

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



City of
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Department of
Transportation

About the Project

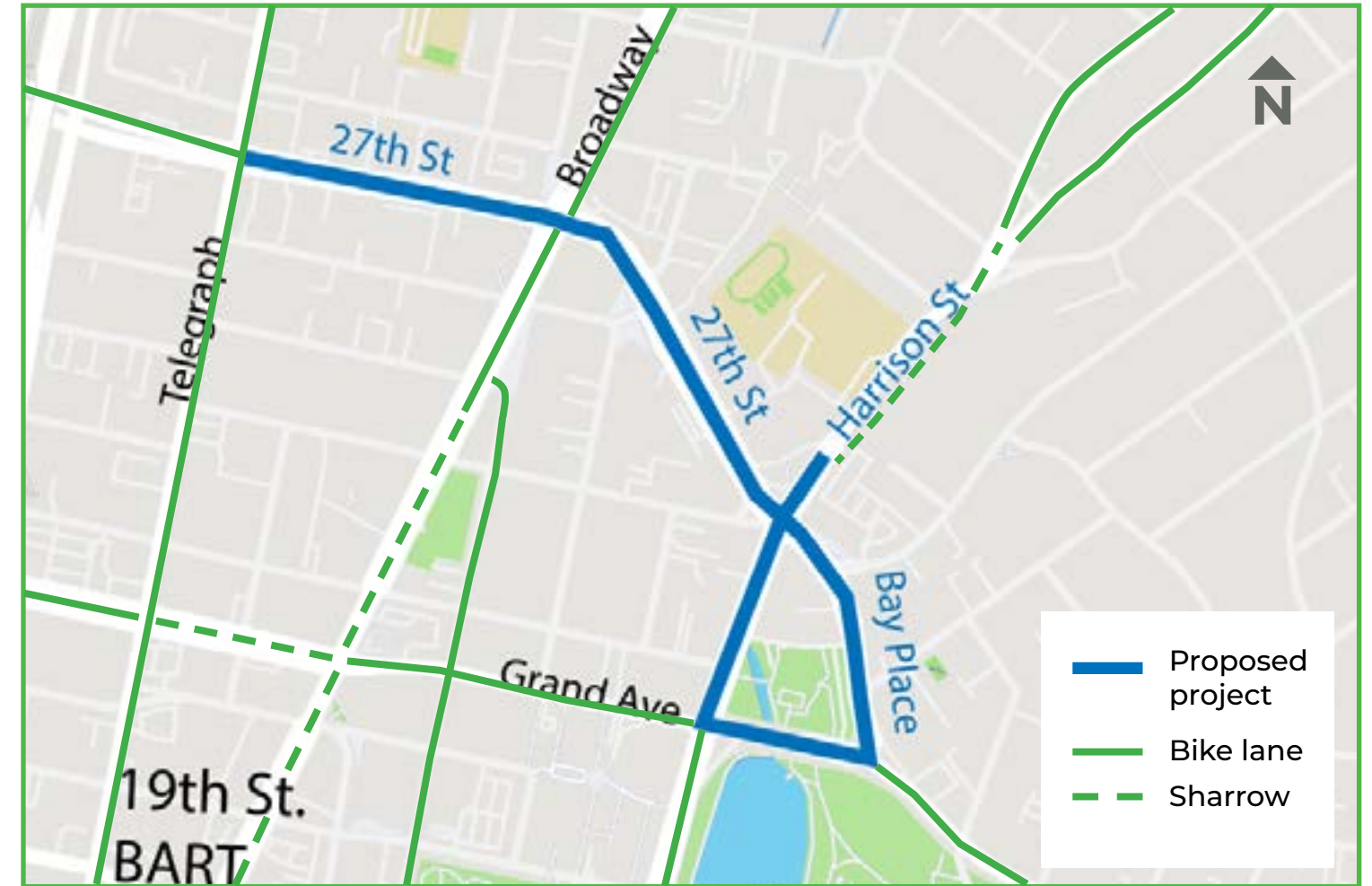
Oakland residents and visitors use 27th Street, Bay Place, Harrison Street, and Grand Avenue to travel to Lake Merritt, grocery stores, places of worship, and more. Residents here commute by biking, walking, and public transit more often than other Oaklanders. 15% of residents walk or bike to work and 34% take transit.

Grand Avenue and 27th Street are part of the City's High Injury Network (the 6% of Oakland's streets where 63% of severe and fatal collisions occur). There have been 87 collisions within the project area since 2012, including one pedestrian death. People walking and biking make up the majority of all people harmed by crashes within the project area (20.7% and 40% respectively).

This project was developed from community feedback and recommendations made in the 2014 Broadway Valdez District Specific Plan, the 2019 "Let's Bike Oakland!" Bike Plan.

