



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the May 19th, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/May-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:00 pm by BPAC Chair Patricia Schader.

Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with eight commissioners present (X). One commissioner was excused (-) (provided notice of absence as specified in by-laws).

Commissioners	Present
Andrew Campbell	-
Alex Frank	X
Grey Gardner	X
Mike Lok	X
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Chair)	X
Nick Whipps	X
Dianne Yee (Vice Chair)	X

Introductions were made.

- Other attendees: Mike Alston, Dave Campbell, Hans ChavezFerreya, Bryan Culbertson, Max Davis, Jack DeQuavius, Dani Dynes, Mark Fisher, Scott Forman, Will Freyman, Alex Ghenis, Jimmy Jessup, Cathy Leonard, Don Morey, Scott Owades, Robert Prinz, Justin Rex, Derek Sagehorn, George Spies, Midori Tabata, Mana Tominaga, James W, Adam, Anish, Dvorit, Jon, Jw, Max, Scott
- Staff: Josie Ahrens, Jesse Boudart, Celina Chan, Emily Ehlers, Ofurhe Igbiniedion, Jason Patton, David Pené, Colin Piethe, Noel Pond-Danchik, Charlie Ream, KTOP

Item 2. Open Forum / Public Comment

- Mark Fisher noted that Lodestar School, a charter school at 105th Ave and Edes Ave, has no school zone designations, despite there being recent crashes, including crashes involving students. He is seeking to have this issue rectified.
- Robert Prinz provided an update on a previous Open Forum item regarding a bus stop on Broadway at 7th St. The bus stop had been blocked (and closed) due to barricades at the Police Department headquarters building. He announced the barricades have been moved and the bus stop is now open.
- Midori Tabata spoke to Mark Fisher's comment above, encouraging the Commission to follow up on this concern.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 21st, 2022** was made (Whipps), seconded (Frank), and approved by roll call vote with the following Commissioners voting in favor: Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously). Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission **adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361**. The motion was made (Frank), seconded (Mangrum), and adopted by roll call vote with the following Commissioners voting in favor: Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

Speakers other than commissioners: None

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader led the Commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- Around 7:00 am on Friday, April 22, 2022, a 91-year-old, male, Asian, Oakland resident was fatally struck by a vehicle while crossing 20th St at Telegraph Ave in a marked crosswalk. The vehicle driver was turning left from Telegraph Ave onto 20th St.

Summary of Discussion:

- The driver was traveling north on Telegraph Ave and turning left onto westbound 20th St. At this signalized intersection, southbound Telegraph Ave has a protected left turn phase while northbound Telegraph Ave does not.
- The southbound protected left turn may have been installed as a transit improvement to facilitate AC Transit buses accessing the 20th St Transit Center, including the AC Transit Line 1R (a precursor to the Bus Rapid Transit project).
- Protected left turn phasing can be a significant pedestrian safety improvement by separating turning drivers from crossing pedestrians. However, it can be technically complicated and costly when upgrading an existing traffic signal.

Speakers other than commissioners: Dave Campbell, Jason Patton

Item 6. Grand Avenue Complete Streets Paving Project

OakDOT Transportation Planners Charlie Ream and Josie Ahrens presented on the Grand Avenue Complete Streets Paving Project (www.oaklandca.gov/projects/grand), OakDOT's next step towards realizing the vision laid out in the Grand Avenue Mobility Plan (www.oaklandca.gov/projects/grand-avenue-mobility-plan). Grand Avenue from Broadway to Elwood Avenue is on the City's 5-year Paving Plan. Along with this planned repaving, OakDOT is conducting community outreach and design related to safety improvements and mobility enhancements for people walking, biking, and taking the bus on this important connection. The presentation is included as an attachment to these meeting minutes.

Summary of Discussion:

- On eastbound Grand Ave approaching El Embarcadero, this corner can get busy with drivers turning, pedestrians crossing, and bicyclists trying to get through. As the project progresses, intersections like these will receive more detailed design work.
- There should be two-way separated bike lanes on the lake-side of Grand Ave as part of continuous two-way separated bike lanes around Lake Merritt.
- Consider raised elements on the roadway centerline to deter illegal behavior.
- The projects on tonight's agenda are proposing separated bike lanes on three streets in the greater downtown/Lake Merritt area. This same effort needs to be put into East Oakland streets like 73rd Ave. Examples of separated bikeway projects currently under development in East Oakland include the LAMMPS Phase 2 project (MacArthur Blvd along Mills) and 66th Ave (to connect Coliseum BART to the Martin Luther King Jr Shoreline).
- Some amount of the double parking is for loading at the businesses, particularly along the north side of Grand Ave. This double parking would likely continue with the installation of separated bike lanes, and this will mean consideration of loading zones to balance these needs.
- On International Blvd, there are drivers in private vehicles using the transit-only lane. These drivers tend to go fast, jeopardizing pedestrians accessing the bus stations. Lessons learned from International Blvd can be applied to Grand Ave.
- The AC Transit lines NL and 12 would benefit greatly from transit lanes on Grand Ave.
- The project should separate bicyclists from double parked vehicles, improve pedestrian crossings, and lower driver speeds.
- A traffic study and the conceptual design process are currently underway. The center median area includes pedestrian safety islands, left turn pockets, and unused areas. The traffic study is addressing the complex question of which of these elements should stay and which could be removed.
- Keep in mind the many kids use Grand Ave, both at Children's Fairyland and at St Paul's Episcopal School.
- Consider the intersections that are missing crosswalks and how the project could add those crosswalks.
- The topic of the missing crosswalk at Grand Ave and Bellevue Ave (west leg at Children's Fairyland) was raised as part of the project that rebuilt the entrance to Lakeside Park. The crosswalk was not added at that time.
- Consider closing El Embarcadero between Grand Ave and Lakeshore Ave to expand the park.

Speakers other than commissioners: Dave Campbell, Derek Sagehorn, George Spies, Scott Owades, Max Davis, Robert Prinz

Item 7. 27th and Lakeside Streets Project & Martin Luther King Jr Way Paving Project

OakDOT Transportation Planner Colin Piethe presented on two upcoming streetscape projects: the 27th and Lakeside Streets Project (www.oaklandca.gov/projects/lakeside-family-streets) and the Martin Luther King Jr Way Paving Project (www.oaklandca.gov/projects/mlk-paving). The presentations are included as attachments to these meeting minutes.

Summary of Discussion:

General Comments

- For both projects consider vertical elements to slow drivers, including bulbouts and centerline treatments.
- These projects can be discussed again in the future when more project details are available and when insights from the community input process are available.
- Less consideration should be given to the “feasibility” of transportation projects. The primary goal should be making streets safe.
- Caltrans is working at the state-level to reform its procedures for making streets safe for bicyclists and pedestrians. Local jurisdictions including Oakland should push Caltrans in this reform and hold Caltrans accountable to their complete streets policies.
- It would be helpful for projects like these to: (1) evaluate and improve pedestrian wait times at traffic signals; and (2) lower the posted speed limits.

