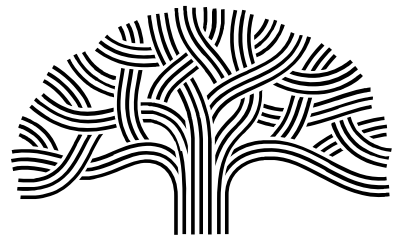


Grand Avenue Complete Streets Paving Project

Charlie Ream
Transportation Planner
OakDOT

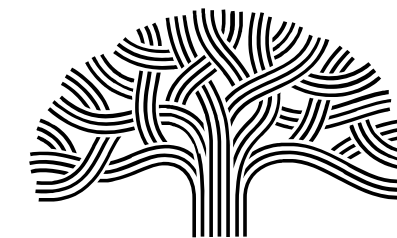


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Project Goals

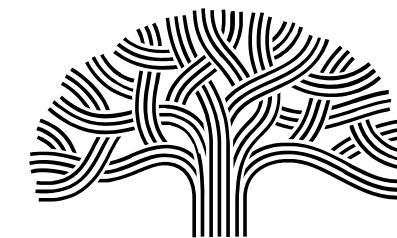
- Create a slower, calmer street and gateway to Lake Merritt
- Address speeding and other causes of injuries and collisions on this High Injury Corridor
- Create a separated bike lane on Grand Avenue and support efforts to create a two-way connected path around the Lake
- Improve transit reliability and provide amenities for bus riders
- Maintain curb access and space for loading on commercial block faces



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Goals of this Presentation

1. Provide information on current project status and direction (Traffic Analysis, design direction, upcoming outreach)
2. Go over a OakDOT's proposed alternatives for 3 project segments
 1. Uptown (Broadway to Harrison)
 2. Adams Point (Bay Place to MacArthur)
 3. Grand Lake (Santa Clara to Mandana)
3. Talk through implications of Caltrans Overcrossing Project (on indefinite hold)



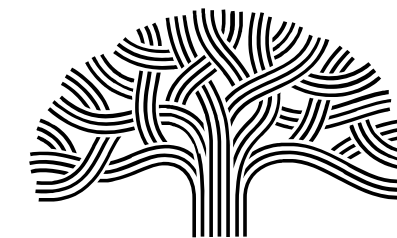
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Project Overview



Project Timeline

- 2022-2023 – Concept design and public outreach (limited scope)
- 2023-2024 – Coordination with Caltrans on Pedestrian Overcrossing Project (MacArthur to Santa Clara)
- 2024 – Grand Avenue project contracting for Detailed Design
- Fall 2024 – \$1.2M Design contract executed with Wood Rodgers, Inc
- Fall 2024 – Notified by Caltrans that Project on indefinite hold
- March 2025 – Lakeside Family Streets Project start
- Spring 2025 – Public Outreach on preferred alternative, start of Detailed Design



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Segment 1, Uptown - Overview



Segment 2, Adams Point - Overview

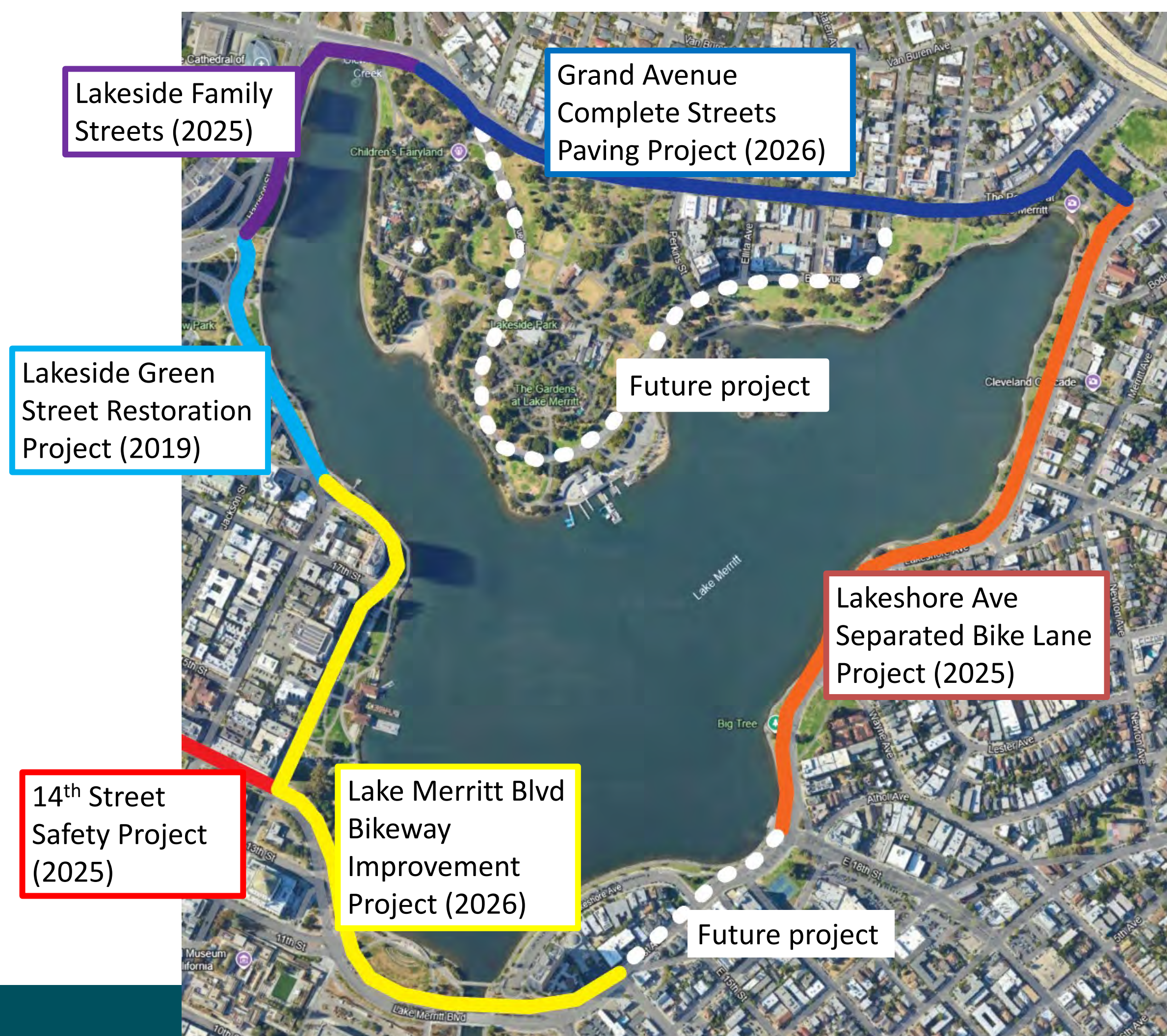


Segment 3, Grand Lake - Overview



Lake Merritt Bikeways

This map shows a high-level plan and timeline for completing a continuous ring of high-quality bike facilities around Lake Merritt



Project Overview

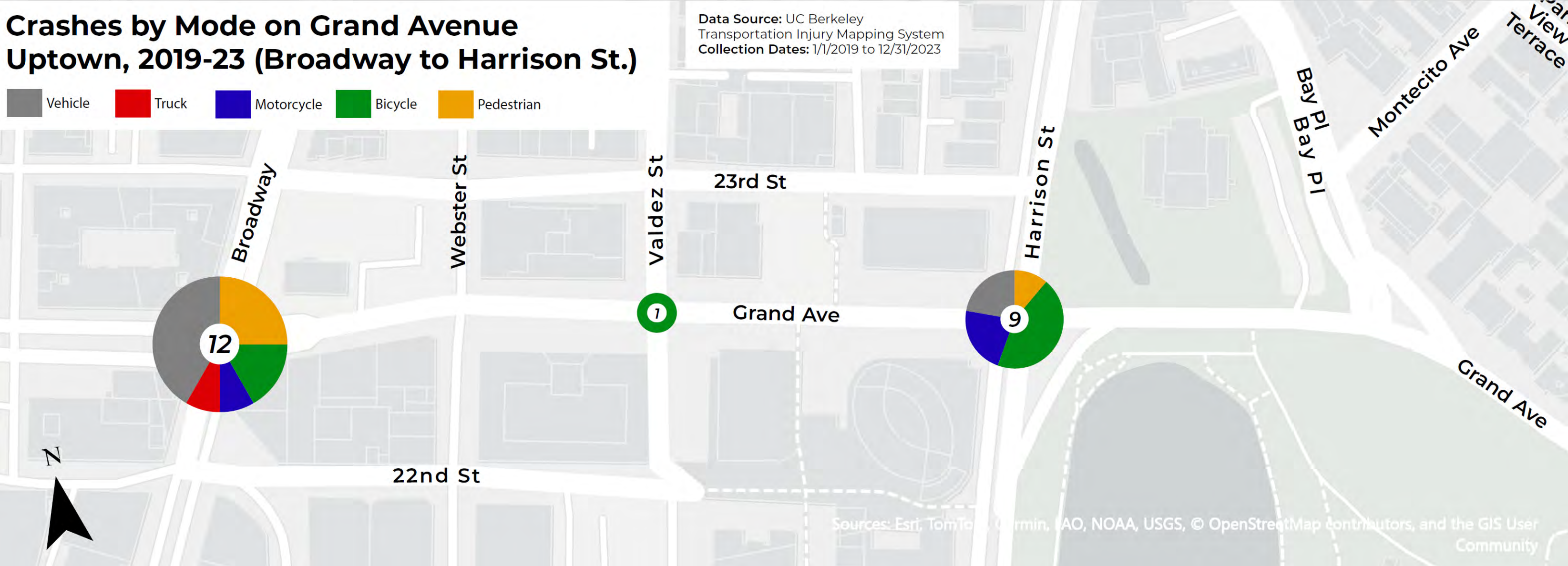


Collisions - Segment 1, Uptown

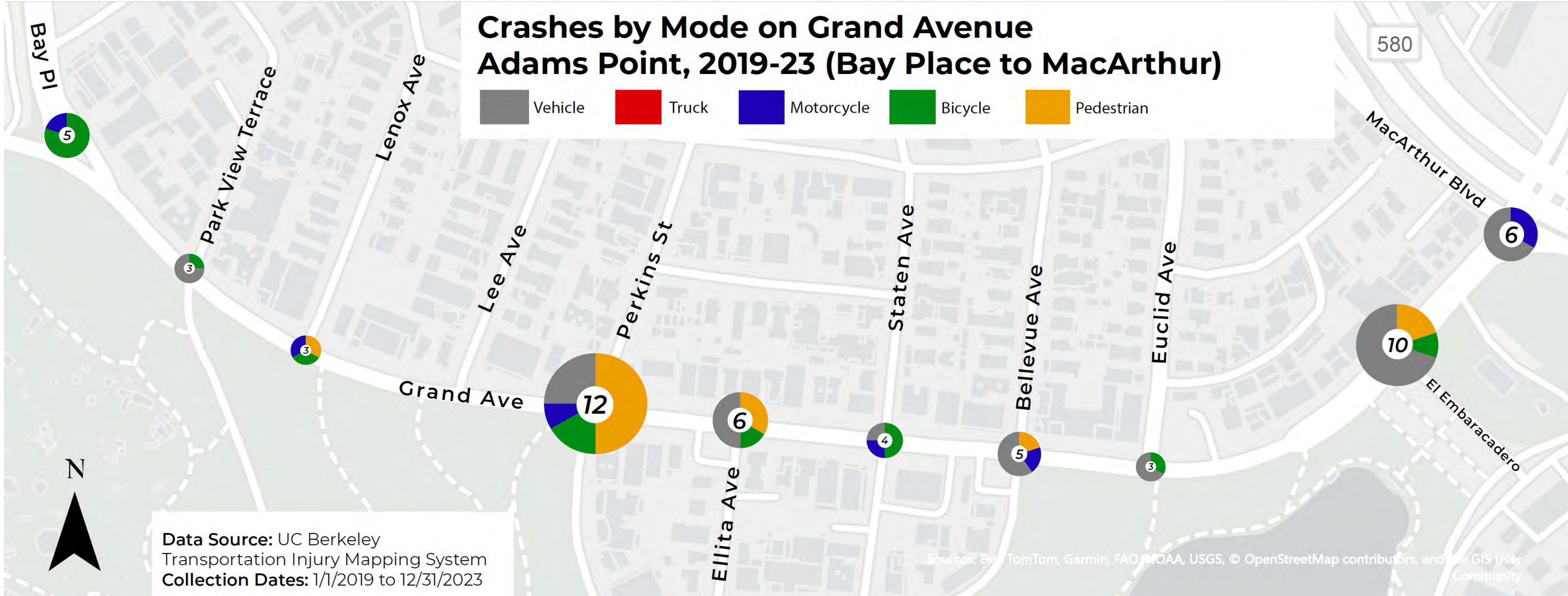
Crashes by Mode on Grand Avenue Uptown, 2019-23 (Broadway to Harrison St.)