The project includes:

- **Protected bike lanes on 27th Street**
- **Buffered bike lanes on Bay Place**
- **Two-way cycle track on Grand Avenue from Bay Place to Harrison Street**
- **Simplified driving lanes and shorter crossing distances** at the intersections of Grand Ave and Bay Place, Grand Ave and Harrison Street, and 27th Street and Harrison Street
- **Planted medians along 27th Street and Bay Place**



Project Goals

- Improve safety, comfort, and visibility for people bicycling and walking on Lakeside streets
- Reduce turning conflicts between road users
- Make intersections easier to navigate for all users

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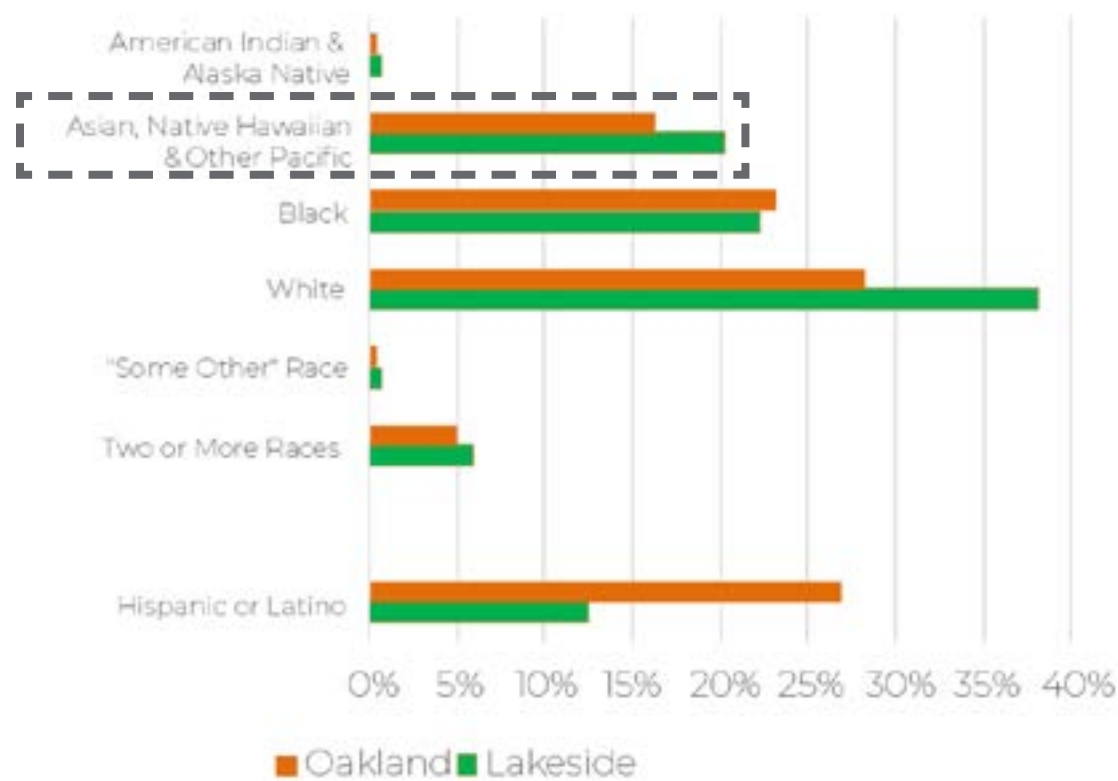
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DEMOGRAPHICS - Who lives near the project area?

There are greater shares of minority, low-income, and senior residents in the Lakeside area than in City of Oakland.

