



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the December 15, 2016 meeting**  
**City Hall, Hearing Room 3**

Meeting agenda at [www2.oaklandnet.com/OAK056334](http://www2.oaklandnet.com/OAK056334)

Meeting called to order at 6:08pm by BPAC Chair Ryan Chan.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with six Commissioners present. Two Commissioners were late, and Burnette Jr was excused.

Introductions were made.

- Other attendees (who signed in or spoke): Michael Kilian, Jennifer Anderson, Carol Levine, Chris Kintner, Kevin Morsory, Kent Lewandowski, Kevin Dalley, Amanda Leahy
- Staff: Iris Starr, Jennifer Stanley, Menaka Mohan, Joe Wang
- Presenters: Sergio Ruiz (Caltrans), Hugh Louch (Alta Planning & Design), Barry Bergman (Rails to Trails Conservancy), Garrett Gritz (Diablo Engineering), Robert Rees (Fehr & Peers)

Ryan Chan reported that the order of agenda items was changed by staff to move Item #4 (Park Blvd) to after Item #8.

**Item 2. Approval of meeting minutes (Action Item)**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 20, 2016** was made (Hwang), seconded (Prinz), and approved by consent.

Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 3. Open Forum / Public Comment**

- Kent Lewandowski asked the BPAC to agendize a proposal to install bike curb cuts on E 19th St from Lake Merritt to Park Blvd at future meeting.
- Michael Killian stated that Councilmember Gallo sent an email last night indicating that no more comments on the Park Blvd Study would be accepted by the City after Friday December 16, 2016. He expressed other criticisms and said that “no one supports the project.”
- Chris Kintner reported that a construction project is staging work in the bike lane on 27th St. This has been reported through SeeClickFix but the problem persists and he asked what to do next. He also requested mid-block crosswalks and was counseled to report these to the Public Works Call Center.

**Item 4. San Leandro Creek Trail Study**

Barry Bergman from Rails to Trails Conservancy made a presentation on the recommendations resulting from the near-final San Leandro Creek Trail Master Plan. The project was reviewed by BPAC (then a committee) during its initial phase (2013). He described the planning context and funding, and noted that the creek is fenced off for flood control so many don't know it's there. The Plan breaks the

alignment into nine segments. Barry reviewed the proposals, with a focus on the segments in Oakland. **(See Powerpoint.)**

Summary of discussion:

- Segment 4 alignment needs approval from UP (Union Pacific Railroad). Would require a roads management plan since the Flood Control District doesn't provide this service.
- Segment 6 includes a bikeway on Estudillo, which is steep and fast. Traffic calming is an option or use the alternative alignment on Marlowe instead. This could be included in the next update of San Leandro's Bicycle Master Plan.
- ATP funding is a good potential source of funding for this project due to its focus on disadvantaged communities.
- Adjacent development may provide opportunities to construct some segments or features (e.g. key traffic signals for needed trail crossings).
- Trails can be flooded when below grade. To maintain a continuous facility may require alternative alignments and/or communication strategies.
- The Hegenberger Rd/98<sup>th</sup> Ave intersection is at grade.
- Empire Rd is a residential street with low volumes and not suitable for bike lanes.
- More community outreach may be needed focusing on people who live right near the creek.

The full report will be available for comment in January. The report will go to the San Leandro City Council in February, followed by a report to the City of Oakland as an informational item thereafter. Submit further comments to Barry Bergman at [barry@railstotrails.org](mailto:barry@railstotrails.org).

Speakers other than commissioners: Amanda Leahy, Carol Levine.

#### **Item 5. Caltrans District 4 Bicycle Plan**

Sergio Ruiz, Pedestrian & Bicycle Coordinator / Branch Chief with Caltrans District 4 Pedestrian and Bicycle Branch and Hugh Louch with Alta Planning & Design described the District 4 Bicycle Planning process now underway. MIG (consulting firm) will lead the public outreach efforts. The plan is scheduled for completion by February 2018. **(See Powerpoint.)**

Summary of discussion:

- There are ongoing problems with the 4th St path connection in Oakland.
- E-bikes are regulated by individual jurisdictions.
- Include a chapter about what Caltrans *shouldn't* be doing. Caltrans should allow cities to treat their streets as they want, especially where there is local expertise. Sergio said that the plan will showcase innovative facilities on state highway system. There is a philosophy of design flexibility at Caltrans, but the need to educate staff remains.
- The plan will identify funding sources. Caltrans can apply for ATP funds and could partner with local jurisdictions for facilities on streets on the state highway system.
- Maintenance and operation projects could potentially include bicyclist improvements.
- Class 1 facilities could be installed on the state highway system, or the plan could identify parallel alignments to install high quality facilities.
- Caltrans should have a maintenance reporting service like SeeClickFix.

The plan web page is at <http://www.dot.ca.gov/d4/bikeplan>.

Speakers other than commissioners: Kevin Dalley, Barry Bergman, other unidentified.

#### **Item 6. Commissioner Application Review Committee Report Back**

Commissioner Kidd summarized the deliberations of the committee (Commissioners Kidd and McWilliams, and community member Amanda Leahy). Eleven applications were received. The committee prioritized geographic and demographic diversity and recommended the reappointment of Commissioners McWilliams and Tabata (both from East Oakland) and the appointment of Elizabeth Binning (a civil engineer with San Francisco Public Works). The committee also recommended two alternates, William Hsu (a Corporate Governance Legal Analyst) and Scott Reinstein (who works for Livable City).

- A motion to ***recommend the reappointment of Fred McWilliams and Midori Tabata, and to offer the third Commissioner position to Elizabeth Binning with alternates William Hsu and Scott Reinstein*** was made (Kidd).

Discussion:

- Commissioner Wheeler's term also expires and he wasn't able to get his application in by the deadline. He may submit his application directly to the Mayor's office.

Commissioner Hwang seconded the motion which then passed with six Commissioners voting in favor; Commissioners McWilliams and Tabata abstained.

#### **Item 7. Bicycle Master Plan Request for Proposals Update**

Iris Starr reported that the City received three proposals in response to the Bicycle Master Plan RFP. The City is now in the process of identifying the Project Manager, a decision to be made by Interim DOT Director Jeffrey Tumlin. The project is moving more slowly than preferred. Both the BMP and Pedestrian Master Plan will be integrated with the DOT Strategic Plan. BMP outreach is likely to begin in spring 2017. Whether a Community Advisory Committee will be established depends on a staff assessment of needs. Each proposal has suggested different approaches.

#### **Item 8. Park Blvd Corridor Traffic Safety Outreach Project**

BPAC Chair Ryan Chan and other Commissioners criticized the last-minute change to the item schedule due to its importance.

Garrett Gritz, one of the representatives of the study consulting team, reported on public meetings held in mid-November. Other consulting team members present included Robert Rees (Fehr & Peers) and Carole Levine. Joe Wang, Supervising Transportation Engineer, apologized for not coming to the BPAC prior to the mid-November community meetings, and said that the City sees the BPAC as partners.

Garrett said that the meetings were held to start dialogue with the community. He gave an overview of the three study areas, each with distinct characteristics. ***(See Powerpoint.)***

- 1. Upper Park, Mountain Blvd to Leimert Blvd:** This area needs repaving; downhill side, there is no room for sidewalks; uphill there is a dirt pathway and bridge structures. During a recent seismic retrofit, a temporary road diet allowed city to observe traffic operations. A 7-year old concept plan was developed to show four possible scenarios for this section. A grant application was submitted, but was not successful.

2. **Middle Park, Leimert Blvd to MacArthur Blvd:** This roadway surface changes from asphalt to concrete (thus, striping changes will be more expensive than those that might otherwise be delivered as part of a paving project). There are many multi-leg crosswalks. He shared some intersection concept drawings previously developed for grant funding purposes. Another consultant is developing these concept plans further such that they will be competitive for grant funding. (A side conversation focused on the multi-year retrofit of Glenview Elementary School, which has resulted in establishing a bus stop on Beaumont Ave to facilitate bussing kids to Santa Fe Elementary on Market St. To further improve safety, a short road diet was implemented on Beaumont Ave that included buffered bike lanes.)
3. **Lower Park, MacArthur Blvd to E 18<sup>th</sup> St:** There are many uncontrolled crosswalks near the high school. There is a draft striping plan for a road diet on this section which is not yet funded.

Garrett noted that there were over 200 people at the first meeting held in the “Middle Park” area—many of whom arrived early due to materials circulated by a community member that were mistaken for a City agenda. The second meeting held in the Lower Park area had fewer people and those in attendance raised fewer concerns.

The City will categorize comments received and share all information on a project web page. In January/February, the City will outreach to community groups (neighborhood associations, business district) in the study area and offer to attend their next small group meeting. This will allow the smaller groups to interact with the team and address issues specific to each group. Carol Levine again clarified that there is no project being proposed currently. Input can be emailed to Chad Havens, [Chad.Havens@mbakerintl.com](mailto:Chad.Havens@mbakerintl.com).

Summary of comments:

- Park Blvd is dangerous, which is urgent. Keep safety as top criteria/priority and take opportunities to implement improvements in the near term. The City should move quickly to improve safety.
- There is a lot of disagreement so the City needs to continue listening.
- AC Transit has been included in early meetings.
- The City needs to evaluate why people bike down Park Blvd, and whether that is likely to change as downtown becomes more developed.
- The corridor is dangerous in part due to poor pavement quality. Motorists shout at bicyclists. Information hasn't been on the Glenview Neighborhood mailing list; all community outreach communications have occurred via City Council offices.
- The most benefit/greatest need is along the Middle Park section. Don't let community objections obscure community benefit.
- For bicyclists, Park Blvd is dangerous but alternative streets are confusing.
- For motorists, it's hard not to speed. Additional speed feedback signs should be installed to help people control their tendency to speed.
- The proposal needs to be presented as a holistic approach to area. Where do we want to be 20 years from now? Cars are not the solution.
- The Study should take a more structured approach to make it more comprehensible to public.
- Michael Killian (who also commented during Open Forum) restated that Council Member Gallo's office said yesterday that people had until Friday, December 16, 2016, to submit comments and asserted that the Project is not comprehensible, and that it is like the project proposed for 35th Ave which didn't go anywhere.
- Use elements of the DOT Strategic Plan to help communicate potential benefits and purpose to public.



- Consider bike lanes along the Caltrans I-580 alignment between Park Blvd and Lakeshore Ave to get people downtown.

Comments may continue to be submitted. The City will use comments submitted so far to move to the next step: small group workshops.. Robert Rees with Fehr & Peers reported that, though there was a lot of distrust as the first meeting began, by the end, people were acknowledging other viewpoints.

Speakers other than commissioners: Kevin Dalley, Kevin Morsory, Jennifer Anderson, Michael Killian, Spring Freidlander, Robert Rees.

→ A motion to **extend the meeting to 8:25 pm** was made (Chan), seconded (Tabata) and passed on voice vote.

### **Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements**

Iris Starr reviewed the items listed on the agenda. Suggestions for meeting topics:

- 2017 paving plan
- Info on results of HSIP Cycle 8 grant awards + status update on existing HSIP awards
- BRT construction impacts on bicyclists and pedestrians
- Action plan for Measure KK implementation and plans for citizen oversight and BPAC role

Announcements:

- The GRINCH WHO STOLE THE BIKELANE yr3 Scraper Bike Christmas light Ride. December 24, noon-3pm bike workshop, 4-7pm bike ride, 6833 International Blvd (the Shed)
- Oakland was awarded six HSIP Cycle 8 grants, including the proposed safety improvements on Bancroft Ave (Havenscourt to 98th St), Fruitvale Ave (Ashbrook to E 10th St), 35th Ave (E 12th St to I-580), High St (San Leandro St to I-580), Downtown Oakland signal upgrades, and Oakland hills guard rails. The full list of projects is at [http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev\\_cycle\\_results.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm).
- The Oakland bike registration requirement removal was brought by Councilmember McElhaney to the full City Council on November 29 and approved by consent. McElhaney's office will have issued a press release on the code change by the time of this BPAC meeting, and a blog post with more info is available at [www.BikeEastBay.org/OaklandBikeReg](http://www.BikeEastBay.org/OaklandBikeReg)
- Bike East Bay is holding the last Cycling 101 class of 2016 at Golden Gate Library this Saturday.
- The East Bay Greenway project was on Alameda County Transportation Commission BPAC agenda last night. Funding is secured for the environmental phase only and there is no near-term plan for implementation.

