

OAB Traffic Mitigation Measure Closeout from OakDot for 2021-2024

Mitigation Measure 3.16-24: Grand Ave/I-80/Frontage Road (2021)

From: Ream, Charlie <CReam@oaklandca.gov>

Sent: Thursday, March 30, 2023 10:52 AM

To: Young, George@DOT <george.young@dot.ca.gov>; Alvin, Corey <CALvin@oaklandca.gov>; Garcia, Hector@DOT <hector.garcia@dot.ca.gov>; Harris, Audrey <AHarris2@oaklandca.gov>

Cc: Kung, James@DOT <James.Kung@dot.ca.gov>

Subject: RE: AM PM peak at Grand/I80/Frontage Ave....Oakland Army Base traffic Mitigation Measures

Thanks for the confirmation George.

[@Alvin, Corey](#) with that, I'd say yes that mitigation measures are satisfied for this intersection.

Charlie Ream

From: Young, George@DOT <george.young@dot.ca.gov>

Sent: Thursday, March 30, 2023 10:41 AM

To: Ream, Charlie <CReam@oaklandca.gov>; Alvin, Corey <CALvin@oaklandca.gov>; Garcia, Hector@DOT <hector.garcia@dot.ca.gov>; Harris, Audrey <AHarris2@oaklandca.gov>

Cc: Kung, James@DOT <James.Kung@dot.ca.gov>

Subject: RE: AM PM peak at Grand/I80/Frontage Ave....Oakland Army Base traffic Mitigation Measures

The subject intersection is not in coordination with any other intersections. And it is not necessary at this point.

Let me know if you have any question.

Thanks

George Young

Traffic Signal Operations, D4, Oakland

Mitigation Measure 3.16-33: Powell Street/Stanford Ave & San Pablo Ave (2021)

From: Ream, Charlie <CReam@oaklandca.gov>
Sent: Thursday, May 2, 2024 9:09 AM
To: Alvin, Corey <CALvin@oaklandca.gov>
Subject: Fw: Mitigation Measure -- Powell Street/Stanford Avenue & San Pablo Avenue

Hi Corey,

See below - the signal timing at this intersection was updated in April 2023 by AC Transit's San Pablo Avenue Corridor Project. This timing is optimized for current volumes and to prioritize transit users. This mitigation measure can be closed out.

Charlie

From: Hsiao, Dean <DHsiao@oaklandca.gov>
Sent: Thursday, May 2, 2024 7:37 AM
To: Ream, Charlie <CReam@oaklandca.gov>
Cc: Unenbat, Emujin <EUnenbat@oaklandca.gov>
Subject: Re: Mitigation Measure -- Powell Street/Stanford Avenue & San Pablo Avenue

Hi Charlie,

Attached is the timing sheet updated on 4/18/2023 by the consultant for AC Transit's San Pablo Avenue Rapid Corridors Project. Since the timing update is somewhat current, I think that a retiming is not necessary.

Thanks,

Chienhua "Dean" Hsiao, Ph.D., P.E., PTOE
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In-Office Days: Monday, Tuesday, Wednesday

From: Ream, Charlie <CReam@oaklandca.gov>
Sent: Wednesday, May 1, 2024 1:45 PM
To: Hsiao, Dean <DHsiao@oaklandca.gov>
Subject: Fw: Mitigation Measure -- Powell Street/Stanford Avenue & San Pablo Avenue

Hi Dean, looks like this is on us to determine if this work is necessary to move ahead.

Could you please review the signal timing at Powell/Stanford and reply with your assessment of whether or not a retiming is necessary to support current volumes at this intersection? If you review and determine that this signal is operating within normal operating parameters, then please reply with that information and I will inform Planning that this mitigation measure can be closed out.

Thank you!

Charlie

Mitigation Measure 3.16-22: 5th Street/Union Street (2022)

From: Ream, Charlie <CReam@oaklandca.gov>
Sent: Monday, March 18, 2024 4:31 PM
To: Hsiao, Dean <DHsiao@oaklandca.gov>; Alvin, Corey <CALvin@oaklandca.gov>
Subject: RE: 5th Street/Union Street....Oakland Army Base Traffic Mitigation Measure

Thanks Dean,

Corey, please see documentation below from our Traffic Signals team related to the 5th/Union intersection. Based on this information, I think that we can close out Mitigation Measure 3.16-22.

Let me know if you need any additional information from us.

Charlie Ream

From: Hsiao, Dean <DHsiao@oaklandca.gov>
Sent: Monday, March 18, 2024 3:32 PM
To: Ream, Charlie <CReam@oaklandca.gov>
Subject: RE: 5th Street/Union Street....Oakland Army Base Traffic Mitigation Measure

Hi Charlie,

I am in charge of City's traffic signal system. The maintenance and operations of the signal at 5th Street and Union Street was transferred to the City from Caltrans, which still owns the signal. The next step in upgrading the timing of the signal at this location would be to overhaul the signal controller from the older Caltrans controller to a new City controller. The City confirms that signal operations are nominal at this location, and no further work is required at this time.

