Park Boulevard Corridor
Pedestrian, Bicycle and School Safety Study

Park Boulevard Presbyterian Church
January 24, 2018
1. Meeting goals
2. Study history & status
3. Summary of comments
4. Status of three segments
   • Middle Park (meeting focus)
   • Lower Park
   • Upper Park
5. Next steps
6. Questions & comments
Meeting goals

1. Present study history
2. Communicate status of three segments
3. Obtain community feedback on Upper & Middle Park options*

* Community meeting focused on Lower Park is next week (Jan 31, 2018 at Cleveland Elementary School).
Study History

Large community-wide meetings

- Nov 16, 2016 (Park Blvd Presbyterian Church)
- Nov 17, 2016 (F.M. Smith Recreation Center)

Smaller group meetings

- Oakland High School/Bike East Bay (Jan 17, 2017)
- Glenview Neighborhood Assn (Mar 1, 2017)
- Lakeshore Homes Assn (Apr 27, 2017)
- Field workshop with Corpus Christi School (Sep 20, 2017)

Data collection & design concept evaluations
Study History | What We Heard

Most frequent community concerns

- Pedestrian safety, especially at school crossings
- High vehicle speeds
- Add/don't add bicycle lanes
- Maintain/reduce number of traffic lanes
- Potential traffic diversion into neighborhoods
Study History | Recent Accomplishments

1. Obtained $2.3M grant to improve two intersections at schools
2. Improved Beaumont Ave for pedestrian safety near school
3. Crossing guards
4. Reviewed what we heard at meetings in 2016-17
5. Studied best ways to address top concerns:
   • Pedestrian safety, esp. at schools
   • Vehicle speeds
6. Moving forward with Lower Park
Middle Park Boulevard

- Many businesses
- Many driveways & intersections
Middle Park | Challenges

Challenges:
• Increase pedestrian safety
• Reduce vehicle speeds

Issues:
• Vehicles are not stopping for pedestrians in crosswalks
• Multiple threat

Approaches:
• Corridor approach
• Spot improvements
Middle Park | Corridor Approach

3 scenarios:
1. New signals @ 5 intersections
2. Paint only lane reduction
3. Lane reduction with 5 new signals
Middle Park | Corridor Approach

Scenario #1:
New signals @ 5 intersections, maintaining 4 traffic lanes

Results: Controlled pedestrian crossings @ 11 intersections:
- Partially addresses vehicle speeds
- Partially addresses multiple threats
- Doesn't address all intersections
- Doesn’t address bike safety

Assessment: Possible solution
Middle Park | Corridor Approach

Scenario #2: Paint only lane reduction

Results:

- Addresses multiple threats
- Reduces vehicle speeds
- Difficult turning left to/from side streets – too few gaps in traffic
- Diversion away from Park Blvd
- Increases travel times

Assessment: Staff does not support
Scenario #3: Lane reduction with 5 additional signals

Results:
- Addresses multiple threat
- Reduces vehicle speeds
- Travel times are similar to today
- Unsignalized intersections become right turn in/out only

Assessment: Possible solution
Middle Park | Corridor Approach

Scenario: Lane reduction with 5 signals
Middle Park | Corridor Approach

Challenges: Increase pedestrian safety, reduce vehicle speeds

Conclusion:
• Lane reduction + 5 traffic signals fully responds to improving pedestrian safety and reducing speeds
• Community meetings to plan neighborhood access changes
• Difficult funding picture
• Spot improvements in meantime
Middle Park | Spot Improvements

• Improve pedestrian crossings at key locations:
  • Increase visibility at crosswalks
  • Enhance crossings with bulb outs
• Maintain 2 lanes in each direction
• Compatible with corridor scenarios
• Do not reduce vehicle speeds or address pedestrian multiple threat
• Initial concepts would require:
  • Additional community dialog & prioritization
  • Significant funding for design development & construction
Middle Park | Funded Improvements

Oakland Safe Routes to Schools: Crossing to Safety projects

- Serves Edna Brewer Middle School
- Park @ Excelsior Ave/Grosvenor Place
- Park @ 13th Ave/East 38th Street
Middle Park | Funded Improvements
Lower Park Boulevard
Lower Park | Status

1. Proposed for a road diet (City Council priority)
2. Project goals
   • Improve pedestrian safety
   • Reduce speeding
   • Connect bicyclists to downtown, BART & Lake Merritt
3. Status: In detailed design
4. Community meeting next Wednesday, Jan 31, 6:30-8pm at Cleveland Elementary School
Lower Park | Design Elements

Existing Conditions

Proposed Conditions

- Two travel lanes
- Left turn pockets
- High visibility crosswalks
- Pedestrian refuge islands
- Buffered bike lanes
- Smaller safer intersections
Upper Park Boulevard

- Leimert Blvd at St James Dr to Monterey Blvd at Highway 13
- No businesses
- One driveway at Zion Lutheran Church
- One intersection at Estates Dr

Goals
- Reduce speeding
- Improve safety and access for pedestrians and bicyclists
- Various efforts to improve since 1993
Upper Park | Design Elements

- Two travel lanes
- Buffered bike lanes
- Ped/bicyclist path
- Spot improvements at Zion Lutheran Church and Estates Dr
Next Steps | Lower & Upper Park Boulevard

**Lower Park**
- Community meeting Jan 31, 2018, 6:30-8pm, Cleveland Elementary School
- Implementation being coordinated with repaving
- Construction anticipated summer 2019

**Upper Park**
- Develop concept plans for possible improvements
- Engage stakeholders to evaluate alternatives
- Low-cost: striping-only changes delivered with paving
- High-cost: construct a pedestrian/bicycle path
Next Steps | Middle Park Boulevard

Tonight/thru Feb 9, 2018: let us know what you think about spot improvements & lane reduction/traffic signal concepts.

Spot improvements
- What are your priority locations?
- Community field walk (summer 2018)
- Finalize conceptual designs/estimates (fall 2018)
- Search for funding

Lane reconfiguration/Traffic signals
- Schedule community workshop
Questions & Comments (yellow cards)

- Give us your questions & comments.
- Enjoy some refreshments while we sort them.
- We'll read them aloud and will respond.
- Fill out another card if you have a follow-up question.
- We will stay until all of your questions are answered.
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