Data Source: UC Berkeley
Transportation Injury Mapping System
Collection Dates: 1/1/2019 to 12/31/2023

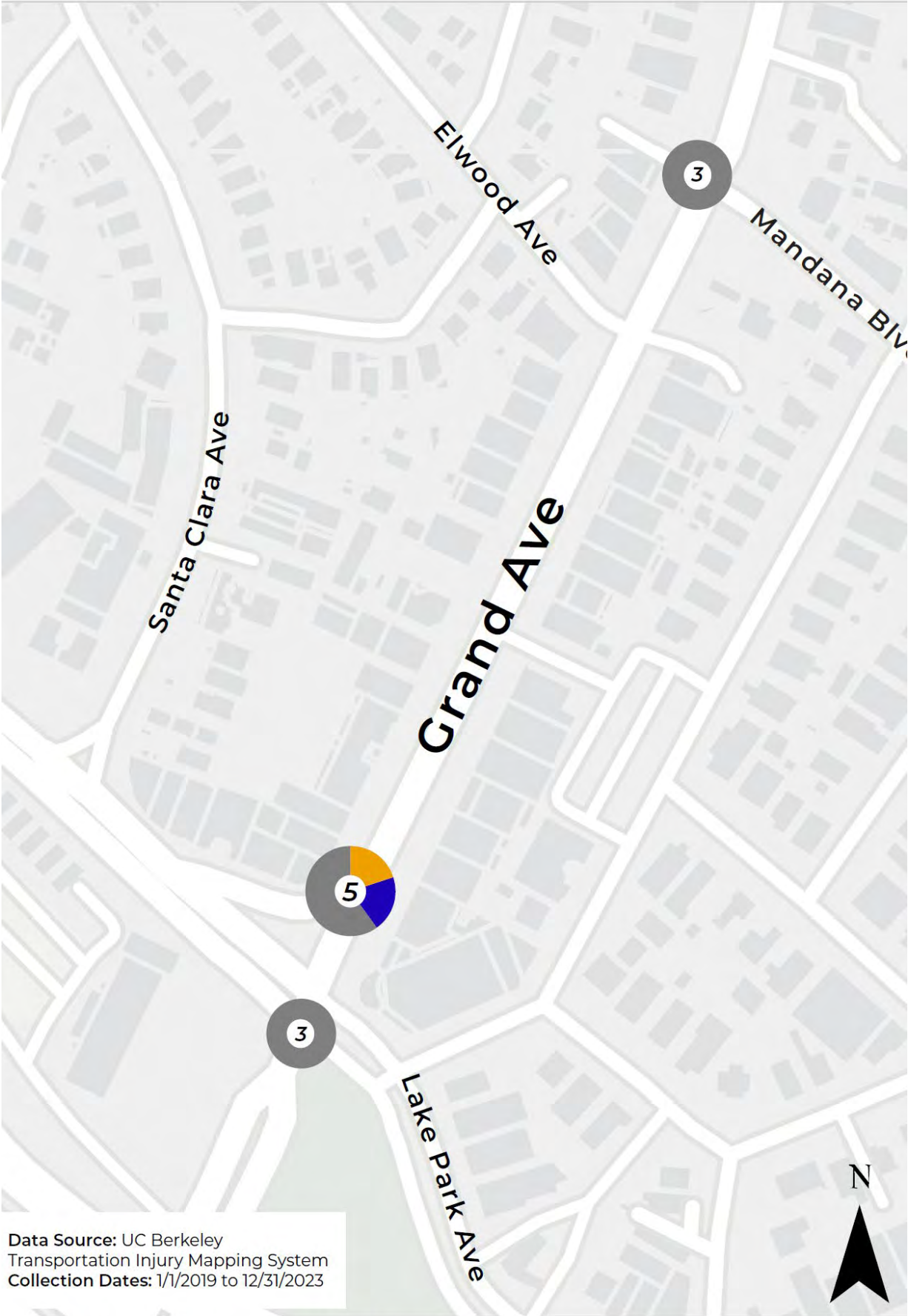
Vehicle (Grey) Truck (Red) Motorcycle (Blue) Bicycle (Green) Pedestrian (Orange)



Collisions - Segment 2, Adams Point



Collisions - Segment 3, Grand Lake

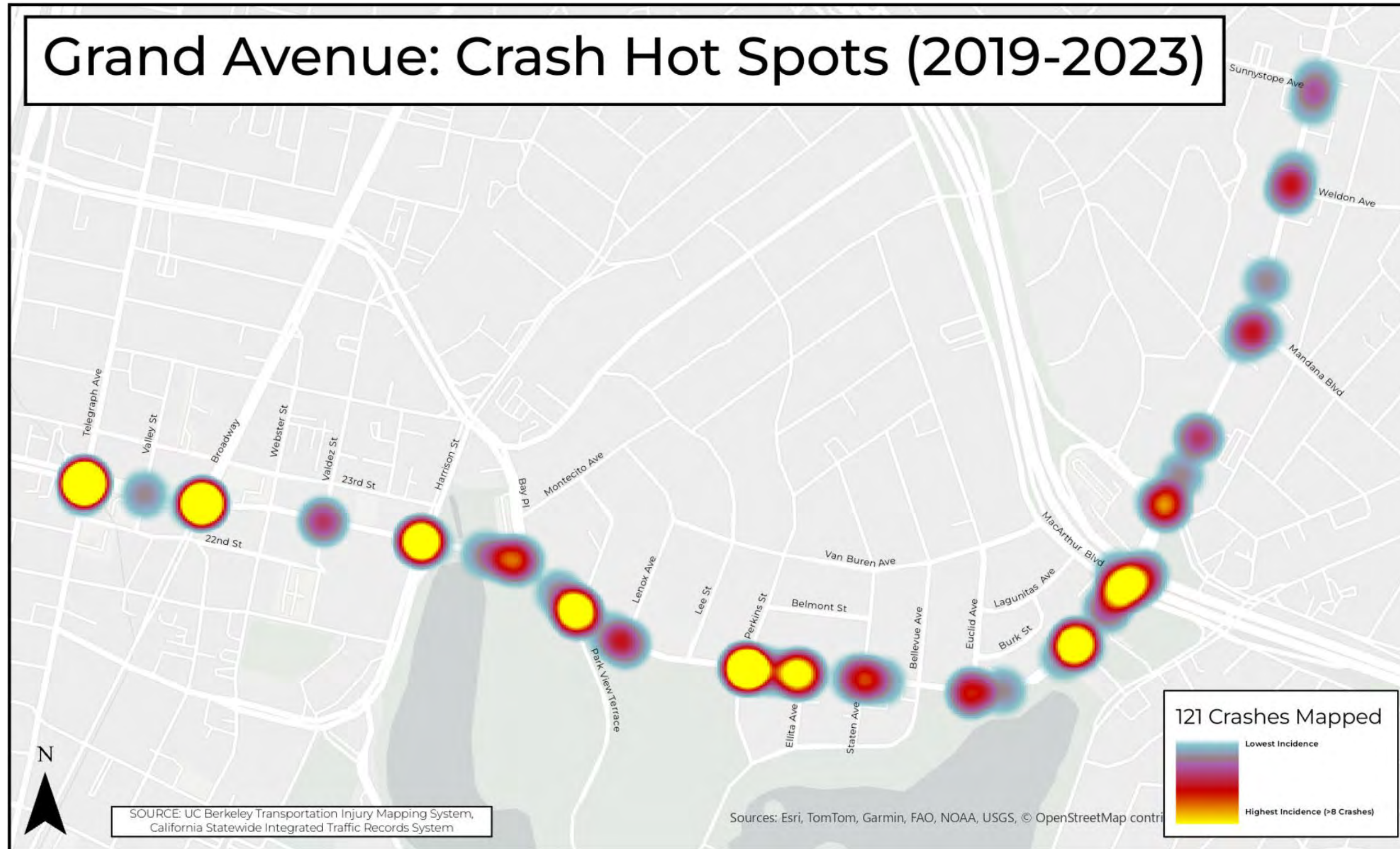


Data Source: UC Berkeley
Transportation Injury Mapping System
Collection Dates: 1/1/2019 to 12/31/2023

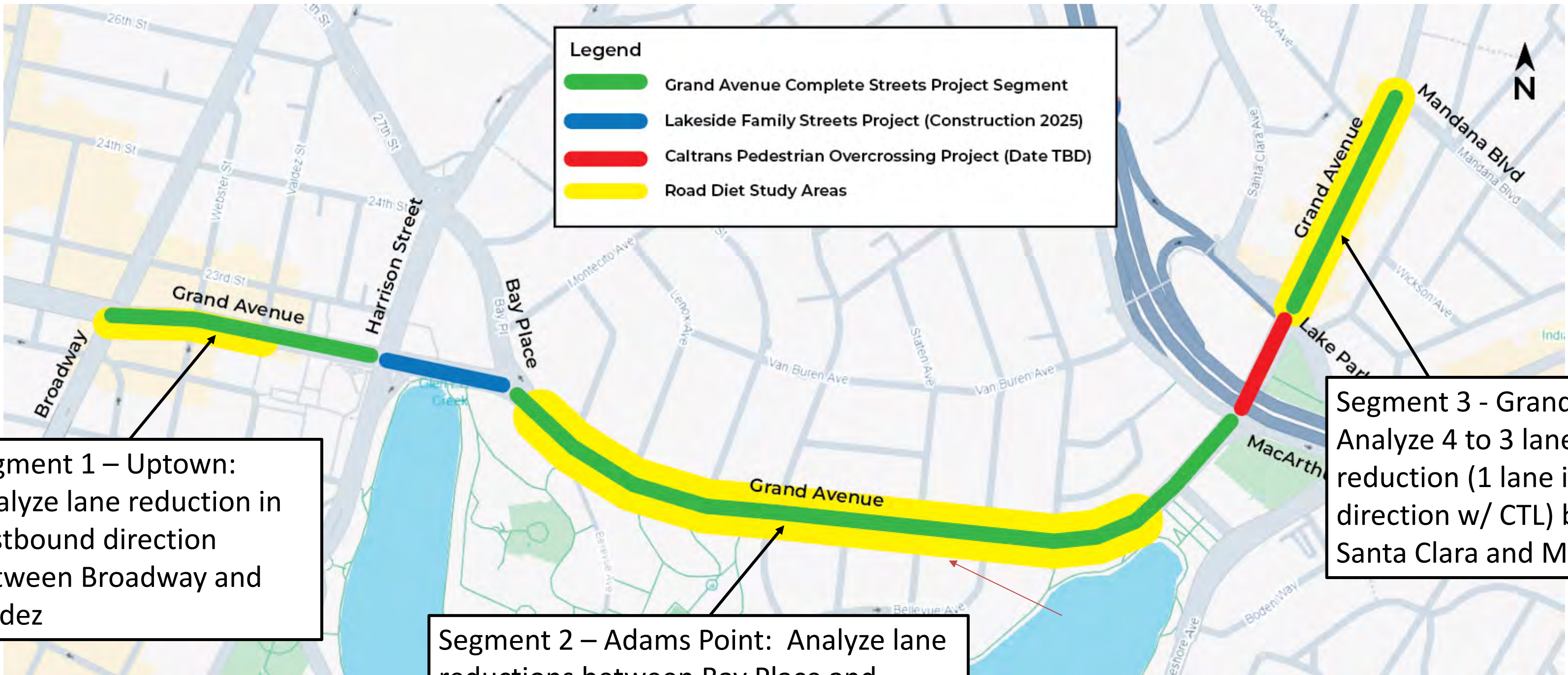
Crashes by Mode on Grand Ave
Grand Lake 2019-23 (Lake Park to Mandana)