Thanks,

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From: Ream, Charlie <CReam@oaklandca.gov>
Sent: Friday, February 23, 2024 4:03 PM
To: Hsiao, Dean <DHsiao@oaklandca.gov>
Subject: FW: 5th Street/Union Street....Oakland Army Base Traffic Mitigation Measure

Hi Dean, wondering if you could please check out the timing card for 5th/Union to see if this has been optimized in the last 5 years? If so, could you please send me documentation of that? If not, could we

add this to your list of optimization needs? This is a requirement of the City to satisfy the EIR for the Oakland Army Base.

Thanks,

Charlie

Mitigation Measures 3.16-26 and 3.16-31: W. Grand Ave/Market Street (2022) and 12th Street/Bush Street Respectively (2023)

From: Hsiao, Dean <DHsiao@oaklandca.gov>
Sent: Monday, April 15, 2024 2:07 PM
To: Alvin, Corey <CALvin@oaklandca.gov>; Ream, Charlie <CReam@oaklandca.gov>
Subject: RE: Mitigation Measures 3.16-26 and 3.16-31

Hi Corey,

I mean that both mitigation measures can be closed out.

Thanks,

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From: Alvin, Corey <CALvin@oaklandca.gov>
Sent: Monday, April 15, 2024 1:41 PM
To: Hsiao, Dean <DHsiao@oaklandca.gov>; Ream, Charlie <CReam@oaklandca.gov>
Subject: RE: Mitigation Measures 3.16-26 and 3.16-31

Hi Dean,

Thanks for your quick response. Are you referring to both mitigation measures 3.16-26 and 3.16-31 below when you say they can be "closed out",

Thanks again,
--Corey

Corey Alvin, Environmental Coordinator | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-6316 | Email: calvin@oaklandca.gov | Website: www.oaklandca.gov

From: Hsiao, Dean <DHsiao@oaklandca.gov>
Sent: Thursday, April 4, 2024 6:50 AM
To: Alvin, Corey <CALvin@oaklandca.gov>; Ream, Charlie <CReam@oaklandca.gov>
Subject: Re: 5th Street/Union Street....Oakland Army Base Traffic Mitigation Measure

Hi Corey,

I believe that the mitigation can be closed out.

Thanks,

Chienhua "Dean" Hsiao, Ph.D., P.E., PTOE
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From: Alvin, Corey <CALvin@oaklandca.gov>

Sent: Wednesday, April 3, 2024 4:41 PM

To: Ream, Charlie <CReam@oaklandca.gov>; Hsiao, Dean <DHsiao@oaklandca.gov>

Subject: RE: 5th Street/Union Street....Oakland Army Base Traffic Mitigation Measure

Hi Charlie and Dean,

The mitigation measures below were due in 2023. The remarks in blue were made by me and your predecessor Hank Phan in 2020. These mitigation measures were then considered resolved.

Would you kindly review the mitigation measures and the associated remarks below and let me know if the mitigation can be closed out?

Thanks,
--Corey

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Mitigation Measure 3.16-26: West Grand Avenue & Market Street -

- Provide split phasing for northbound and southbound movements.
 - Optimize signal timing (i.e., increase the traffic signal cycle length to 120 seconds and adjust the allocation of green time for each intersection approach) for both the AM and PM peak hours.
 - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.
- To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval. The project sponsor shall fund, prepare, and install the approved plans and improvements.

Track feasibility relative to the West Grand Avenue Road Diet at West Grand Avenue and Market Street as part of West Oakland Specific Plan- June 26th, 2014 – Council Resolution No. 85108 C.M.S. Paving scheduled for road diet. This mitigation measure to increase LOS may therefore be considered infeasible. Need to monitor

Mitigation Measure 3.16-31: 12th Street & Brush Street -

- Optimize signal timing (i.e., increase the traffic signal cycle length to 120 seconds and adjust the allocation of green time for each intersection approach) for the AM peak hour.
- Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

To implement this measure, the project sponsor shall submit plans specifications and estimates (PS&E) as detailed in Mitigation Measure 3.16-1 that are consistent with the City's standards to City of Oakland's Transportation Engineering Division for review and approval.

The project sponsor shall fund, prepare, and install the approved plans and improvements.

Track feasibility relative to the Preliminary Draft Downtown Oakland Specific Plan has identified this intersection as a freeway crossing and corridor improvements including street design and signal improvements that support slower vehicular speeds and prioritize pedestrians. Improvements would also reallocate excess space from traffic lanes to other uses.

This mitigation measure to increase LOS may therefore be considered infeasible. Need to monitor.