



# Memorandum

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<b>DATE</b>	June 4, 2024		
<b>TO</b>	Betsy Lake Assistant City Administrator	<b>FROM</b>	Corey Alvin <i>CNA</i> Environmental Coordinator City of Oakland Bureau of Planning
<b>SUBJECT:</b>	<b>Compliance Memo of Cumulative Traffic Mitigation Measures for the Oakland Army Base Project – 2021-2024</b>		

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The purpose of this memo is to document yearly compliance of the cumulative traffic mitigation measures for the Oakland Army Base Project (OAB) contained in the Project’s 2012 Addendum to the 2002 Oakland Army Base Reuse Redevelopment Plan Area Environmental Impact Report and Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) (approved in 2012, as revised in 2013).

The OAB cumulative traffic impacts were studied through the buildout year of 2035. Mitigation Measures (MM) are required throughout the build out period beginning in 2019. This memo documents completed mitigation measures required in 2021-2024.

**MM 3.16-24: West Grand Avenue & I-880 Frontage Road (2021)**

This measure would require optimization of signal timing for the AM and PM peak hours and coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. According to Oakland Department of Transportation (OakDOT), traffic at this intersection was significantly less than normal due to the pandemic so optimization studies were postponed until March 2023, at which time DOT determined that AM PM peak have been optimized under current conditions and signal coordination is not applicable and not needed. **Therefore, the Project’s mitigation responsibilities for MM 3-16-24 is complete.** (See Staff confirmation email Attachment A)

**MM 3.16-33: Powell Street/Stanford Avenue & San Pablo Avenue (2021)**

This measure would require optimization of signal timing for the AM peak hour and coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

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. **Therefore, the Project’s mitigation responsibilities for MM 3-16-33 is complete.** (See Staff confirmation email Attachment B)

**MM 3.16-22: 5th Street & Union Street / I-880 North Ramps (2022)**

This measure would require optimization of signal timing for the PM peak hour and coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

On March 18, 2024, OakDOT confirmed that signal operations are nominal at this location, and no further work is required. **Therefore, the Project's mitigation responsibilities for MM 3-16-22 is complete. (See Staff confirmation email Attachment C)**

**MM 3.16-26: West Grand Avenue & Market Street (2022)**

This measure would require split phasing for northbound and southbound movements, optimizing signal timing for both the AM and PM peak hours and coordinating the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

The West Grand Avenue road diet at West Grand Avenue and Market Street is part of West Oakland Specific Plan (WOSP)- June 26th, 2014 – Council Resolution No. 85108 C.M.S. This mitigation measure to increase LOS would conflict with mobility goals scripted in the WOSP. **Therefore, the Project's mitigation responsibilities for MM 3-16-26 is complete. (See Staff confirmation email Attachment D)**

**MM 3.16-31: 12th Street & Brush Street (2023)**

This measure would require optimization of the signal timing for the AM peak hour and coordinating the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

The Final Draft of the Downtown Oakland Specific Plan (DOSP) 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 would conflict with the mobility goals and plans proposed in the DOSP. **Therefore, the Project's mitigation responsibilities for MM 3-16-26 is complete. (See Staff confirmation email Attachment D)**

## Attachment A

### Closeout of OAB Mitigation Measure 3.16-24 West Grand/I-880/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](mailto:george.young@dot.ca.gov)>  
**Sent:** Thursday, March 30, 2023 10:41 AM  
**To:** Ream, Charlie <[CReam@oaklandca.gov](mailto:CReam@oaklandca.gov)>; Alvin, Corey <[CALvin@oaklandca.gov](mailto:CALvin@oaklandca.gov)>; Garcia, Hector@DOT <[hector.garcia@dot.ca.gov](mailto:hector.garcia@dot.ca.gov)>; Harris, Audrey <[AHarris2@oaklandca.gov](mailto:AHarris2@oaklandca.gov)>  
**Cc:** Kung, James@DOT <[James.Kung@dot.ca.gov](mailto: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

**From:** Ream, Charlie <[CReam@oaklandca.gov](mailto:CReam@oaklandca.gov)>

**Sent:** Wednesday, March 29, 2023 11:07 AM

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

**Cc:** Kung, James@DOT <[James.Kung@dot.ca.gov](mailto:James.Kung@dot.ca.gov)>

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

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Hi Corey,

My read of George's email is that "AM PM peaks have been optimized under current condition," which satisfies the first bulleted mitigation item "Optimize signal timing."

Regarding the second bullet, "Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group," I will defer to Caltrans as to whether or not this is a coordinated signal in a network of connected signals and if this mitigation measure is complete.

[@Young, George@DOT](mailto:@Young, George@DOT) could you advise whether this signal is coordinated with other adjacent signals? If so, or if infeasible/not connected, then that mitigation measure is satisfied as well.