- Vehicle
- Truck
- Motorcycle
- Bicycle
- Pedestrian

Collision Heatmap – Broadway to Mandana



Traffic Analysis (2025) - Version 1

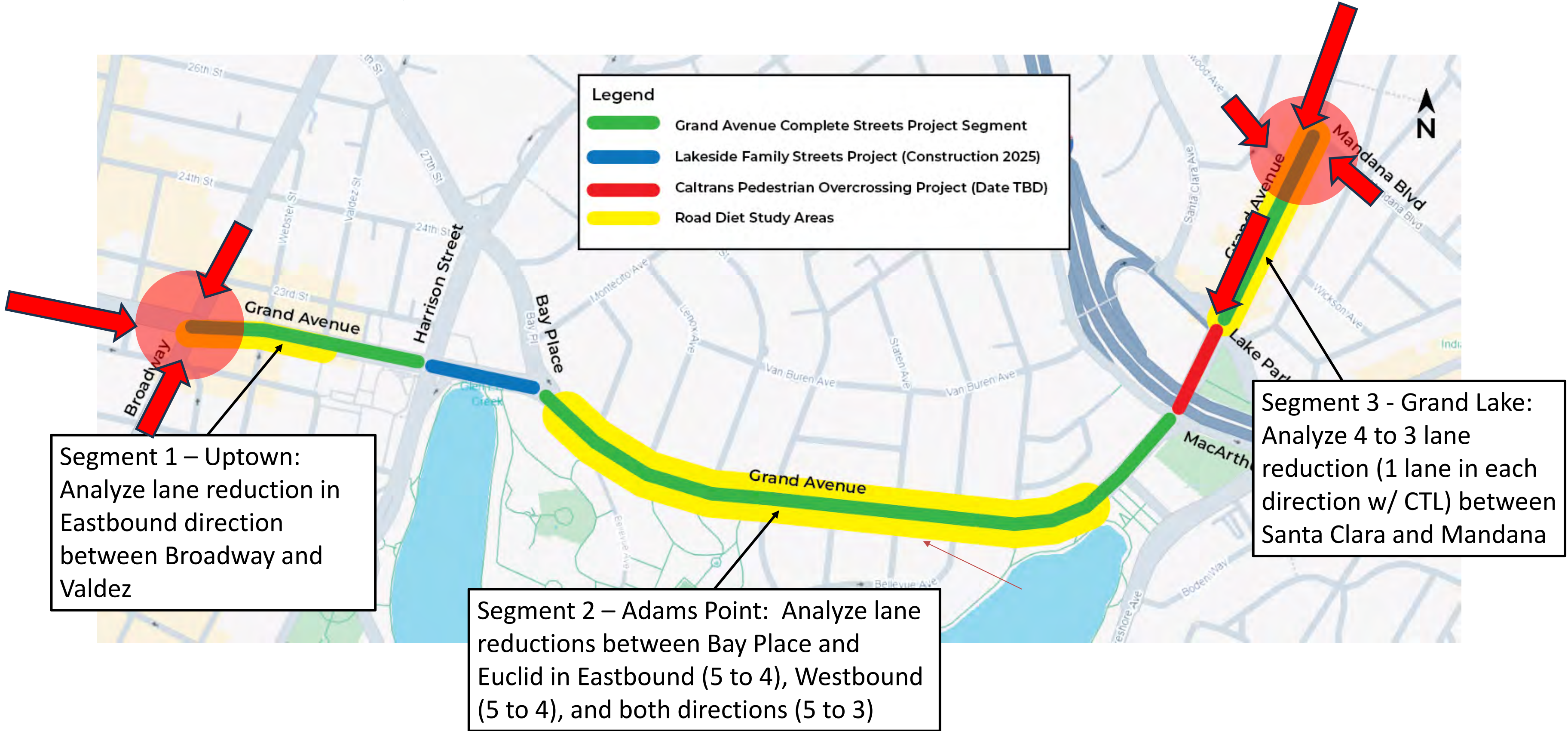


Segment 1 – Uptown:
Analyze lane reduction in Eastbound direction between Broadway and Valdez

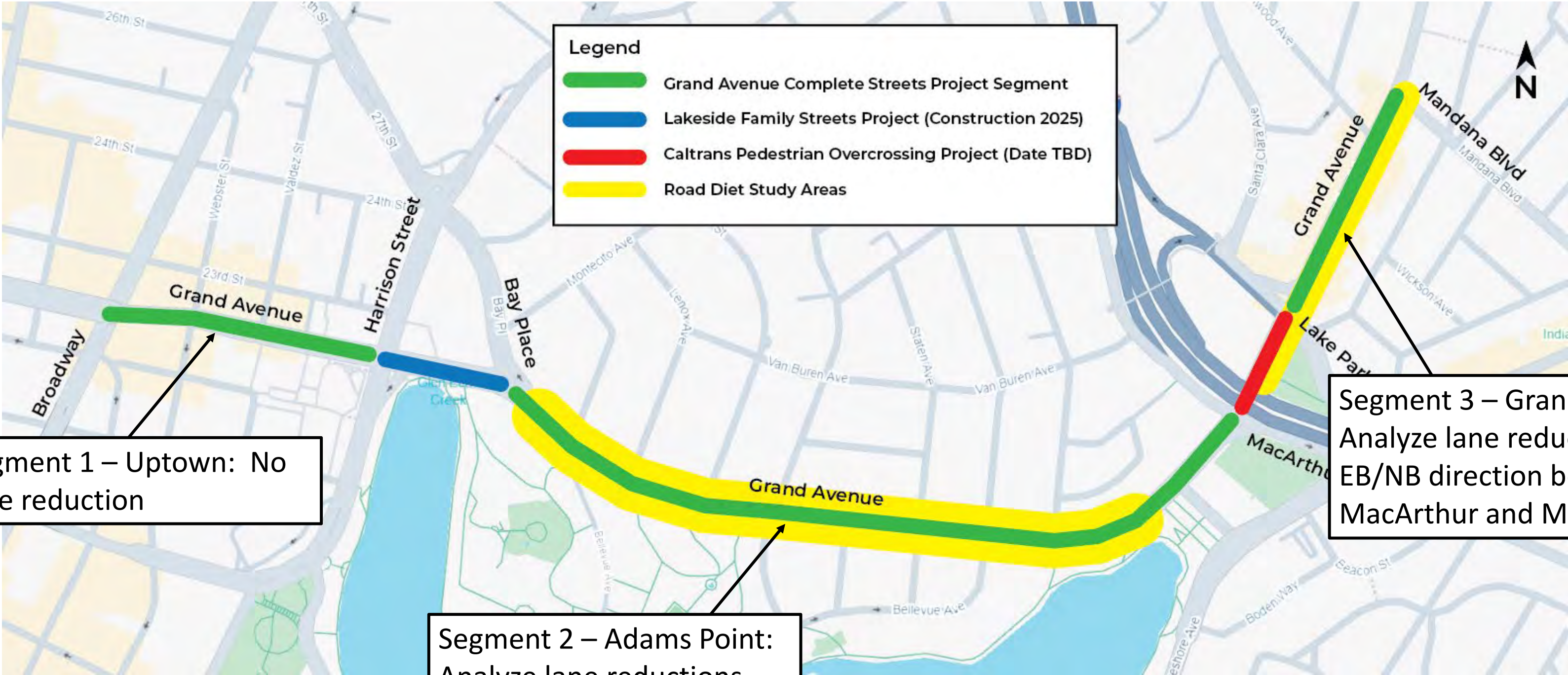
Segment 2 – Adams Point: Analyze lane reductions between Bay Place and Euclid in Eastbound (5 to 4), Westbound (5 to 4), and both directions (5 to 3)

Segment 3 - Grand Lake: Analyze 4 to 3 lane reduction (1 lane in each direction w/ CTL) between Santa Clara and Mandana

Traffic Analysis (2025) - Version 1 (Impacts)