Lakeside Streets Project Comments

- Multiple commenters suggested a roundabout be evaluated for the intersection of 27th St/Bay Pl/Harrison St/24th St.
- Consider increasing the pedestrian crossing times, especially for these very wide streets.
- The project previously known as “Lakeside Family Streets” is now included in the 27th and Lakeside Streets Project. Specifically, Lakeside Family Streets includes the protected intersection at Harrison St/Grand Ave, Harrison St from Grand Ave to 27th St, and Grand Ave from Harrison St to Bay Pl.

Martin Luther King Jr Way Paving Project Comments

- Regarding Martin Luther King Jr Wy, bicyclists and pedestrians in the area may be going to destinations in Berkeley, including the Lorin commercial district on Adeline St, Ashby BART, and Berkeley Bowl. Coordinate with the City of Berkeley’s plans to make these connections. Berkeley has an extensive plan for Adeline St that includes separated bike lanes.
- The businesses on Martin Luther King Jr Wy may benefit from a slower street that is accessible by more modes. At least one business has had multiple drivers crash into its building.
- 52nd St is a very important link to reconnect the neighborhoods divided by Highway 24. Children’s Hospital and Caltrans are important stakeholders in helping to complete this connection.
- On Martin Luther King Jr Wy, the project needs to address speeding, crashes, and pedestrian safety irrespective of whether the project includes a bikeway.
- For Martin Luther King Jr Wy, consider providing bicyclist access on parallel routes – Genoa St and Dover St – but improve these parallel routes, including their crossings of 55th St.
- There was a fatal crash on Martin Luther King Jr Wy at 55th St in January 2021 which was not included in this project’s crash analysis. The analysis is based on 2020 and prior years. Because of the lag time in traffic crash records, the 2021 calendar year was not used in the crash analysis.

- Genoa St is challenging as a parallel route because drivers do not stop at the stop signs on cross streets.
- Regarding Martin Luther King Jr Wy, it is very difficult to cross and it is in fact the widest street in District 1.
- Trees are causing the sidewalk to buckle making it difficult for seniors and people with strollers.
- There is no crosswalk along Martin Luther King Jr Wy for crossing West St.
- Narrow the street and add bulbouts to slow drivers and make pedestrians more visible.

→ A motion to ***extend the meeting by 20 minutes*** was made (Ralston), seconded (Mangrum), and approved unanimously (Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee).

→ A motion to ***support OakDOT's grant application to the One Bay Area Grant (OBAG) Program to obtain construction funding for the 27th St/Bay PI Project and have the project development process include protected bike lanes and traffic calming throughout the project and investigate a roundabout at the intersection of 27th St/Bay PI/Harrison St*** was made (Frank), seconded (Gardner), and approved by roll call vote with the following Commissioners voting in favor: Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

Speakers other than commissioners: Robert Prinz, Scott Forman, George Spies, Dave Campbell, Scott Owades, James Jessup, Cathy Leonard, Don Morey

→ A motion to ***extend the meeting by 10 minutes*** was made (Whipps), seconded (Gardner), and approved unanimously (Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee).

Item 8. Commissioner Outreach Report Backs

This item was deferred for a future meeting.

Item 9. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees and updates from committees were included in the agenda packet. A list of active committees is available at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: Commissioner Yee noted the committee met on May 5 with presentations on parklet design guidelines, utility projects and striping restoration, and coordination for neighborhood bike routes and paving projects. The next meeting will be July 7, likely continuing the discussions on utility projects and on neighborhood bike routes.
- Legislative Committee: Commissioner Gardner announced the committee met recently to brainstorm upcoming discussion items. The committee now has a regular meeting date on the first Monday of the month, 5:00pm. Contact Commissioner Gardner at greybpac@gmail.com to participate. Commissioner Gardner spoke at the Privacy Commission on AB 2336 (speed

enforcement cameras) and at the 5/17 City Council on an informational report regarding traffic calming.

- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum is working to set up two meetings with the Oakland Police Department to advance the dialog on race and equity.

Speakers other than commissioners: None

Item 10. Three-month look-ahead, suggestions for meeting topics, announcements

The three-month agenda look-ahead was included in the meeting's agenda packet.

Suggestions for meeting topics

- Traffic crash data, including data collection and the Reimagining Public Safety Task Force recommendation to move traffic crash investigations from OPD to OakDOT (suggested by Dave Campbell and Commissioner Gardner)
- OakDOT's policy on pedestrian push buttons (suggested by Commissioner Frank for the Legislative Committee and then the full Commission)

Announcements

- Turn out for Bike to Wherever Day tomorrow – on Friday, May 19.

Meeting adjourned at 8:37 pm.

Attachments

- Resolution to Continue Teleconference Meetings
- Item 6. Grand Avenue Complete Streets Paving Project Presentation
- Item 7. 27th and Lakeside Streets Project Presentation
- Item 7. Martin Luther King Jr Way Paving Project Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on May 23, 2022 with comments requested by 5pm, June 6, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the June 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of May 19, 2022, Item #4

ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

WHEREAS, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

WHEREAS, City Council Resolution No. 88075 remains in full force and effect to date; and

WHEREAS, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

WHEREAS, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and

WHEREAS, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

WHEREAS, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

WHEREAS, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

WHEREAS, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

WHEREAS, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

WHEREAS, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

WHEREAS, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

RESOLVED: that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

FURTHER RESOLVED: that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.

Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



City of
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OVERVIEW:

Grand Avenue from Broadway to MacArthur is scheduled to be repaved by the City of Oakland Department of Transportation (OakDOT). This segment of Grand is a vital transit connection for thousands of bus riders every day, a key link in the City's Bikeway Network, and a thriving commercial corridor that acts as Oakland's gateway to Lake Merritt.

PUBLIC OUTREACH IN 2022!

OakDOT staff will be conducting in-person outreach to local businesses and stakeholder in early 2022, with more events and pop-ups planned for later in the year. [Please visit the website listed below and enter your email into the form \(green button at top of site\).](#) We'll keep you posted on milestones and opportunities for input.



Grand Avenue in this neighborhood also acts as a cut-through route for drivers avoiding traffic on I580, and is on the City's Bicycle and Pedestrian High Injury Network - the 6% of City streets that account for over 60% of severe and fatal collisions. [Along with this repaving project, how can OakDOT improve safety and access for people walking, biking, and taking the bus?](#)

- Grand Avenue Project Area
- Bicycle Lane Network
- Lake Merritt Bike/Ped Path
- Slow Streets Network

Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/Grand> • Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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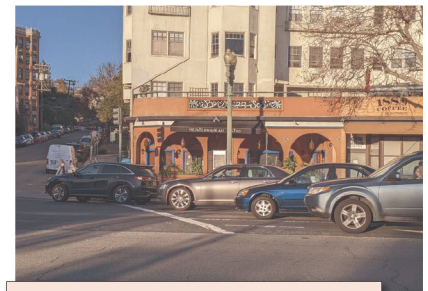
EXISTING CONDITIONS