Meeting adjourned at 8:24 pm.

### **Attachments**

- San Leandro Creek Trail Master Plan (Powerpoint)
- Caltrans District 4 Bicycle Plan (Powerpoint)
- Park Blvd Corridor Traffic Safety Outreach Project (Powerpoint)

*Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on January 9, 2017, with comments requested by noon, Thursday, January 12 to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the January 2017 meeting agenda and adopted at that meeting.*



## Criteria for recommended route

- Class I facility where feasible, otherwise minimize exposure to vehicle traffic.
- Proximity to San Leandro Creek.
- Avoid privately owned land.
- Utilize existing and planned bikeways, maintenance roads, trails and public land where possible.
- Maximize connectivity to key destinations – transit stations, businesses, schools, etc.



SAN LEANDRO CREEK  
TRAIL MASTER PLAN

Route Alternatives Criteria



## Public Outreach

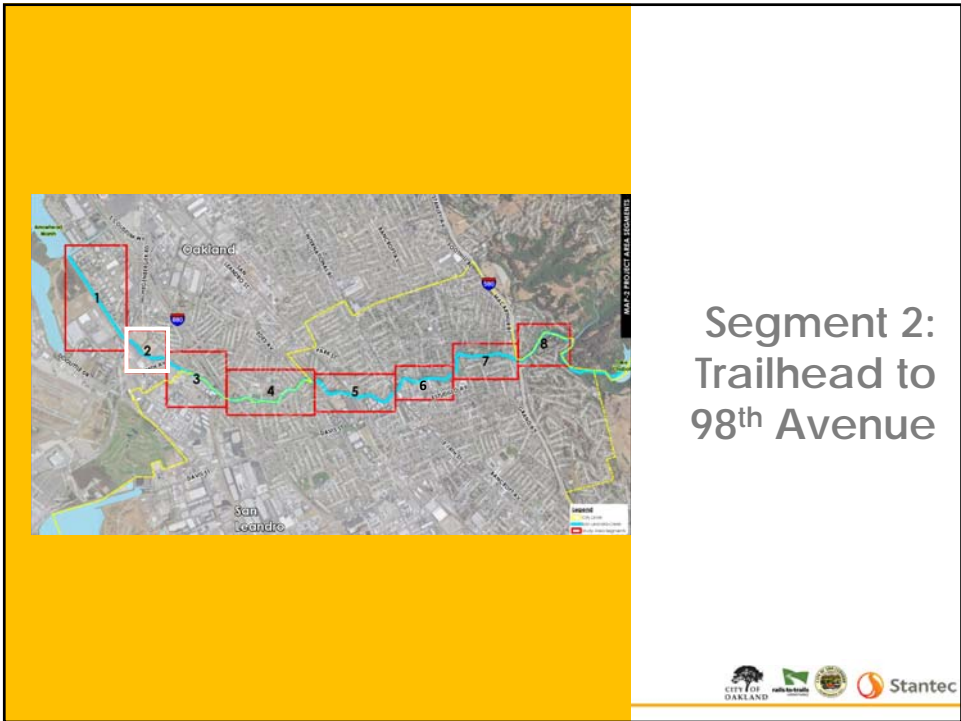
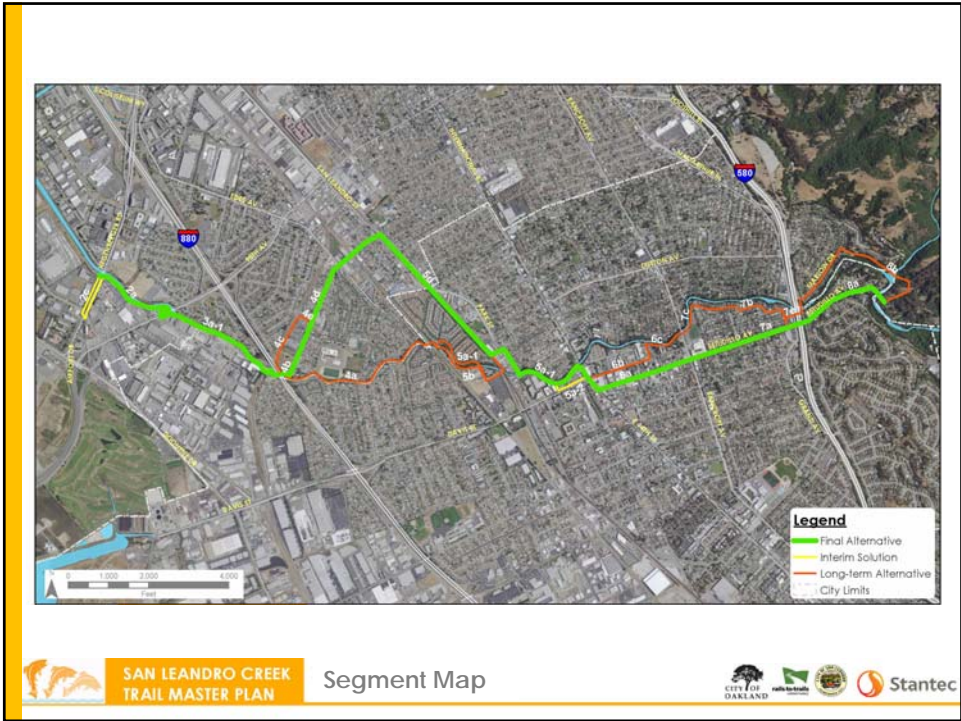
- 4 community workshops
- 4 Citizen Advisory Committee meetings
- Other presentations
  - Sheffield Village Homeowners Association (Jan. 2017)
  - Sobrante Park Resident Action Council
  - Estudillo Estates Homeowners Association
  - East Oakland Boxing Association
  - San Leandro Earth Day Festival
  - Madison Park Business and Art Academy classes
  - Cherry City Cyclists
- Tour of creek
- Survey



SAN LEANDRO CREEK  
TRAIL MASTER PLAN

Outreach

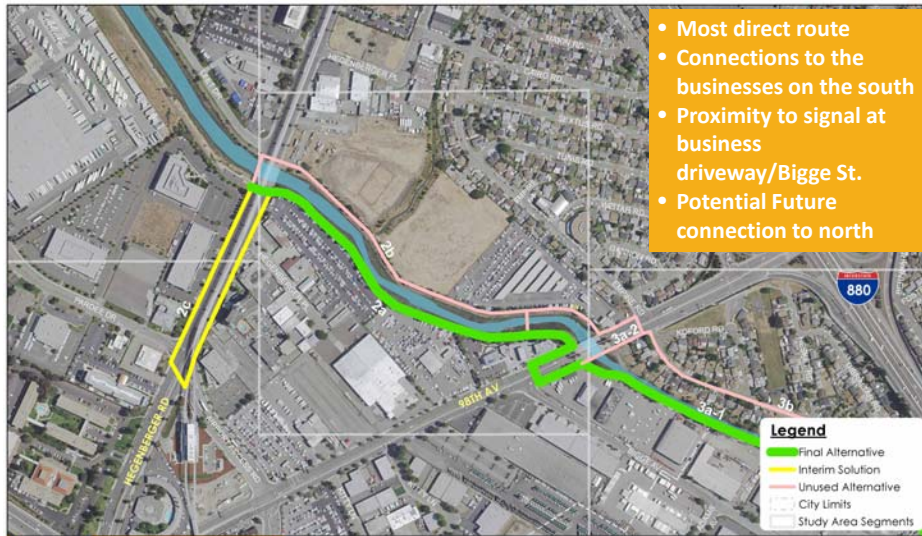








### Trailhead to 98<sup>th</sup> Avenue

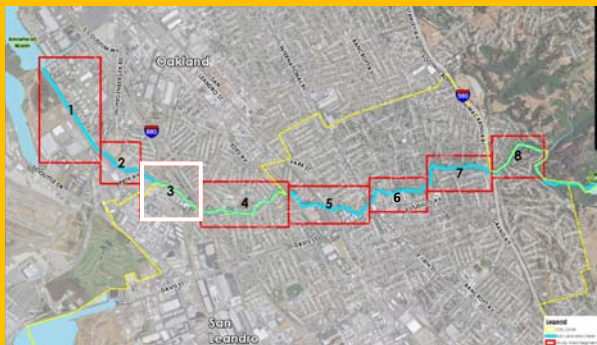


SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 2: Alternatives



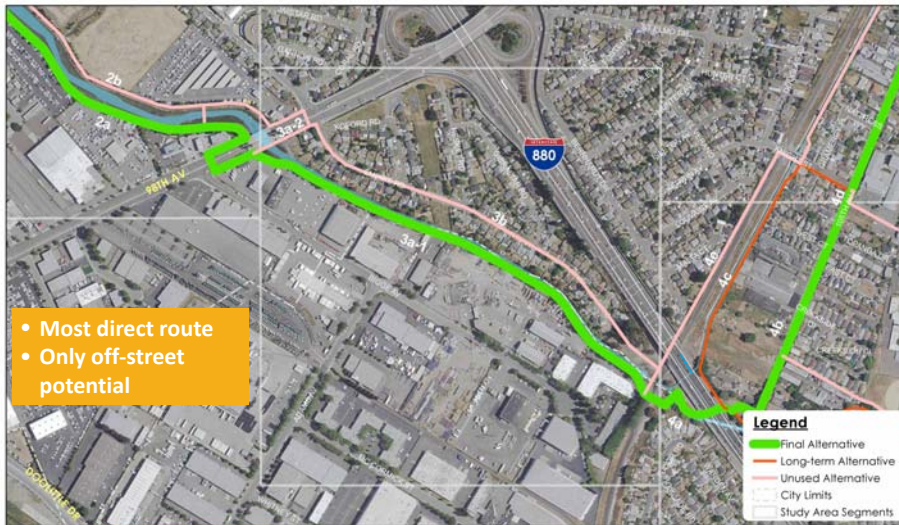
### Segment 3: 98<sup>th</sup> Avenue to Railroad





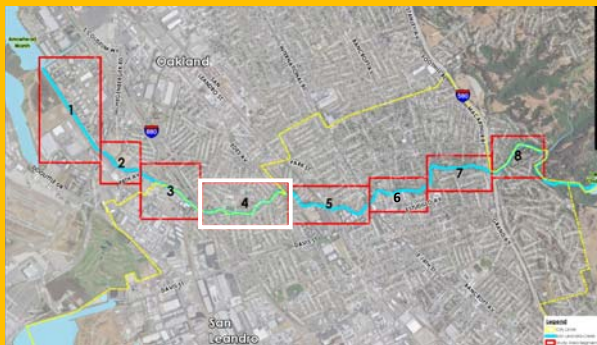


98<sup>th</sup> Avenue to Railroad



SAN LEANDRO CREEK  
TRAIL MASTER PLAN

Segment 3: Alternatives



Segment 4:  
Railroad to  
BART







## Railroad to BART

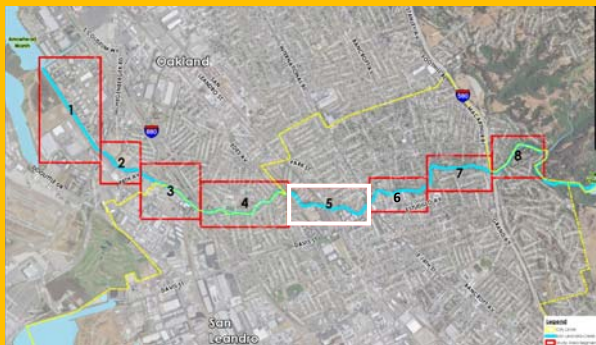


- Uses mostly existing infrastructure and roadways planned for improvements
- Allows for additional long-term connection