Traffic Analysis (2025) - Version 2

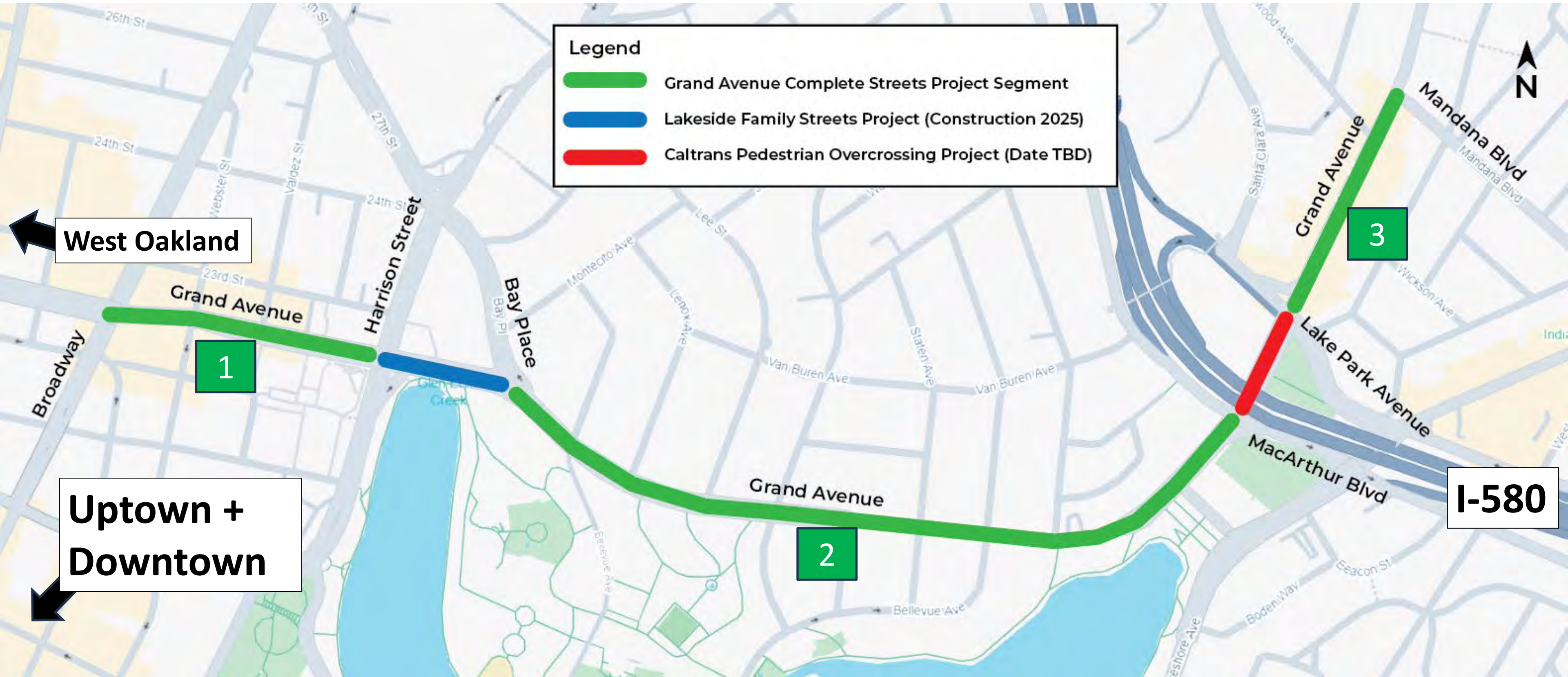


Segment 1 – Uptown: No lane reduction

Segment 2 – Adams Point: Analyze lane reductions between Bay Place and Euclid in Eastbound (5 to 4), Westbound (5 to 4), and both directions (5 to 3)

Segment 3 – Grand Lake: Analyze lane reduction in EB/NB direction between MacArthur and Mandana

Project Overview



Segment 1, Uptown – Proposed Improvements

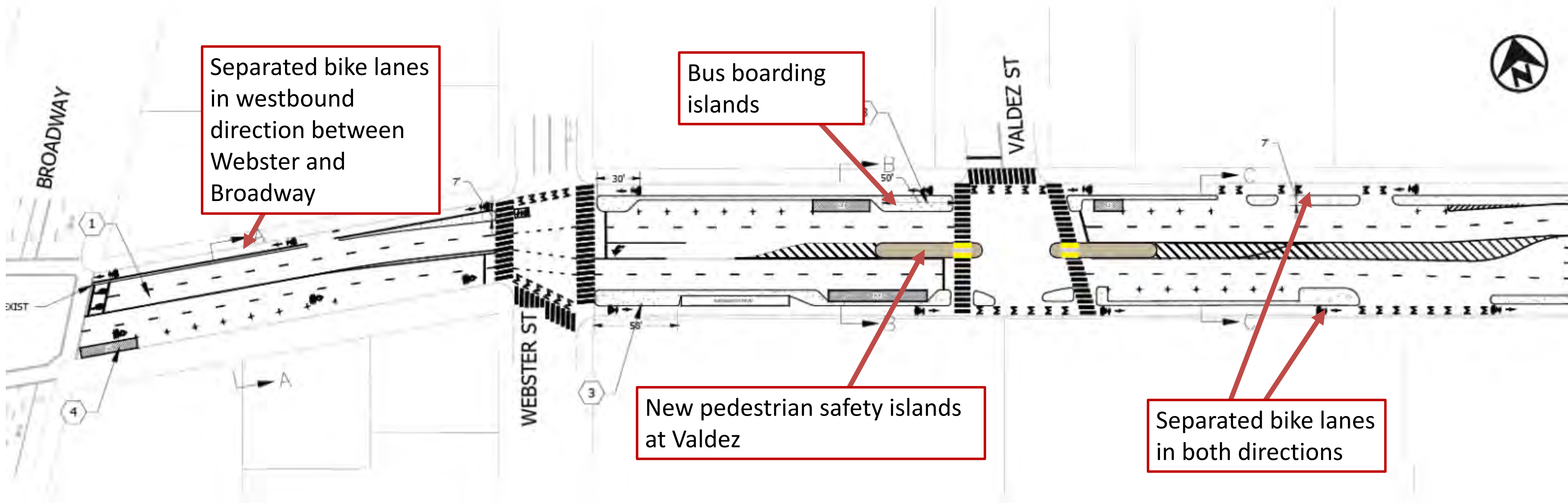


Harrison intersection improvements and bus boarding islands constructed by Lakeside Family Streets Project (2025)

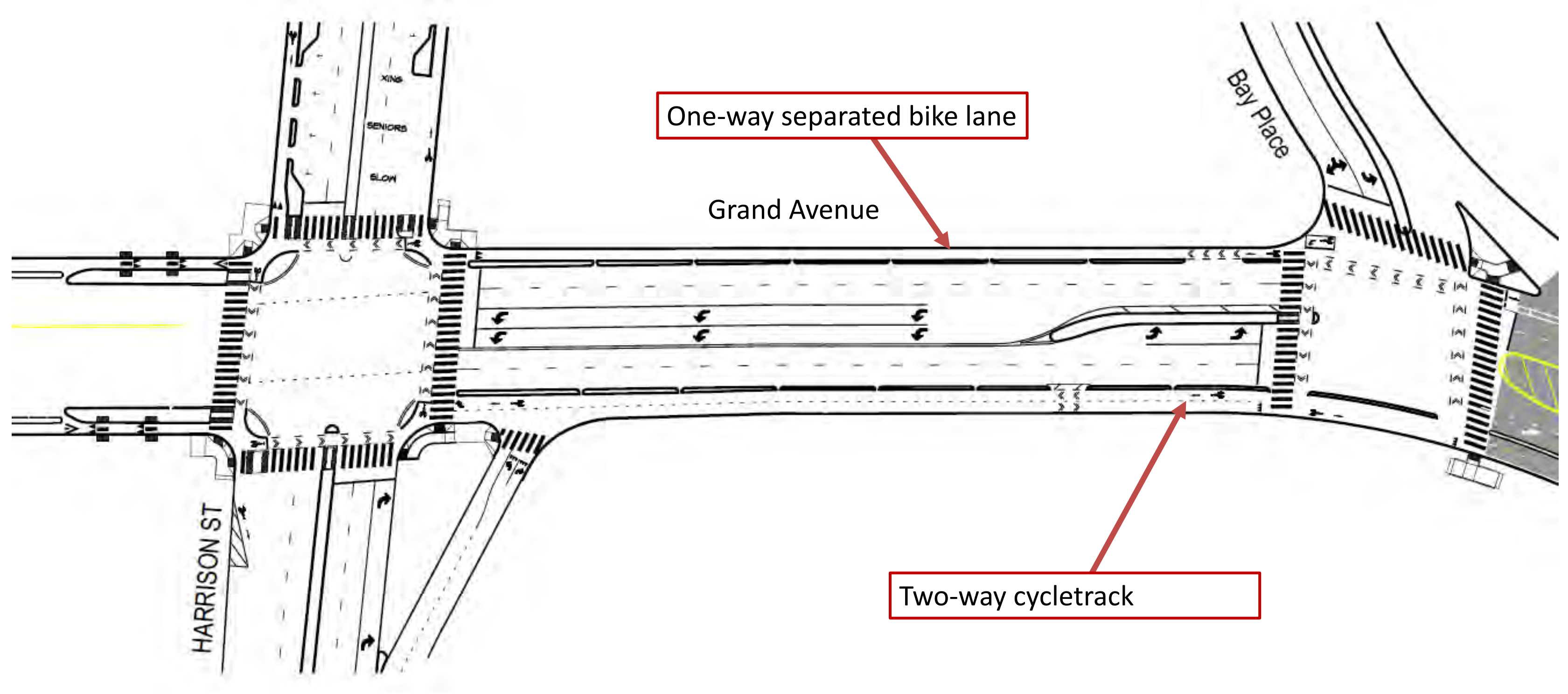
Two-way separated bike lane on south side of Grand

Segment 1, Uptown - Details

Source: Concept Planning effort 2023



Lakeside Family Streets (2025)



Segment 2, Adams Point – Proposed Improvements



OakDOT to deliver elements of Caltrans Project as temporary improvements. Road diet in NB direction only.

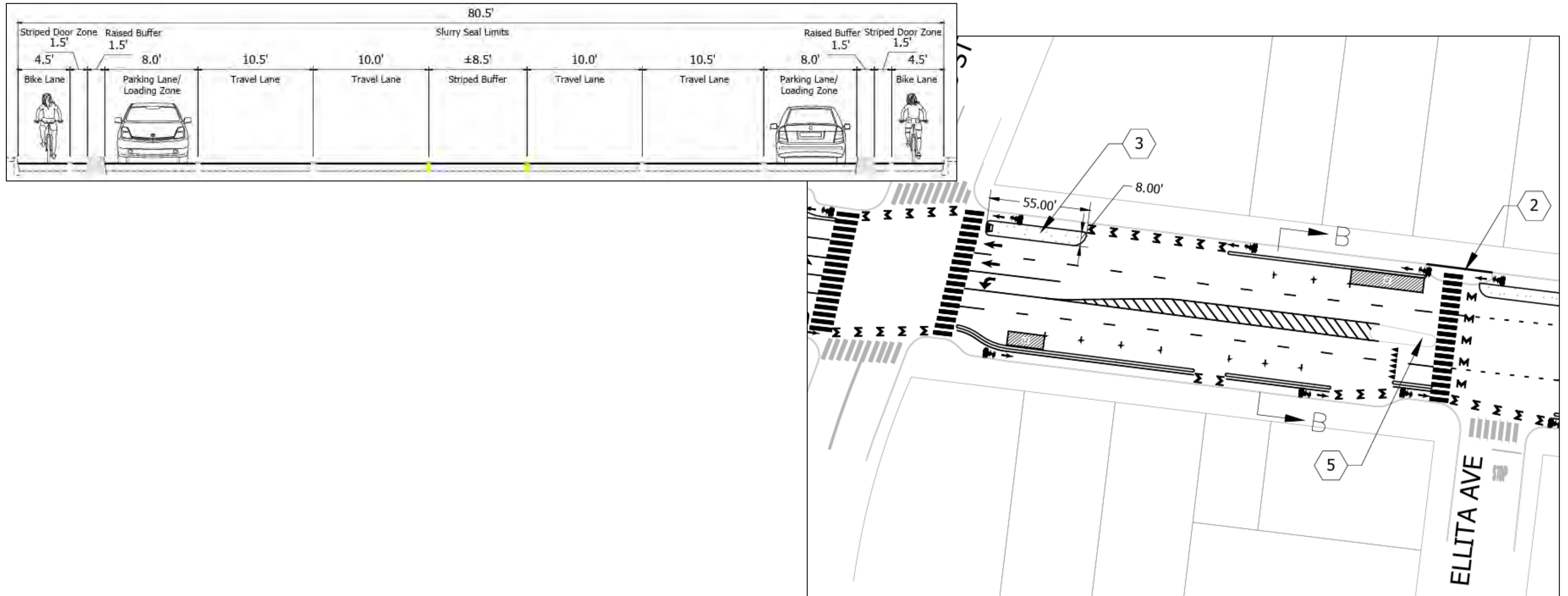
Potential future improvements on Bellevue to connect two-way pathway around Lake Merritt

Lakeshore two-way separated bike lanes (2025 construction)