On-street unprotected bike lanes are not comfortable for all ages and abilities



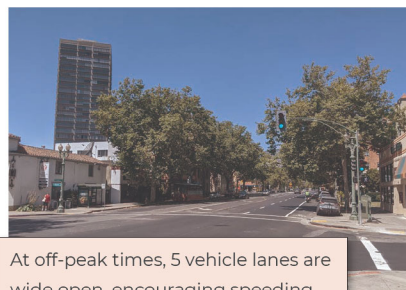
Pedestrian Hybrid Beacon encourages yielding at 5-lane crossing @ Bellevue



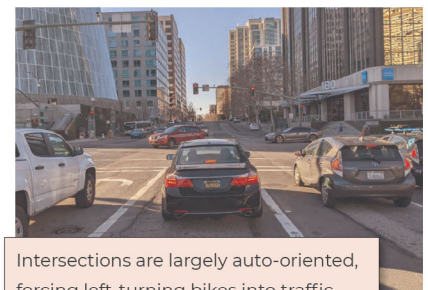
Some intersections lack crosswalks



Pedestrian Beacon with median island



At off-peak times, 5 vehicle lanes are wide open, encouraging speeding



Intersections are largely auto-oriented, forcing left-turning bikes into traffic

Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/Grand> • Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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EXISTING CONDITIONS - BLOCKING THE BIKE LANE



By loading vehicles...



For parallel parking (while blocking the bus)...



For random stopping...



For food pickup/dropoff...



For UPS vans straddling parking spaces...



and finally, for dumpsters...

Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/Grand> • **Updated:** 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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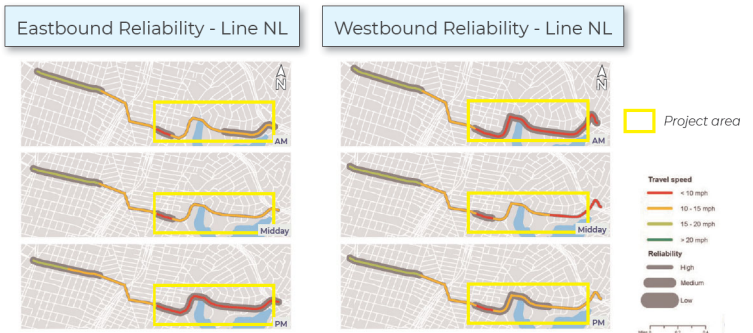
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TRANSIT LINES, RIDERSHIP, AND RELIABILITY



Grand Avenue from Broadway to MacArthur has some of the highest ridership of any corridor in Oakland and is also one of the most congested. A vital link from Downtown Oakland to points north and east, this stretch of Grand Avenue **carried over 4,400 passengers per weekday in 2019**.

As a key vehicle connection to (and bypass for) I-580, this corridor is also one of AC Transit's slowest sections during rush hour, when ridership is also highest. During the evening rush hour, bus speeds along Grand Avenue drop to a crawl of 8 MPH (from a high of 13 MPH at other times of day).



In both the eastbound direction (in the PM peak), and the westbound direction (in the AM peak), the Broadway to MacArthur segment of Grand Avenue is a bottleneck for AC Transit's Transbay Line NL and local Line 12, which together carry 3200 passengers per day between MacArthur and Broadway.

LINE	WEEKDAY RIDERS IN PROJECT CORRIDOR
12	1,050
33	1,220
NL	2,150
Total	4,420

Source: AC Transit, 2019 Weekday Ridership Data

Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/Grand> • **Updated:** 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



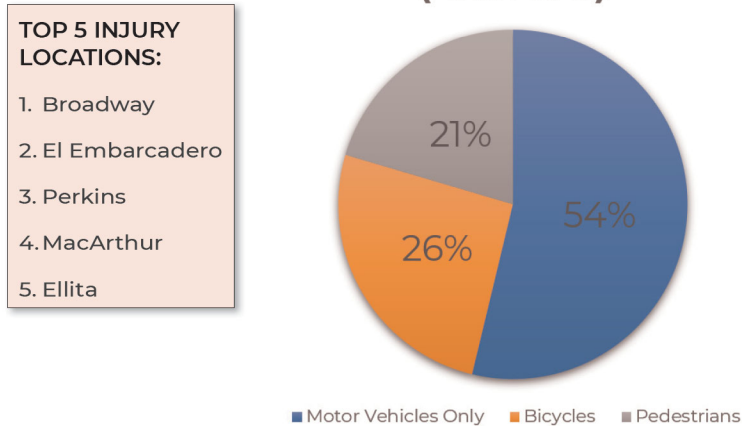
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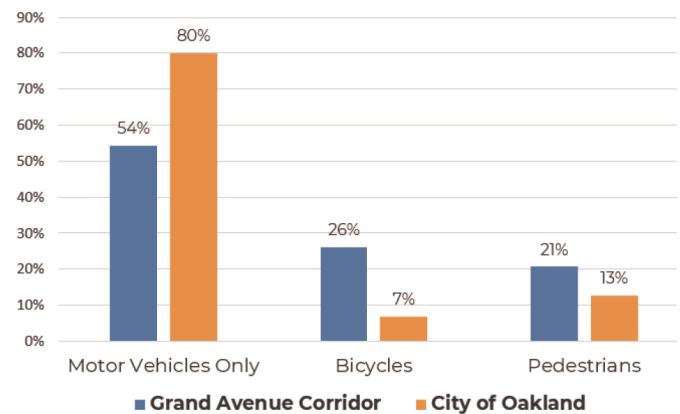
TRAFFIC COLLISIONS

Grand Avenue from Broadway to MacArthur is on Oakland's High Injury Network - the 6% of City streets that are responsible for 60% of reported collisions. 104 people were injured in traffic collisions on the Project corridor in the 5 years from 2016-2020. Grand Avenue in this stretch has comparatively high rates of pedestrian and bicycle collisions compared to the City of Oakland average (47% of collisions on Grand involved people walking or biking, compared to only 20% Citywide).

Collisions on Grand By Mode (2016-2020)



Grand Avenue vs. City of Oakland Collision Comparison



Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/Grand> · Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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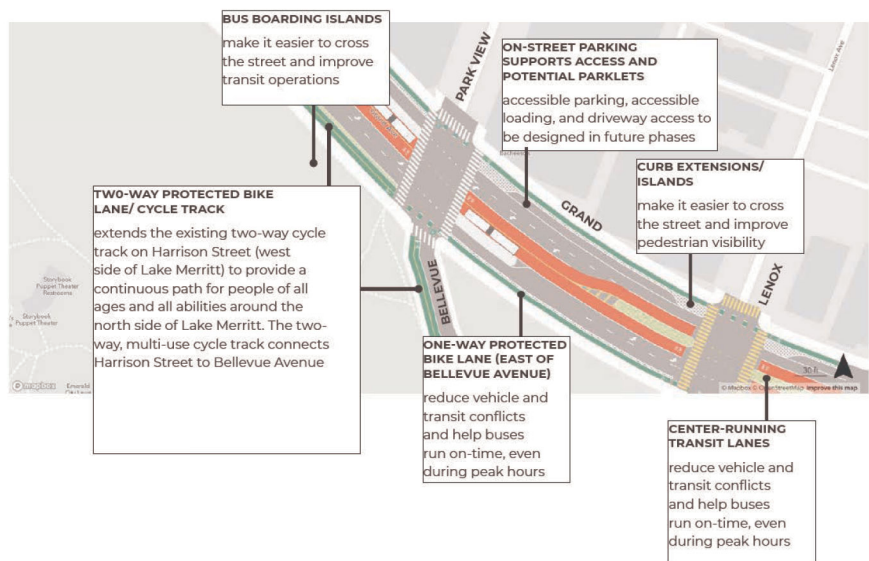
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GRAND AVENUE MOBILITY PLAN:

OakDOT's Grand Avenue Mobility Plan is an ongoing Planning study to define a long-term vision for the entire Grand Avenue corridor, from Wood Street in West Oakland to MacArthur Boulevard. The public outreach responses and recommendations from the Grand Avenue Mobility Plan will inform the design decisions for this Complete Streets Paving Project.