SAN LEANDRO CREEK TRAIL MASTER PLAN

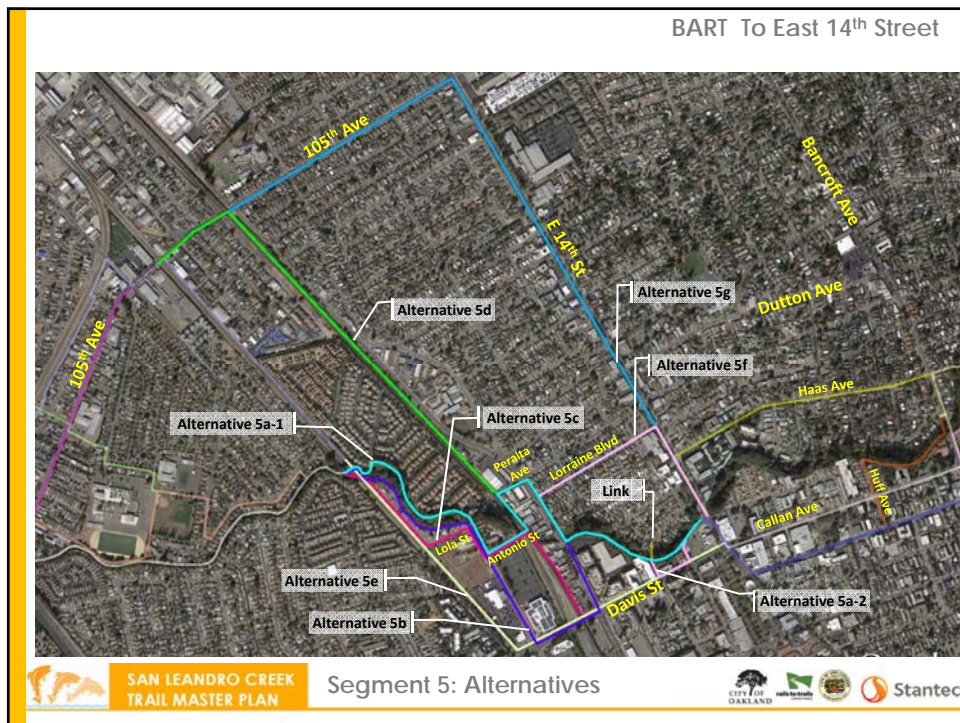
### Segment 4: Alternatives



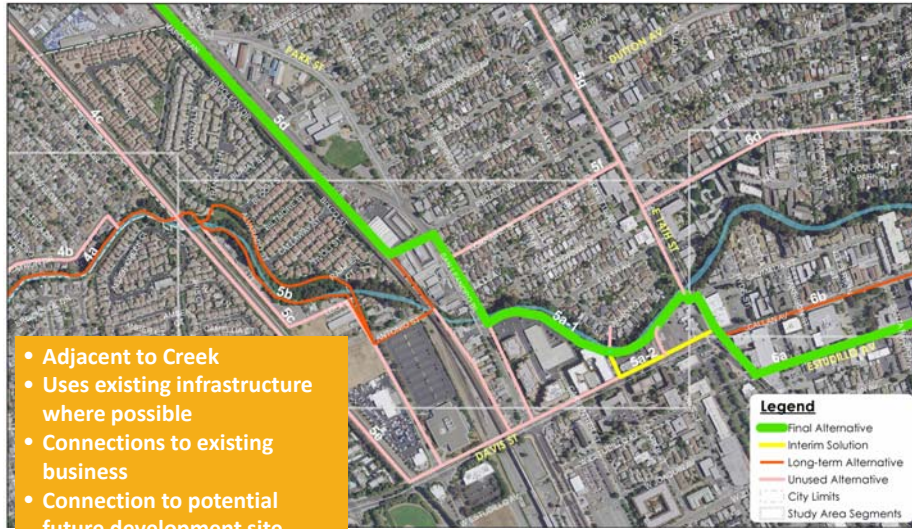
## Segment 5: BART to East 14<sup>th</sup> Street







BART To East 14<sup>th</sup> Street

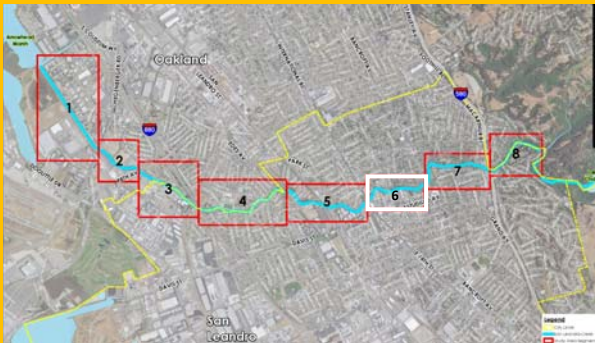


- Adjacent to Creek
- Uses existing infrastructure where possible
- Connections to existing business
- Connection to potential future development site



SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 5: Alternatives

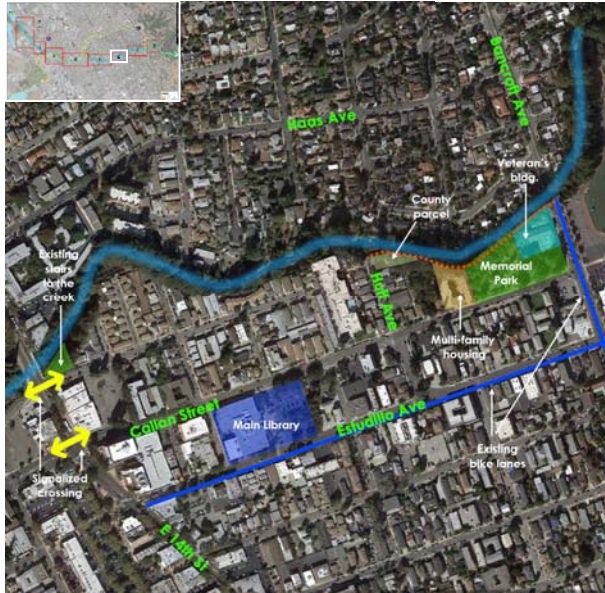


Segment 6:  
East 14<sup>th</sup> Street  
to Bancroft  
Avenue





East 14<sup>th</sup> Street to Bancroft Avenue



SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 6: Existing Conditions



East 14<sup>th</sup> Street to Bancroft Avenue



SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 6: Alternatives



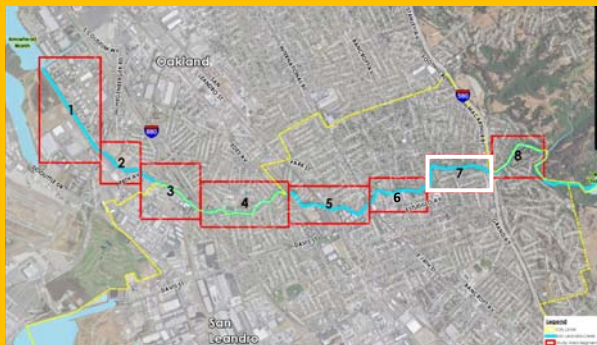
### East 14<sup>th</sup> Street to Bancroft Avenue

- Most direct route
- Provides most protected bicycle facility
- Provides access to businesses
- Can be implemented on a reasonable schedule



SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 6: Alternatives

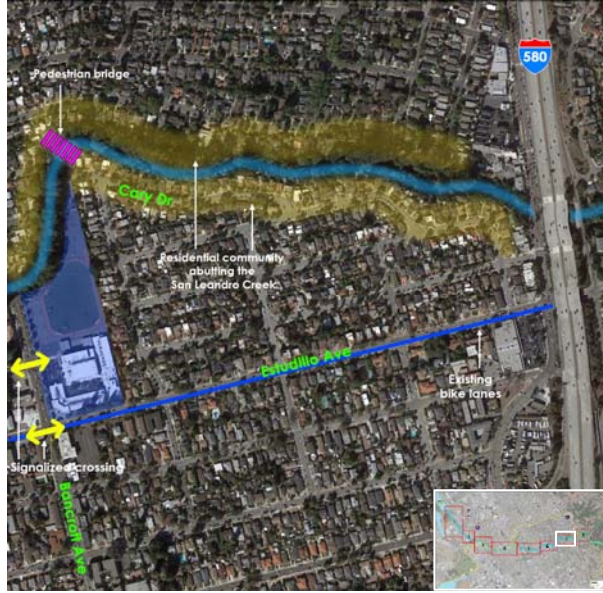


### Segment 7: Bancroft Avenue to I-580





Bancroft Avenue to I-580



Street Name	Direction relative to the Creek	Approximate distance from the creek edge (feet)	Nature of crossing
Estudillo Ave	South	500	Underpass
Grand Ave	South	3,500	Overpass
Dutton Ave	North	1,200	Underpass
Foothill way	North	2,800	Underpass



SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 7: Existing Conditions



Bancroft Avenue to I-580



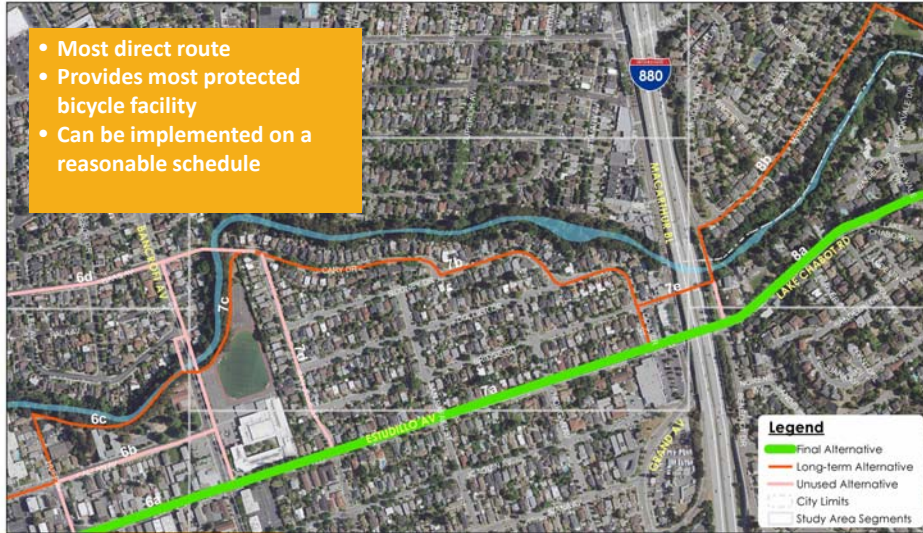
SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 7: Alternatives



### Bancroft Avenue to I-580

- Most direct route
- Provides most protected bicycle facility
- Can be implemented on a reasonable schedule