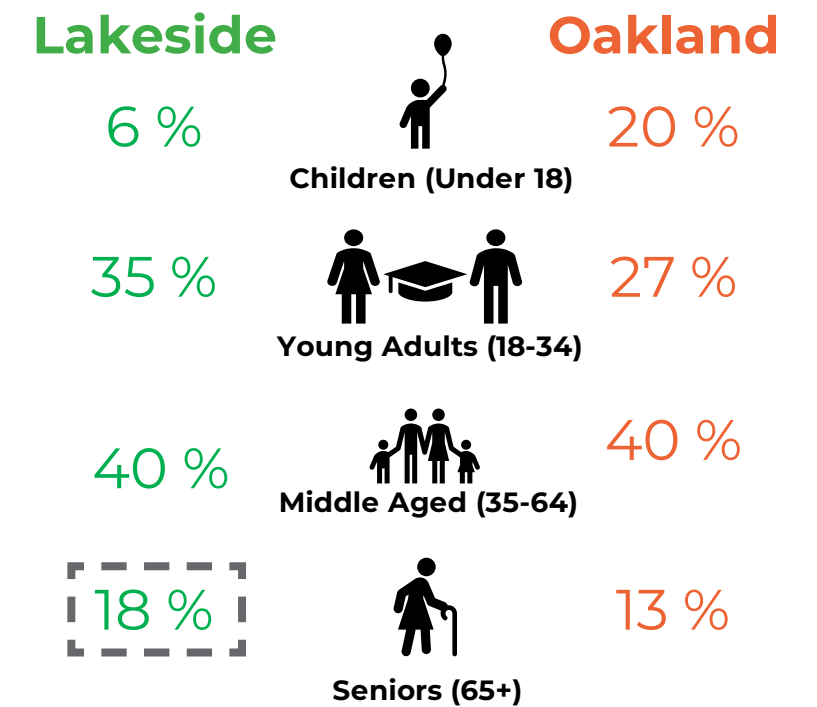
RACE



INCOME



AGE



Note: Census tract data for census tracts 4029, 4037.01, 4035.01, 4035.01

Sources: US Census, ACS 2018 (5-year estimates)

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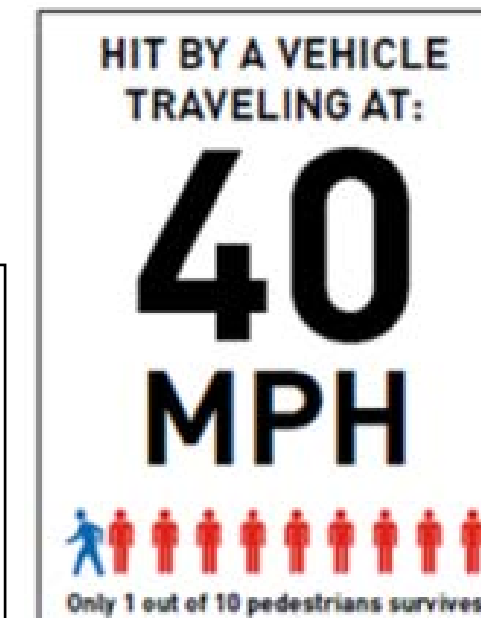
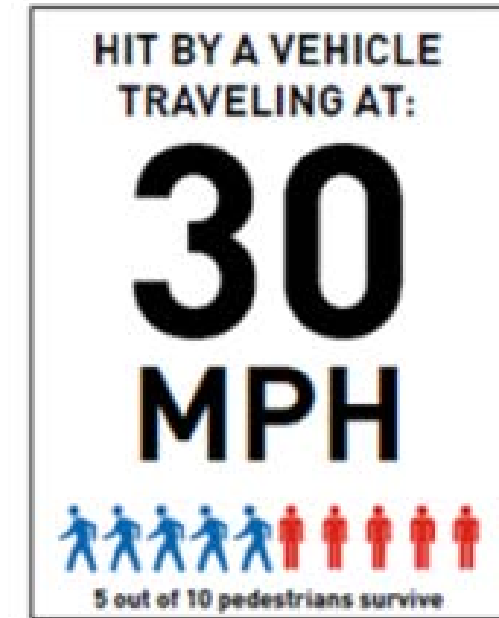
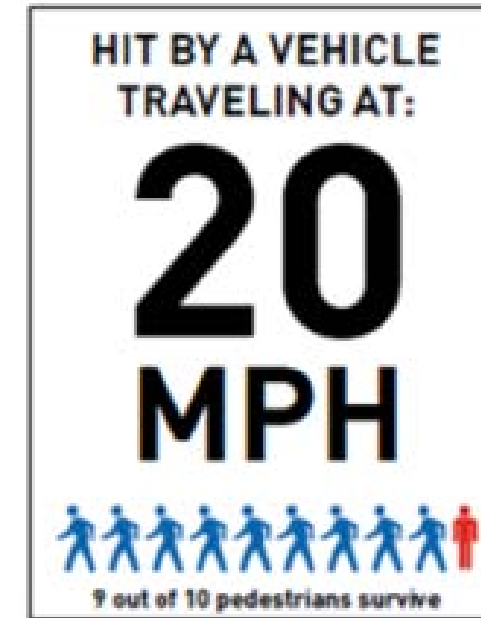
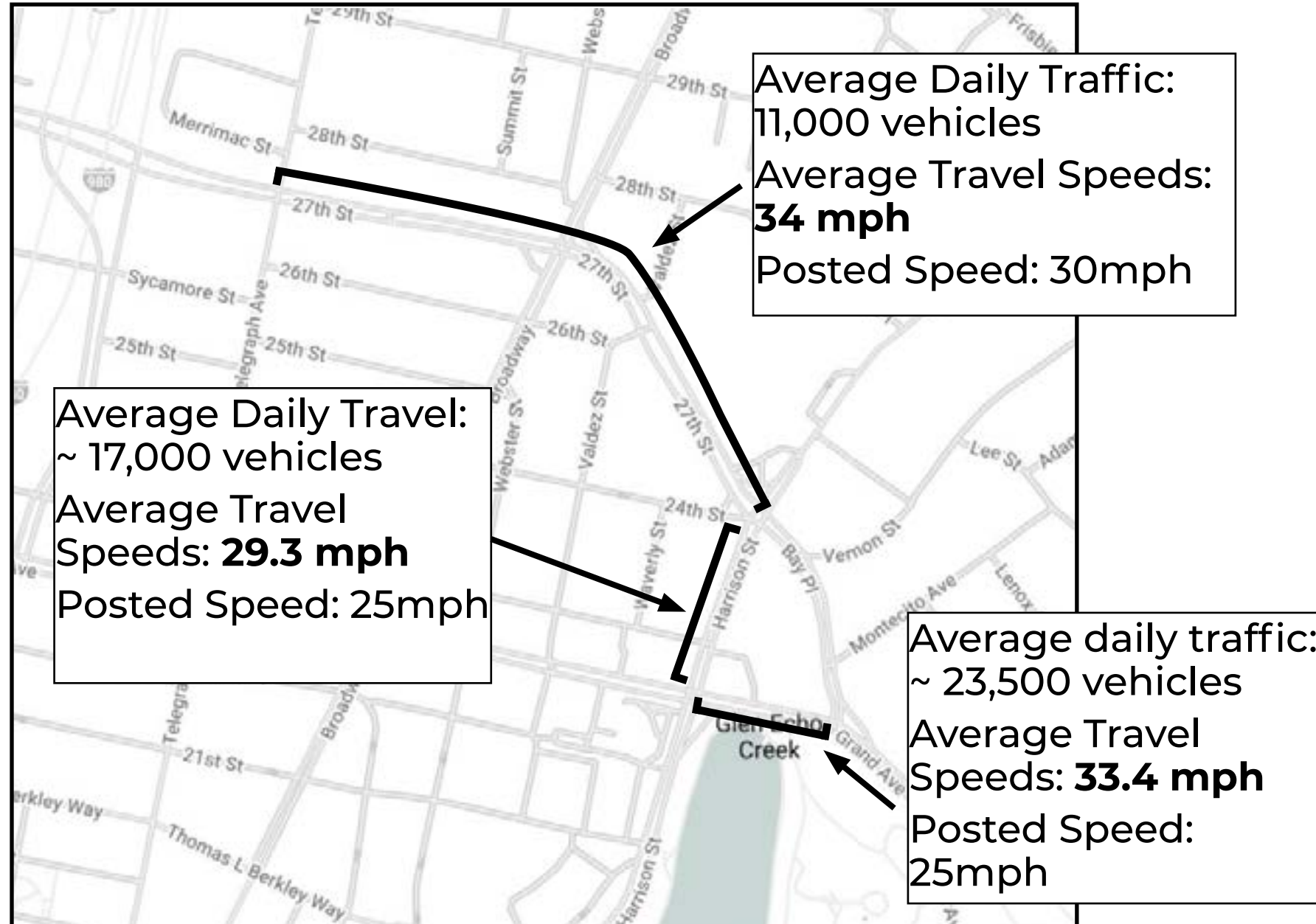
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TRAFFIC SPEED AND FLOW



