



1625 SHATTUCK AVENUE  
SUITE 300  
BERKELEY, CA 94709  
TEL: 510 848 3815  
FAX: 510 848 4315  
www.dceplanning.com

MEMORANDUM

DATE May 8, 2009  
TO Alisa Shen  
City of Oakland  
FROM John Hykes  
RE **Harrison Street/Oakland Avenue Corridor CBTP  
Community Workshop #2**



On Thursday April 23, 2009, the Second Community Workshop for the Harrison Street/Oakland Avenue Corridor CBTP was held to review and discuss the proposed alternatives. Approximately 33 people attended the meeting.

The workshop materials were uploaded to the City's website where they were made available for review by the public. Community members were encouraged to submit any additional comments regarding the alternatives by May 4, 2009. Comments which were received are listed at the end of this memo.



John Hykes, DC&E Project Manager, gave a visual presentation of the three alternatives developed for the Harrison Street/Oakland Avenue Corridor. Kamala Parks, Dowling Associates, presented a traffic analysis of the alternatives. The meeting participants were then divided into small groups and asked to discuss, as a group, the three alternatives. The groups were then asked to compare the three alternatives at four specific geographic locations and vote for which alternative they preferred at each location. Group members were encouraged to draw or write any comments, caveats or ideas on the maps.

Community members actively discussed the three alternatives and their potential benefits and drawbacks. They also shared their opinions about why they preferred one alternative to another and made efforts to understand each others opinions. The following is a brief synopsis of the groups' prioritization of the three alternatives and issues/ideas each felt were important reasons for the choices. Participants were divided into four small groups of eight to ten people each.

**Harrison St/24<sup>th</sup> St/27<sup>th</sup> St/Bay Pl Intersection  
GROUP #1**

*Preferred Alternative: Alternative #2*

- All of the Group members supported getting rid of the right slip-turn onto 27<sup>th</sup> from Harrison Street.
- The group discussed the need to coordinate limiting 24<sup>th</sup> Street access with the adjacent business owners.

## GROUP #2

*Preferred Alternative: Alternative #3*

- Group members choose this alternative, but suggested making the pedestrian refuge island at 24<sup>th</sup> Street larger to prevent people from using the slip lane to avoid the traffic light.

## GROUP #3

*Preferred Alternative: Alternative #2*

- Group members chose Alternative #2 with the caveat that it be modified to include the full closure of 24<sup>th</sup> street.
- Group members support the closure of the slip-lane onto 27<sup>th</sup> Street from Harrison Street.
- The group supports the full closure of 24<sup>th</sup> Street, but encouraged a dialogue with the adjacent business owners.

## GROUP #4

*Preferred Alternative: Alternative #2*

- Group members chose Alternative #2 with the caveat that it be modified to include the full closure of 24<sup>th</sup> Street.
- Group members supported the full closure of 24<sup>th</sup> street, as long as it maintains bicycle access.
- The group supports the closure of the slip-turn onto 27<sup>th</sup> from Harrison Street.

## Harrison St/Oakland Ave/Fairmount Ave/Orange St/29<sup>th</sup> St Intersection

### GROUP #1

*Preferred Alternative: Alternative #2*

- Group members liked the idea of closing the slip-turn onto Orange Street.
- The group supported the pedestrian crossing improvements and suggested adding pedestrian activated flashing lights to the Hamilton Place crosswalk to increase visibility.
- The group voiced concerns with the amount of U-turns that would take place by closing the couplet between Harrison Street and Oakland Avenue. They proposed keeping the couplet open in this alternative.

### GROUP #2

*Preferred Alternative: Alternative #3*

- Group members chose alternative #3, but requested modifications to make it work without the two-way conversion.
- The group approved of the median island separating northbound and southbound traffic on Harrison Street before the couplet and the pedestrian safety improvements the median provides.
- The group also supported the pedestrian crossing improvements at Hamilton Place and suggested including pedestrian activated flashing lights as part of the crosswalk improvements.

### GROUP #3

*Preferred Alternative: Alternative #2*

- Group members supported the design of Alternative #2, but wanted to consider including a traffic signal at the intersection of Harrison Street and Oakland Avenue.
- The group suggested relocating the crosswalk to the other side of Hamilton Place.

- The group wants to ensure that they are clear bicycle facilities and connections throughout this intersection.