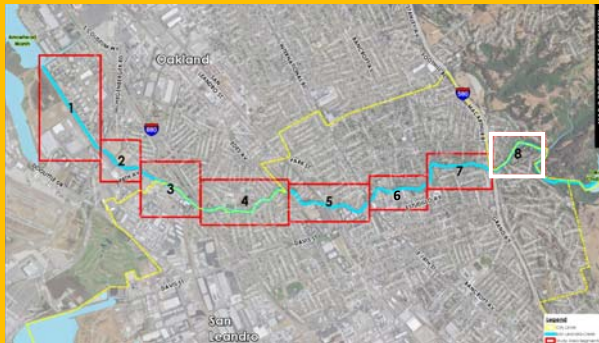


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TRAIL MASTER PLAN

Segment 7: Alternatives

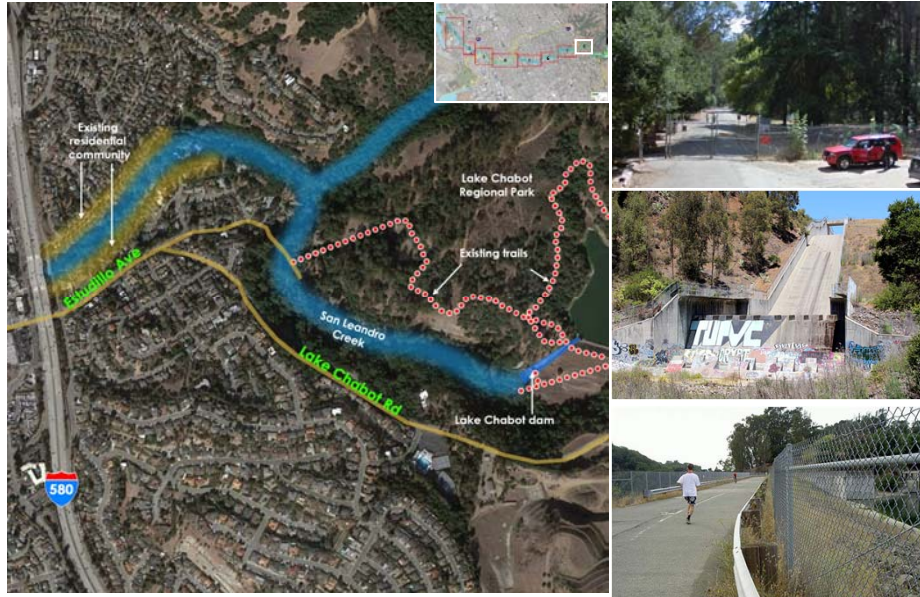


### Segment 8: I-580 to Lake Chabot Park





I-580 to Lake Chabot Dam

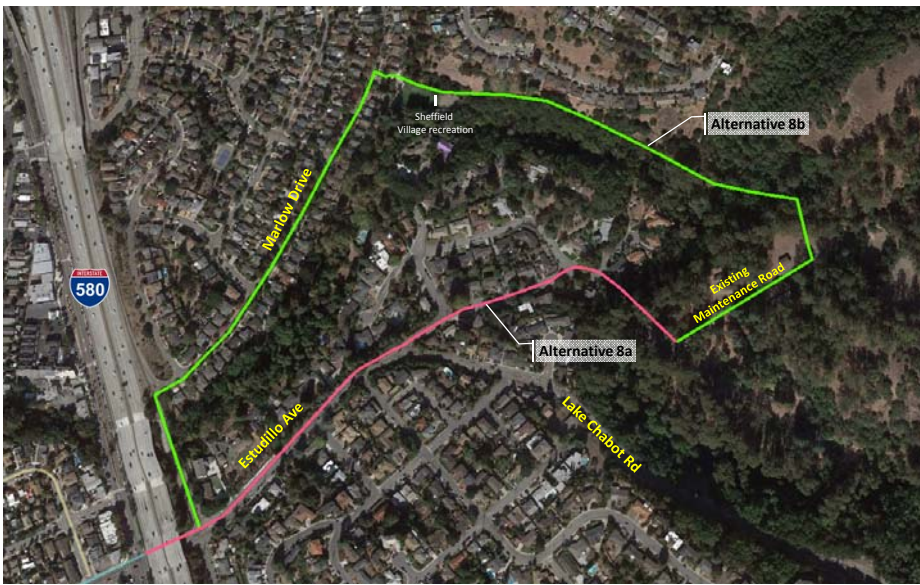


SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 8: Existing Conditions



I-580 to Chabot Dam



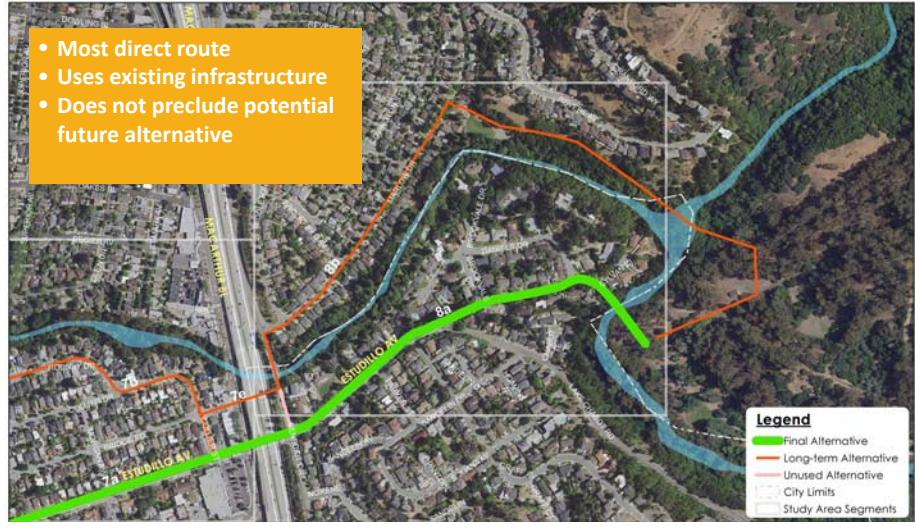
SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 8: Alternatives



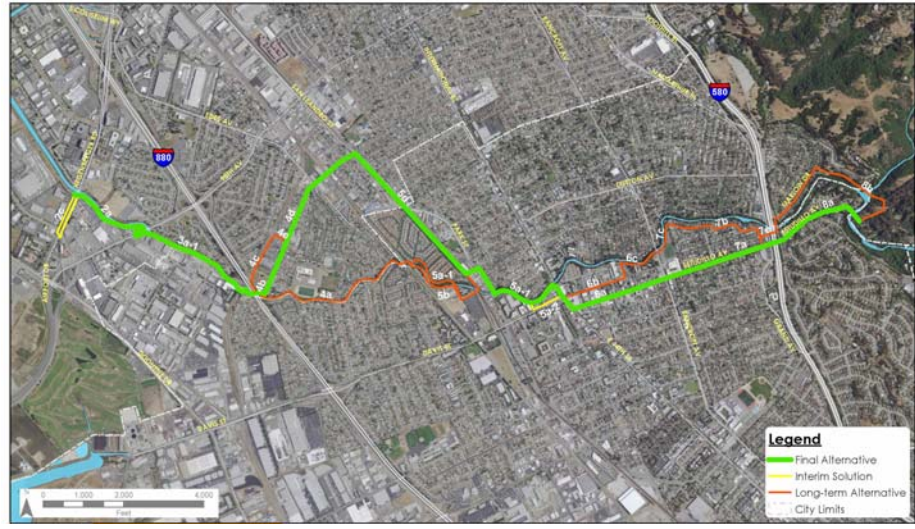
I-580 to Chabot Dam

- Most direct route
- Uses existing infrastructure
- Does not preclude potential future alternative



SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment 8: Alternatives

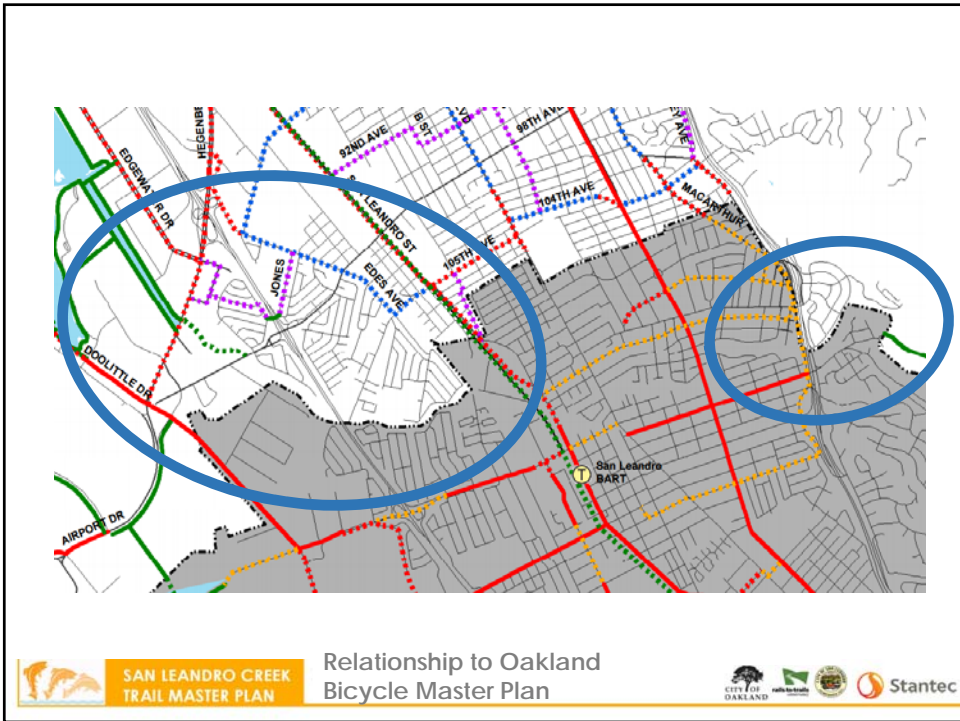


SAN LEANDRO CREEK TRAIL MASTER PLAN

Segment Map









# Caltrans District 4 Bicycle Plan

Oakland Bicyclist and Pedestrian  
Advisory Commission  
December 15, 2016



# Plan Overview

## District 4

Nine Bay Area counties:  
 Alameda, Contra Costa,  
 Marin, Napa, San Francisco,  
 San Mateo, Santa Clara,  
 Solano, and Sonoma

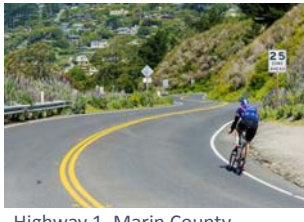
Over 700 miles of freeways  
 & expressways and 1500  
 miles of conventional  
 highways



## District 4 State Transportation Network



State Route 82, Palo Alto (above)  
 Redwood City (bottom)



I-80 Central Freeway,  
 San Francisco



State Route 29, Calistoga

## Why is the Bicycle Plan Important?

Freeways and other State highways often serve as barriers to bicycling

The Bicycle Plan will help Caltrans identify where these barriers are and opportunities to remove them



CALTRANS DISTRICT 4 BICYCLE PLAN

## D4 Bicycle Plan Objectives

- Data-driven approach to identify bicycle safety and mobility needs on and across the State transportation network in District 4
- Build on goals and strategies being developed in the CA State Bike & Pedestrian Plan
- The D4 Bicycle Plan will generate a list of projects with potential funding sources that address bicycle safety and mobility needs

CALTRANS DISTRICT 4 BICYCLE PLAN





## Community Engagement

**Organized framework and approach**

- Outreach
- Education
- Engagement

Public engagement is essential to develop a plan that is both **responsive to local needs and implementable at the District level.**



## Outreach Goals

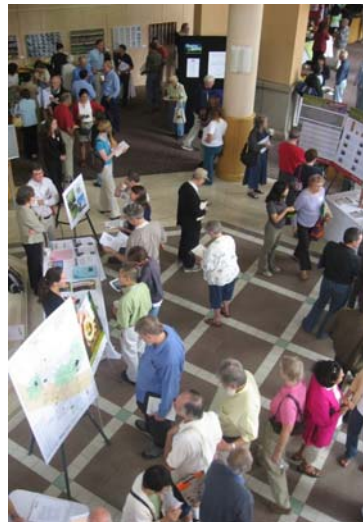
- **Facilitate input on:**
  - Framework and recommendations
  - Vision, goals, objectives and strategies
- **Identify ideas** to support regional and local efforts
- Build relationships and commitments to **support implementation**



CALTRANS DISTRICT 4 BICYCLE PLAN

## Target Audiences

- General public
- Residents across the Bay Area
- Bicycle advocates and community-based organizations
- Major employers
- Colleges and universities



CALTRANS DISTRICT 4 BICYCLE PLAN



# Challenges

- Reaching the **breadth and diversity of stakeholders** and communities
- Coordinating local and **regional partners**
- Communicating **the added value** and distinctiveness
- Providing **meaningful and accessible engagement** opportunities for everyone



# Outreach Tools and Activities

- Stakeholder Contact List
- Project Fact Sheet
- D4 Bike Plan website: <http://www.dot.ca.gov/d4/bikeplan>
- Interactive Mapping Survey
- Focus Groups
- Community Workshops
- Online Virtual Workshops
- Social Media



## Focus Groups

- **6 focus groups** across the District with residents from traditionally **underrepresented communities**
- Reach communities of color; low-income and Limited English Proficient residents



CALTRANS DISTRICT 4 BICYCLE PLAN

Fuerza operante para el Centro de Duarte

Esta cordialmente invitado ...  
que ayude a considerar un  
Centro para la Ciudad de Duarte!

