

9

10 **FRED CASTRO, CLERK:** MOTION PASSES UNANIMOUSLY BY ALL MEMBERS  
11 PRESENT.

12

13 **JOHN WOODBURY, CHAIR:** THANK YOU. MOVING ON TO THE ONE  
14 SUBSTANTIVE ITEM OF THE DAY WHICH IS A PRESENTATION ON THE  
15 OAKLAND ALAMEDA BICYCLE PEDESTRIAN BRIDGE PLANNING. AND I  
16 GUESS THIS WILL BE PRESENTED BY ROCHELLE WHEELER FROM ALAMEDA.  
17 YOU'RE ON.

18

19 **ROCHELLE:** OKAY. SHOULD I JUST GO? ALL RIGHT. I AM ROCHELLE  
20 WHEELER. THANK YOU. FROM THE CITY OF ALAMEDA BY A SENIOR  
21 TRANSPORTATION PLANNER AND I'M WORKING ON THIS GREAT BRIDGE  
22 PROJECT TODAY. THANK YOU SO MUCH MR. WOODBURY AND COMMITTEES  
23 FOR HAVING ME WITH MTC THIS COMMUNITY WOULD LIKELY BE  
24 INTERESTED IN THIS PROJECT THAT WE'RE WORKING ON. SO I'M GOING  
25 TO JUST GIVE YOU A REALLY BRIEF OVERVIEW OF IT. WE'RE VERY

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1 EXCITED ABOUT IT AND SOME WAYS THERE HAS BEEN A LOT OF WORK  
2 THAT'S ALREADY HAPPENED OVER THE PAST REALLY LIKE OVER 10  
3 YEARS. BUT WE'RE ENTERING A NEW EXCITING PHASE TO TRY TO PUSH  
4 THE PROJECT TO FRUITION SO I CAN SHARE MORE INFORMATION WITH  
5 YOU ON THAT, THE PHASE WE'RE IN NOW AND HAPPY TO GO INTO  
6 DETAIL ON ANY QUESTIONS ON THIS HIGH-LEVEL OVERVIEW. YEAH, SO  
7 THE OAKLAND-ALAMEDA BIKE/PEDESTRIAN BRIDGE PROJECT WILL  
8 CONNECT ALAMEDA FROM THE WESTERN END OF ALAMEDA, SO RIGHT  
9 WHERE YOU ROUTE 260, THOSE ARE THE WESTERN SIDE AND CONNECT  
10 THE CITY OF ALAMEDA AND THE CITY OF OAKLAND AND ALSO JUST TO  
11 EVEN FURTHER DESTINATIONS BEYOND. NEXT SLIDE, PLEASE. SO, WHAT  
12 IS THE PROBLEM AND DEFICIENCY WE'RE TRYING TO ADDRESS HERE? I  
13 FEEL LIKE MANY OF YOU ARE AWARE OF THE FACT THAT THERE IS  
14 REALLY A 5.5 MILE GAP BETWEEN OAKLAND AND ALAMEDA AND ALONG  
15 THE OAKLAND ESTUARY, AND THAT IS BETWEEN THE PARK STREET  
16 BRIDGE AND THE OPENING TO THE BAY AND OBVIOUSLY THERE ARE  
17 PLANNED AND EXISTING DAY TRAILS ALONG THE SHORELINE OF THE  
18 ESTUARY ON BOTH SIDES OF THE ESTUARY. SO THERE'S REALLY NO  
19 LINK HERE. OR NO COMFORTABLE LINK I SHOULD SAY. I'LL GET INTO  
20 MORE OF THAT IN A MOMENT. AND SO THERE'S THIS TREMENDOUS GAP.  
21 WHAT THAT MEANS IS THAT IT CAN BE VERY DIFFICULT FOR PEOPLE TO  
22 WALK AND BIKE BETWEEN THE TWO CITIES. OBVIOUSLY PARTICULARLY  
23 BECAUSE OF THE BART STATIONS AND DOWNTOWN OAKLAND AND ALSO THE  
24 SQUARE THERE IS A LOT OF DEMAND FOR PEOPLE WANTING TO GO  
25 ALAMEDA-OAKLAND AND MORE AND MORE JOBS AND DESTINATIONS



