

Oakland - Broadway Improvements (Broadway Terrace to Ocean View Drive)
Comments on May 29, 2014 presentation

| Commenter | Address | Comment | Staff Response |
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| SUPPORT THE PROJECT | | | |
| 1 | Michael Weinberg | 5839 Virmar Ave | I make an avg of 2 roundtrips across Broadway on foot everyday. I think this project looks great. I have lived near other road diets and the use experience as a driver, cyclist and pedestrian (I'm all 3) has always been excellent. |
| 2 | Dan Clifford | 5547 Kales | I live at Taft Ave and Broadway. I have 2 young kids and I've often taken the risk of biking on Broadway to reach Tunnel Road. I value these safety and bike lane improvements. After the meeting: Thanks so much for the thorough and informative presentation. There were obviously a wide range of opinions on the implementation of the plan and I really appreciated how you took a strong, fair stance on making sure that all questions were answered in an efficient way. I'm a big fan of your proposal and also glad that you are considering the input of those who may not agree with me. That gives me a lot of confidence that your team is doing everything it can to improve Oakland given your constraints in time and money. |
| 3 | Alex Naughton | 5921 Taft Ave | I am strongly in favor of the road diet and HAWK at Lawton. Given planned development in lower Broadway (also good), the road diet and bike lanes are important to maintain residential uses in Rockridge. |
| 4 | Ronnie Spitzer | | My son attends Oakland Tech and I do not let him ride to school. With the bike lanes, he could do so safely. He asked me to voice his support for the lanes. |
| 5 | David Jaeger | 49th/Telegraph | I support this design because I want a safer place to drive, bike and walk on Broadway. I do all three currently and none are satisfactory. I would be happy to ake longer to drive up Broadway in exchange for safer crossings and access to biking in the hills. |
| 6 | Howard Goode | 5808 Mendocino Ave | I support the road diet plan to reduce vehicle speeds and provide bicycle lanes on Broadway. |
| 7 | Jennifer Sedell | 5839 Virmar Ave | I think this is a fantastic project. I support all planned improvements. This will make it much safer to navigate my neighborhood. |
| 8 | Matthew Bilotti | 6081 Rockridge Blvd | and Lawton. We are both regular users of the existing crosswalk, and are concerned about high speeds |
| 9 | Achim von Neeffe | 6120 Hill Road | I live on Hill Road and regularly ride my bike on Broadway. |

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| 10 | Gene Anderson | 6650 Colton Blvd | I'm just writing to express my support for a road diet for upper Broadway. I regularly bike and walk along there, and would love to see it become safer. And I've seen the positive effects of road diets elsewhere in Oakland. | |
| 11 | Joe Chojnacki | 4177 Montgomery St | Many in the room seemed quite up in arms that these changes will lead to clogged roadways in their neighborhood. In my view, this is the best possible solution to that problem. I can't believe these people stand for their neighborhood street being treated as a mini-highway 24. By further constraining capacity, it will quite rightly force Caldecott commuters coming from downtown off surface streets and onto the under-used 980, entering at 12th St, 18th St, or 27th St. Perhaps improved signage at the intersections of these streets with Broadway can point the way to the onramps and discourage travel up Broadway. | |

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| OBJECT TO THE PROJECT | | | |
| 1 Lisa Rubens | 5632 Kales Ave | <p>Broadway is already congested 7:30-10am and 4-7pm NOT because of left turns, but because traffic is using it as a through-way to the freeway. I can't believe that that traffic will seek alternative routes. And with the completion of the new shopping center, it will be worse. One travel lane will mean Broadway is a parking lot!</p> | <p>Broadway has very low volumes (14,500/day) compared to other Oakland streets that have undergone transformations similar to what's planned for Broadway (e.g., Lakeshore has 24,000/day). The new configuration will have a lot of capacity to accommodate the traffic you see.</p> |
| 2 Steven Yedlin | 6056 Ocean View Dr | <p>I do not believe a single lane can handle the traffic volumes on Broadway, especially during the evening rush hour. There will be back-ups far down Broadway to the south and likely all the way up the Broadway exit onto west bount Highway 24. You are making a dangerous situation worse. The intersection at Ocean View will be blocked by merging traffic. Drivers will use local streets to bypass the area resulting in even heavier neighborhood traffic than we already have to tolerate. The intersection at Keith and Broadway will be grid lock. If you go through with this and these issues prove true, how long will it take to undeo the redesign?</p> | <p>None of the 42 Oakland road diets have needed to be undone. Comparable streets with higher volumes are working well. Undoing the changes is an option if we start seeing congestion for hours each day. (JWP)</p> |