Speed is especially lethal for vulnerable users like **pedestrians and people biking**. The risk of injury and death increases as speed increases.

Source: <http://oakgis.maps.arcgis.com/home/webmap/viewer.html?webmap=86ceba0ee7f4427cba0613c9b7e114d0>

Contact: Colin Piethe - cpiethe@oaklandca.gov • Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

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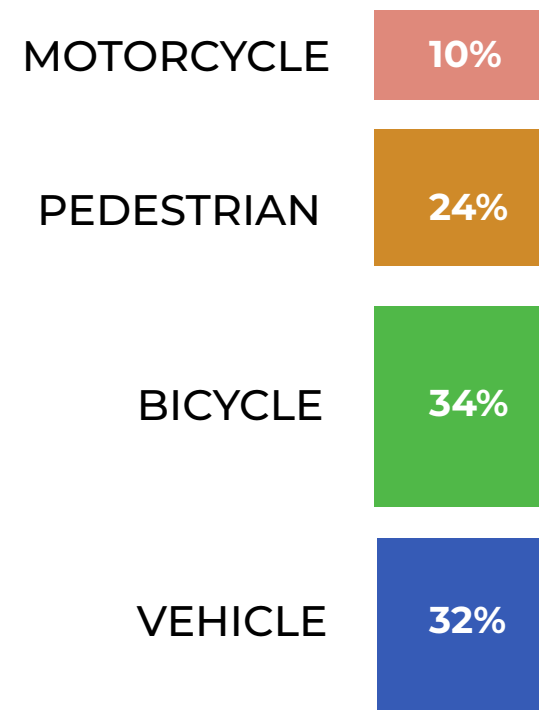
TRAFFIC SAFETY