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1 PARTICULARLY FROM THE NAVAL AIR BASE, PARTICULARLY WHAT WE  
2 CALL ALAMEDA POINT, AND ALAMEDA ALONG WITH THE MARINA VILLAGE  
3 RESEARCH PARK AND SHOPPING CENTER AND OTHER SHOPPING CENTERS  
4 IN ALAMEDA. SO THERE IS DEFINITELY A NEED TO MOVE BACK AND  
5 FORTH. AND REALLY THE EASIEST WAY TO DO THAT IS IN A CAR OR ON  
6 A BUS WHICH YOU HAVE TO PAY FOR RIDING ON A BUS SO THERE IS A  
7 LOT MORE DRIVING THAN THERE NEEDS TO BE WHICH IS INCREASING  
8 CONGESTION ON THE FREEWAYS AND ALSO INCREASING POLLUTANTS AND  
9 CONGESTION IN LOCAL STREETS THROUGH TOWNS LIKE OAKLAND,  
10 CHINATOWN, FRUITVALE AND ALSO WEST ALAMEDA. AND IS YOU CAN SEE  
11 FROM THIS MAP THAT THIS IS A HUGE GAP IN THE BAY TRAIL NETWORK  
12 AS WELL IN ADDITION TO OUR TWO CITIES BIKE WAY NETWORKS. NEXT  
13 SLIDE, PLEASE. SO THIS SLIDE AND THIS PHOTO REALLY SHINES  
14 LIGHT ON THIS RATHER DARK TUBE. THIS IS THE POSEY TUBE. THIS  
15 IS THE EXISTING BIKE-PEDESTRIAN CROSSING AND ALSO THE EXISTING  
16 BAY TRAIL CONNECTION BETWEEN ALAMEDA AND OAKLAND AT THE END OF  
17 THE CITY TO THE WEST OF THE PARK STREET BRIDGE. SO, YEAH, IT'S  
18 3 QUARTERS OF A MILE THAT YOU ARE TRAVELING UNDERGROUND.  
19 OBVIOUSLY IT'S HARD TO NAVIGATE THIS EVEN AS ONE PERSON ON A  
20 BIKE BUT DEFINITELY IF YOU ARE PASSING A PEDESTRIAN IT'S VERY,  
21 VERY TIGHT AND ONLY 3 FEET WIDE AND A LOT OF PEOPLE -- NOBODY  
22 REALLY HAS ANYTHING GOOD TO SAY ABOUT THIS FACILITY. AND A LOT  
23 OF PEOPLE HAVE WAITED -- AS PART OF ANOTHER LARGE PROJECT AT  
24 CTC IS LEADING THE OAKLAND-ALAMEDA ACCESS PROJECT. THERE WILL  
25 BE A PATH OPEN WHICH IS A CURRENT MAINTENANCE PATH THAT WILL

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1 NOT NOT MUCH WIDER THAN THIS PATH. IT IS NOT A LONG TERM FIX.  
2 NEXT SLIDE, PLEASE. SO WE -- WITH THE CITY OF OAKLAND BELIEVE  
3 THE LONG TERM SOLUTION IS A BICYCLE AND PEDESTRIAN BRIDGE THAT  
4 WILL BRING TOGETHER TWO CITIES AND THIS IS SOMETHING THAT WE -  
5 - LIKE I SAID, WE'VE BEEN STUDYING. WE STARTED WITH A  
6 FEASIBILITY -- OR A KIND OF VERY HIGH LEVEL FEASIBILITY STUDY  
7 IN 2009, A STUDY OF DIFFERENT OPTIONS FOR CONNECTING THE TWO  
8 CITIES BY WALKING AND BIKING, AND THAT LOOKED AT 17 DIFFERENT  
9 OPTIONS AND A BRIDGE WAS WHAT CAME OUT AS THE TOP LONG TERM  
10 SOLUTION IN THIS AREA. A COUPLE OF YEARS AGO IN 2021, WE  
11 RELEASED A FEASIBILITY STUDY SHOWING THAT IT IS TECHNICALLY  
12 FEASIBLE TO BUILD A BRIDGE THAT MEETS ALL THE COAST GUARD  
13 REQUIREMENTS. AS YOU DON'T HAVE THE MAP UP, YOU MIGHT KNOW  
14 THAT COAST GUARD ISLAND IS IN THE ESTUARY SO THEREFORE THEIR  
15 BOATS AND CUTTERS NEED TO GET IN AND OUT INTO THE BAY AND INTO  
16 THE OCEAN. SO, WE HAVE TO BUILD SOMETHING THAT WILL -- THE  
17 COAST GUARD IS ONE OF MANY, MANY STAKEHOLDERS AND AGENCIES  
18 THAT WE WILL NEED TO WORK WITH ON BUILDING THIS BRIDGE. BUT  
19 THEY'RE AN ESSENTIAL ONE IN SETTING THE TYPE OF -- POTENTIALLY  
20 THE TYPE OF BRIDGE THAT WE NEED TO BUILD AND MEET THEIR  
21 NAVIGATION. SO WE DID DO A STUDY THAT LOOKED AT A LIFT TYPE  
22 BRIDGE THAT WOULD BE ABLE TO OPEN UP TO 175, ONE OF THEIR  
23 REQUIREMENTS, AND THAT THE TWO PIER OPENINGS IS THE SECOND  
24 REQUIREMENT. WE WANTED TO MAKE SURE -- I MEAN, THOSE ARE  
25 DIFFICULT REQUIREMENTS TO MEET. BUT WE WANTED TO MAKE SURE