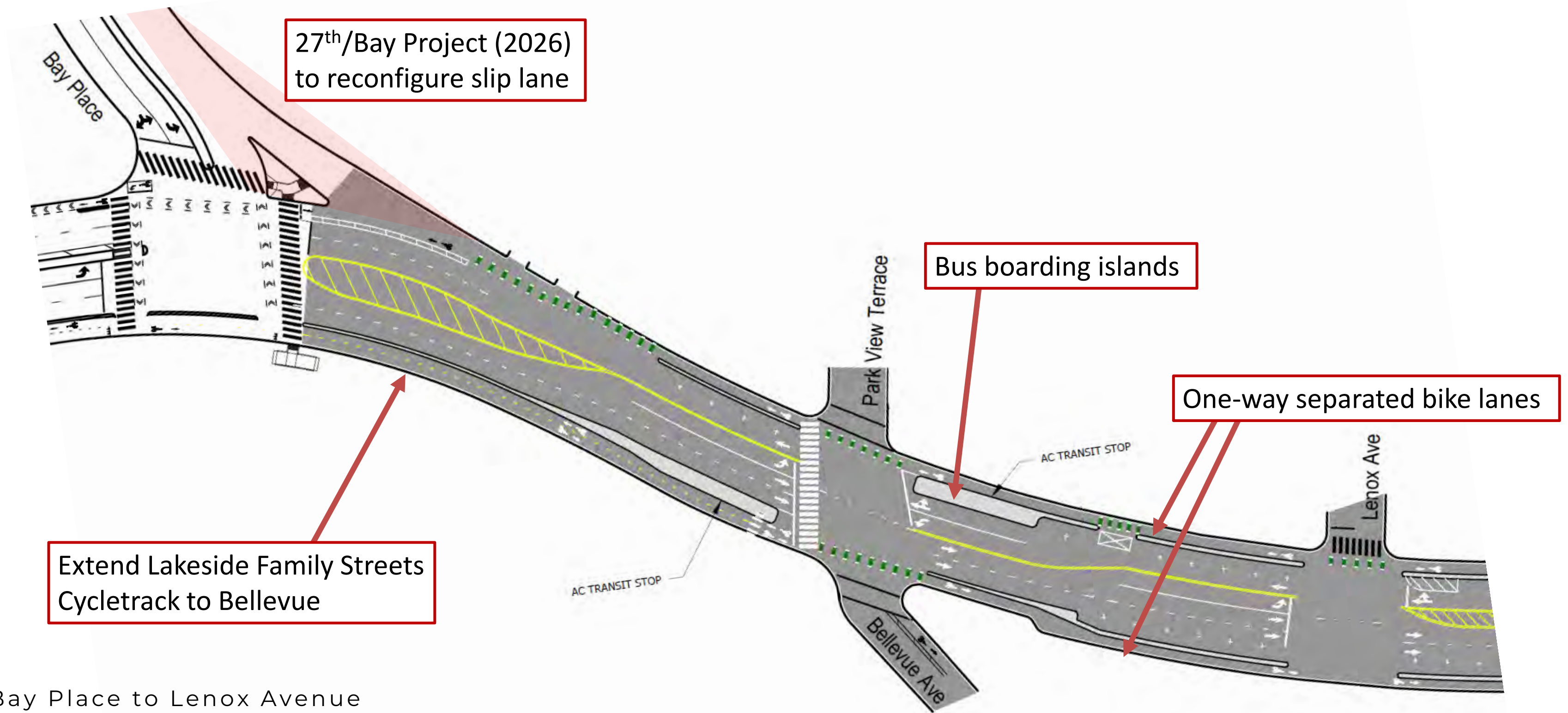
Options Considered – Segment 2, Adams Point

OakDOT considered and discarded the below option during project development

Previous Concept Plan – Keep 5 Lanes and add Separated Bike Lanes

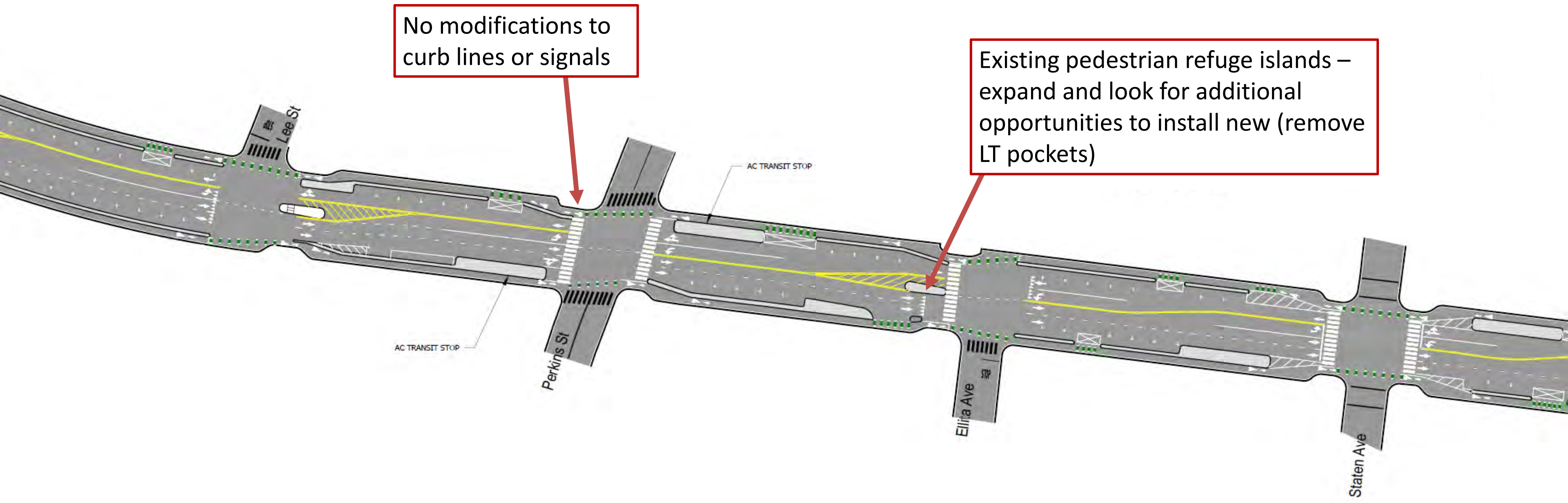


Segment 2, Adams Point – Alternative 1 – WB Road Diet



Bay Place to Lenox Avenue

Segment 2, Adams Point – Alternative 1 – WB Road Diet

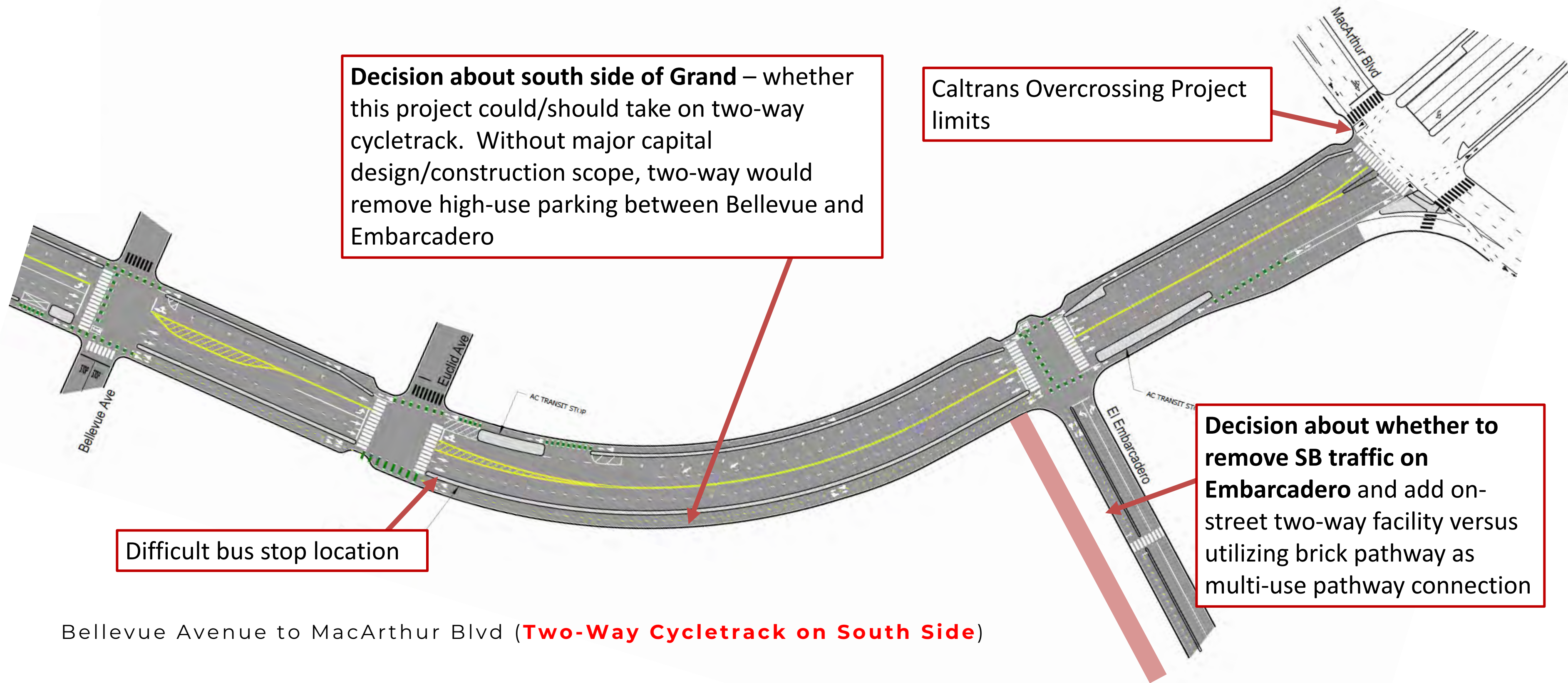


No modifications to curb lines or signals

Existing pedestrian refuge islands – expand and look for additional opportunities to install new (remove LT pockets)

