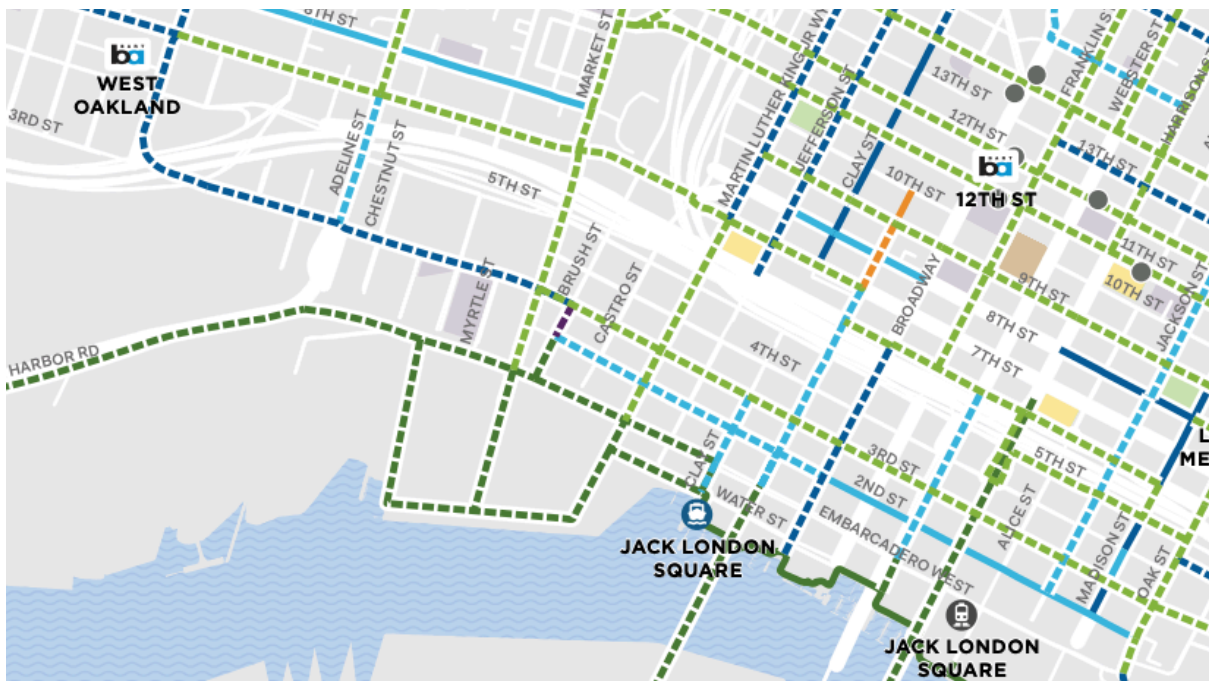


July 9, 2024  
Oakland City Council

Dear Councilmembers,

We are writing to urge you to keep bike and pedestrian safety a top priority in the Downtown Oakland Specific Plan (DOSP), especially to reconnect West Oakland and our Waterfront.

O-MAST, consisting of members like Schnitzer Steel, has been lobbying to remove street safety projects from the long established Oakland Bike Plan in conflict with the mobility goals of the Downtown Oakland Specific Plan, and we need your support to ensure the safety and comfort of Oaklanders as we travel throughout our city.



Oakland Bike Plan, <https://www.oaklandca.gov/resources/bicycle-plan>

The Oakland Bike Plan established 3rd Street as the backbone of a safe bike network from Mandela Parkway all the way through Jack London Square over Lake Merritt Channel to connect to Laney College. 3rd St is to be the connecting path for West Oaklanders to bike or walk to the Waterfront via Mandela Pkwy, Adeline St or Market St. This safe network as planned here is required to be implemented when repaving with Measure U funds.

West Oaklanders have suffered from highways disconnecting our neighborhoods, and we deserve for the roads we use to be safe for us to bike and walk, especially to be safe from the truck traffic on the streets we use to visit our families, friends, and local businesses.



Downtown Oakland Specific Plan, <https://www.oaklandca.gov/topics/downtown-oakland-specific-plan>

In the Downtown Oakland Specific Plan, 3rd St is listed as a Short-Term Priority Project to create a Low-stress Network. Which means it can be built quickly and provide an all-ages and all abilities path for the 2/3rds of Oaklanders who only feel comfortable biking on routes protected from the dangers of cars and trucks.