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1 THAT IT WAS ATTAINABLE. SO IN 2021 WE RELEASED A STUDY WITH  
2 FUNDING FROM CTC SHOWING THAT IT IS FEASIBLE BUT QUITE  
3 EXPENSIVE AND THAT REPORT WAS ACTUALLY SUPPORTED BY THE COAST  
4 GUARD AND BY THE PORT OF OAKLAND, AND THEY MOVED FORWARD WITH  
5 THIS CONCEPT AND OBVIOUSLY CONTINUING TO BE STAKEHOLDERS. THAT  
6 INCLUDED -- WE DID A TRAVEL DEMAND STUDY AS PART OF THAT AND  
7 FOUND THAT THERE ARE -- THIS BRIDGE WOULD FACILITATE 25,000 TO  
8 30,000 TRIPS PER WEEK AND REDUCE THE NUMBER OF AUTO TRIPS  
9 BETWEEN OAKLAND AND ALAMEDA BY 40,000 TRIPS. SO WITH THAT  
10 UNDERWAY, WE WERE ABLE TO SECURE -- AND THAT DOCUMENT  
11 FINALIZED WE WERE ABLE TO SECURE \$1.5 MILLION FROM THE CTC  
12 FUND AND REALLY THE NEXT PLANNING PHASE, WHICH WAS CALLED THE  
13 PROJECT DOCUMENT. THIS IS A TECHNICAL DOCUMENT THAT'S REQUIRED  
14 FOR PROJECTS THAT ARE GOING TO RECEIVE STATE OR FEDERAL  
15 FUNDING TO SHOW THAT YOU'VE CONSIDERED ALL THE POSSIBILITIES  
16 AND THAT -- HOW THIS PROJECT WOULD MOVE FORWARD AND WHAT KIND  
17 OF PERMITTING IS REQUIRED, AND GO INTO MORE DETAIL ABOUT THE  
18 TECHNICAL ASPECTS OF THE PROJECT. AND WE'LL TALK ABOUT MORE ON  
19 ANOTHER SLIDE. THAT IS THE PHASE THAT WE ARE CURRENTLY IN AND  
20 WE JUST STARTED IT A COUPLE MONTHS AGO. NEXT SLIDE, PLEASE.  
21 BACKING UP A MOMENT, BECAUSE WE'VE BEEN WORKING ON THIS SINCE,  
22 LIKE I SAID, 2009. WE HAVE BEEN WORKING TO MAKE SURE THIS  
23 PROJECT IS INCLUDED IN REGIONAL PLANNING EFFORTS AND PLANS.  
24 THAT INCLUDES MTC'S AND CALTRANS DOCUMENTS, INCLUDING THEIR  
25 BICYCLE AND PEDESTRIAN PLANS FOR DISTRICT 4, A RECENT CALTRANS