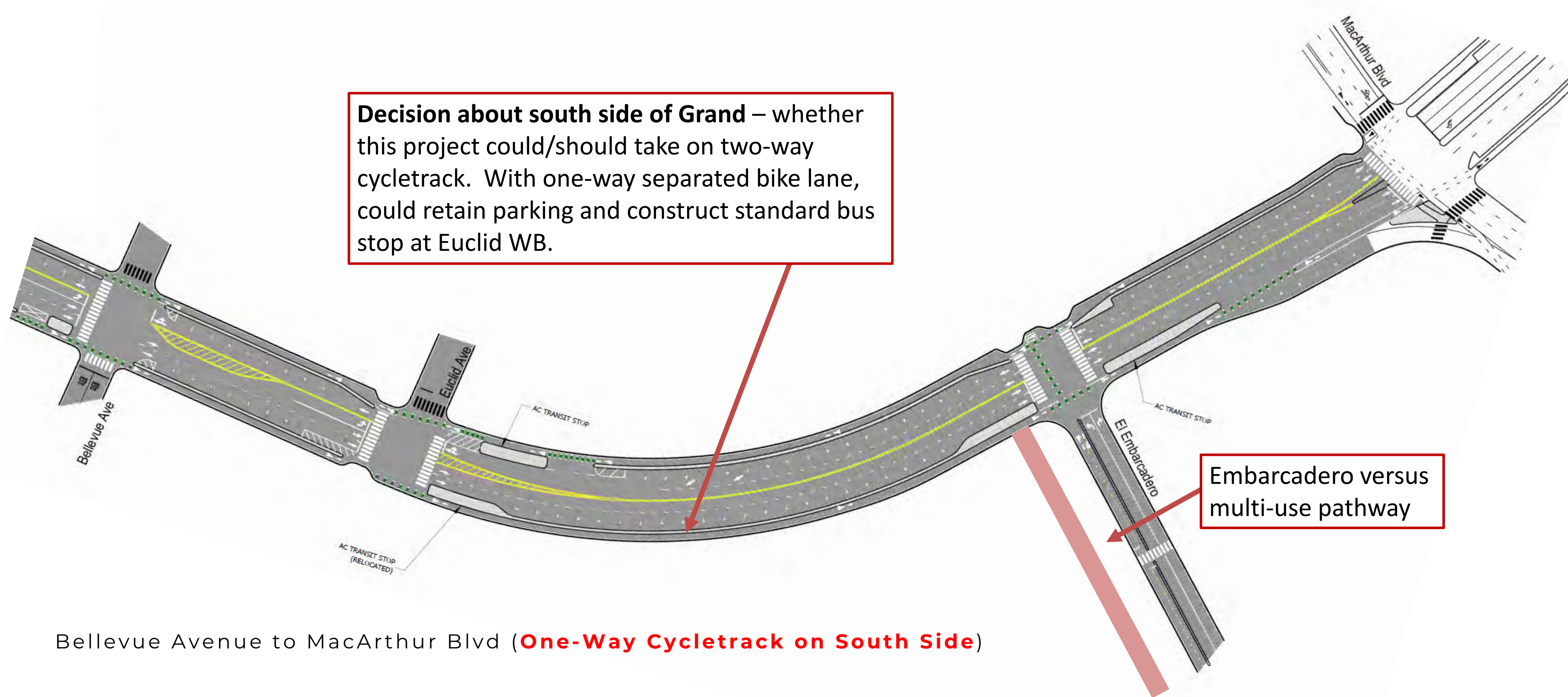
Lee Street to Staten Avenue

Segment 2, Adams Point – Alternative 1 – WB Road Diet



Segment 2, Adams Point – Alternative 1 – WB Road Diet

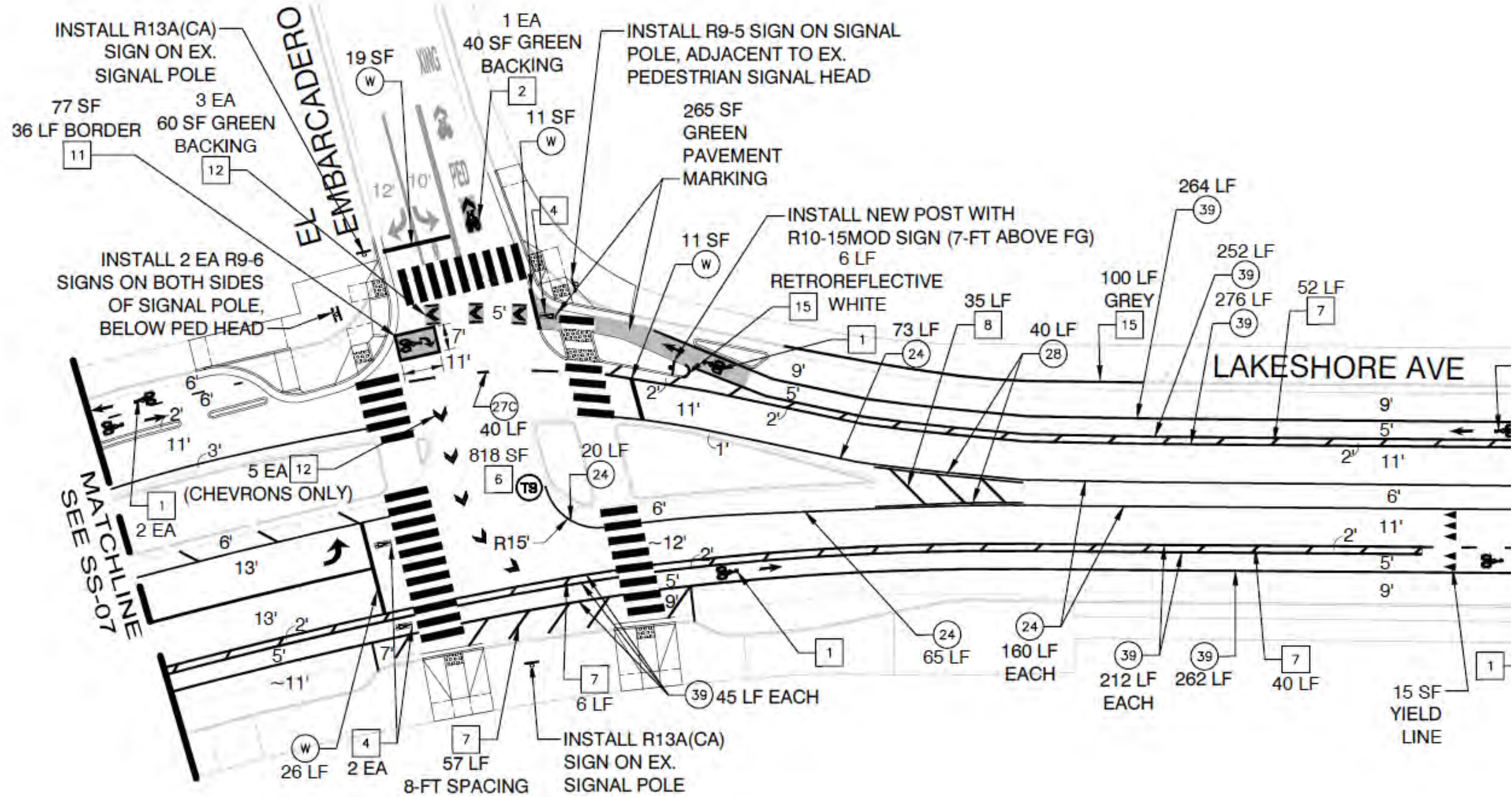
Decision about south side of Grand – whether this project could/should take on two-way cycletrack. With one-way separated bike lane, could retain parking and construct standard bus stop at Euclid WB.



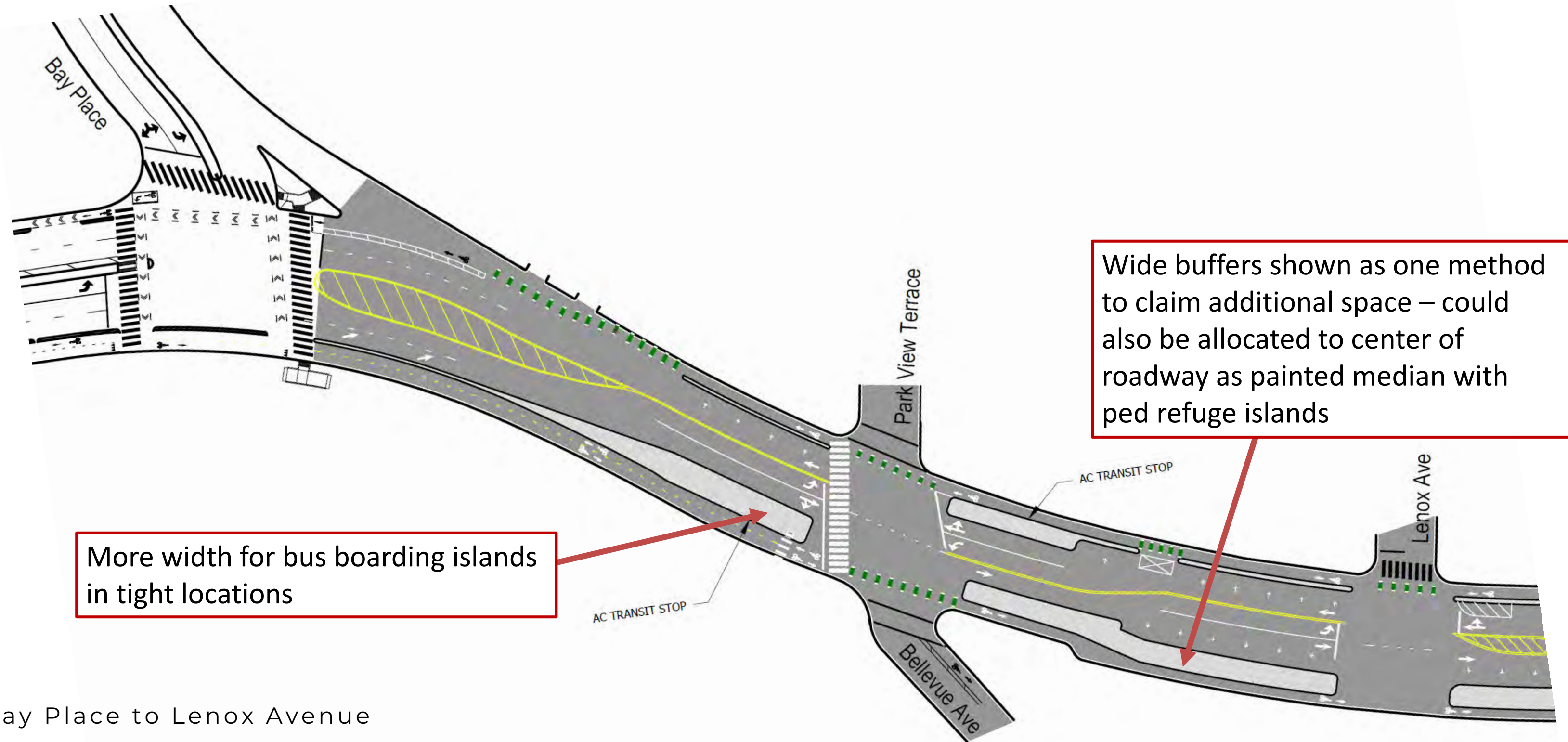
Embarcadero versus multi-use pathway

Bellevue Avenue to MacArthur Blvd (**One-Way Cycletrack on South Side**)