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| PROJECT DESIGN | | | | |
| 1 | Greer Alley | 5733 Ocean View Dr | How will U-turn traffic be handles at Ocean View/ Broadway? No traffic exiting Hwy 24 westbound at Broadway can go north on Broadway. | "No U-Turn" signs have been installed at this location. Police enforcement is necessary to make them effective. |
| 2 | Greer Alley | 5733 Ocean View Dr | Are there any other "road diet" streets at the mercy of Hwy 24? | There is a project on Martin Luther King Jr Wy between Grand Ave and 40th St that is pending implementation. Telegraph Ave south of Highway 24 is also under study. When the City studies these projects, all traffic is assumed to remain on the subject street. Thus these other streets will continue to have sufficient capacity. (JWP) |
| 3 | Fiona Cundy | 5357 Bryant Ave | My main concern is that you do not have a landscape architect on your project team & as a result, there is no greening along the entire corridor. This is a hugely missed opportunity because there are no placemaking elements. When I heard bulb-outs in the mailer, I assumed they would have plants in them & would be much larger and capture/filter stormwater. Lastly, I feel the bulbouts could be much larger and extend onto Broadway (rather than just the sidestreet crossings). As a result of this, the pedestrian crossing distance across Broadway would be much shorter. | This project is largely made possible by the planned and funded resurfacing project, which does not have adequate resources to "green" the project, as you suggest. We will, however, revisit the width of the bulbouts into Broadway, as budget allows. (WW) |
| 4 | Theresa Joyce | 5320 Broadway | Will project include additional lights? | No plans for additional lighting. Existing fixtures already LEDs. We will review the illumination levels at the new HAWK signal location; there may be an opportunity to enhance the lighting for pedestrians here, if the lighting is inadequate. (WW) |

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| 5 | Howard Goode | 5808 Mendocino Ave | Perhaps some additional look at the design of turning movements to and from the local cross streets. | Noted - will do. |
| 6 | Greer Alley | 5733 Ocean View Dr | How can cyclists safely bike on Broadway between Ocean View and Keith if there are no bike lanes? | There will be bike lanes in both directions on Broadway along the entire project length from Broadway Ter to Ocean View Dr. (JWP) |
| 7 | Linda Joyce | 5320 Broadway | There is a natural spring located between Broadway Terrace & Napa Street - how is drainage being dealt with? | New storm drain inlets and regrading the roadway is beyond the scope of the project (due to costs). (JWP) |
| 8 | Linda Joyce | 5320 Broadway | How will merge work? | There are two locations in the project area where lane reductions will occur: Northbound at Broadway Terrace, where the curb lane will turn into a right-only lane onto B'way Terrace south of the intersection; and southbound at Keith Ave, where the westbound SR24 offramp will be reduced from 2 to 1 lane north of the freeway. |
| 9 | Jennifer McElrath | 6016 Rockridge Blvd | Will the bike lane be at a far enough distance to not be impacted by car doors opening? | Yes. Currently, motor vehicles, bikes and parked cars share a 19' area. With the project, there will be 3 separate spaces for these users within a 25' area (11' travel lanes, 6' bike lane & 8' parking lane). |
| 10 | Jennifer McElrath | 6016 Rockridge Blvd | Will the bike lanes be painted green like in many cities? | No, City of Oakland reserves green for the portions of bike lanes in high-conflict areas. |
| 11 | Heli Perrett | 6051 Margarido Dr | At present, it is very difficult to turn (in a car) from or to Broadway to/from Ocean View because Broadway cars do not permit it (i.e., block the intersection). How will this issue be addressed (e.g., "Do Not Block")? | This will be considered during a later design phase in the context of finalizing other, more permanent, design details, such as bulbouts, lane configuration, etc. |