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1 BAY AREA HIGHWAY BIKE STUDY WAS DONE AND THIS CONNECTION IS  
2 ONE OF TOP 3 -- ONE OF THE TOP AND SEVERAL ALAMEDA CTC  
3 DOCUMENTS AND CITY OF OAKLAND DOCUMENTS AND IN OUR OWN GENERAL  
4 PLAN AND OUR OH ALMOST FINAL ACTIVE TRANSPORTATION PLAN. SO  
5 REALLY THIS CONNECTION IS NOT JUST FOR ALAMEDA AND NOT JUST  
6 FOR OAKLAND BUT REALLY FOR THE REGION AND REALLY CONNECTIBLE  
7 AND EVIDENCED BY IT BEING IN THESE PLANS, IT'S REALLY A  
8 CONNECTION THAT IS SURVEYING PEOPLE IN THE WHOLE REGION,  
9 PEOPLE USING THE BAY TRAIL, FOR INSTANCE, AND PEOPLE COMMUTING  
10 TO JOBS AND BART AND DESTINATIONS AND PEOPLE RECREATING AS  
11 WELL. NEXT SLIDE, PLEASE. SO HERE'S JUST A RECENT PHOTO  
12 SHOWING THE EXPANSE OF THE OPEN ESTUARY WITHOUT ANY CROSSINGS  
13 EXCEPT THE UNDERWATER TUBES. WE ARE NOW -- THIS IS MY LAST  
14 SLIDE AND I'LL WRAP UP BY SAYING WE'RE IN THIS PROJECT  
15 INITIATION DOCUMENT PHASE THAT WILL RUN THROUGH 2024. WE HAVE  
16 OUR CONSULTANT TEAM OF HNTB AND SUBS. WE ARE INCLUDING IN THIS  
17 PHASE A LITTLE UNIQUE IN THAT WE'RE DOING A LOT OF ENGAGEMENT  
18 WITH THE PUBLIC AND STAKEHOLDERS. WE HAVE CREATED A TECHNICAL  
19 ADVISORY COMMITTEE AND ALREADY MET ONCE AND THAT'S SOME OF THE  
20 PEOPLE THAT ARE ON THIS -- IN THIS MEETING FROM MTC WERE AT  
21 THAT FIRST TAC MEETING. WE ARE ABOUT TO HAVE INITIAL MEETINGS  
22 WITH THE STAKEHOLDER ADVISORY COMMITTEE AND EQUITY ADVISORY  
23 COMMITTEE AND ALSO STARTING IN JANUARY, WE WILL HAVE A  
24 LEADERSHIP ADVISORY COMMITTEE AND THAT WILL BE MADE UP OF  
25 EXECUTIVE DIRECTORS AND ELECTED OFFICIALS FROM THE RELEVANT

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1 AGENCIES, LIKE CITY OF ALAMEDA, CITY OF OAKLAND AND WE'LL BE  
2 REACHING OUT TO MTC AND CALTRANS AND THE PORT AND THE COAST  
3 GUARD, AMONG OTHERS. REALLY ALL THESE GROUPS ARE HELPING TO  
4 SET US UP FOR SUCCESS FOR THIS PROJECT. WE KNOW THAT THIS IS  
5 VERY EARLY STAGES. THERE'S A LOT TO BE DETERMINED. THERE'S A  
6 LOT TO BE -- A LOT OF UNKNOWNNS STILL. WE DON'T HAVE AN EXACT  
7 ALIGNMENT. WE ARE LOOKING AT AND HAD LOOKED AT FOR THE PAST  
8 FEW YEARS MANY DIFFERENT ALIGNMENTS AND WE WILL BE BRINGING  
9 THAT TO THE TAC TO LOOK AT THE DIFFERENT ALIGNMENTS AND THE  
10 GOAL IS TO HAVE UP TO 3 ALIGNMENT STUDIED IN ADDITION TO THE  
11 BRIDGE HEIGHT AND TYPE OFF THE WATER AND RAMPING AS PART OF  
12 THE DOCUMENT WHICH WILL BE COMPLETED BY 2024. SO WE WILL NOT  
13 HAVE NECESSARILY A PREFERRED -- MORE THAN -- WE'RE HOPING TO  
14 HAVE MORE THAN ONE ALIGNMENT AND DURING THE ENVIRONMENTAL  
15 PHASE A PREFERRED ALIGNMENT WOULD SELECTED. WE ARE FUNDED JUST  
16 FOR THIS FIRST PHASE AND THE CITY OF ALAMEDA IS LEADING THIS  
17 PROJECT. THEY GOT THE GRANT FROM AL ALAMEDA CTC AND THE GOAL  
18 FOR FUTURE PHASES GIVEN THE REGIONAL ASPECT OF THE PROJECT AND  
19 THAT WE'RE VERY -- WE'RE ALSO VERY -- THIS IS A VERY COMPLEX  
20 PROJECT. WE, AS THE CITY OF ALAMEDA, ARE NOT REALLY THE BEST  
21 ENTITY TO MOVE FORWARD A PROJECT OF THIS SCALE. SO WE ARE  
22 HOPING THAT THIS WILL PHASE UP -- WILL LINE UP THE PROJECT TO  
23 BE PICKED UP BY A MORE REGIONAL AGENCY TO MOVE FORWARD. AND  
24 THEN LASTLY, I'LL JUST SAY -- IF YOU COULD MOVE TO THE NEXT  
25 SLIDE ACTUALLY. THERE IS ONE MORE THAT'S A VISUAL. LASTLY,