- » Between 2010 and 2021 there were 87 collisions in the project area, including one fatal collision at Grand Ave and Bellevue Ave in 2012 involving a pedestrian
- » People biking and walking are disproportionately harmed in collisions compared to their share of traffic; 15% of residents walk and bike to work, yet account for 58% of collisions
- » Improper turning is the most common cause of collisions on 27th St, Bay Pl, Grand Ave, and Harrison St including the most severe collisions

TRAFFIC COLLISIONS ON LAKESIDE STREETS



PARTIES INVOLVED



TOP CAUSES OF COLLISIONS:

- #1: IMPROPER TURNING (22%)
- #2: AUTOMOBILE RIGHT OF WAY (20%)
- #3: PEDESTRIAN RIGHT OF WAY (15%)
- #4: TRAFFIC SIGNALS AND SIGNS (13%)
- #5: UNSAFE SPEED (9%)

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EXISTING CONDITIONS

27th Street, 24th Street, Harrison Street, and Bay Place



- Crosswalks are faded and are not very visible to drivers
- Limited commercial loading zones, despite heavy commercial activity
- Double parking is prominent

Grand Avenue and Bay Place



- Large and confusing intersections are dangerous
- Unprotected bicycle facilities make biking and scootering less safe and inaccessible for most Oaklanders

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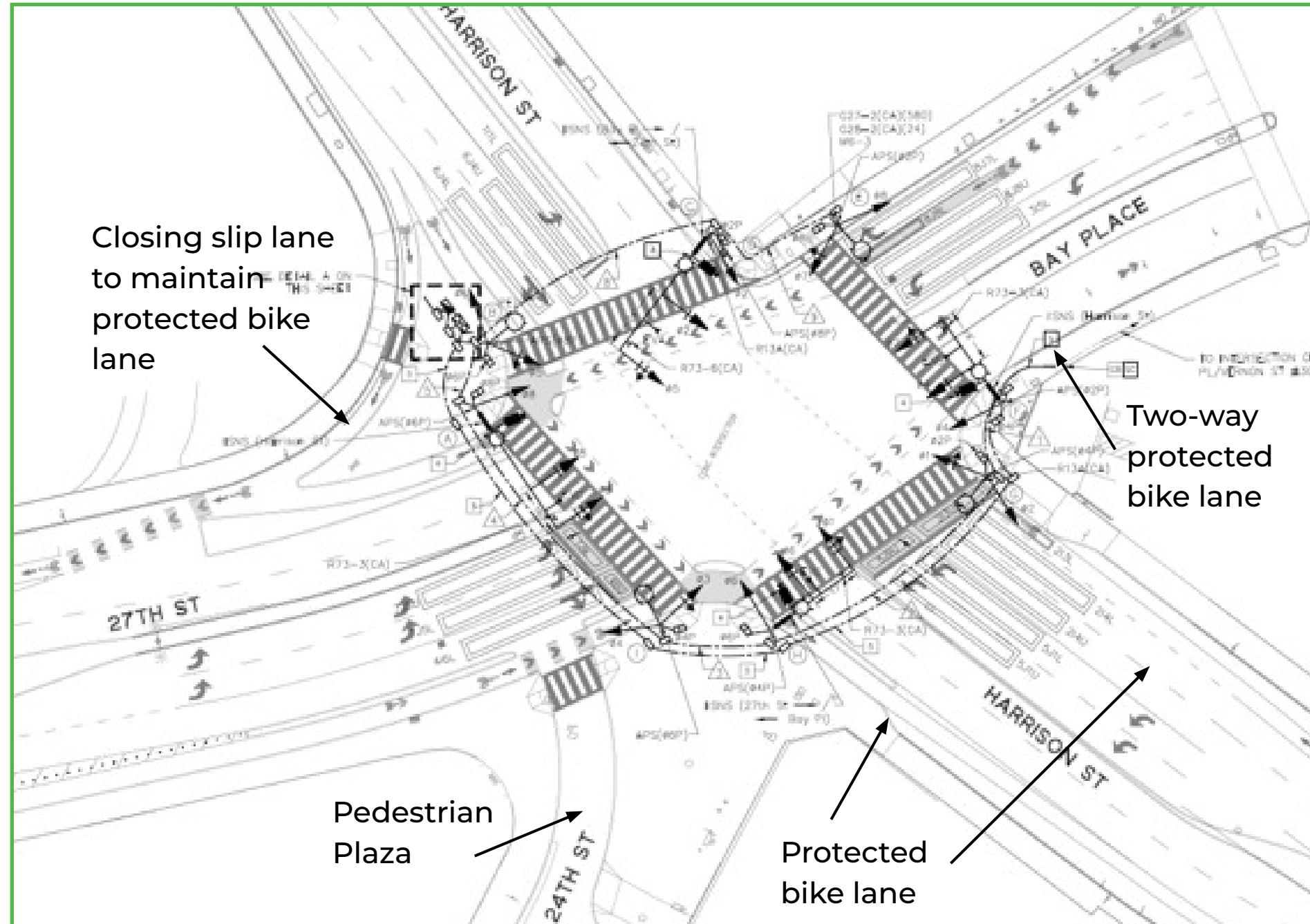