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| 12 | Travis Crawford | 5522 Taft Ave | Why are so many crosswalks being proposed vs fewer but with a stop light? | There are no presently unsignalized intersections at which new traffic signals are warranted (i.e., that have enough traffic to justify). Furthermore, traffic signals are many times more expensive to install than even multiple crosswalks. Most importantly, the crosswalk spacing is designed to create multiple crossing opportunities for pedestrians. |
| 13 | Greer Alley | 5933 Ocean View Dr | Are there any other successful "road diets" in place on streets with major on/off access to a freeway as is Broadway at Hwy 24? | Yes. Locations include Lakeshore Ave (I-580), High St (I-580), 27th St (I-980), Market St (I-880), Harrison St/Oakland Ave (I-580), and MacArthur Blvd (I-580 near Mills College). (JWP) |
| 14 | Greer Alley | 5933 Ocean View Dr | Why not post all of Broadway at 30 mph? | Once the project is constructed, the City will do a traffic study to see if/how speeds are affected. State law requires speed limits to be set with respect to prevailing speeds. In effect, the speeds need to come down first for a lower speed limit to be posted for enforcement. (JWP&WW) |
| 15 | Shelly Fierston | 5529 Kales Ave | At the intersection of Broadway/Keith will it be 2 lanes or will it be the reduced roadway? | Between Keith Avenue and Ocean View Drive, Broadway will have one southbound traffic lane, two northbound traffic lanes and bike lanes in both directions. |
| 16 | Danny Beagle | 5632 Kales Ave | Will there be any clarification/improvements at the Manila/Monroe intersection? The projected increase in peak delays is troubling. | The City is looking into a smarter signal controller that will be able to detect when cars are waiting to cross Broadway from a side street. This will allow the signal to minimize red time on Broadway, and therefore delay. |
| 17 | Stuart Flashman | 5626 Ocean View Dr | Will the HAWK light at Lawton include a countdown? | We will evaluate, and If possible, install them. (WW) |
| 18 | Stuart Flashman | 5626 Ocean View Dr | Would it be possible to make eastbound Ocean View at Broadway right turn only? | Staff will evaluate this option. |

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| 19 | Greer Alley | 5933 Ocean View Dr | Is a "Keep Clear" painted on Broadway part of the plan? If not, there will be westbound Ocean View drivers trapped, as happened during the big backup and again - a week ago - on Wednesday night. | This will be considered during a later design phase in the context of finalizing other, more permanent, design details, such as bulbouts, lane configuration, etc. |
| 20 | Jon Gabel | 5800 Ocean View Dr | The planned bulbout at Ocean View Drive is right in front of a blind spot and will push vehicles headed west into oncoming traffic. | Staff will review the movement of vehicles turning with templates for automobiles and delivery vehicles when designing the project to ensure that the movement you describe is not necessary. (WW) |
| 21 | Joe Chojnacki | 4177 Montgomery St, Oakland | Buffered bike lanes must be considered as the preferred design. The parking lane should be moved away from the curb, and bicycle lanes should be situated between parking and the sidewalk. Much safer for bikers. For this to work, a physical barrier must prevent cars from parking in the bike lanes. | There is insufficient width on Broadway to accommodate the necessary buffer. (JWP) |
| 22 | Patte Bishop | 6056 Ocean View Drive | I would like to add my support to Greer Alley's request that there be a painted KEEP CLEAR zone at the intersection of Ocean View Drive and Broadway; otherwise we OV residents will never be able to turn onto or off of Broadway at high traffic times of day. | This will be considered during a later design phase in the context of finalizing other, more permanent, design details, such as bulbouts, lane configuration, etc. |

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| 23 | Kerry Demme | 5909 Ocean View Drive | Please consider using a "KEEP CLEAR" panel at the intersection so that we can access our street. Additionally it will help to prevent traffic problems on Broadway for the left- hand turners that get trapped waiting to complete their turn due to the back-up. | This will be considered during a later design phase in the context of finalizing other, more permanent, design details, such as bulbouts, lane configuration, etc. |
| 24 | Dave & Laura Miller | 5945 Ocean View Drive | I urge you to consider painting a "Don't Block the Box" area at the intersection of Ocean View Drive and Broadway...The proposed lane changes to Broadway will increase the danger and difficulty of using Ocean View. The city needs to create some awareness among Broadway drivers of this issue, and the best way to do it is with a "Don't Block the Box" area at the intersection of Ocean View Drive and Broadway. | This will be considered during a later design phase in the context of finalizing other, more permanent, design details, such as bulbouts, lane configuration, etc. |
| 25 | Richard Schank | 6162 Ocean View Drive | Given the increased congestion that will occur at peak PM times can the intersections be marked with 'Keep Clear' or something along those lines so those needing to turn left into their neighborhood streets can be made both safer and more civilized. | This will be considered during a later design phase in the context of finalizing other, more permanent, design details, such as bulbouts, lane configuration, etc. |