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1 I'LL JUST SAY THAT WE ARE STARTING TO -- GOING TO START TO DO  
2 SOME GENERAL PUBLIC OUTREACH AND THAT'S STARTING UP IN  
3 DECEMBER, AND WE'LL HAVE AN ONLINE SURVEY AND WEB PAGE AND  
4 DOING SOME POP-UP EVENTS AND LATER WORKSHOPS. WITH THAT, I  
5 WOULD LOVE TO TAKE ANY QUESTIONS. I CAN PROVIDE MORE  
6 EXPLANATION. HERE'S MY INFO. I'M HAPPY TO RESPOND TO ANY  
7 QUESTIONS THROUGH EMAIL OR PHONE AS WELL. AND THANKS AGAIN SO  
8 MUCH FOR HAVING ME.

9

10 **JOHN WOODBURY, CHAIR:** THANK YOU. I'LL JUST JUMP IN ON THIS.  
11 THE ONE CORRECTION I WOULD MAKE IS IF THIS HASN'T BEEN GOING  
12 ON FOR 10 YEARS, IN MY EXPERIENCE GOING ON FOR MORE THAN 30  
13 YEARS. I WORKED FOR THE CITY OF ALAMEDA AS CITY PLANNER BACK  
14 IN THE LATE 80'S, EARLY 90'S, AND AT THAT POINT THE NAVAL AIR  
15 STATION IS JUST CLOSED AND THERE WAS A LOT OF DISCUSSION  
16 ABOUT, WELL, HOW COULD PEOPLE GET TO AND FROM NEW DEVELOPMENT,  
17 NEW REUSE OF THE NAVAL AIR STATION AND THEN COUNTY SUPERVISOR  
18 WARREN WISNER PROPOSED AN AERIAL TRAM WAY BETWEEN THE WEST  
19 OAKLAND BAR STATION AND ALAMEDA. IS THAT STILL ONE OF THE  
20 OPTIONS?

21

22 **ROCHELLE:** NO. THAT WAS RULED OUT DURING ALAMEDA POINT  
23 PLANNING. IT WAS RULED TO BE INFEASIBLE.

24

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1    **JOHN WOODBURY, CHAIR:** AND ALSO THERE WAS PROPOSED SOME SORT OF  
2    A SLINGSHOT OR SOME WAY OF LAUNCHING PEOPLE ACROSS. BUT MORE  
3    SERIOUSLY, I REALIZE YOU HAVEN'T GONE THROUGH THE NEXT STAGE  
4    OF THIS. BUT WHAT ARE THE POSSIBLE CROSSING POINTS THAT ARE  
5    BEING LOOKED AT MOST SERIOUSLY?