It is important to note that the Grand Avenue Mobility Plan presents a long-term, high-cost vision for improving Grand Avenue over the coming decades. A center-running Bus Rapid Transit vision for Grand at Bellevue is shown at right. This planning and design effort will identify elements of these long-term proposals that can be delivered through this Complete Streets Paving Project.

FIGURE 10: Grand Avenue (Park View Terrace to Lenox Avenue) Planning-Level Concept



Excerpt from Grand Ave Mobility Plan showing center-running transit lanes

Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/Grand> · Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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OTHER ADJACENT PROJECT, COORDINATION OPPORTUNITIES



Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/Grand> • Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

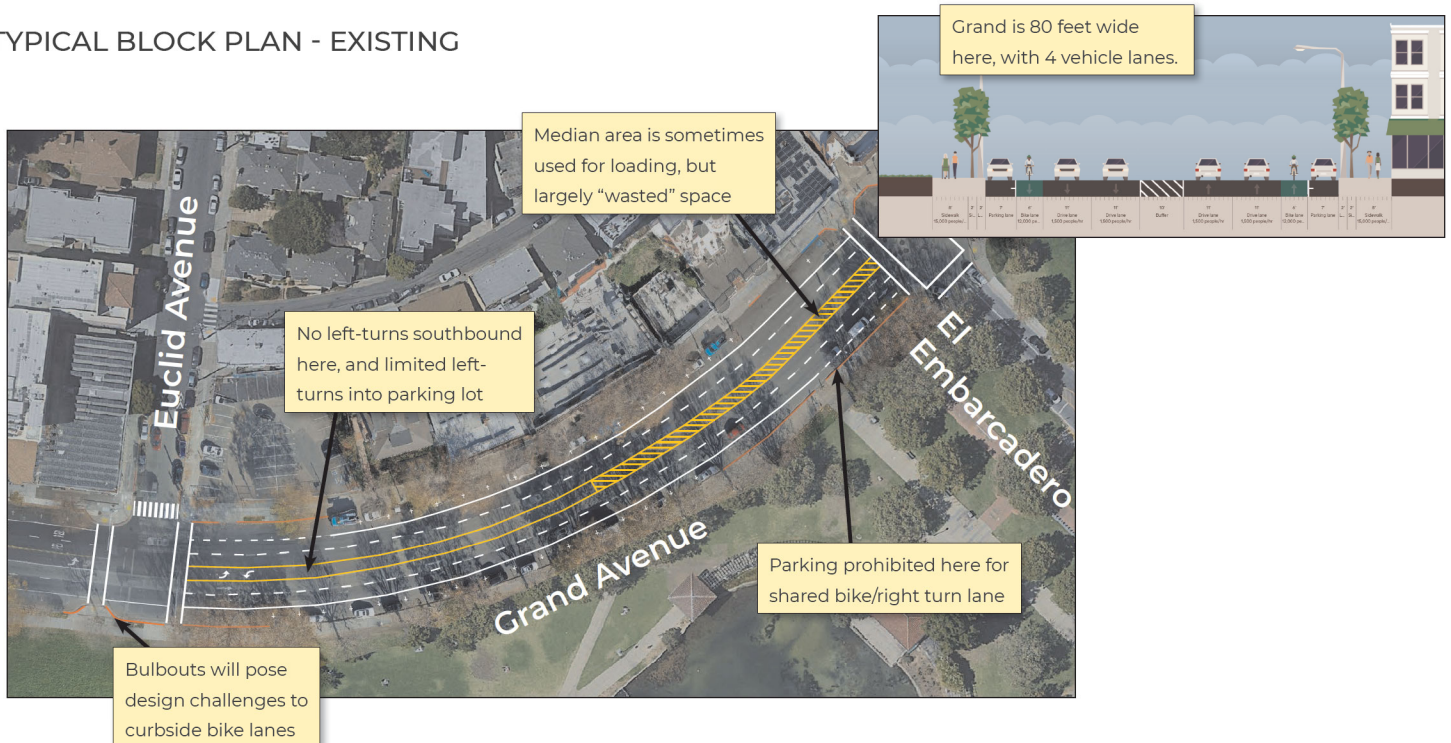
Improving Grand Avenue for all roadway users along with a planned repaving project



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TYPICAL BLOCK PLAN - EXISTING



Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/Grand> • Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project

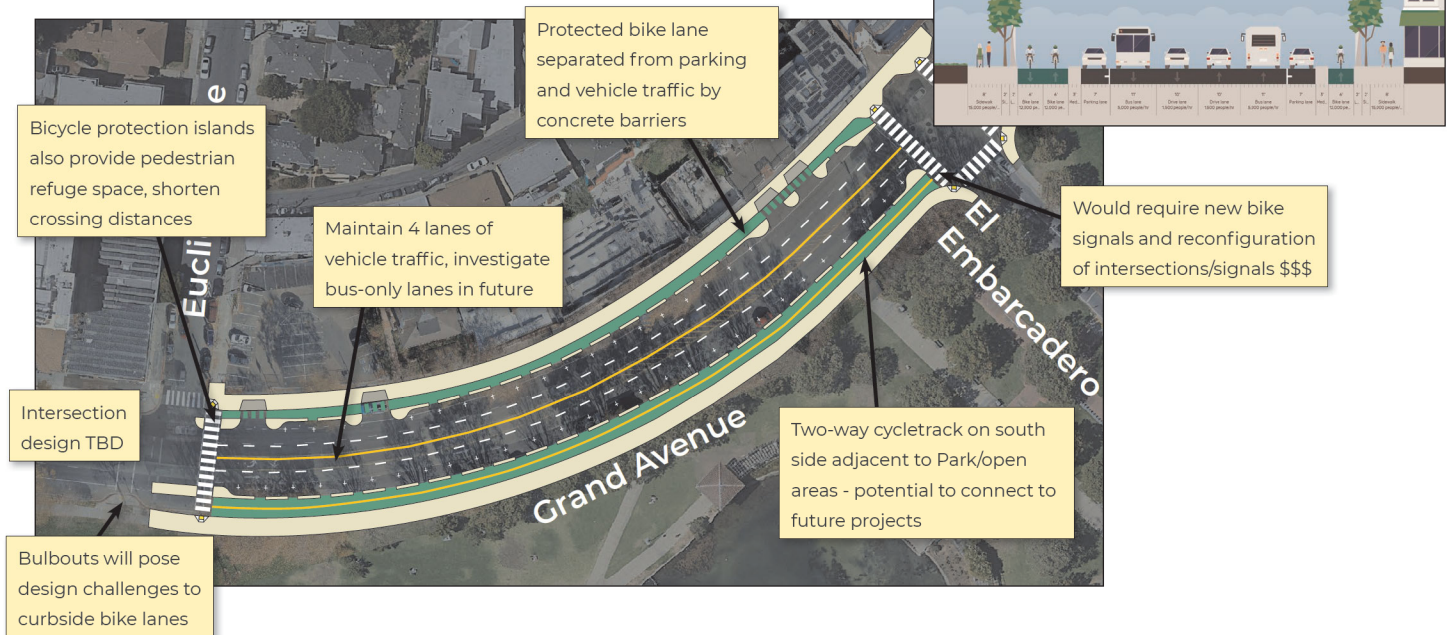


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TYPICAL BLOCK PLAN - DRAFT PROPOSAL