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| 26 | Richard Schank | 6162 Ocean View Drive | The number of autos that illegally make a U-Turn (which is dangerous for the same reasons that it is difficult to make a pedestrian crossing at Ocean View) for cars initially going south on Broadway (and returning towards the freeway) is very high. Can the current markings prohibiting this be improved, or some other means created to enforce no U-turns at this intersection, so that the number of illegal and dangerous U-Turns is reduced. | We don't know of a physical mean which can be installed to enforce U-turn restriction. (SL) |
| 27 | | | Can a single lane (west) from Keith to Ocean View accommodate traffic coming from: 1) off Hwy 24 (east) to Keith, turning west on Broadway; 2) Keith to Broadway (west); 3) Patton to Broadway; 4) Off Hwy 24 (west) to Broadway); 5) Westbound Broadway from Lake Temescal? | Yes. These movements were analyzed in the context of the improvement planned for Broadway between Keith Ave and Brookside Lane. The traffic signal at Keith will regulate traffic making these movements. Each approach has one lane that continues onto southbound Broadway. So southbound Broadway only needs one receiving lane. The traffic signal ensures that only one movement happens at a time. (JWP) |
| 28 | | | Concerned about the diagonal geometry of intersections with the turn lane. These odd intersections are confusing and effectively shorten the space to enter/exit the turn lane. | Making left turns onto and off of Broadway will be easier with the project because motorists will just have to cross one traffic lane. |
| 29 | | | Add barrier to prevent peds from crossing Broadway @ Ocean View. | Some populations may still choose to cross at this legal crossing. (SL) |

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| 30 | Merideth Marschak | 5853 Virmar Avenue | <p>I'm the person who asked the question about the intersection geometry - and how the angled and offset intersections may affect the dedicated left turn lane. On Wednesday, some poor soul ran their mini-van into the telephone pole near the corner of Kales and Broadway. I didn't see it happen, but I am willing to bet that it was a left turn showdown. Vehicles approaching at an angle across Broadway often exhibit confusion. The "classic" left turn choreography doesn't work well, and the locals typically turn tangentially rather than circling around the way you would at a 90 degree intersection. The trick is to make eye contact and hope the other driver gets the message. People frequently mis-cue, and there are quite a few minor accidents as a result. My concern is that by introducing the left turn lane, the positioning to turn into these offset intersections from Broadway will also be confusing. Maybe it won't be any worse than it is now, but I just want to be sure somebody thinks about this. In suburbia these left turn lanes are very common, but they are typically deployed at intersections with 90 degree geometry.</p> | <p>Staff response: Staff will evaluate and address this issue during the design phase.</p> |
| 31 | Merideth Marschak | 5853 Virmar Avenue | <p>I also have a concern about the significant extension of the wait time at Manila/Monroe/Broadway. Our neighborhood lobbied long and hard to limit expansion of the Rockridge Montessori School. Traffic volume on the short block of Kales between Manila and Broadway was a significant concern due to poor visibility at both ends of the block. We ask the school to encourage drop off and pickup to use their small parking lot on Manila, and to enter and exit via Manila. If wait times are significantly increased at that signal, I fear that the Montessori group (now over 200 strong) will revert to using Kales. That would be undesirable. If you haven't already done so, you should check it out. Steep, narrow, and poor sight lines.</p> | <p>Staff response: Staff will evaluate and address this issue during the design phase.</p> |

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| 32 | Lisa Rubens | 5632 Kales Ave | <p>The concrete median refuge at Kales [and I believe also at Taft] renders the left hand turn lane useless: eg. in order to make a left from Broadway onto lower Kales or Taft, a car would have to move right over to the through-flow lane in order to avoid the median, then enter the intersection to complete the turn. This would seriously impede the flow of traffic. I was told by a neighbor that this flaw was pointed out to the fellow at the November meeting, but obviously it was not addressed. Both of those city planners agreed it was a problem.</p> <p>fix: In light of that, the median poses a reater hazard; the highly visible crossing demarcations and the bulb outs are adequate pedestrian improvements. remove the median. A median at Lawton is not necessary.</p> <p>A group of neighbors discussed with the same city people (Ade and Si) that it would be safer and more accessible to move the cross walk at Taft south. As currently planned the terminus is at the gas station on the west side, which is not safe. The whole cross walk should be moved south, ending at the s.w. corner of Taft and Broadway....originating where there is accommodation for a driveway on the east side of Broadway.</p> | Staff response: Staff will evaluate and address these issues during the design phase. |
| 33 | Christie McCarthy | 6000 Ocean View Drive | I support the proposal made at the recent meeting about the Broadway upgrades to mark the street at Broadway & Ocean View with a "Keep Intersection Clear" reminder. | This will be considered during a later design phase in the context of finalizing other, more permanent, design details, such as bulbouts, lane configuration, etc. |