Lakeshore and El Embarcadero

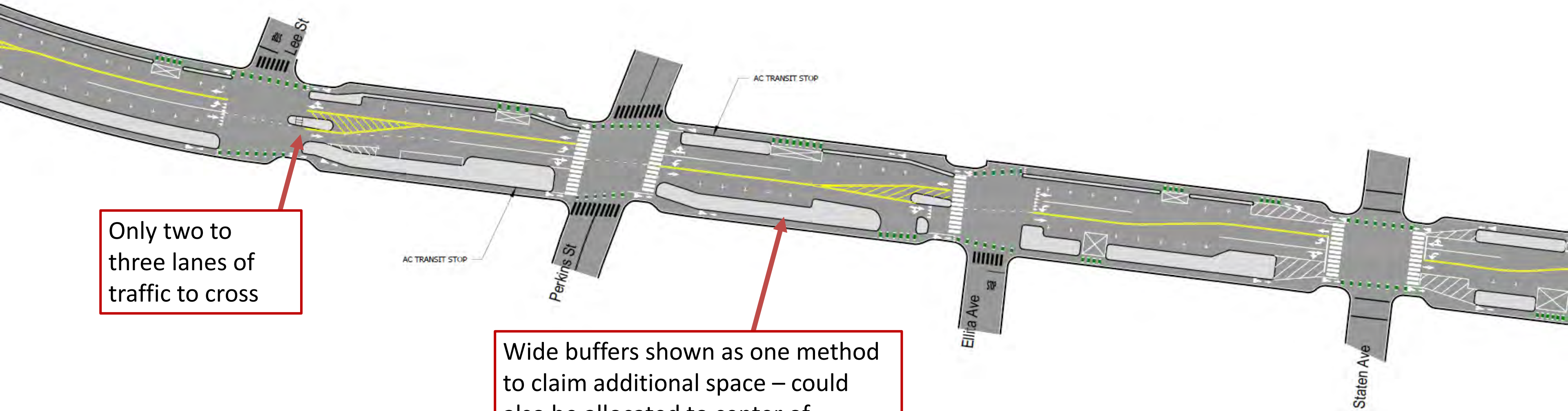


Segment 2, Adams Point – Alternative 2 – WB+EB Road Diet



Bay Place to Lenox Avenue

Segment 2, Adams Point – Alternative 2 – WB+EB Road Diet

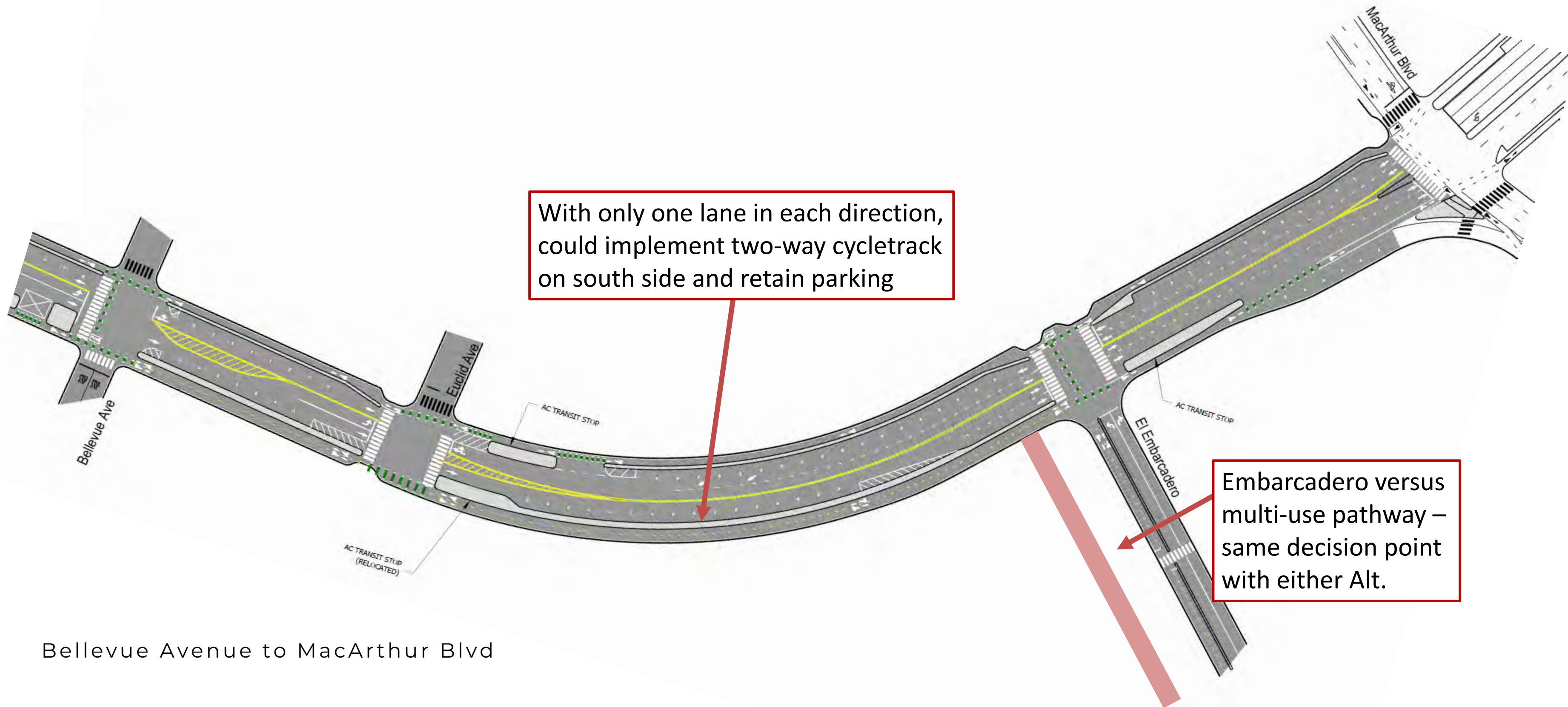


Only two to three lanes of traffic to cross

Wide buffers shown as one method to claim additional space – could also be allocated to center of roadway as painted median with ped refuge islands, potentially limited angled parking

Lee Street to Staten Avenue

Segment 2, Adams Point – Alternative 2 – WB+EB Road Diet



With only one lane in each direction, could implement two-way cycletrack on south side and retain parking

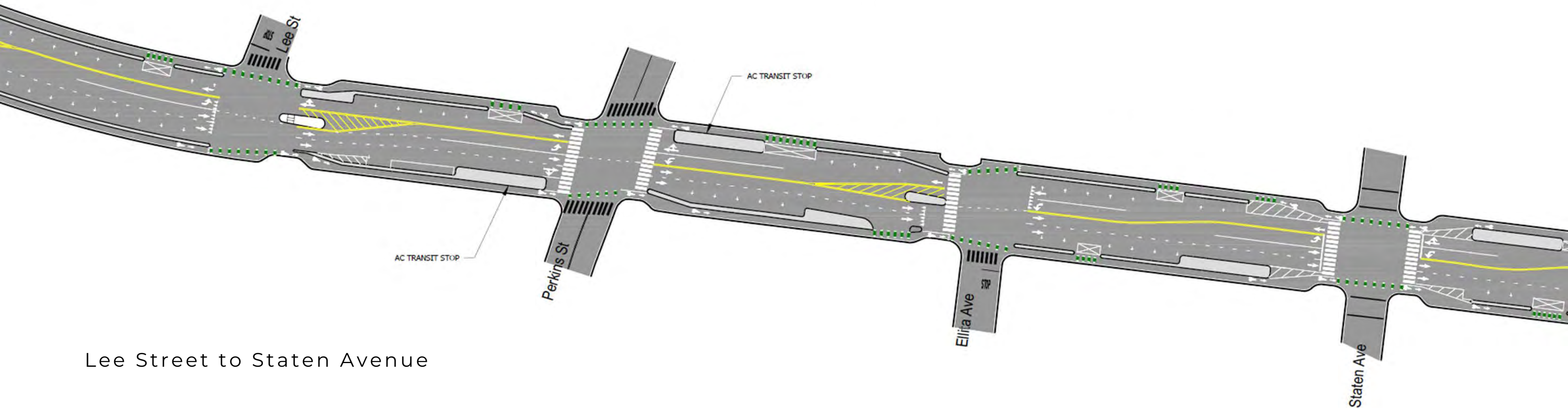
Embarcadero versus multi-use pathway – same decision point with either Alt.

Bellevue Avenue to MacArthur Blvd

Adams Point – OakDOT Preferred Alternative 1 – WB Road Diet

Alternative 1 – Remove WB Lane (5 to 4 road diet)

- **Use of Space:** This Alt makes efficient use of space on Grand to accomplish project goals (separated bike lanes, traffic calming, transit reliability)
- **EB Transit Service:** Retains traffic capacity in EB direction for AC Transit service considerations, potential future bus-only lane improvements, overall roadway flexibility
- **Expediency of delivery:** This Alt has the fewest unknowns and can speedily and efficiently progress through design and delivery.

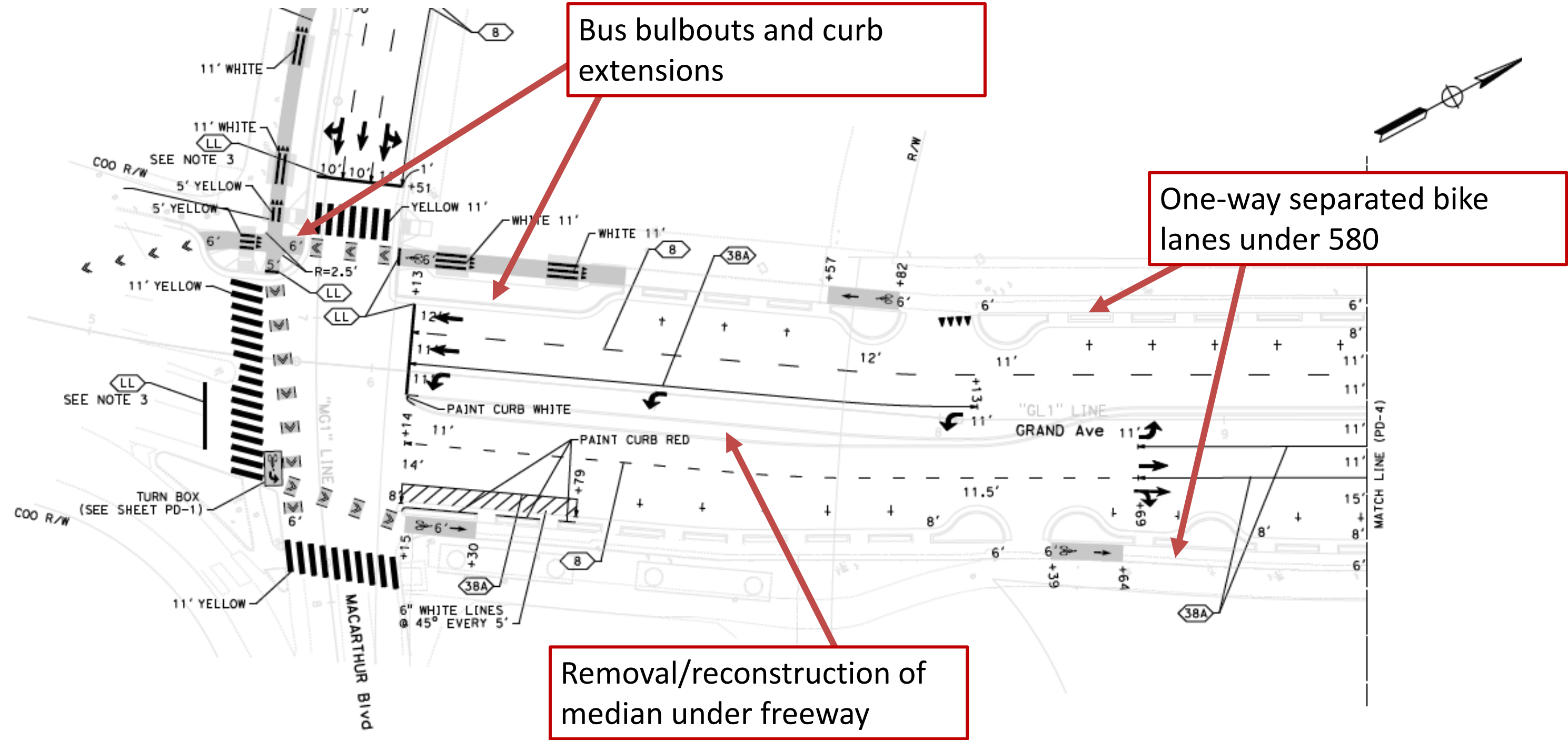


Lee Street to Staten Avenue

Project Overview



Caltrans Overcrossing Project (Con Date TBD)