6

7    **ROCHELLE:** SO OUR PROJECT AREA IS PRETTY TIGHTLY -- ACTUALLY  
8    PRETTY SMALL. IT'S BETWEEN ON THE EASTERN SIDE, REALLY ABOUT  
9    WHERE -- IF YOU'RE FAMILIAR WITH ESTUARY PARK AND THAT AREA IN  
10   OAKLAND AND GETTING MUCH FURTHER EAST THAN THAT THE ESTUARY  
11   WIDENS UP AND THEN YOU GET TO COAST GUARD ISLAND AND PARK  
12   STREET BRIDGE. OBVIOUSLY, WE'RE TRYING TO BUILD SOMETHING  
13   FURTHER TO THE WEST TO COMPLIMENT. WE ALREADY HAVE THREE  
14   BRIDGES: THE PARK STREET BRIDGE, THE MILLER-SWEENEY AND THE  
15   HIGH STREET BRIDGE ON THE EASTERN SIDE, SO WE'RE TRYING TO DO  
16   SOMETHING MORE ON THE WEST. FOR THOSE REASONS WE'RE LOOKING AT  
17   ESTUARY PARK IN THE EASTERN END AND THEN TO THE WEST IT WOULD  
18   BE WHERE THE OAKLAND FERRY TERMINAL IS, RIGHT BEFORE YOU GET  
19   TO HOWARD TERMINAL. AND THAT IS THE EDGE OF WHAT'S CALLED  
20   REACH 6 WITH THE PORT. SO THAT'S WHERE THEIR BOATS NEED TO BE  
21   ABLE TO SHIP STUFF AROUND AND BACK UP INTO THAT AREA. SO WE  
22   CAN'T GO FURTHER WEST THAN THAT DUE TO THE SHIPPING CHANNEL.

23

24   **JOHN WOODBURY, CHAIR:** OKAY. MAKES SENSE.

25

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1 **ROCHELLE:** SO IT'S REALLY JACLYN AND SQUARE ON THE OAKLAND SIDE  
2 AND ALAMEDA TO FIFTH STREET TO THE SHIPWAYS, IF YOU'RE  
3 FAMILIAR WITH SHIPWAYS.

4

5 **JOHN WOODBURY, CHAIR:** YEAH, I AM. THANK YOU. I WANTED TO THANK  
6 THE CITY OF ALAMEDA FOR TAKING THE LEAD ON THIS. IT'S A BIG  
7 PROJECT AND IT'S GOING TO BE VERY AND EXPENSIVE. BUT AS I  
8 THINK YOU POINTED OUT, IT'S A LOT MORE THAN JUST CONNECTION  
9 FOR ALAMEDA. IT'S FOR OAKLAND AS MUCH AS IT IS FOR ALAMEDA. TO  
10 PROVIDE OAKLAND ACCESS TO BAY SHORELINE AND ALL THE ACTIVITIES  
11 THAT GO ON IN ALAMEDA. I SEE ANDREA HAS HER HAND UP.

12

13 **ANDREA:** I WORK AT BCDC AND I NOTICED THAT YOU MENTIONED MANY  
14 DIFFERENT SORT OF GROUPS THAT YOU'RE MEETING WITH. PLEASE MAKE  
15 SURE THAT BCDC STAFF ARE INCLUDED IN AT LEAST ONE OF THOSE  
16 GROUPS. I DON'T KNOW IF THE TAC OR STAKEHOLDER GROUP WOULD BE  
17 MOST APPROPRIATE, BUT SOMEONE FROM OUR REGULATORY SIDE AND  
18 POSSIBLY OUR PLANNING SIDE.

19

20 **ROCHELLE:** IF I COULD JUST RESPOND. THAT DEFINITELY IS ON OUR  
21 MIND. THANK YOU FOR BRINGING THAT UP. WE WILL NOT HAVING  
22 MEETINGS WITH DIFFERENT REGULATORY AGENCIES AND THAT WAS WHEN  
23 WE WERE GOING TO REACH OUT TO BCDC. BUT WE'RE OPEN TO  
24 INCLUDING SOMEONE FROM THE PLANNING SIDE ON OUR TAC OR  
25 STAKEHOLDERS GROUP, BUT WE'RE REACHING OUT TO REGULATORY



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1 AGENCIES THAT WE NEED TO GET PERMITS FROM AND SMALLER LEVEL  
2 MEETINGS TO GET INTO THE DETAILS.

3

4 **ANDREA:** WE HAVE A NEW PROJECT ENVIRONMENTAL JUSTICE MANAGER  
5 AND THEY ASSUMED A NEWER POSITION, SO WE'LL HAVE TWO  
6 ENVIRONMENTAL JUSTICE STAFF. AND I MENTION THAT BECAUSE YOU  
7 MENTIONED AN EQUITY TASK FORCE, AND OUR PERMITTING POLICIES  
8 NOW HAVE ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY POLICY  
9 REQUIREMENTS IN THEM, WHICH INCLUDE MEANINGFUL COMMUNITY  
10 ENGAGEMENT AND SORT OF ADDRESSING ANY EQUITY ISSUES THAT THE  
11 PROJECT MAY HAVE BEEN BROUGHT UP. SO, THAT MAY BE A USEFUL  
12 CONNECTION TO HAVE ON THE PLANNING SIDE. AND THEN ON THE  
13 PERMITTING SIDE, THE EARLIER YOU TALK TO PERMITTING SORT OF  
14 THE BETTER.