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| TRAFFIC STUDY | | | |
| 1 | | Is most of the bicycle traffic weekend leisure riders heading to the hills? | We don't know. It is plausible, given that the existing conditions are likely deterring casual cyclists from making other trips. (JWP) |
| 2 | Zabrae Valentie 6468 Benvenue | Presumably, you are doing this because you have data from other previously completed road diets showing that they produce multiple significant benefits. Please summarize benefits. | National research shows that road diet projects reduce crashes by 29% on average (American Association of State Highway and Transportation Officials, Highway Safety Manual, 2009). These projects provide dramatic improvements to pedestrian safety while simultaneously making it easier and less stressful to drive. Turning motorists no longer block the travel lanes and motorists pulling out of driveways and side streets have improved visibility for seeing oncoming traffic. The Broadway project will thus realize many neighborhood benefits: improved pedestrian safety plus improved local access for motorists and cyclists. It will continue to allow through access for motorists who use Broadway as an alternate route to Highway 24 between downtown Oakland and the communities on the east side of the Caldecott Tunnel. (JWP) |
| 3 | Ronnie Spitzer | We went to Walnut Creek at 6pm on Feb 19 using an alternative route from my street: Claremont to Fish Ranch. It was just as badly clogged up - 48 min. I have never seen that severe a jam in the 3 years of traveling to this appointment. | Noted. |
| 4 | Brian Macorelly 5661 Broadway | 51st & Broadway shopping center expansion is planned. How will this affect traffic volume on Broadway? Is the new design optimal for this future traffic demand? | The project area will have excess capacity to accommodate the additional traffic volumes that the 51st/Broadway project is projected to generate. The previous traffic study (from 2007) showed that the proposed project works with the traffic volumes anticipated in the year 2025. (JWP) |

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| 5 | Joe Johnston | 2005 Pleasant Valley Ave | How will these changes to Broadway mesh with the expanded Rockridge Shopping Center at Pleasant Valley? | The two designs are being coordinated. The Safeway project will actually make major improvements to the Broadway/51st St intersection beyond what the City is funded to do. (JWP) |
| 6 | Richard Schank | 6162 Ocean View Drive | What is the average weekday and weekend usage by cars and bicyclists? What is the expected change (both users, both time periods)? What is the net AM & PM delay in driving per vehicle? Total delay? Overall amount of fuel used by delay? | See <Bike Vols> tab. |
| 7 | Richard Schank | 6162 Ocean View Drive | What is the cost & increase in bicycle use? | There are no accepted models of bicycle demand. Therefore, we have no estimates of increase bike usage. With that said, we expect use by the following three groups to grow: locals walking & biking to/from College Avenue shops & the BART station, bike commuters headed for downtown, recreational cyclists headed for the hills. |
| 8 | | | statistics involving cars and involving cars opening doors into cyclists? | There were 20 collisions over the past 3 years. "Dooring" only shows up in collision statistics when it's reported to the police, which is rarely done. There have been so such reports in the past 3 years. |
| 9 | Jennifer McElrath | 6016 Rockridge Blvd | When was the traffic study done and for how long? | It was done within the past few months for 1 day. |
| 10 | Jennifer McElrath | 6016 Rockridge Blvd | Why was a simple study of blocking one lane between Lawton and Ocean View for a few days not done? | <ol style="list-style-type: none"> 1. Expense of striping lanes temporarily. 2. Some project elements, such as the HAWK signal operate better/differently with 3 lanes than 4. 3. Liability of implementing a partial project. 4. Temporary projects end up looking like construction zones and thus make a poor comparison. (JWP) |
| 11 | Graham Perrett | 6051 Margarido Dr | At Broadway Terrace, 4 lanes of traffic merge into 2 lanes. This back-up will be enormous. Have you considered this? | Northbound Broadway will merge from two lanes (as a result of another road diet project south of Broadway Terrace) to one lane north of B'way Ter. South of the intersection, the curb lane will turn into a right-only lane onto B'way Terrace, leaving one northbound lane. |