*Usted puede participar en reuniones de la fuerza operante para la Ciudad de Duarte:*

Centro de Comunidad de Duarte  
1600 Huntington Drive, Duarte

Reunion de la fuerza operante #1	20 de noviembre	6:30 p.m.-9:30 p.m.
Taller a nivel comunitario	11 de diciembre	6:30 p.m.-9:30 p.m.
Reunion de la fuerza operante #2	15 de enero	6:30 p.m.-9:30 p.m.

Para mas informacion sobre estas reuniones y el proceso, visite <http://www.acccsduarte.com> o llame a Duarte City Hall a (626) 357-5931, ext. 219 o ext. 221.

## Community Workshops

- **2 rounds of 3-4 public workshops** across the nine-county region
- **Round 1 Workshops**
  - Inform participants
  - Collect early input on the vision, goals, and objectives
  - Identify bicycle needs and deficiencies
- **Round 2 Workshops**
  - Collect input on the draft plan



CALTRANS DISTRICT 4 BICYCLE PLAN

## Online Virtual Workshops

Can't make it to the workshop?

Convenient, on-demand access

Introductory video and online presentation of workshop materials

Comment feature

Webinar



On a tablet, participants use the capability of their touchscreen to drag and drop the icons.

## Technical Tasks



## Vision, Goals & Objectives



The District 4 Bicycle Plan builds on the California State Bicycle and Pedestrian Plan and the multimodal California Transportation Plan.



## District 4 Bicycle Plan

- Objectives
- Strategies

## Existing Conditions

Investments on the State transportation network should **complement and build on regional and local bicycle networks** to create a connected, safer network for the Bay Area

Technical team is gathering data on current bicycle facilities and proposed projects from:

- Regional agencies(MTC)
- Counties
- Congestion management agencies
- Local governments

## Needs Analysis

**Data-driven approach** to prioritize needs based on:

- **Existing deficiencies** and barriers for bicycling
- **Safety benefits**
- Potential **bicycling demand**

Informed by stakeholder and agency input

## Strategies to improve bicycle safety, mobility, and access

- Lower level of traffic stress
- Improve comfort and perceived safety
- Meet the needs of users of all ages and abilities



## Strategies, continued:

- Dedicated bikeways
- Traffic calming measures
- First and last mile connections to transit
- Improved crossings and intersections

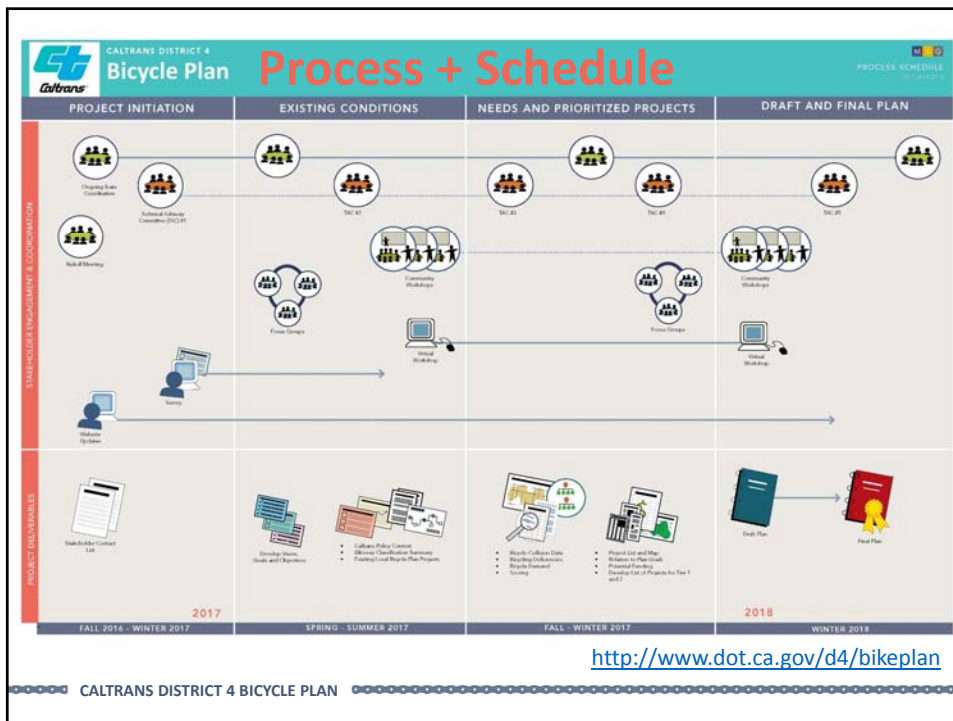


San Pablo Avenue raised bikeway (SR 123), Albany



9<sup>th</sup>/Division protected intersection (I-80), San Francisco

CALTRANS DISTRICT 4 BICYCLE PLAN



CALTRANS DISTRICT 4 BICYCLE PLAN

## For more information, contact:

Sergio Ruiz, Caltrans Project Manager

District 4 Pedestrian and Bicycle Coordinator

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Community Engagement Lead

Jamillah Jordan

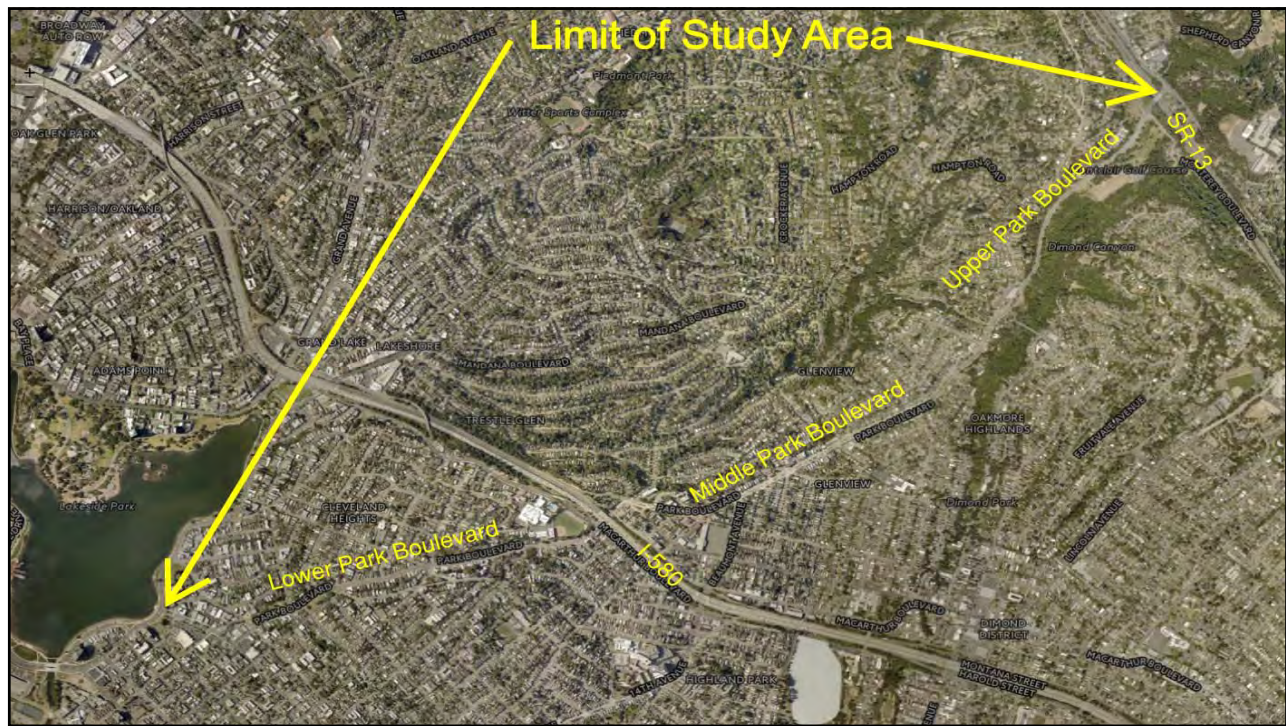
MIG, Inc.

[jamillahj@migcom.com](mailto:jamillahj@migcom.com)

Project website:

[www.dot.ca.gov/d4/bikeplan](http://www.dot.ca.gov/d4/bikeplan)





## Park Boulevard Corridor Study – Evaluation of Pedestrian, Bicycle and School Safety

- Community Interaction Workshops (November 16<sup>th</sup> and 17<sup>th</sup>)
  - ✓ Solicit and Document Community Input
  - ✓ Previously Identified Community Concerns
    - ✓ High vehicle speeds along the corridor
    - ✓ Improve safety for pedestrian crossings - especially at school crossings
    - ✓ Evaluate bicycle lanes along the corridor
- Small Group Workshops (Post November 17<sup>th</sup>)
- Conceptual Design Evaluations
- Community Workshop to Discuss Potential Concepts (1<sup>st</sup> Quarter 2017)

























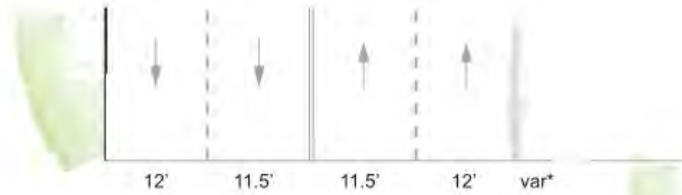




**Park Blvd Path, Existing and Alternative Cross Sections**

**Existing**

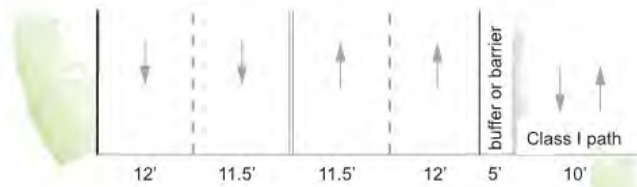
Total roadway width (from aerials): 47'-48'  
plus 10' sidewalk on bridges



**Concept #1**

Total cross-section width: 62'

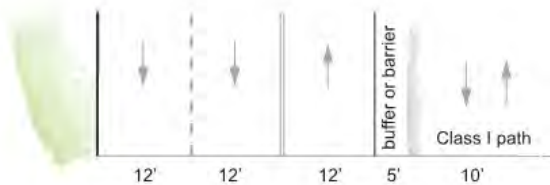
- no change in roadway width
- buffer may be replaced with vertical barrier



**Concept #2**

Total cross-section width: 51'

- decreases roadway width by 11'

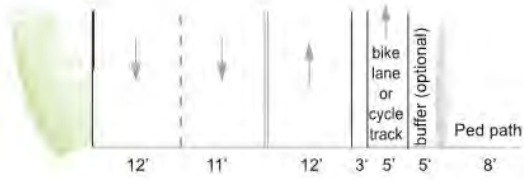




**Concept #3**

**Total cross-section width: 51'**

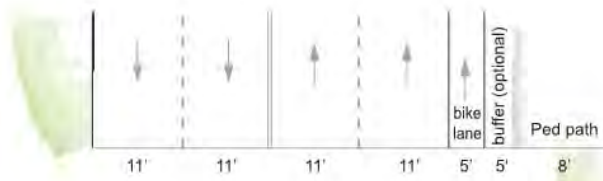
- decreases roadway width by 4'
- decreases path width by 2'
- 5' buffer is optional