Thanks all,

**Charlie Ream**

Planning and Project Development

City of Oakland | Department of Transportation

250 Frank H Ogawa Plaza | Oakland, CA 94612

**(510) 368-3596**

[cream@oaklandca.gov](mailto:cream@oaklandca.gov)

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**From:** Alvin, Corey <[CALvin@oaklandca.gov](mailto:CALvin@oaklandca.gov)>  
**Sent:** Wednesday, March 29, 2023 10:18 AM  
**To:** Young, George@DOT <[george.young@dot.ca.gov](mailto:george.young@dot.ca.gov)>; Ream, Charlie <[CReam@oaklandca.gov](mailto:CReam@oaklandca.gov)>; Garcia, Hector@DOT <[hector.garcia@dot.ca.gov](mailto:hector.garcia@dot.ca.gov)>; Harris, Audrey <[AHarris2@oaklandca.gov](mailto:AHarris2@oaklandca.gov)>  
**Cc:** Kung, James@DOT <[James.Kung@dot.ca.gov](mailto:James.Kung@dot.ca.gov)>  
**Subject:** RE: AM PM peak at Grand/I80/Frontage Ave....Oakland Army Base traffic Mitigation Measures

Hi Charlie – I am still waiting for some follow-up on this matter. When are we able to conclude the mitigation measure required for this intersection is satisfied? Thanks, 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](mailto:calvin@oaklandca.gov) | Website: [www.oaklandca.gov](http://www.oaklandca.gov)

**From:** Alvin, Corey  
**Sent:** Thursday, March 23, 2023 11:01 AM  
**To:** Young, George@DOT <[george.young@dot.ca.gov](mailto:george.young@dot.ca.gov)>; Ream, Charlie <[CReam@oaklandca.gov](mailto:CReam@oaklandca.gov)>; Garcia, Hector@DOT <[hector.garcia@dot.ca.gov](mailto:hector.garcia@dot.ca.gov)>; Harris, Audrey <[AHarris2@oaklandca.gov](mailto:AHarris2@oaklandca.gov)>  
**Cc:** Kung, James@DOT <[James.Kung@dot.ca.gov](mailto:James.Kung@dot.ca.gov)>  
**Subject:** RE: AM PM peak at Grand/I80/Frontage Ave....Oakland Army Base traffic Mitigation Measures

Thank you George – Can someone define the meaning of George’s findings of the subject intersection in context of Audrey’s email below? Thanks, Corey

“Upon reviewing peak performance at subject intersection, I encountered three vehicle detectors not performing proper detection.

However, **AM PM peaks have been optimized under current condition.**

Hardware deficiency has been reported to maintenance for immediate correction.

Another peak period will be performed once all hardware deficiency has been addressed”.

## Attachment B

### Closeout of OAB 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

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**From:** Hsiao, Dean <[DHsiao@oaklandca.gov](mailto:DHsiao@oaklandca.gov)>  
**Sent:** Thursday, May 2, 2024 7:37 AM  
**To:** Ream, Charlie <[CREam@oaklandca.gov](mailto:CREam@oaklandca.gov)>  
**Cc:** Unenbat, Emujin <[EUnenbat@oaklandca.gov](mailto: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  
Supervising Transportation Engineer  
Oakland Department of Transportation (OakDOT)  
7101 Edgewater Drive, Bldg 2  
Oakland, CA 94621  
(510) 615-5447  
[dhsiao@oaklandca.gov](mailto:dhsiao@oaklandca.gov)

In-Office Days: Monday, Tuesday, Wednesday

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**From:** Ream, Charlie <[CREam@oaklandca.gov](mailto:CREam@oaklandca.gov)>  
**Sent:** Wednesday, May 1, 2024 1:45 PM  
**To:** Hsiao, Dean <[DHsiao@oaklandca.gov](mailto: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

## Attachment C

### Closeout of OAB Mitigation Measure 3.16-22: 5<sup>th</sup> 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 5<sup>th</sup>/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](mailto:DHsiao@oaklandca.gov)>  
**Sent:** Monday, March 18, 2024 3:32 PM  
**To:** Ream, Charlie <[CReam@oaklandca.gov](mailto: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,



Chienhua "Dean" Hsiao, Ph.D., P.E., PTOE  
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**From:** Ream, Charlie <[CReam@oaklandca.gov](mailto:CReam@oaklandca.gov)>  
**Sent:** Friday, February 23, 2024 4:03 PM  
**To:** Hsiao, Dean <[DHsiao@oaklandca.gov](mailto: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 5<sup>th</sup>/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

**Attachment D**

**Closeout of OAB Mitigation Measures 3.16-26 and 3.16-31: W. Grand Ave/Market Street (2022) and 12<sup>th</sup> 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,

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

**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](mailto:calvin@oaklandca.gov) | Website: [www.oaklandca.gov](http://www.oaklandca.gov)

**From:** Hsiao, Dean <[DHsiao@oaklandca.gov](mailto:DHsiao@oaklandca.gov)>

**Sent:** Thursday, April 4, 2024 6:50 AM

**To:** Alvin, Corey <[CALvin@oaklandca.gov](mailto:CALvin@oaklandca.gov)>; Ream, Charlie <[CREam@oaklandca.gov](mailto: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](mailto:Calvin@oaklandca.gov)>  
**Sent:** Wednesday, April 3, 2024 4:41 PM  
**To:** Ream, Charlie <[CREam@oaklandca.gov](mailto:CREam@oaklandca.gov)>; Hsiao, Dean <[DHsiao@oaklandca.gov](mailto: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

**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](mailto:calvin@oaklandca.gov) | Website: [www.oaklandca.gov](http://www.oaklandca.gov)

**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.