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| 12 | Graham Perrett | 6051 Margarido Dr | Have you quantified how many cyclists use Broadway? | See <Bike Vols> tab. |
| 13 | Graham Perrett | 6051 Margarido Dr | drive from Broadway Terrace to Ocean View Drive? | two extra minutes. During other periods of the day, the delay will be less or none at all. |
| 14 | Pat Smith | 6019 Rockridge Blvd | The City should set up a mock "Broadway diet" for two weeks in October, when people are back from summer vacations. | See <Bike Vols> tab. |
| 15 | Heli Perrett | 6051 Margarido Dr | At present, what % of traffic on Broadway (Rockridge Blvd to Ocean View) is cyclists? (Nationwide =< 1%; Oakland = 2.7%) | See <Bike Vols> tab |
| 16 | Dave Campbell | 1448 Jackson St | This appears to be a case of a road diet that actually improves traffic overall, right? 23 hours a day - traffic is improved. And traffic in opposite direction of PM commute functions fine. | One could draw that conclusion. (WW) |
| 17 | Charles & Harriet Feltman | 6260 Broadway Terrace | Did you do an analysis of the number of pedestrians crossing at each intersection, including Ocean View? | We have the number of pedestrians crossing at each intersection during the weekday AM and PM peak at each study intersection. We analyzed the degree to which it is difficult to cross at the four locations where improvements are proposed (Lawton, Taft, Ada, and Kales). The number of pedestrians crossing Broadway at the 12 study intersections during the AM Peak hour analyzed was approximately 210 pedestrians. The number of pedestrians crossing Broadway at the 12 study intersections during the PM Peak hour analyzed was approximately 275 pedestrians. |
| 18 | Charles & Harriet Feltman | 6260 Broadway Terrace | Ocean View is the shortest pedestrian route to BART from Rockridge Terrace, but has not been addressed. How about a signal at Ocean View tied to the one at Keith and Broadway? | A traffic signal at Broadway and Ocean View is not warranted (i.e., it has insufficient traffic cross-traffic, by all modes). |

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| 19 | Jon Gabel | 5800 Ocean View Dr | There should be a traffic study & EIR for the Broadway "road diet." Pollution at rush hour should be considered. | The EIR for the Bicycle Master Plan included an analysis of this project, and showed no adverse environmental effects. The recent traffic study confirmed the EIR's traffic assumptions. |
| 20 | DB Latko | | You can't just address Broadway because it is connected to all of the residential streets and College Avenue. It's not that I object to your plan. Please expand analysis to include streets like Taft and Kales and College and Ocean View. Make it a neighborhood plan, not just a Broadway plan. | This project is largely made possible by the planned and funded resurfacing project, which does not have adequate resources for the comprehensive study you propose. We have not seen traffic diverted as a result of Oakland's previous road diets (many of which are on roads with much higher traffic volumes than Broadway), but if neighborhood cut-through traffic increases after the project is constructed, the city will prioritize conducting a study like the one you propose. |
| 21 | Richard Schank | 6162 Ocean View Drive | I applaud the improved pedestrian crossings, but am unconvinced that the 'Diet' is the only way to achieve this based on the presentation. Has any analysis be done on how much improvement can be achieved without resorting to reducing auto capacity and then how much additional improvement is achieved with the 'Road Diet'? Basically, an attribution between improving pedestrian crossings with an without the 'Diet'. | <p>With four travel lanes, pedestrian crossings would need some kind of traffic signal. These signals are not warranted and their cost is prohibitive. If four lanes of vehicle traffic remain, the uncontrolled crossings would need significantly higher level of safety improvements for pedestrians to cross safely (i.e., costly traffic signals, which may not be warranted in any event). The road diet is a low-cost and feasible alternative for the given roadway, and helps to address the complaints of speeding that we have had over many years. (JWP&WW)</p> <p>We did not perform a safety-specific analysis because the existing methodologies are new and not reliable for this type of facility. However, we did measure anticipated changes to pedestrian delay for crossing Broadway as a result of the road diet at a number of locations. As discussed, Pedestrian LOS improves from LOS F before the road diet to LOS C or better after the road diet. This constitutes a significant decrease in pedestrian delay at the analyzed locations. Finally, going from four lanes to three eliminates the multiple pedestrian threat, which should greatly improve safety. (AE)</p> |