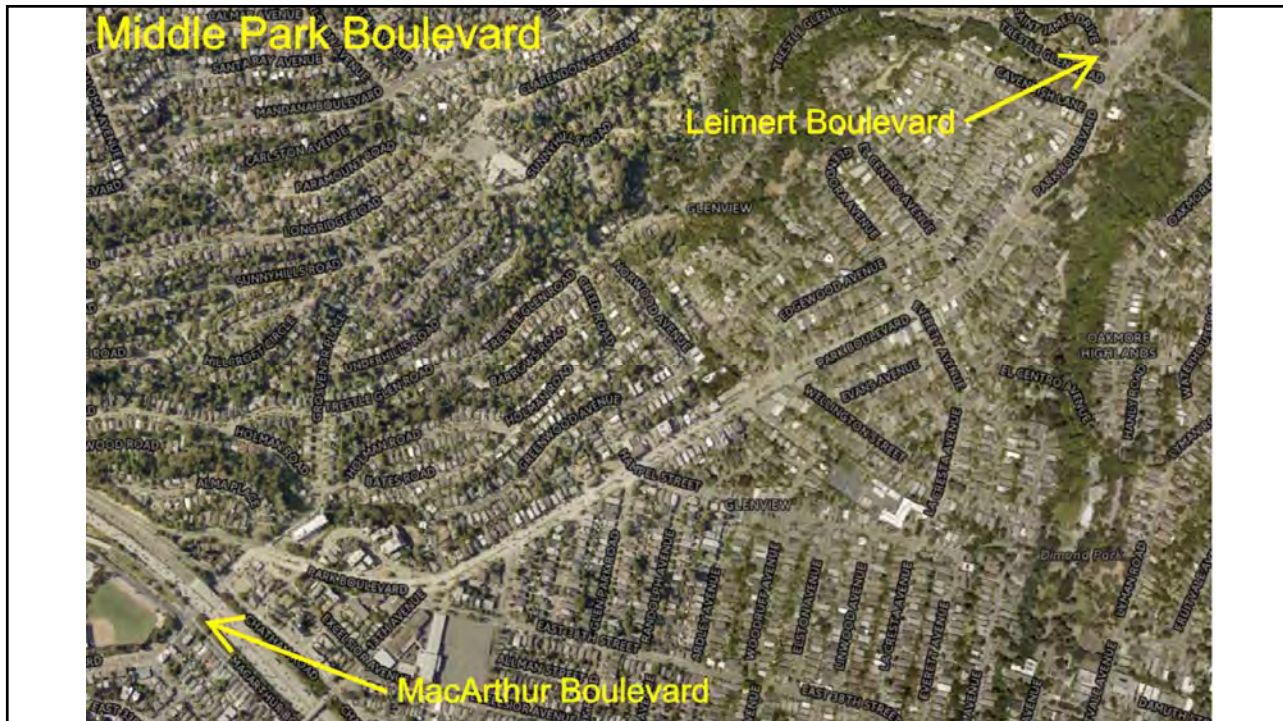
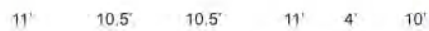
**Concept #4**

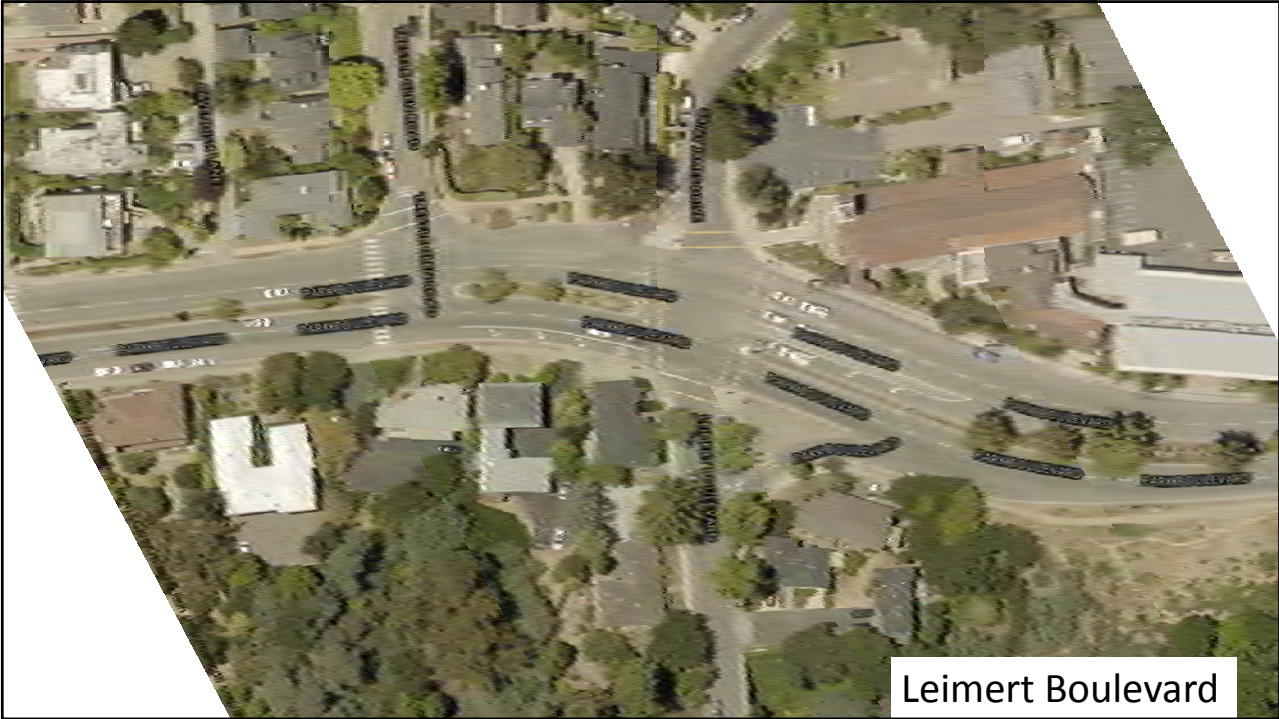
**Total cross-section width: 57'**

- increases roadway width by 2'
- decreases path width by 2'
- 5' buffer is optional