****FOR DISCUSSION PURPOSES ONLY****



Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/Grand> • **Updated:** 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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SCHEDULE AND NEXT STEPS

- » Early 2022 - Traffic Studies and Concept Design
- » Spring 2022 - Public Outreach (tabling, virtual meetings, outreach to local stakeholders and businesses)
- » Summer 2022 - Concept Design Development (2 design alternatives)
- » Summer/Fall 2022 - Online Survey and outreach to select Final Concept Design
- » End of 2022 - Present Final Concept Design and Implementation Plan

Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/Grand> • **Updated:** 1/7/22

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27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



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About the Project

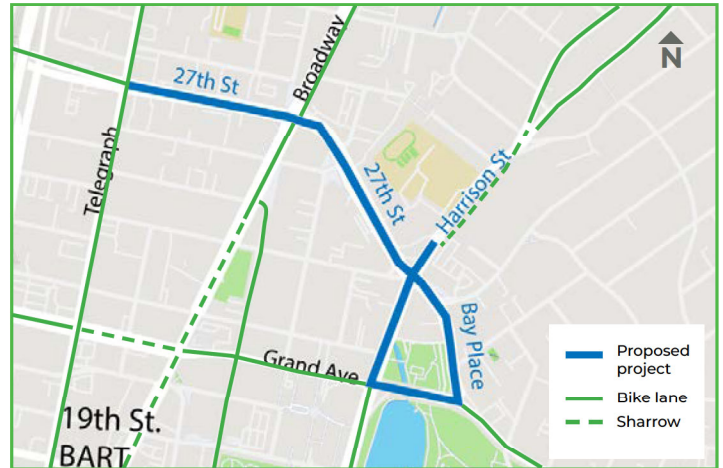
Oakland residents and visitors use 27th Street, Bay Place, Harrison Street, and Grand Avenue to travel to Lake Merritt, grocery stores, places of worship, and more. Residents here commute by biking, walking, and public transit more often than other Oaklanders. 15% of residents walk or bike to work and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

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

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



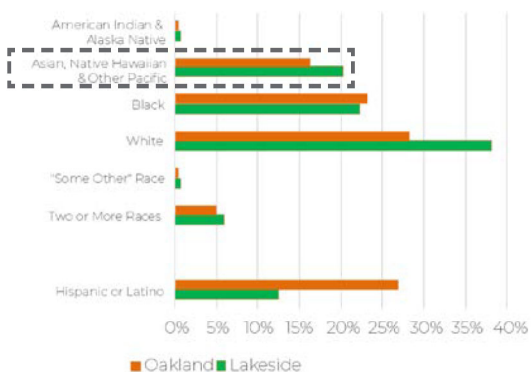
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DEMOGRAPHICS - Who lives near the project area?

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

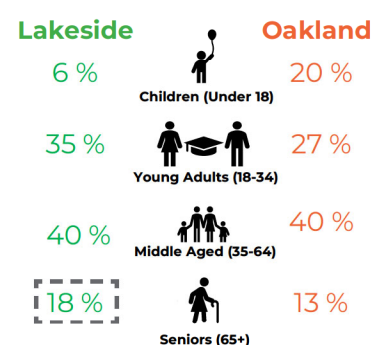
RACE



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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27th and Lakeside Streets Project

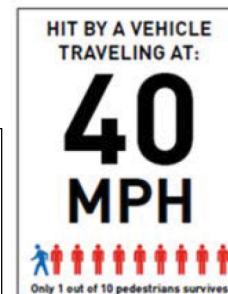
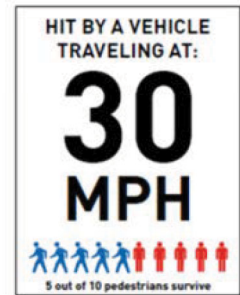
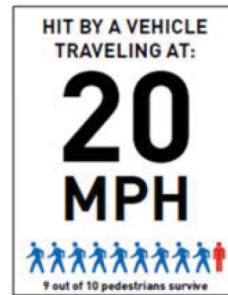
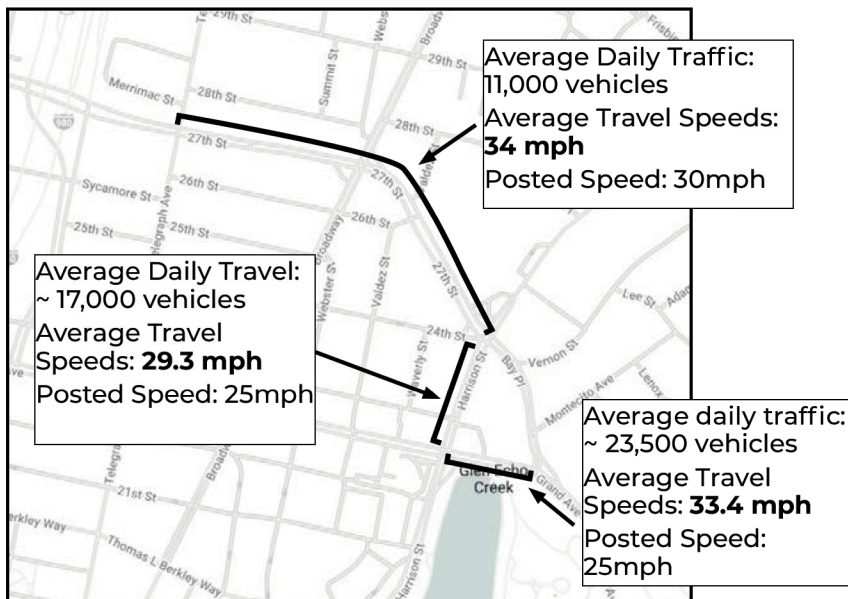
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TRAFFIC SPEED AND FLOW