A Low-Stress network in Jack London Square that connects to surrounding neighborhoods is important to achieving our stated mobility goals as defined in the DOSP:

**M-1: Active Connectivity:**

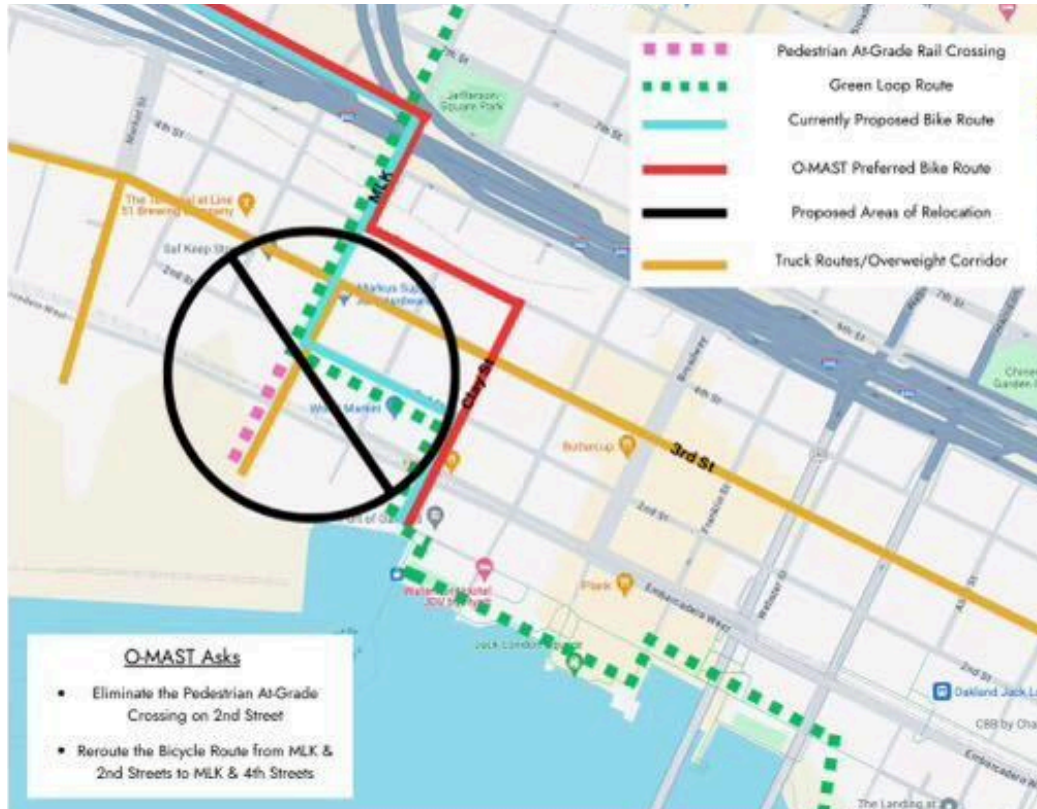
*Downtown is well-connected internally and to surrounding neighborhoods with bicycle and pedestrian networks that are accessible and safe for all Oaklanders.*

**M-2: Transit Connectivity:**

*Oaklanders, particularly communities that are more transit-dependent, are well-served with frequent, reliable, and safe transit access.*

**M-3: Street Infrastructure:**

*Oakland's streets serve a wide variety of uses, providing Oaklanders of all ages and abilities with safe transportation and recreation choices, serving businesses, connecting neighborhoods, and meeting goals for emergency services and sustainability.*