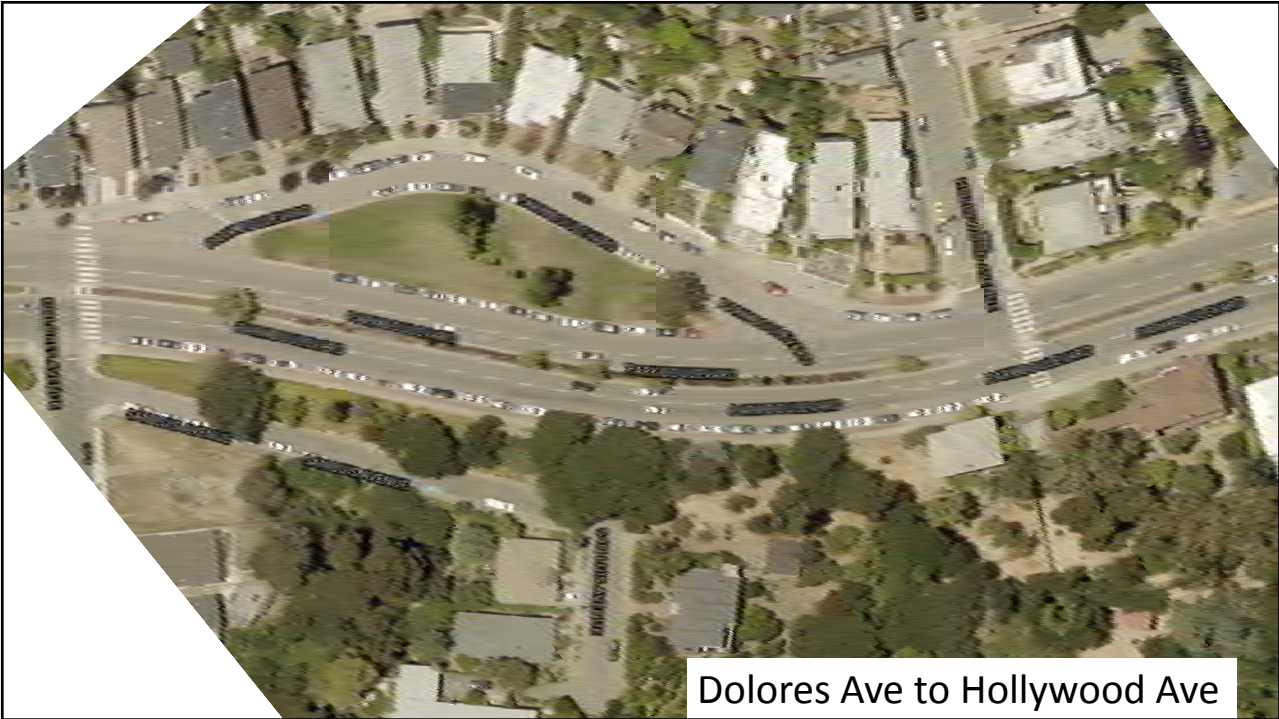


*On bridges:*



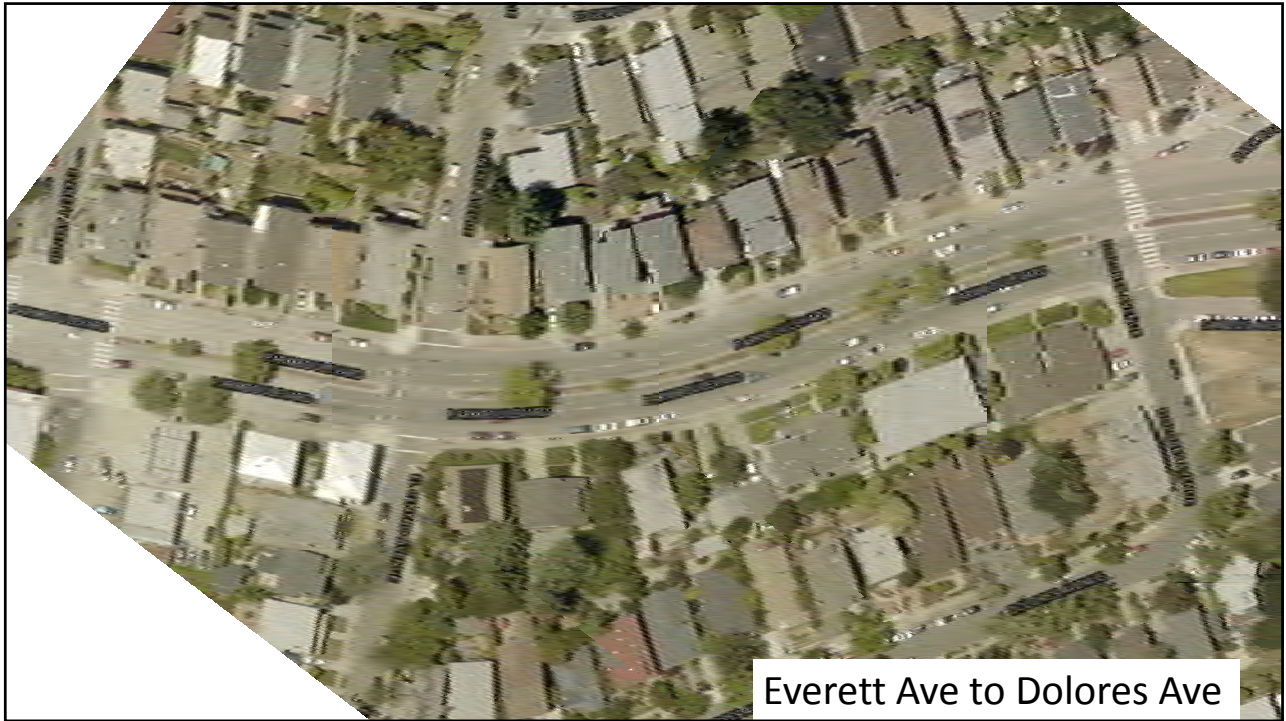


Leimert Boulevard



Dolores Ave to Hollywood Ave





Everett Ave to Dolores Ave

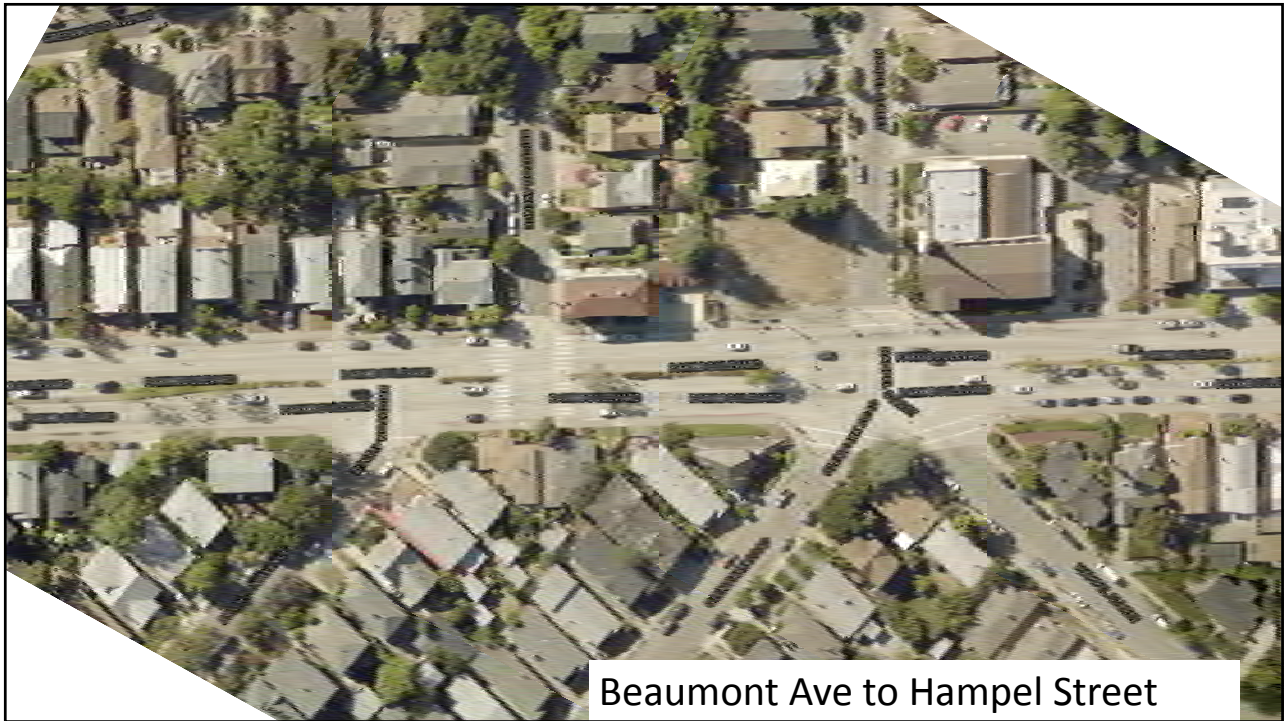


Wellington St to Everett Ave





Hampel Street to Wellington St

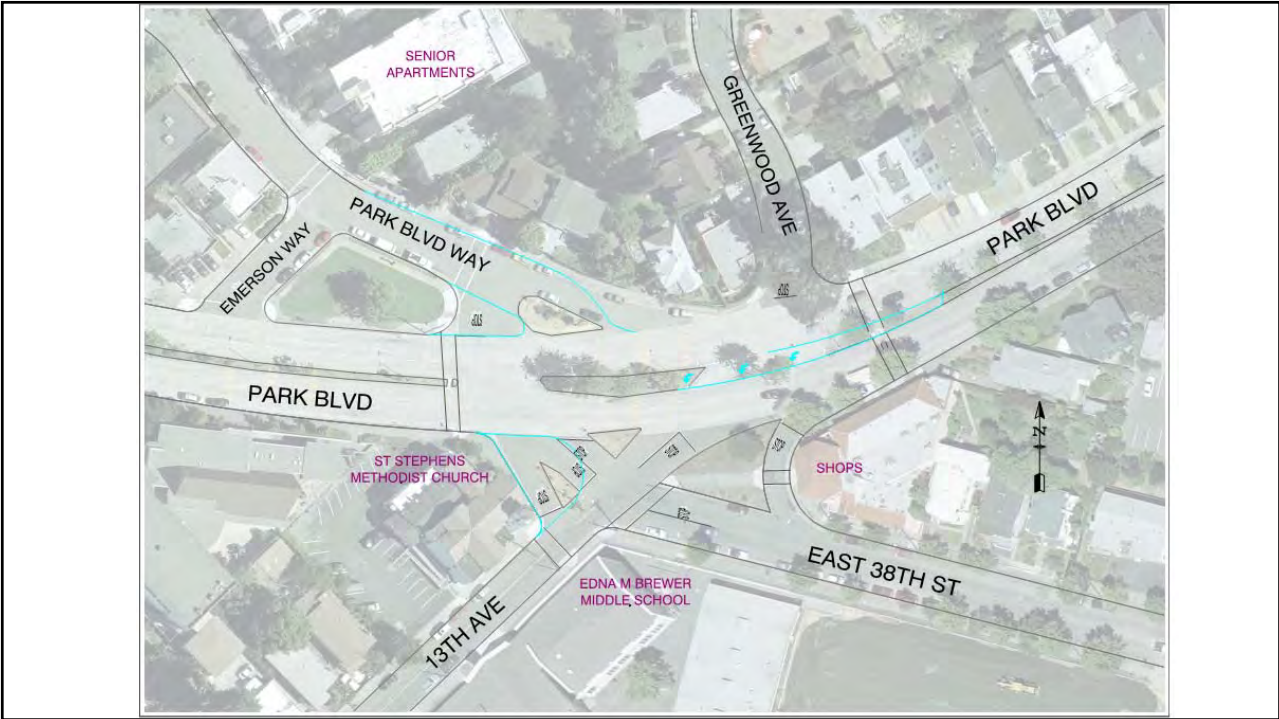


Beaumont Ave to Hampel Street





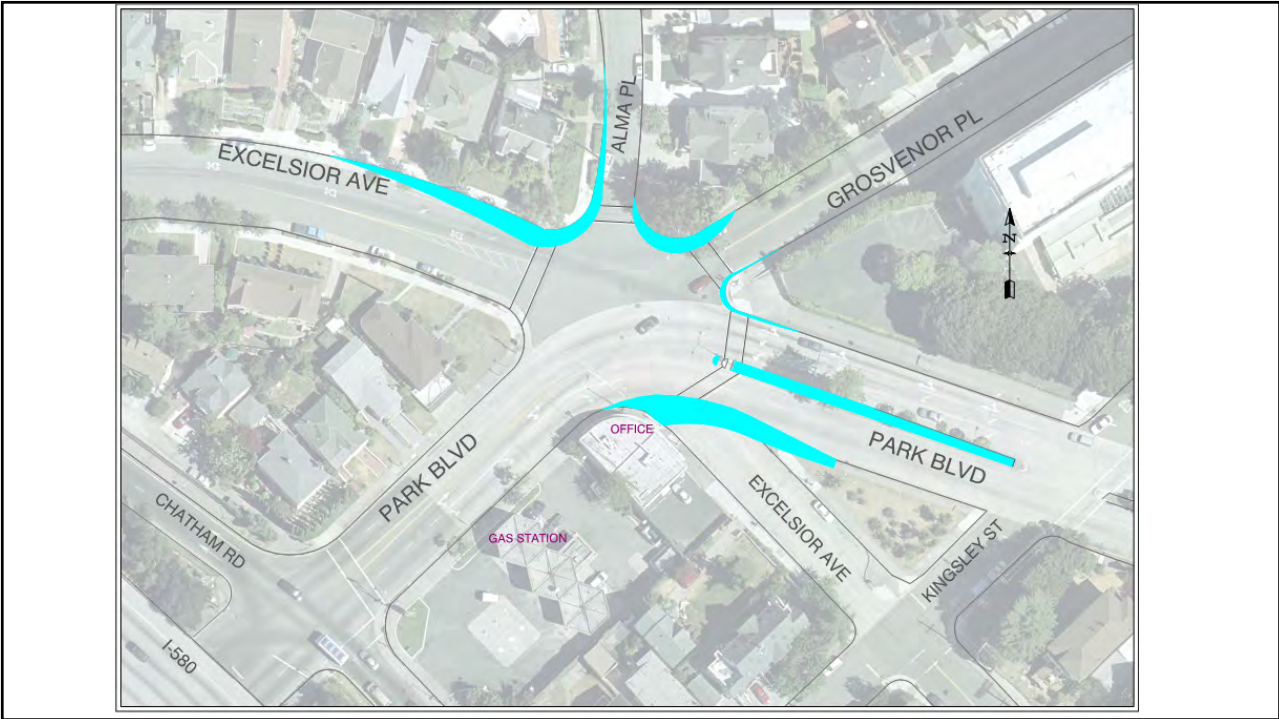
Emerson Way to Beaumont Ave



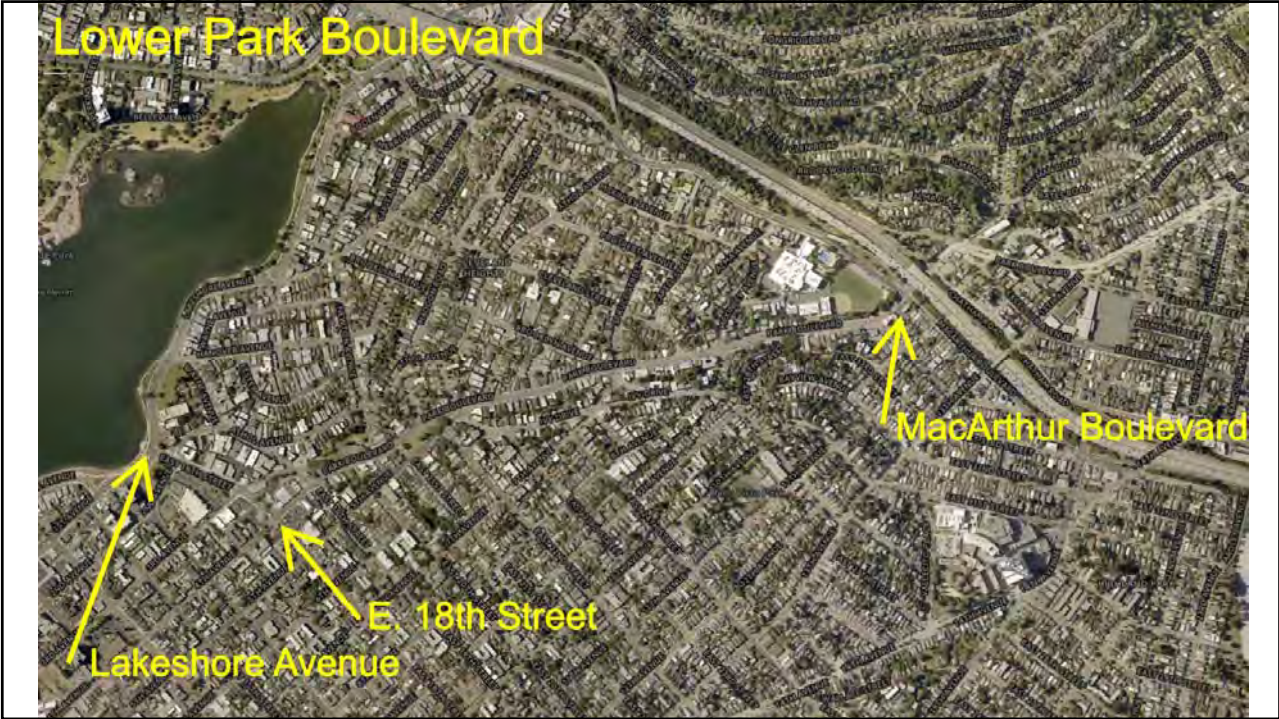