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>

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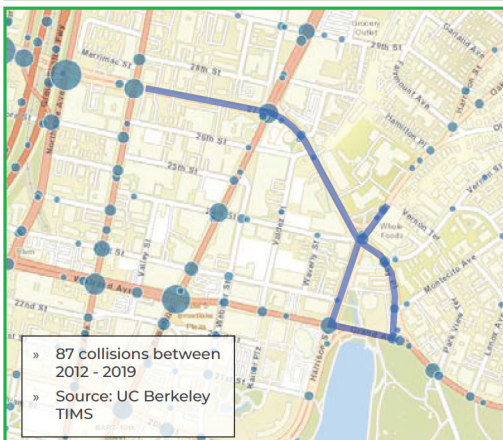
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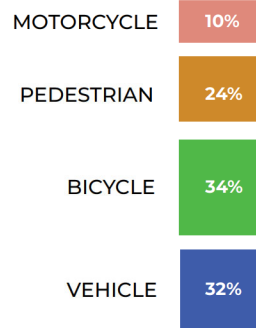
TRAFFIC SAFETY

- » 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 scooting less safe and inaccessible for most Oaklanders

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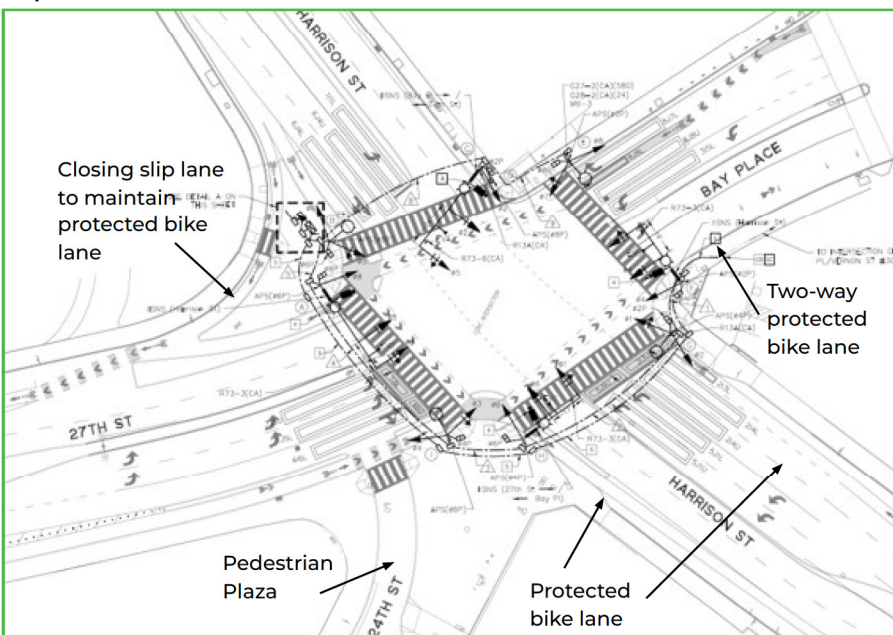


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PROPOSED PROJECT IMPROVEMENTS

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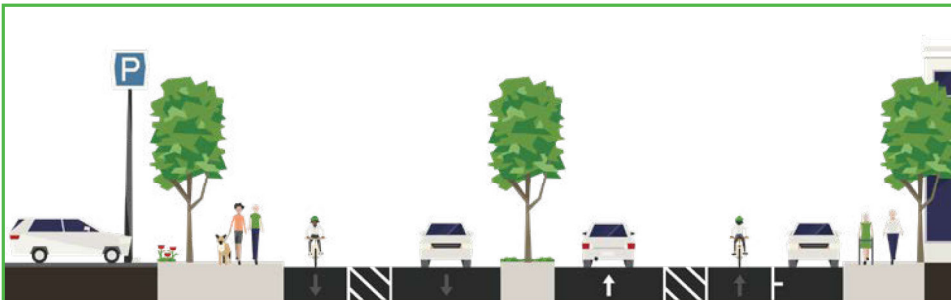
EXISTING CONDITIONS: Bay Place - 27th Street to Grand Avenue



- 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

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

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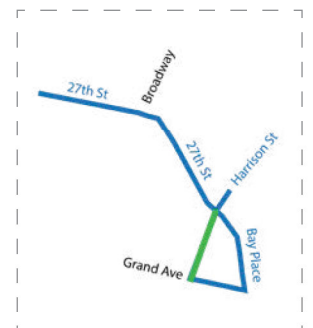
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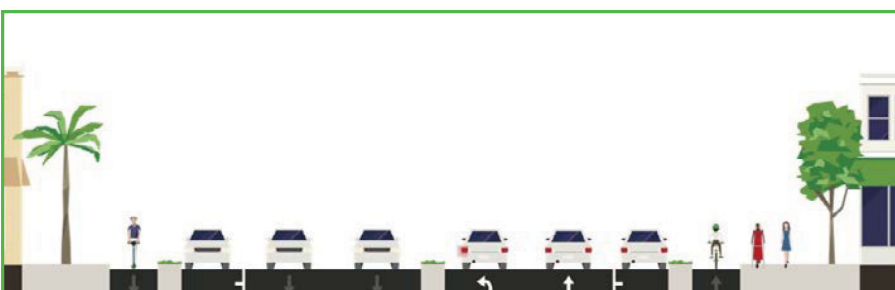
EXISTING CONDITIONS: Harrison Street - Grand Avenue to Bay Place



- 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

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

27th and Lakeside Streets Project

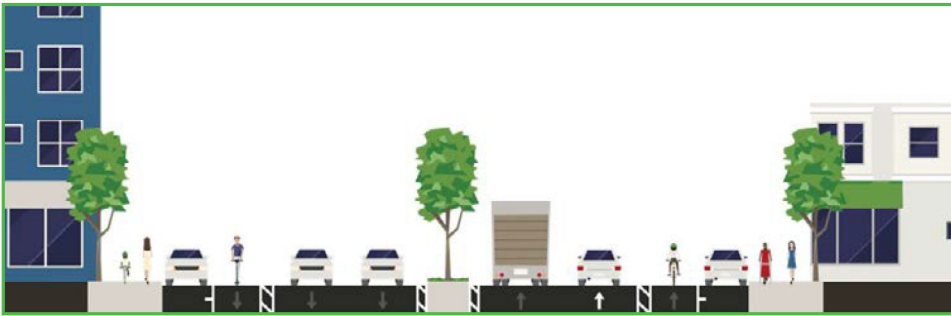
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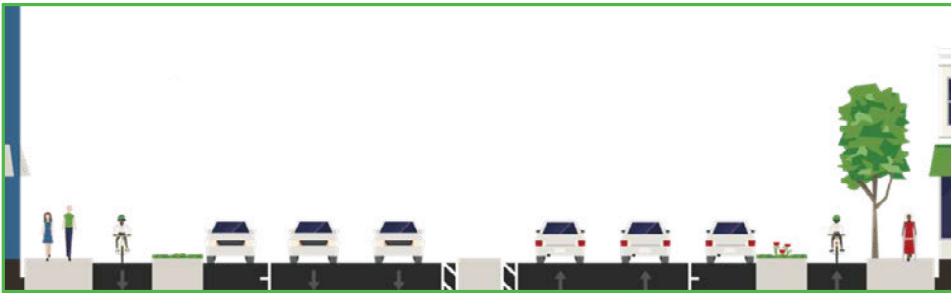
EXISTING CONDITIONS: 27th Street - Harrison to Broadway