#### **GROUP #4**

*Preferred Alternative: Alternative #2 & #3*

- Group members preferred the design of the intersection in alternative #3, but want Harrison Street and Oakland Avenue to remain one-way.
- A number of the group members were concerned with getting rid of the couplet between Harrison Street and Oakland Avenue and the effect that would have on U-turns at Hamilton Place.

### **Harrison Street/Oakland Avenue Couplet – South of I-580**

#### **GROUP #1**

*Preferred Alternative: Alternative # 2*

- Group members chose this alternative because they approved of the lane reduction and supported the increased bike facilities and pedestrian amenities.
- The group wants to keep Santa Clara Avenue open as part of this alternative.

#### **GROUP #2**

*Preferred Alternative: Alternative #1 & #2*

- Group members support the lane reduction proposed in alternative #2, but also liked the proposed configuration in alternative #1.
- The group suggested allowing access to I-580 westbound directly from MacArthur Boulevard.
- The group also suggested adding speed bumps to Perry Place to slow traffic that is emerging from the freeway.

#### **GROUP #3**

*Preferred Alternative: Alternative # 2*

- Some group members suggested investigating the possibility of closing the I-580 off-ramp onto Harrison Street from I-580.
- Some members of the group voiced concern about the limited access proposed for Stanley Place.

#### **GROUP #4**

*Preferred Alternative: Alternative #2*

- Group members choose alternative #2 because they approved of reducing the lanes and improving the sidewalks and the addition of bicycle lanes.
- The group was split on whether they supported any closure of on- or off-ramps.
- Members of the group suggested incorporating the pedestrian improvements on Oakland Avenue at the I-580 eastbound on-ramp that were proposed in Alternative #1.

### **Harrison Street/Oakland Avenue Couplet – North of I-580**

#### **GROUP #1**

*Preferred Alternative: Alternative #1*

- Group members chose this alternative in support of the two-way conversion, and approve of the changes to the Bayo Vista intersections.
- The group supported the proposed bus stop relocations.

## GROUP #2

*Preferred Alternative: Alternative #1 & #3*

- Group members supported alternatives #1 & #3 because of the two-way conversion and proposed changes at the Bayo Vista intersections. The group proposed creating four-way stops at the Bayo Vista Intersections.
- The group supported the inclusion of bulbouts on Harrison.
- Group members felt the bus routes were best suited for Oakland Avenue.
- The group suggested adding a mid-block crossing on Harrison Street to coordinate with the pedestrian stairs.

## GROUP #3

*Preferred Alternative: Alternative #1*

- Group members supported the two-way conversion of Harrison Street and Oakland Avenue and redirecting the buses onto Oakland Avenue.

## GROUP #4

*Preferred Alternative: Alternative #1*

- Group members approved of the two-way conversion of Harrison Street and Oakland Avenue north of I-580.
- The group supported the redesign of the Bayo Vista Avenue intersections and the relocation of all buses onto Oakland Avenue.
- The group suggested adding a mid-block pedestrian crossing on Harrison Street to coordinate with the pedestrian stairs.
- Members of the group suggested ways to incorporate new parking with the redesign of the Bayo Vista intersections.

## Additional Comments:

The following items are a list of additional concerns and comments regarding the proposed alternatives which were received in response to the workshop materials that were posted on the City's website:

- ◆ A number of community members who live on Richmond Boulevard commented that they do not support any alternative that eliminates access to Harrison Street via Santa Clara Avenue. For people who live along Richmond Boulevard, Santa Clara Avenue provides access to Harrison Street and downtown Oakland. They are concerned that this closure of Santa Clara Avenue would further exacerbate traffic problems along Richmond Boulevard, Broadway, Fairmount Avenue West MacArthur and Moss Avenue.
- ◆ Community members also supported improving the pedestrian crossings at the intersection of Oakland Avenue and the I-580 eastbound on-ramp, and the Hamilton Place Intersection.
- ◆ Community members expressed concerns about the potential closures of the I-580 on- and off-ramps at Harrison Street/Oakland Avenue and effects that closure would have on other nearby neighborhoods with freeway exits, particularly the Grand Avenue/Lakeshore Avenue corridor. The Grand Avenue/Lakeshore Avenue neighborhood is also actively pursuing street improvements, and there is a concern that any freeway access closures would increase the traffic problems in their neighborhoods.