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| 22 | Richard Schank | 6162 Ocean View Drive | (Follow-up to question above) | |
| 23 | | | Does study consider peak operations at Rockridge Montessori School (Manila/Monroe)? | Yes. |
| 24 | J.W. Yager | | Please direct me to the URL address for the Environmental Impact Report (EIR) for the proposed lane changes on Broadway. Please include detailed results of the Level of Service (LOS) analysis (impact of lane removal on traffic congestion now and 30 years from now) with explicit detail regarding scoring rationale (A-F). | Local, State, and Federal policies call for cycling to be integrated into the transportation system. For references, see Chapter 3 (Policy Recommendations) of the City of Oakland's Bicycle Master Plan at http://www2.oaklandnet.com/OAK024597 . For the correlation between cycling rates and bicycle facilities, see Chapter 2.3 (Bicycling Rates in Oakland). |
| 25 | Richard Schank | 6162 Ocean View Drive | No one at the meeting knew the number of bicycles that use that portion of Broadway each day, but it was believed that statistic was available. Can I get that? | See <Bike Vols> tab. |

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PROCESS/OUTREACH

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| 1 | Richard Schank | 6162 Ocean View Drive | Who or what governing body has the final say on this project? | The Oakland City Council |
| 2 | Jennifer McElrath | 6016 Rockridge Blvd | Have merchants on College Avenue been notified of the road diet? Same for other routes to the freeway. | Direct outreach was focused on residences within 400 feet of the project; however, it has been well-publicized in the Rockridge News and Montclarion, which presumably business-owners read. An email blast about the effort was also sent to anyone who has expressed an interest in the upper Broadway corridor over the past four years. (JWP) |

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| QUESTIONS ABOUT DURING- AND POST-CONSTRUCTION | | | |
| 1 Theresa Joyce | 5320 Broadway | How will this project affect noise? Will speed be affected at night? The noise is awful and the high speed, even at 9pm. | No noise studies are anticipated for this project; however, by virtue of the road diet slowing speeds on the average (substantiated by studies), we believe that noise will also decrease, as speed and noise go hand in hand. |
| 2 Sandra Dean | 5654 Broadway | Please explain how this project will reduce noise on Broadway (Safeway & auto-transport trucks will still barrel down the road & there will still be the same number of cars.) How will air quality be improved? | No noise studies are anticipated for this project; however, by virtue of the road diet slowing speeds on the average (substantiated by studies), we believe that noise will also decrease, as speed and noise go hand in hand. The 2007 Oakland Bicycle Master Plan EIR included an air quality analysis of this project. See: www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak024998.pdf |
| 3 Richard Schank | 6162 Ocean View Drive | What are the metrics to determine success or failure? | Reduced auto speeds (closer to or below the posted speeds, or the publicly-desired 30mph), increased yield rate for pedestrians, improved bicycle facilities resulting in increased ridership, and in longer term, lower number of collisions. (SL&WW) |
| 4 Greer Alley | 5933 Ocean View Drive | If this "diet" doesn't work, what are your plans for a fix? | None of the 42 Oakland road diets have needed to be undone, but this is an option if we start seeing congestion for hours each day. |
| 5 Linda Joyce | 5320 Broadway | Where will vehicles park during construction? | Construction will preclude on-street parking for a few days to a week at the most. Autos will have to park on adjacent streets during that brief period. |
| 6 Jennifer McElrath | 6016 Rockridge Blvd | Please walk us through the diversion scenarios, for example, if at 51st & Broadway and want to head west on Hwy 24. | The most obvious route would be down 51st Avenue directly to the onramp there, or down College Avenue, to Hudson, then down Hudson to the on ramp. (WW) |
| 7 | | It seems like making the Broadway corridor safer and more livable would increase property values in the area. Has this aspect been looked at after other road diet projects? | Not by Oakland-specific studies. However, houses on fast and busy streets are generally less desirable and are worth less than comparable houses on quieter streets. (JWP) |

Commenter

Address

Comment

Staff Response

20-Jun-14