- 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

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

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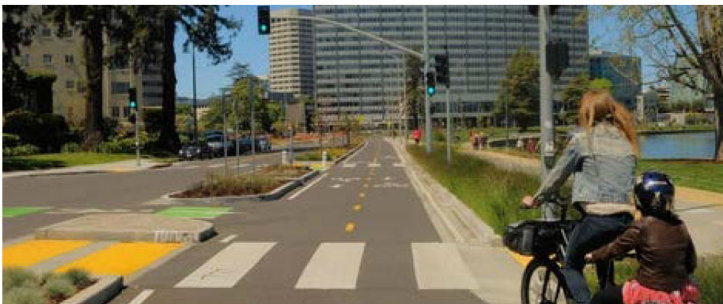


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EXAMPLE PROJECTS

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



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



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

27th and Lakeside Streets Project

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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

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

Martin Luther King Jr Way Paving Project



Meeting Agenda

1. **Introduction**
2. **Existing Conditions**
3. **Traffic Safety**
4. **Outreach**
5. **Routing Options**
6. **Next Steps**

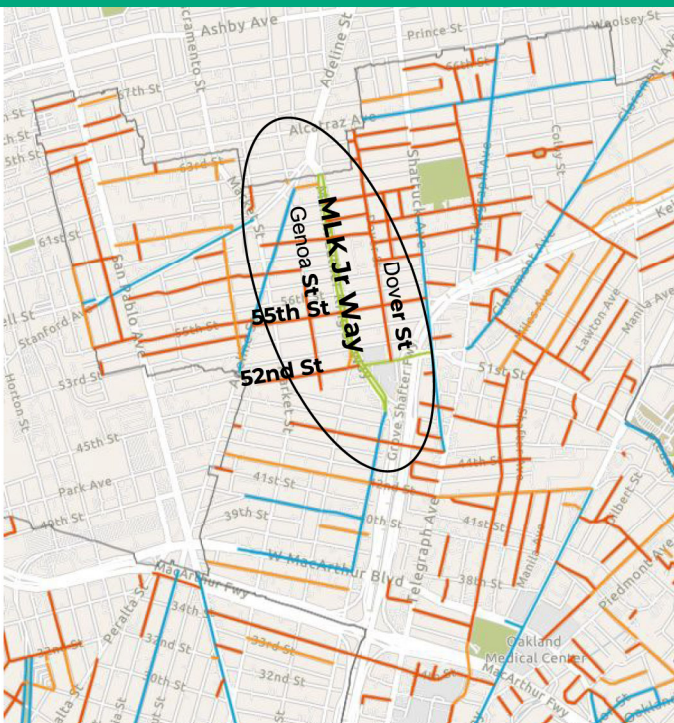
About the Project

Project Goals:

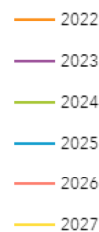
- Reduce vehicle collisions, curb unsafe driving
- Improve safety and comfort for people walking, especially crossing at major intersections
- Increase the visibility of people walking and biking
- Identify if now is the time to implement the Bike Plan recommendation to install a protected bicycle lane on MLK Jr Way



5-Year Paving Plan



2022 Five Year Paving Plan



Relevant Repaving Dates:

- MLK Jr Way – 2024
- 55th Street – 2026
- 52nd Street - 2026
- Dover Street - 2026
- Genoa Street - 2026

Existing Conditions

Wide crossing distances makes pedestrians more vulnerable to traffic collisions



Wide, unobstructed road promotes speeding



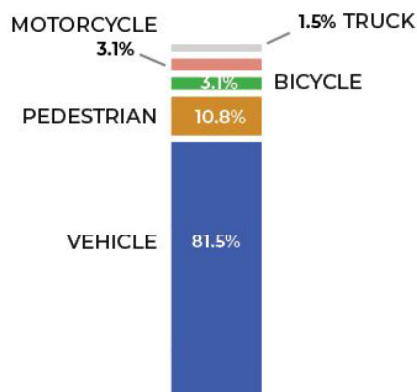
Freeway on/off-ramps and area north of 47th St present design challenges for bicycle and pedestrian access



Traffic Safety

There were **65 collisions** on MLK Jr Way from 47th Street to 61st Street from 2015-2020 including **one fatality** in 2015 at 60th Street

PARTIES INVOLVED IN COLLISIONS



TOP CAUSES OF COLLISIONS

- #1: DISOBEYING TRAFFIC SIGNALS AND SIGNS (26%)
- #2: FAILURE TO YIELD TO OTHER VEHICLES (24%)
- #3: UNSAFE SPEED (14%)
- #4: ILLEGAL TURNS (11%)
- #5: FAILING TO YIELD TO PEDESTRIANS (9%)

TRAFFIC COLLISION HOT SPOTS ON MLK JR WAY



Outreach To Date

- **Postcard + High-level Survey** (preference for protected bike lane on MLK Jr Way when asked about specific treatments on MLK) - Winter 2022
- **Storefront and Stakeholder Outreach** – February 2022
- **Neighborhood Council Presentations** 11X (March) and 10Y (April)
- **Coordination with UCSF Benioff Children's Hospital**
- **Helen McGregor Park Design meeting** – 3/24/2022

Existing/Proposed Bike Network

Key Issues:

- Lack of easily accessible North/South Bicycle Route between South Berkeley and North Oakland/MacArthur BART area
- Current best route is a winding path full of diversions and gaps.
- Bikes rightly avoid MLK
- Dover and Genoa (best parallels), have unsignalized crossings at 55th Street, difficult connections to the North.
- MLK provides potential linkage b/w Adeline Plan in Berkeley and continuous bike route south of 40th.



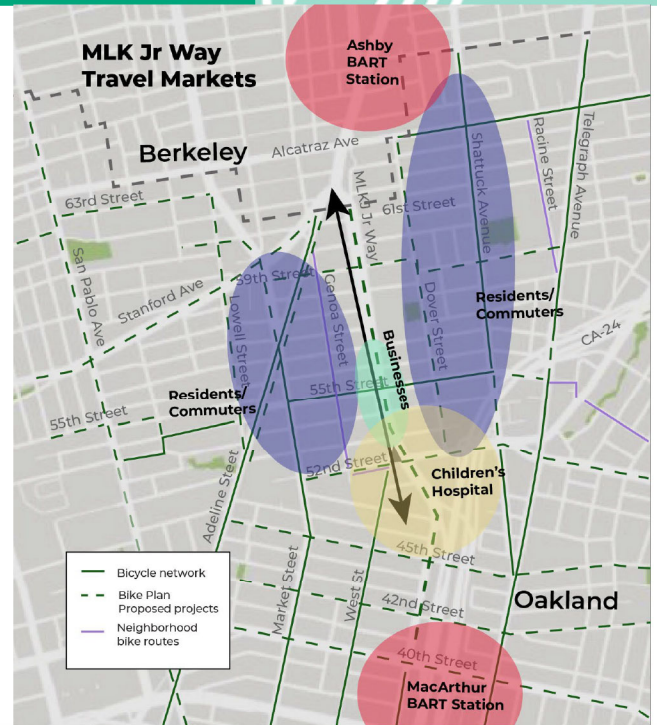
Travel Markets

Destinations:

