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**MEMORANDUM**

DATE March 6, 2009  
TO Alisa Shen  
City of Oakland  
FROM John Hykes  
RE **Harrison Street/Oakland Avenue Corridor CBTP  
Community Worksop #1**

On Thursday January 22, 2009, the First Community Workshop for the Harrison Street/Oakland Avenue Corridor CBTP was held to review the existing conditions analysis of the Corridor and discuss potential goals and visions for the project. Approximately 46 people attended the meeting.

John Hykes, DC&E Project Manager, gave a presentation on the existing conditions and the urban design context of the Corridor. Kamala Parks, Dowling Associates, presented an overview of the Traffic Analysis performed along the Corridor. The meeting participants were then divided into small groups and asked to use the presented information to comment on significant areas of concern that they felt needed further elaboration, discuss potential improvements to the Corridor, and prioritize what they think are the most needed improvements for the Corridor. Each group was asked to report back to the large group their ideas and a prioritization of their suggested improvements.

Community members were eager to express their concerns and share their first-hand observations regarding the Corridor. The participants of the small group exercise suggested potential improvements to the Corridor and actively discussed and debated the benefits and drawback of the potential improvements. The following is a brief synopsis of the groups' discussions and prioritization of the proposed improvements and issues. Participants were divided into five small groups of eight to ten people each.

**Table #1**

- Convert Harrison Street and Oakland Avenue to two lanes all along the Corridor. Use the removed lanes for pedestrian amenities, such as bike lanes, landscaping and widening the sidewalks.
- Use bulbouts to improve the safety of pedestrian crossings. Utilize pedestrian refuge islands and landscaped medians in large intersections to direct traffic and address dangerous pedestrian crossings.

- Improve the timing of the traffic lights “downstream (at the 27<sup>th</sup> Street/Bay Place and Harrison Street intersection)” so that traffic moves at a constant pace and drivers continue on 27<sup>th</sup> to I-980 instead of using Harrison Street to access the freeway.
- In the long-term, consider closing at least some of the freeway ramps and diverting traffic to Broadway/Webster Street exits.

**Table #2**

- Speeding and congestion are problems associated with freeway access to I-580, along Harrison Street north of I-580.
- Speeding is a problem along the entire Corridor.
- Harrison Street north of 27<sup>th</sup> Street/Bay Place should be narrow and incorporate gateways and diagonal parking.

**Table #3**

- Harrison Street and Oakland Avenue should both be two-way south of Bayo Vista.
- The speed limit should be changed to 25mph on both Oakland Avenue and Harrison Street north of I-580.
- Pedestrian crosswalks along the Corridor should be improved.

**Table #4**

- Close the off-ramp from I-580 to Stanley Place.
- Improve the Intersection of 29<sup>th</sup> Street, Harrison Street, Oakland Avenue and Orange Street.
- Improve the safety and beautify the area under the Freeway.
- Improve the safety and beautify the 27<sup>th</sup> Street/Bay Place and Harrison Street intersection.
- Enforce regulations preventing garbage cans in front of homes and abandoned cars on the street.

**Table #5 Priorities**

- Reduce the number of travel lanes. Replace the lanes with bulbouts at all intersections and bike lanes.
- Close the I-580 off-ramps. Create new off-ramps closer to Kaiser.
- Incorporate speed limit signs, pavement legends and radar feedback signs to reduce speeding.
- Standardize the speed limit along the Corridor to a consistent 25mph.
- Create a “freeway access only lane” on Harrison Street north of I-580 to ensure people are in the right lane.
- Improve the visibility and safety of crosswalks.

- Encourage drivers to use 27<sup>th</sup> street to access I-980 rather than Harrison Street and Oakland Avenue to access I-580.
- Create a cut in the 27<sup>th</sup> Street median to allow a left turn into the Church/School Parking lot.

**The following items are a list of additional concerns and ideas which were reported and discussed by participants in their small groups:**

- ◆ Pedestrian Facilities
  - There are many unsafe crosswalks along the Corridor and a lack of pedestrian crosswalks at important intersections.
  - The Orange Street, Oakland Avenue and Harrison Street Intersection is confusing and unsafe for pedestrians, bicyclists and motorists.
  - The timing of traffic lights needs to be improved to better encourage and protect pedestrians and decrease congestion.
  - There is a lack of bicycle lanes along the Corridor.
  - Bus stop locations should be reassessed and made safer, especially on Bayo Vista and on Oakland Avenue at Perkins Alley
  - The slip lane onto 27<sup>th</sup> Street from Harrison Street is unsafe for pedestrians and bicyclists.
- ◆ Safety/Aesthetics
  - The Corridor needs better lighting, more street trees and beautification.
  - Lighting and art should be incorporated in the area under the Freeway.
- ◆ Traffic Speeds
  - Harrison Street and Oakland Avenue are congested near the freeway on- and off-ramps.
  - There is speeding all along the Corridor which creates an unsafe pedestrian and bicycle environment.
  - The streets are too wide and encourage speeding.
- ◆ Parking
  - There is a problem with double parking along the Corridor.
- ◆ Visibility
  - There is poor visibility along Harrison Street associated with blind curves and topography.
  - Pearl Street has traffic congestion and poor visibility at the Oakland Avenue Intersection.
  - The existing street islands are dangerous and hinder visibility.