Bus bulbouts and curb extensions

One-way separated bike lanes under 580

Removal/reconstruction of median under freeway

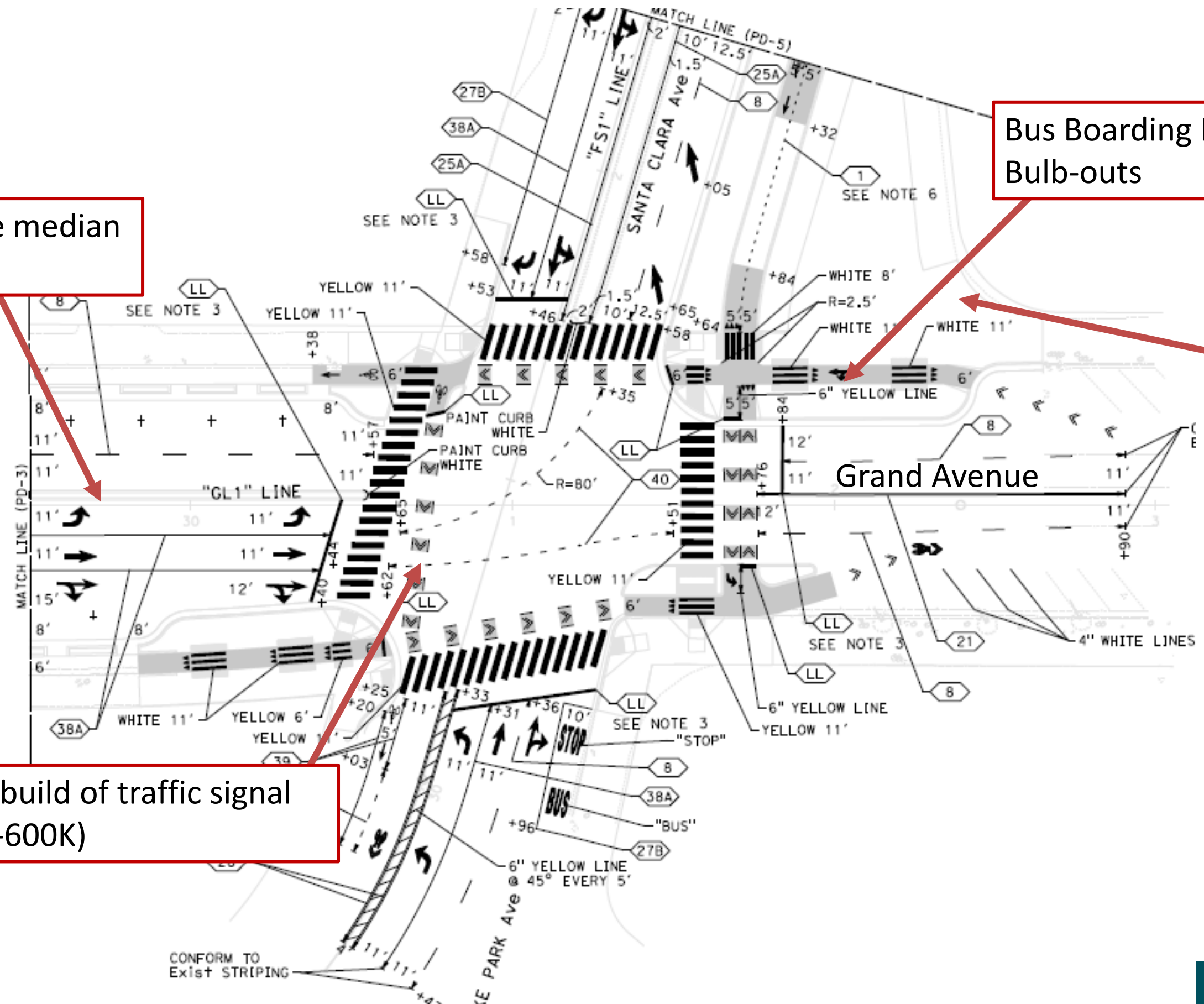
Caltrans Overcrossing Project (Con Date TBD)

Rebuild/replace median on Grand

Bus Boarding Islands and Bulb-outs

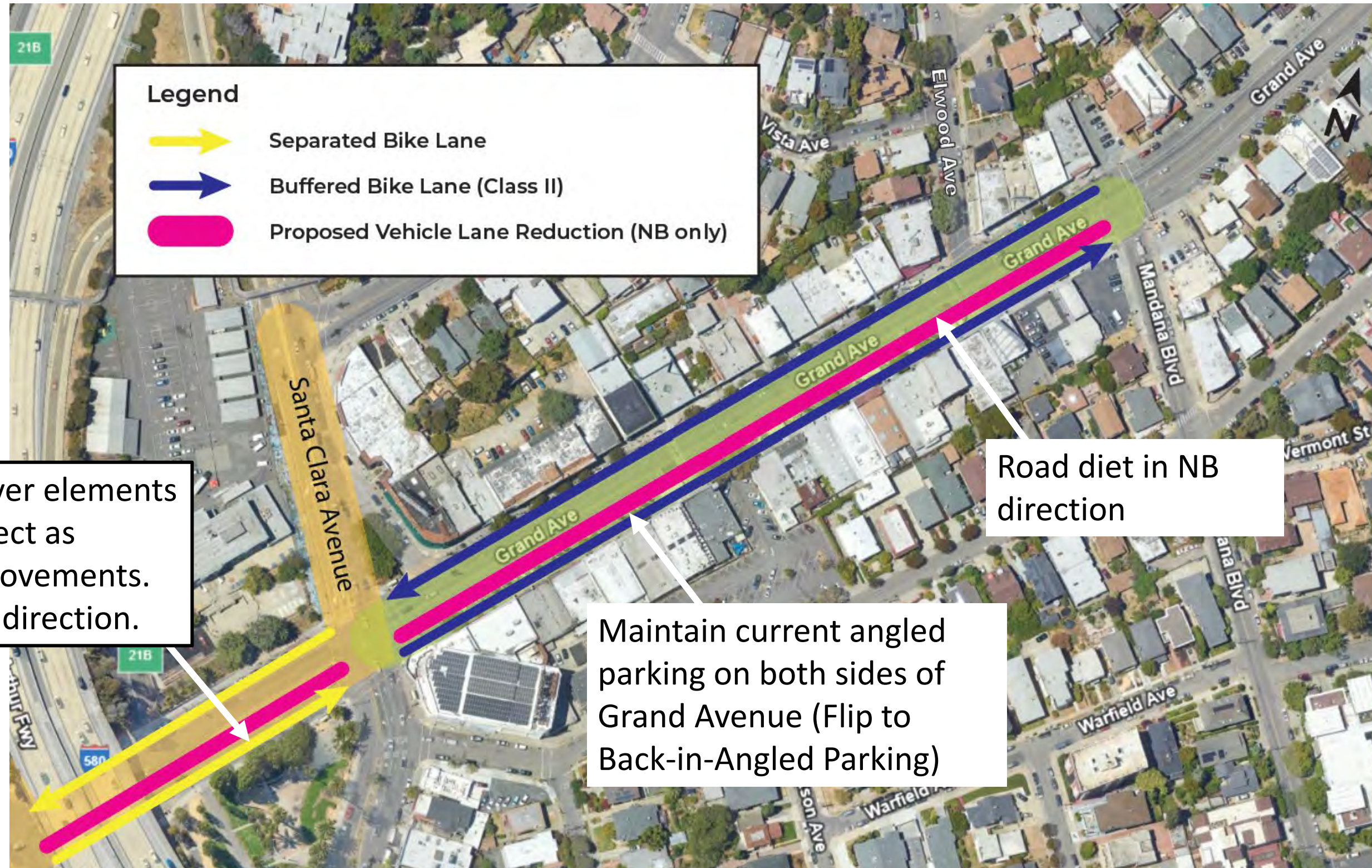
Slip Lane Closure, convert to public Plaza

Full rebuild of traffic signal (\$500-600K)



CONFORM TO Exist STRIPING

Segment 3, Grand Lake – Proposed Improvements

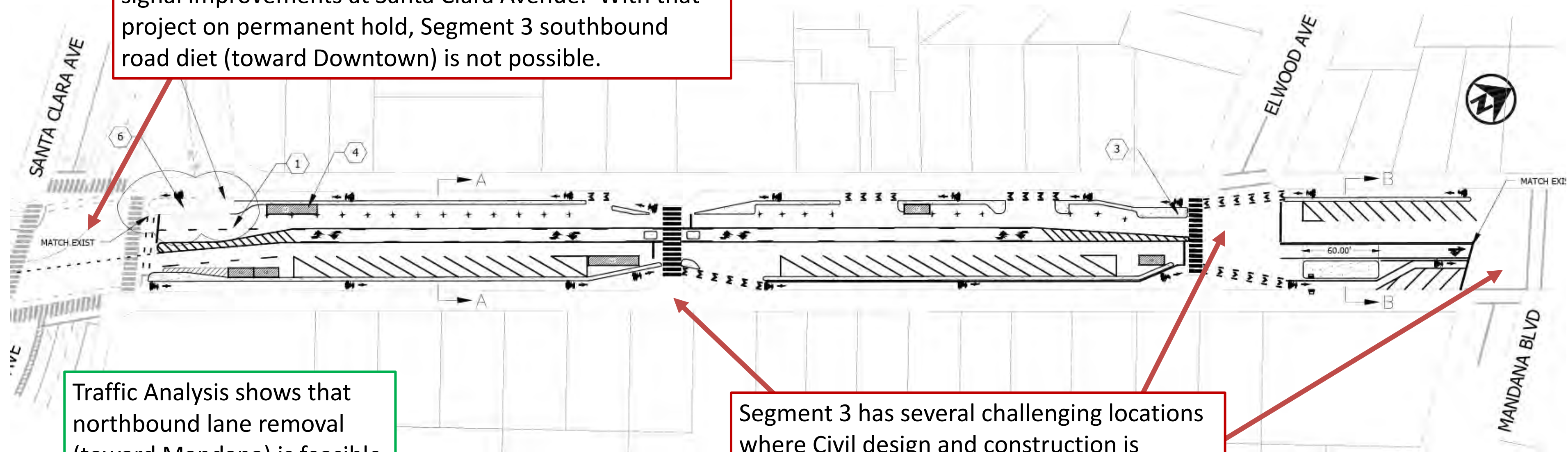


Segment 3, Grand Lake – Previous Plans

Caltrans overcrossing project was set to make significant signal improvements at Santa Clara Avenue. With that project on permanent hold, Segment 3 southbound road diet (toward Downtown) is not possible.

Traffic Analysis shows that northbound lane removal (toward Mandana) is feasible

Segment 3 has several challenging locations where Civil design and construction is needed beyond the scope of this project (involving traffic signals, drainage, and changing curb lines).



Segment 3, Grand Lake - Details



West
(Toward
Downtown)

(Grand Lake
Theater)



(The Alley)

Back-in-Angled
Parking

Upcoming Outreach

- **April 2024** – Corridor walks to local businesses, tabling along Grand, other outreach
- **April 2, 2025** – Presentation to Grand Avenue Business Association
- **April 26, 2025**: Grand Lake Farmer's Market tabling event
- **May 21, 2025**: Presentation to Grand Lake Neighbors
- **Spring 2025**: Presentation to Adams Point Neighbors (date TBD)
- **Spring 2025**: Presentation to Grand Avenue Business Association (GABA, date TBD)
- **2025 (ongoing)**: Stakeholder outreach on design details

Questions?

Please email Charlie Ream, Project Manager at CReam@oaklandca.gov

[OAKLANDCA.GOV/projects/grand](https://oaklandca.gov/projects/grand)