MacArthur Boulevard to Emerson Way









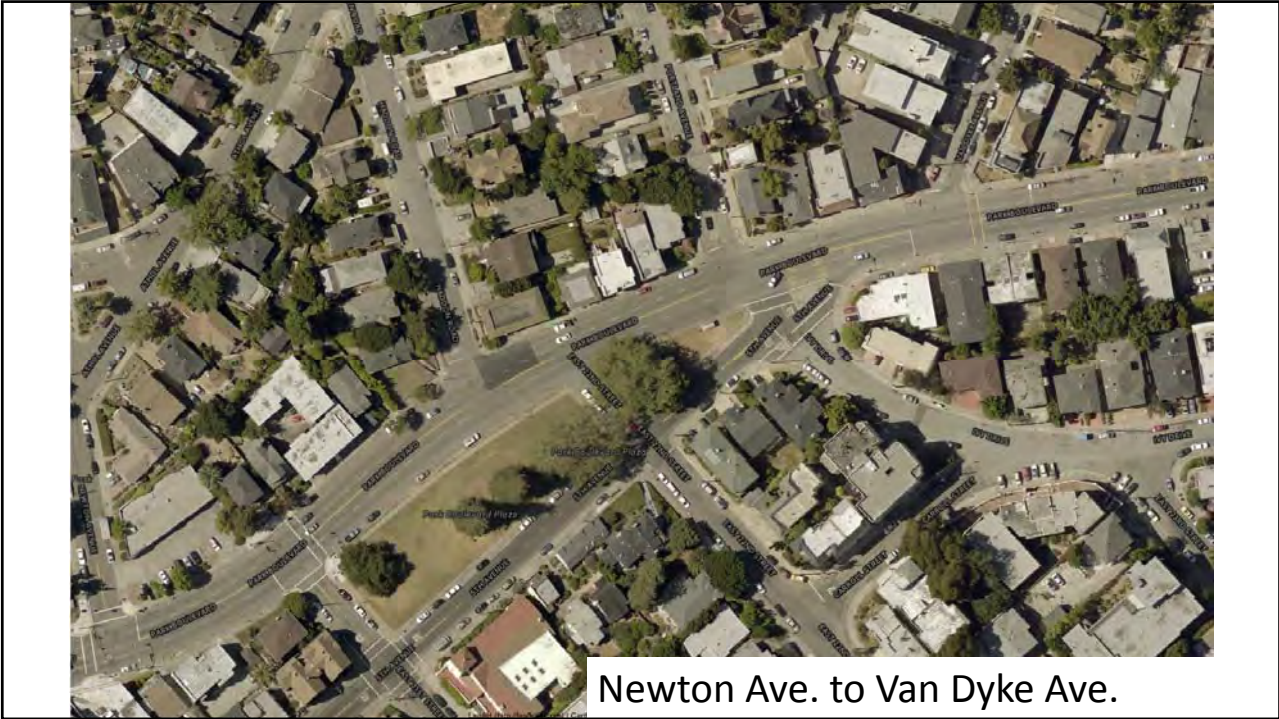


7th Avenue to 8th Avenue



Van Dyke Ave. to 7th Ave.





Newton Ave. to Van Dyke Ave.

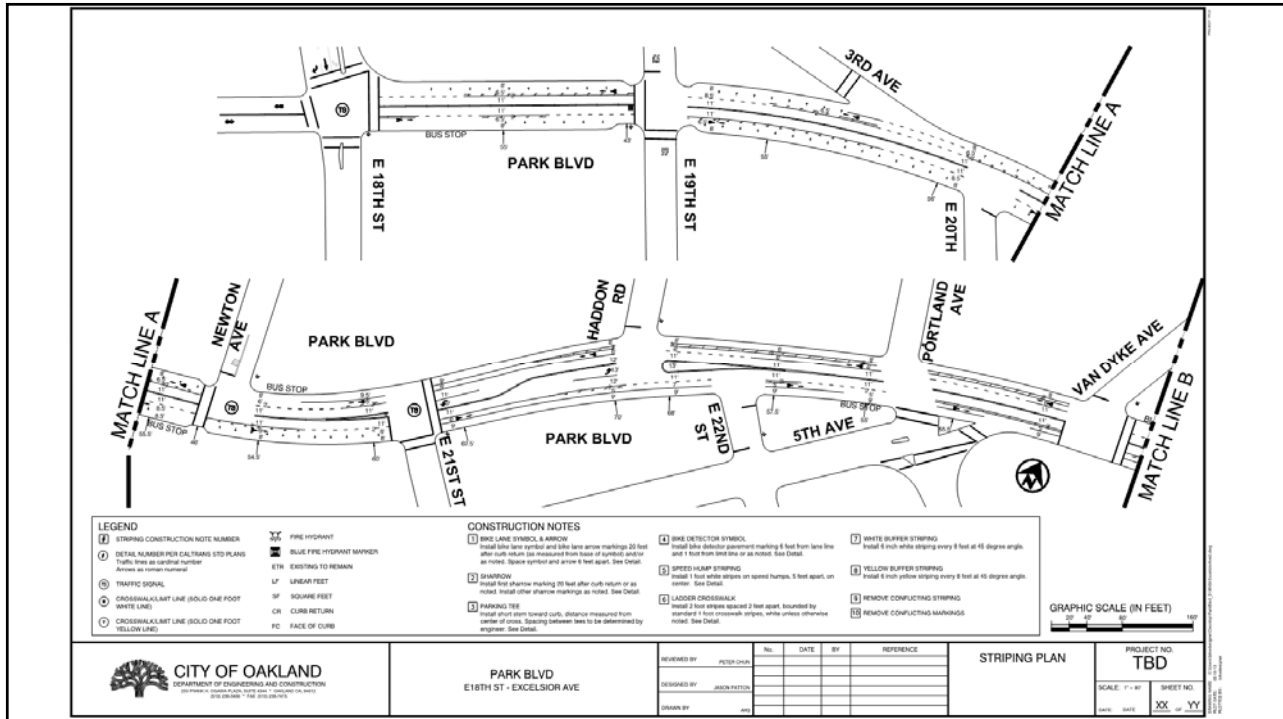


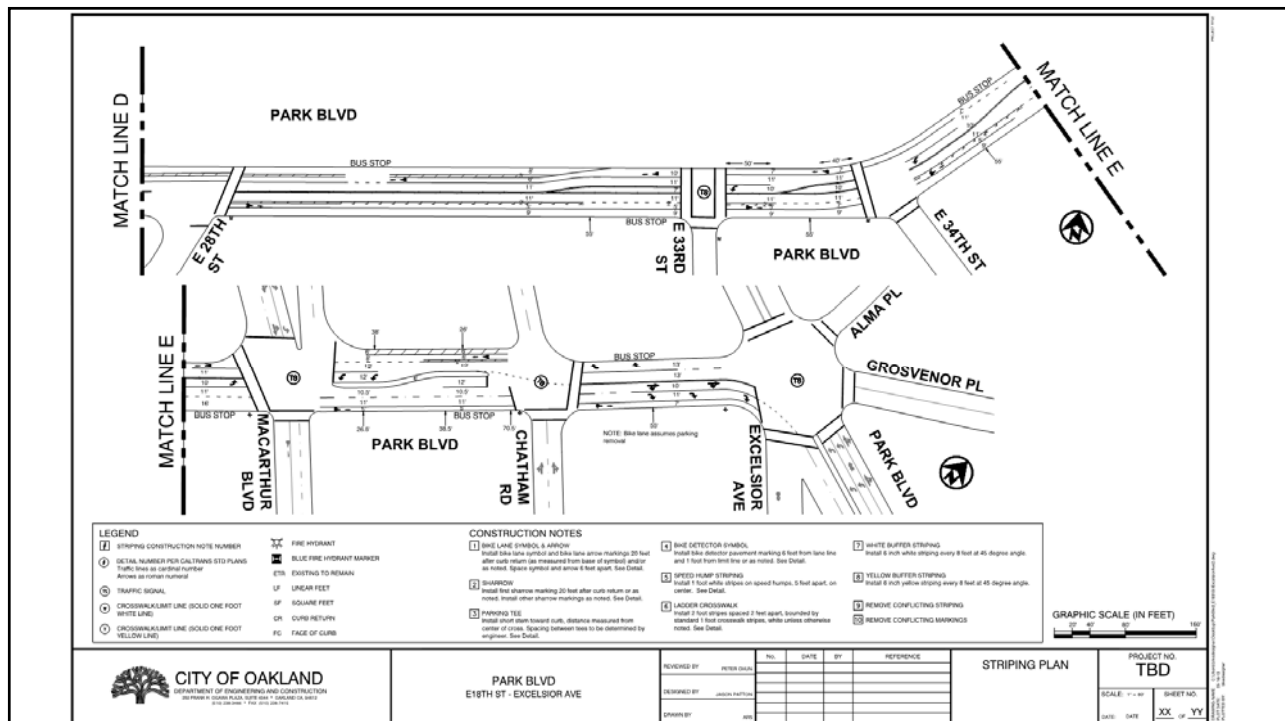
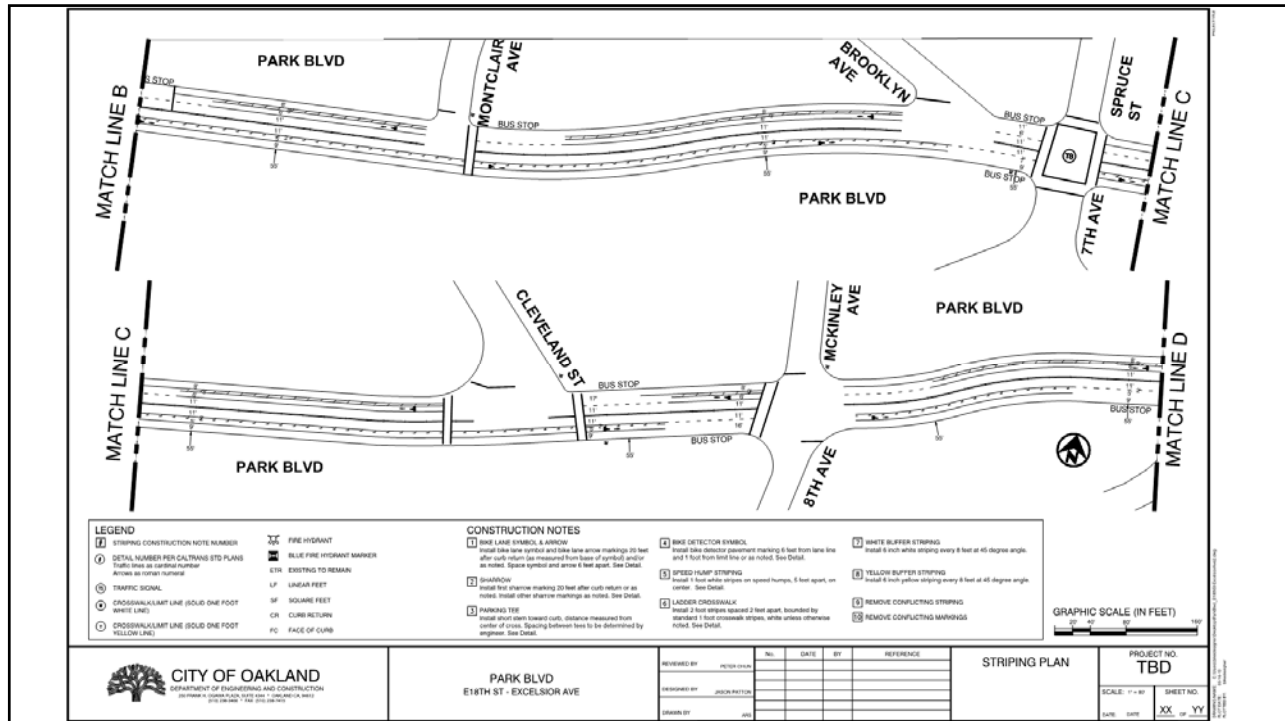
E. 18<sup>th</sup> St. to Newton Ave





E. 18th St. – Lakeshore to Park Blvd.









Email Comments to:  
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