15

16 **ROCHELLE:** ABSOLUTELY. WE'RE HOPING TO DO THAT SOON.

17

18 **ANDREA:** WHEN WE WERE WORKING ON ALAMEDA LANDING, ONE OF THE  
19 REASONS I THINK WE HELD BACK ON THE DEDICATION OF A VIEW  
20 CORRIDOR WAS THE UNDERSTANDING OF A POTENTIAL BRIDGE ALIGNMENT  
21 COMING THROUGH. WE'RE AT LEAST AWARE OF THAT. SO THANKS.

22

23 **ROCHELLE:** CERTAINLY. THAT'S THE ONE AREA IN ALAMEDA WE HAVE A  
24 PRESERVED EASEMENT, SO THAT IS ONE OF THE POSSIBLE CORRIDORS.

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1     **JOHN WOODBURY, CHAIR:** LOOKS LIKE LEO HAS A HAND UP. LEO.

2

3     **LEO:** YES, THANK YOU, CHAIRMAN. I'M WONDERING, THE  
4     CONSIDERATION THAT YOU'RE GIVING, ARE YOU MORE LEANING TOWARDS  
5     A VERTICAL BRIDGE OR A HORIZONTAL BRIDGE, ONE THAT WOULD LIFT  
6     UP OR ONE THAT IS STABILIZED?

7

8     **ROCHELLE:** IT DEFINITELY HAS TO BE A MOVEABLE BRIDGE IN ORDER  
9     TO ALLOW THE COAST GUARD TO GET UNDER -- THE COAST GUARD NEEDS  
10    TO HAVE IT RAISED -- BE ABLE TO RAISE UP TO 175 FEET SO WE  
11    COULD NOT HAVE ANY SOLID, UNMOVABLE STRUCTURE BELOW 175 FEET,  
12    WHICH IS -- THAT OBVIOUSLY WOULD BE A HUGE CLIMB WITH ENORMOUS  
13    RAMPS OR LONG ELEVATORS. SO, YEAH, IT DEFINITELY WILL BE  
14    MOVEABLE. ONE OF THE THINGS I'LL PUT OUT THERE AND WE'RE  
15    DEFINITELY VERY AWARE OF IN TRYING TO START TO TRY TO ELICIT  
16    COMMENTS ON IS WHAT GRADES PEOPLE ARE WILLING TO BIKE AND WALK  
17    ON. I KNOW THE BAY TRAIL HAVE SOME SECTIONS THAT ARE NOT FLAT  
18    AND WE'RE CURIOUS HOW PEOPLE ARE PERCEIVING THOSE. ONE OF THE  
19    VARIABLES WE HAVE IS HOW HIGH OFF THE WATER THIS BRIDGE WILL  
20    BE. AND OBVIOUSLY THE LOWER IT IS, THE MORE SAIL BOAT  
21    CONFLICTS WE HAVE SO THE MORE TIMES IT HAS TO OPEN. AND SO  
22    WE'RE HAVING TO BALANCE THE HEIGHT OFF THE WATER WITH THAT  
23    SAIL BOAT TRAFFIC GOING THROUGH AND THE BOAT TRAFFIC GOING  
24    THROUGH THE ESTUARY, BUT WE ABSOLUTELY TOP PRIORITY IS TO HAVE  
25    THIS BE A USEABLE AND COMFORTABLE BRIDGE. WE NEED TO BE

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1 THINKING ABOUT HOW WHAT KIND OF GRADES AND RAMPING PEOPLE  
2 WALKING AND BIKING ARE WILLING TO DO. SO WE'RE VERY OPEN TO  
3 ANY INPUT OR DATA OR THOUGHTS ABOUT THE BAY TRAIL.

4

5 **LEO:** ANYTHING OVER A 3 FOOT RISE -- A 3% RISE WILL BE  
6 DIFFICULT FOR WHEELCHAIRS.

7

8 **JOHN WOODBURY, CHAIR:** IT'S A BIG CHALLENGE. SUZANNE HAS HER  
9 HAND UP. DO YOU WANT TO FOLLOW-UP ON THAT?