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PROPOSED PROJECT IMPROVEMENTS

Improved Intersection: 27th Street and Harrison Street



- Simplified intersection: 24th Street will be closed and converted into a public plaza, which will reduce the number of turning conflicts
- Raised bulb-outs to widen the sidewalk, shorten pedestrian crossings, increase visibility, and slow turning vehicles.
- Protected turning movements for bicyclists to reduce conflicts with vehicles and pedestrians

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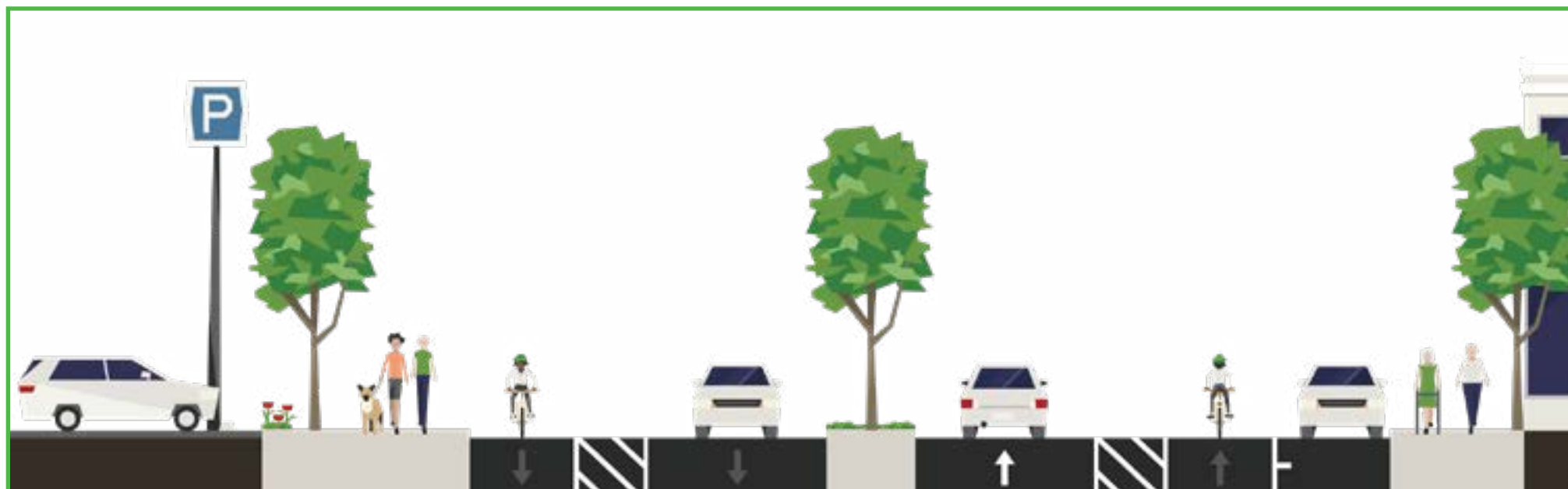
EXISTING CONDITIONS: Bay Place - 27th Street to Grand Avenue



- Sharrow bike facility requires bicyclists to mix with vehicle traffic
- Crossing distances are wide and can be challenging for people who may need more time to cross the street



PROPOSED PROJECT:



- Buffered bike lanes provide a designated space for bicyclists
- Buffered bike lanes also help shorten crossing distances for pedestrians

