

Multimodal Bay Skyway - RM3 Analysis of Project Changes

Overview: This summary highlights changes in the revised scope from the original Multimodal Bay Skyway as included in the Regional Measure 3: Safe Routes to Transit and Bay Trail Program grant application. Most of the proposed benefits identified in the original application are unchanged, as the revised scope provides the same access between West Oakland and Treasure Island with bus and ferry connections to downtown San Francisco.

YERBA BUENA ISLAND MULTI-USE PATH (YBI MUP) PROJECT

RM3 Original Application Proposed Benefits	Interim Scope	Net Change
Remedy safety hazards for bicyclists and pedestrians by a fully traffic-separated multi-use path with ADA-compliant grades via Treasure Island Road and Hillcrest Road between Macalla Road intersection and East-Span landing	Bike path Eastbound: a fully traffic-separated path between project end points via Treasure Island Road and Hillcrest Road. Bike path Westbound via Macalla Road, a 9 feet wide buffered bike lane without crossing westbound I-80 on/off ramp traffic.	Westbound bicyclists and pedestrians will use the improved Macalla Road final configuration
Avoid Macalla Road's steep grade	Eastbound bikes will use the ADA-compliant path.	Westbound bicyclists and all pedestrians will use Macalla Road
Avoid Macalla Road's safety hazards	Macalla Road improvements will remedy existing safety hazards	Westbound bicyclists and pedestrians will use improved Macalla Road
1.2-mile-long Class I facility alongside Treasure Island and Hillcrest Road	Class I for segments 2, 3, and 4. Class IV for segment 1	88% Class I alongside Treasure Island Road and Hillcrest Road until the Segment 1 loop ramp is constructed
2015 Treasure Island Transportation survey showed community support for Class I instead of Class II	Eastbound bikes will have Class I for 88% of trip to East Span; westbound bikes will have buffered bike lanes; all pedestrians will have a dedicated sidewalk	Westbound bikes will have buffered bike lanes
Constructing now will save considerable budget due to economies of scale and reducing mobilization	Constructing the project now will save considerable budget for segments 2, 3, and 4	Segment 1 loop ramp will not benefit from economies of scale
Community review and support	OneTI supports and will present to the Community Advisory Committee in September 2025	TBD
The community requested a separated path	Separated bike path for eastbound travel. Westbound 9 feet wide buffered bike lane and 6 feet wide sidewalk for pedestrians via improved Macalla Road	Macalla Road will have westbound buffered bike lanes

RM3 Original Application Proposed Benefits	Interim Scope	Net Change
Community desires path along Treasure Island and Hillcrest Roads instead of Macalla Road	Eastbound Bike Path alongside TI and Hillcrest Roads Westbound Bike Path and Pedestrian Path on sidewalk alongside Macalla Road	Westbound bikes and all peds will use Macalla Road until YBI MUP Segment 1 is funded.
Leverage funding listed in RM3 application	Leverage funding listed in RM3 application, except for SCCP	No SCCP funds in current fund plan
Width 16 feet	Width 16 feet for segments 2, 3, and 4	88% of project will be 16 feet wide until loop ramp is constructed.

WEST OAKLAND LINK (WOL) OF MULTIMODAL BAY SKYWAY PROJECT

RM3 Original Application Proposed Benefits	Interim Scope	Delta
Wood Street loop option to avoid Frontage Road crossing	No Wood St loop until full WOL is built	Reliance on safety-enhanced crossing at Frontage Road (as part of BBF) until Wood Street Loop is constructed when the full WOL is built
Redesign West Grand Avenue, Mandela Parkway, Peralta Street intersections	Safety improvements installed as part of Bay Bridge Forward (BBF)	Less robust safety treatments
Replace 4.5 feet wide sidewalk with 10 to 15 feet wide path along West Grand Avenue	Build 8 feet wide path along West Grand Avenue between Campbell Street and just west of railroad tracks Build 15 feet wide path between just west of railroad tracks and Bay Trail	2 to 7 feet narrower than claim, but still 3.5 feet wider than existing condition
Almost entirely on public property	Entirely on public property	Interim WOL does not require private property
Fully car-free and separate from traffic with no street or rail crossings	Fully car-free and separate from traffic with exception of Frontage Road crossing.	Path-users will cross Frontage Road at safety-improved intersection.
Includes 4 mini rest areas on raised structure	Includes 3 mini rest areas on raised structure	75% of the rest areas on raised structure
Two alleys adjacent to West Grand Avenue will be closed off to cars	Alleys will not be closed to cars	No no-car alleys until Wood Street ramp is built (eventual project).
Hourly path capacity: 7,500 bikes + 9,000 pedestrians	Hourly path capacity: 3,750 bikes + 4,500 pedestrians	50% of capacity
24,700 projected trips/day (16,000 bike + 8,700 ped)	18,970 projected trips/day (13,750 bikes + 8,700 peds)	23% fewer path-users
Includes 4 mini rest areas on raised structure	Includes 3 mini rest areas on raised structure	75% of the rest areas on raised structure

RM3 Original Application Proposed Benefits	Interim Scope	Delta
Will use existing ROW in a 540 feet segment.	Will use existing ROW in a 3,750 feet segment.	Will use 3,210 more feet of existing ROW.
Broad public support for the project	Need to bring the updated project with RM3 funding back to community	TBD
Will include amenities	Will include amenities in the port areas	No amenities in West Oakland neighborhood
Planned to include landscaped gathering areas	Planned to include landscaped gathering areas	No landscaped gathering areas in West Oakland neighborhood
Will include public art at the West Grand Avenue and Mandela Parkway intersection	No art at this location.	Art will be installed along the project west of Frontage Road.
Pedestrianization of a portion of an alley adjacent to the project for public space	Alleys will not be pedestrianized in the interim project.	Alley-pedestrianization will take place when the full West Oakland Link is built.
Improves two transit stations for the frequent AC Transit NL express bus	No transit station improvements in the interim project.	Transit station improvements will take place when the full WOL is built
Provides bus boarding islands separated from bike lanes, seating and shade	No bus boarding islands in the interim project.	Bus boarding islands will be developed when the full WOL is built