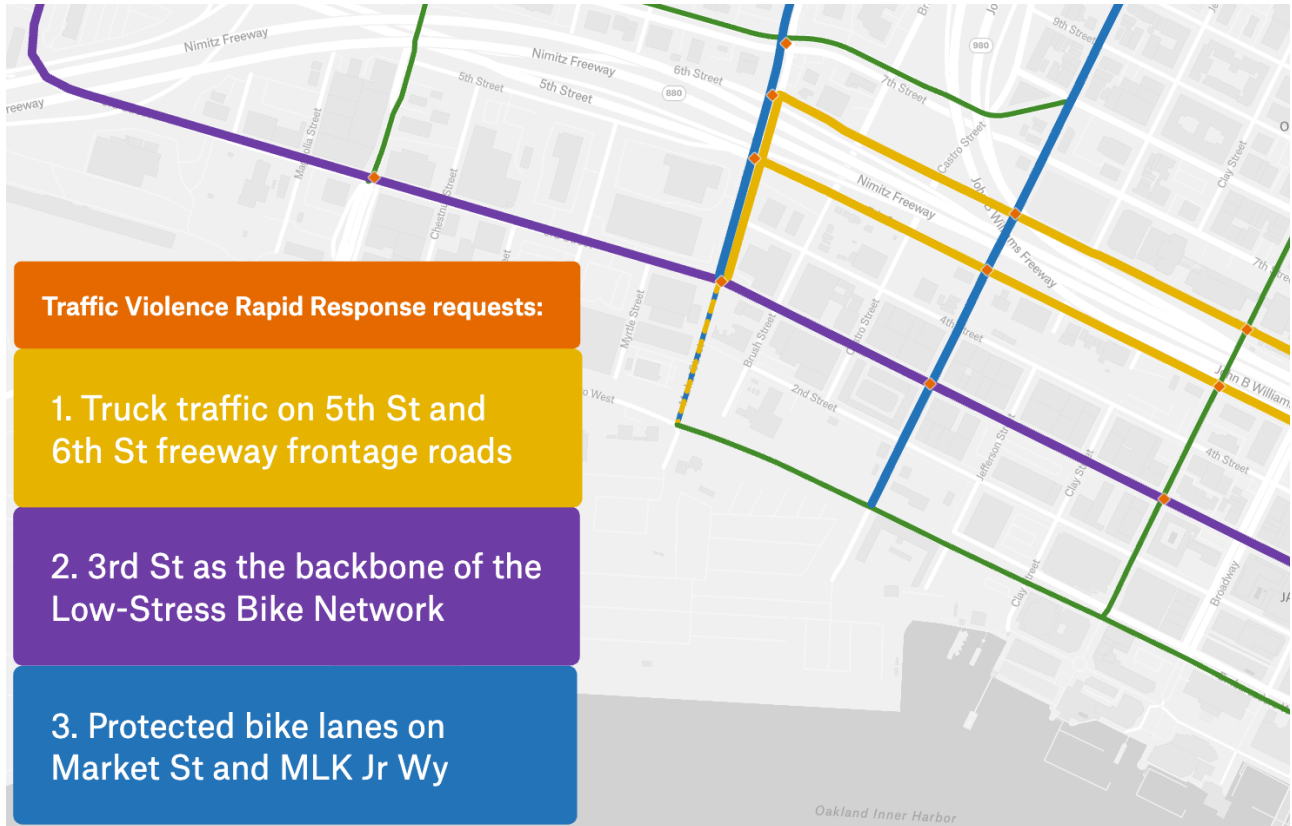
*East Oakland Stadium Alliance O-MAST Asks*

East Oakland Stadium Alliance's O-MAST coalition is lobbying to remove these well established bike safety projects by replacing bike lanes with a Truck Route on 3rd St through Jack London Square's thriving retail and residential corridor, removing bike lanes on Market St completely, and removing a crucial portion of bike lanes on Martin Luther King Jr. Way.

This proposal would be detrimental to the safety of Oaklanders who bike and walk between West Oakland, Jack London Square and Downtown Oakland, is a huge step backwards from the carefully planned Oakland Bike Plan, and is a significant departure from Downtown Oakland Specific Plan's goal of improving access to surrounding neighborhoods by enhancing safety and providing comfortable walking and biking conditions.

If a truck route is added to 3rd, then that makes it all the more urgent to **immediately** add traffic safety infrastructure like the traffic calming installed on the Lowell Street light industrial corridor in North Oakland, and to follow up with concrete-protected bike lanes and steel bollard-protected sidewalks.

3rd St is and will always be a very popular pedestrian, bike, retail and residential corridor with Montse's Cafe, Ministerios Maranatha Church, Line 51, Ace Hardware, Minimo, Oakland Grill, Cellarmaker, Peerless Coffee, and so many more places. People are going to bike and walk on 3rd St because that is where the activity is, and we should make it safe for everyone to do so.



**Traffic Violence Rapid Response requests:**

1. Direct truck traffic to the freeway frontage roads on 5th St and 6th St, which are more appropriate for truck traffic than a local neighborhood street.
2. Support 3rd St as the backbone of a Low-Stress Bike Network to support the thriving retail and residential corridor, and maintain safety of neighbors who travel on it.
3. Reconnect West Oakland to the Waterfront with protected bike lanes and protected intersections, especially on Market St where two cyclists have been killed by turning vehicles.

We should not create a new mobility plan at the last minute that conflicts with our stated goals and conflicts with the Oakland Bike Plan. At the very least a change to the mobility plan like this should go to the Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) for their expert feedback and careful consideration.

Sincerely,

Bryan Culbertson  
Traffic Violence Rapid Response

Anwar Baroudi  
Transport Oakland

Robert Prinz  
Advocacy Director, Bike East Bay