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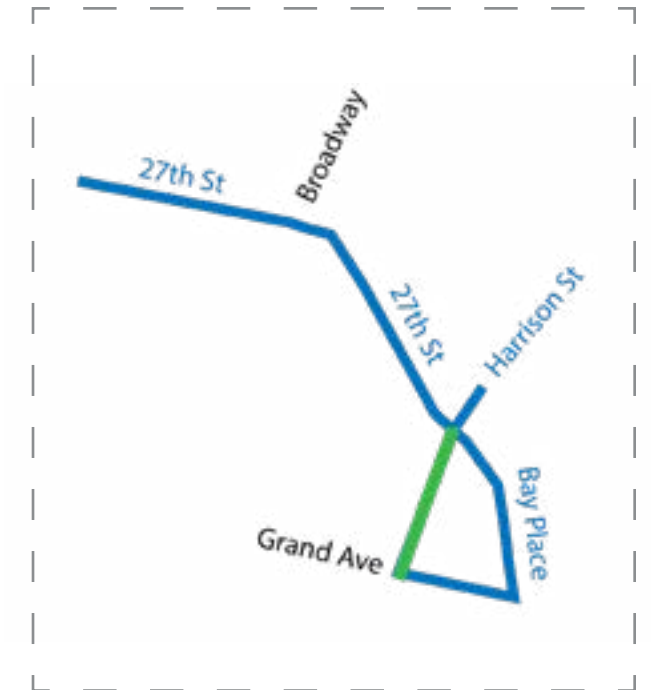
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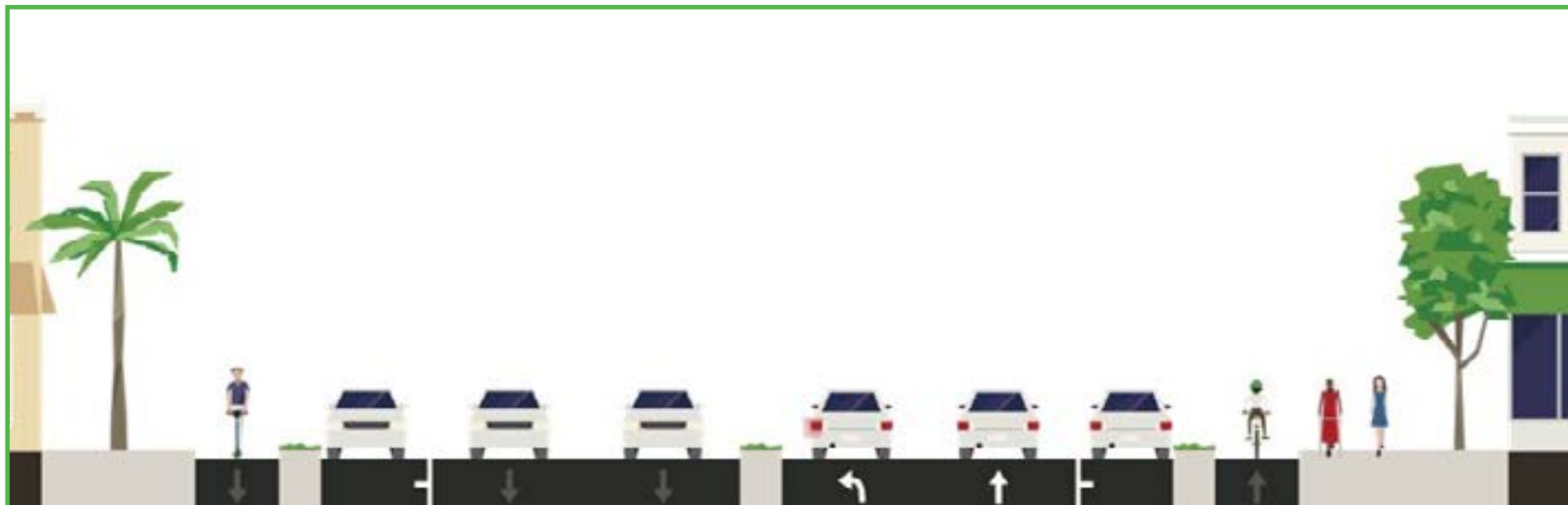
EXISTING CONDITIONS: Harrison Street - Grand Avenue to Bay Place



- No protected bike lane available
- Sidewalk widths are not in proportion to width of the street



PROPOSED PROJECT:



- Widens sidewalks
- Installs protected bike lanes
- Minimal parking removal at intersections with crosswalks to improve visibility between vehicles and pedestrians