10

11 **SUZANNE:** THANK YOU. PERHAPS I MISSED IT IN MY NOTE-TAKING, BUT  
12 I WAS CURIOUS WHAT IS OAKLAND'S INVOLVEMENT IN LEVEL OF  
13 SUPPORT AT THIS TIME? ARE THEY A PARTNER ON THE PROJECT?

14

15 **ROCHELLE:** ABSOLUTELY. OAKLAND IS A PARTNER WITH US. WE ARE A  
16 HIRED CONSULTANT AND GOT THE BRAND [AUDIO DIFFICULTY] THERE IS  
17 A LOT OF SUPPORT FROM THE OAKLAND SIDE FROM STAFF AND  
18 STAKEHOLDERS ON THAT SIDE AND ALREADY SOME OF THEIR POLICY  
19 DOCUMENTS, LIKE THEIR BIKE PLAN THAT'S DRAFTED BUT THEIR  
20 SPECIFIC PLAN ALSO REFERS TO THIS. WE'VE TALKED WITH THE  
21 JACQUELINE SQUARE FOLKS AND PORT AND THERE IS A LOT OF SUPPORT  
22 FOR IT. WE ARE WORKING VERY CLOSELY WITH OAKLAND AS A PARTNER  
23 ON STUDIES, AND THEY'RE VERY GRATEFUL THAT WE'RE LEADING IT  
24 BECAUSE THEY HAVE PLENTY OF PROJECTS THEY'RE LEADING. THEY'RE  
25 NOT REALLY IN THE STAKEHOLDER CATEGORY BUT A PARTNER CATEGORY.

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1

2 **SUZANNE:** GREAT. THANKS FOR CLEARING THAT UP. I WANTED TO  
3 CLARIFY THAT. THANK YOU.

4

5 **JOHN WOODBURY, CHAIR:** I DON'T SEE ANY OTHER HANDS UP. I WANTED  
6 TO REITERATE WHAT ANDREA WAS SAYING. I WOULD PUT THIS IN THE  
7 CATEGORY FOR A TOP PRIORITY FOR ENVIRONMENTAL JUSTICE. I'M NOT  
8 SURE I SHOULD EVEN COMMENT ON THIS, BUT BACK WHEN I WORKED  
9 WITH THE CITY I WAS ON THE AC TRANSIT BOARD AND AT THAT POINT  
10 AC TRANSIT WAS GOING THROUGH A LOT OF ROUTE CHANGES, THAT'S  
11 NOTHING NEW. AND ONE OF THE COUNSEL MEMBERS IN ALAMEDA  
12 APPROACHED ME AND WANTED ME TO CHANGE THE BUS ROUTES SO THAT  
13 NO BUS ROUTE WENT ACROSS THE BRIDGE FROM OAKLAND TO ALAMEDA.  
14 SO PEOPLE WOULD HAVE TO WALK IN ORDER TO GET TO ALAMEDA  
15 BECAUSE THEY SAW OAKLAND AS THE SOURCE OF A LOT OF CRIME. IT  
16 APPALLED ME AT THE TIME AND STILL APPALLS ME TODAY, ALAMEDA  
17 WAS A DIFFERENT CITY THAN IT WAS 30 YEARS AGO AND I WANT TO DO  
18 ANYTHING I CAN TO ENCOURAGE AND SUPPORT THIS KIND OF  
19 CONNECTION. SO, WITH THAT ANY OTHER COMMENTS? IN THAT CASE,  
20 THANK YOU SO MUCH FOR THE PRESENTATION.

21

22 **ROCHELLE:** THANK YOU FOR HAVING ME.

23

24 **JOHN WOODBURY, CHAIR:** AND THAT BRINGS US TO ITEM 7 WHICH IS  
25 ADJOURNMENT. IF THERE'S NOTHING ELSE --

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1

2 **FRED CASTRO, CLERK:** THIS IS FRED. NO PUBLIC COMMENTS WERE  
3 RECEIVED ON ITEM 6.

4

5 **JOHN WOODBURY, CHAIR:** AND IT WAS ALSO INFORMATION ONLY SO NO  
6 ACTION NEEDED. WITH THAT I GUESS WE'LL ADJOURN THE MEETING  
7 UNTIL NEXT TIME. THANK YOU ALL SO MUCH FOR COMING.



*Broadcasting Government*