- UCSF Benioff Children's Hospital
- MacArthur BART
- Ashby BART
- Businesses near MLK Jr Way/55th Street
- Senior Housing at 58th Street/MLK Jr Way

Audiences for North/South Connections:

- Residents and businesses on or near MLK Jr Way
- South Berkeley and North Oakland residents traveling South
- UC Berkeley staff and students traveling North from Oakland



Helen MacGregor Plaza

- UCSF Benioff Children's Hospital is conducting a community engagement process for the re-design of the plaza
- Residents support safer pedestrian crossings at 52nd St as well as designated loading for food trucks and/or vendors on 52nd St between West St and MLK Jr Way



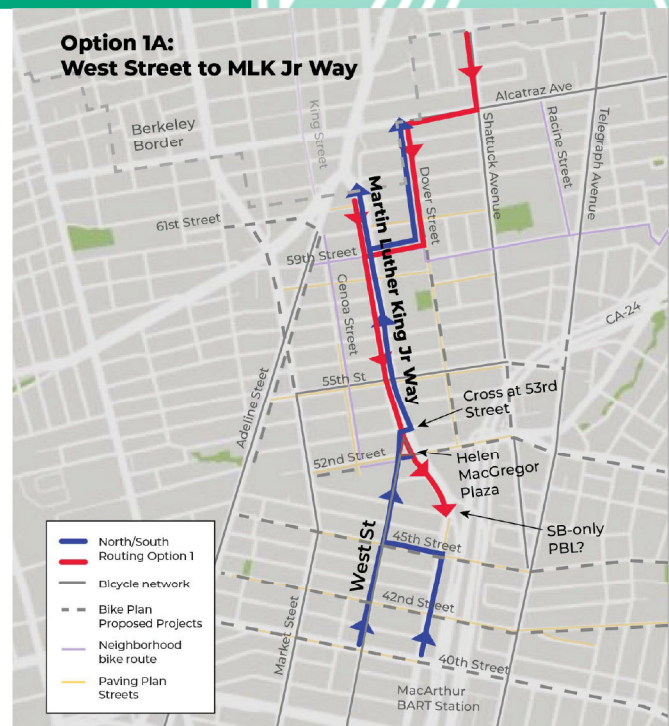
Routing Option 1A

Rationale:

- Avoids lengthy Caltrans coordination process regarding traffic delay at on/off-ramps at 47th Street

Challenges:

- Requires Road Diet or parking removal on MLK
- New bike crossings at 53rd Street/Helen McGregor Park reconfiguration
- Signage for NB and SB Bicyclists
- Potential SB-only PBL might be confusing



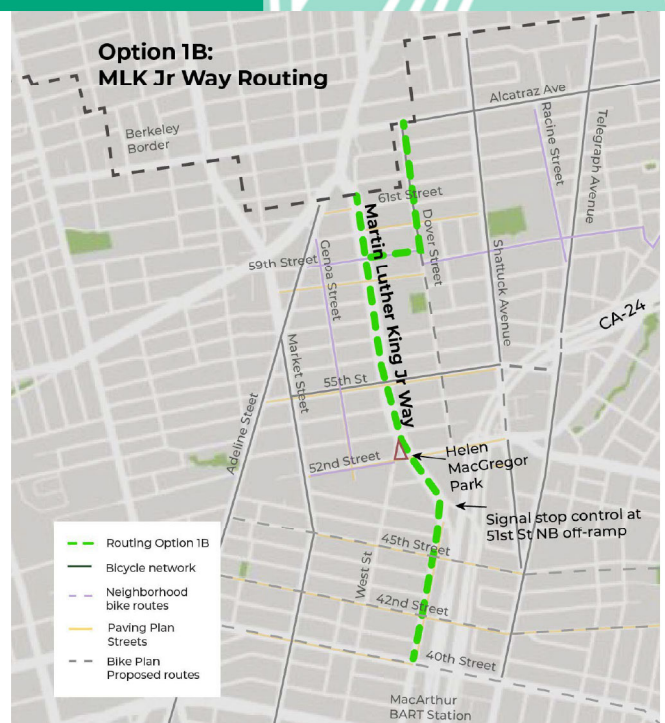
Routing Option 1B

Rationale:

- Maintains most convenient and efficient route for bicyclists routing through the on/off-ramp area at 47th Street

Challenges:

- Requires Road Diet or parking removal on MLK
- Lengthy coordination process with Caltrans and BART
- Likely feasibility issues with signalization of offramp
- Designing safe bicycle and pedestrian connections across the on/off-ramp area at 47th Street



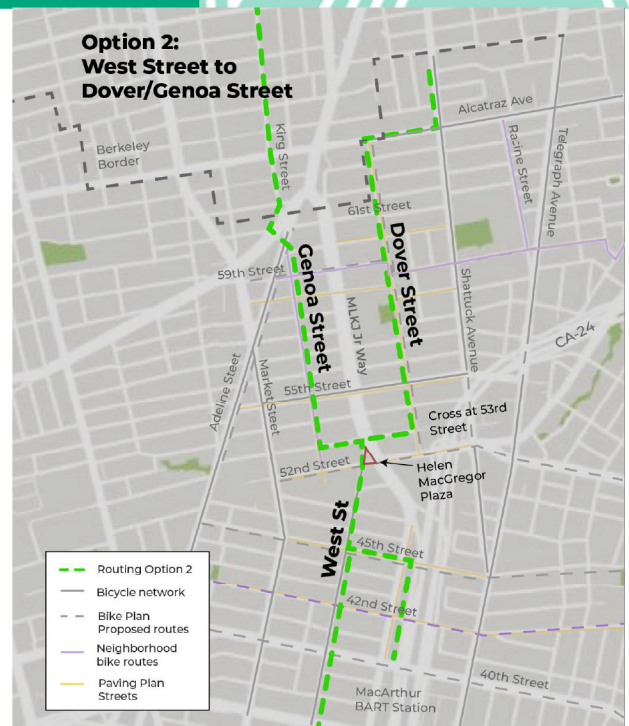
Routing Option 2

Rationale:

- Provides North/South bicycle access in case a PBL on MLK Jr Way is not feasible

Challenges:

- Providing sufficient signage to direct bicyclists across several intersection crossings and turns
- Dover and Genoa need bike crossing signalization at 55th
- Circuitous routing for bikes – MLK b/w 40th and 47th might not make sense as route – why not focus on West?



Option 3: Pedestrian Improvements

Rationale:

- Provides pedestrian improvements in case road diet or parking removal is infeasible on MLK
- This would likely accompany parallel route improvements on NBR routes

Challenges:

- Signal timing impacts may create negative impacts such as vehicle diversion onto side streets
- Bulb-outs would preclude future PBL on MLK



NEXT STEPS



Spring 2022

- Completion of technical analyses
- **Outreach Round 2**
- Postcard and Survey #2 RE: design/routing options
- Neighborhood Council Meetings follow-up
- Storefront Outreach follow-up

Summer 2022

- Reach consensus on preferred alignment