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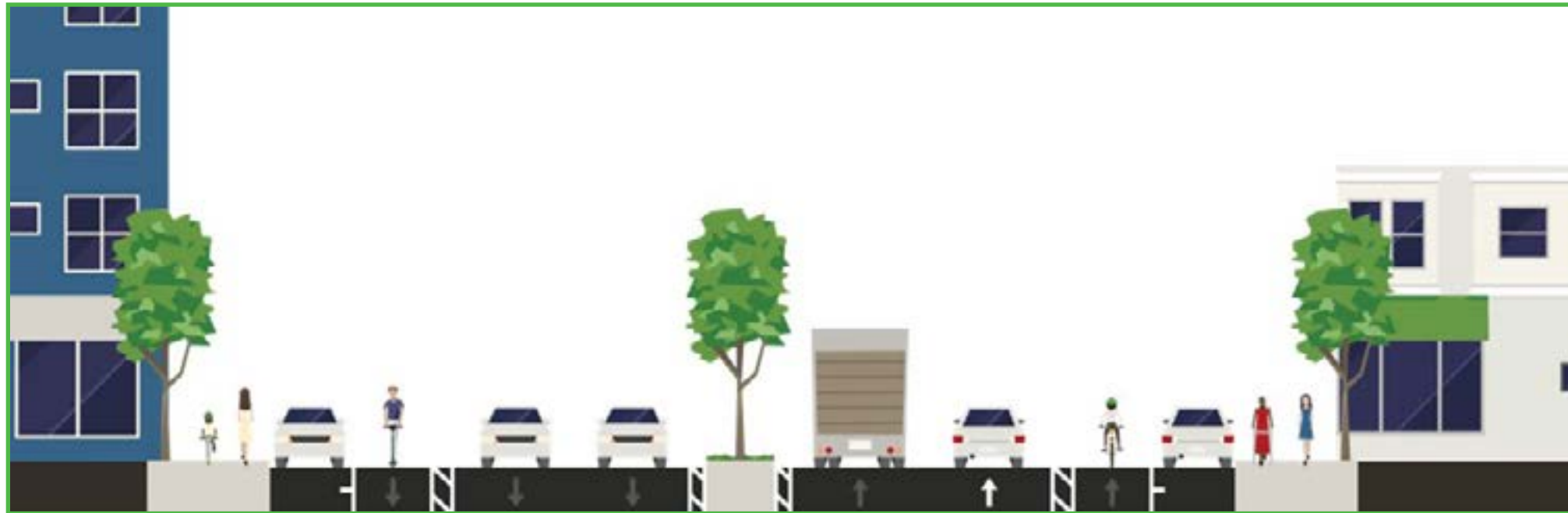
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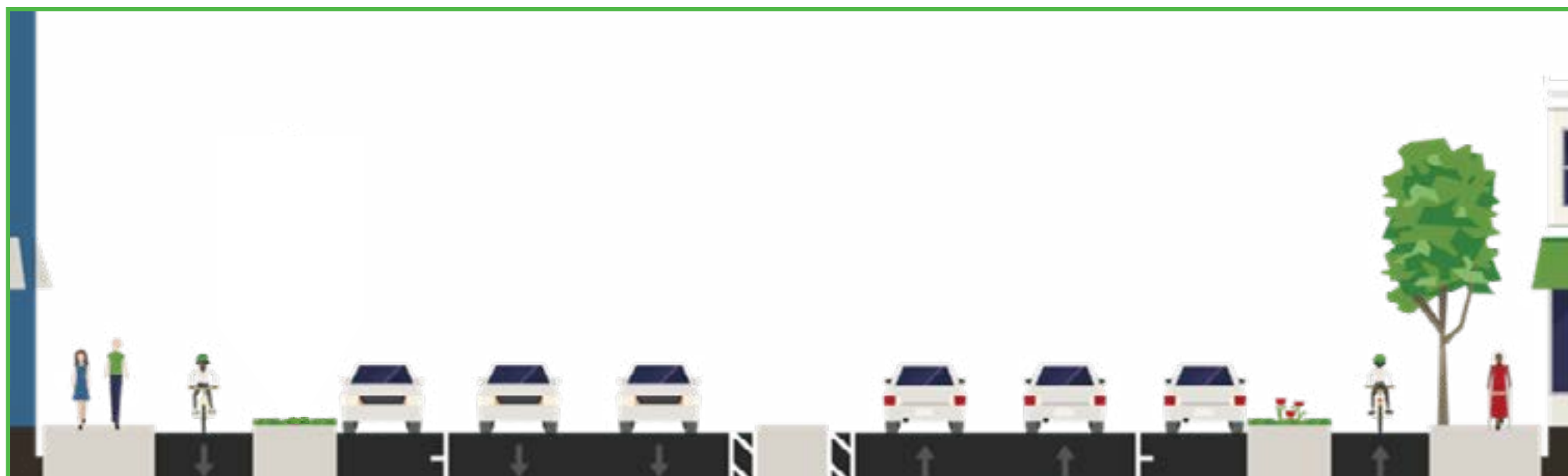
EXISTING CONDITIONS: 27th Street - Harrison to Broadway



- Bike lanes are adjacent to moving vehicles and separated by paint
- Crossing distances are wide and can be challenging for people who may need more time to cross the street



PROPOSED PROJECT:



- Bike lanes are physically separated from the sidewalk and from moving vehicles with concrete curbs and landscaping
- Bike lanes help shorten crossing distances for pedestrians

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EXAMPLE PROJECTS

Two-way cycletrack at Lakeside Drive and Jackson Street
(Lake Merritt)



Intersection crossing improvements at 9th Street and
Madison Street (Lake Merritt BART)



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SCHEDULE/NEXT STEPS

- » Winter 2022
 - 35% Design
- » Spring 2022
 - Conduct outreach to confirm community needs
- » Fall 2023
 - 100% design
- » Spring 2024
 - Construction