

## GRAND AVENUE COMPLETE STREETS REPAVING PROJECT

Frequently Asked Questions (FAQs) | November 2022

*Please note that this is a living document and will be updated as this project progresses.*

Question	Response
<i>Timeline and general questions about conceptual plans</i>	
What is the timeline for completion?	<p>It is likely that this project will be complete by 2025.</p>
I don't understand the terminology and distinction between 15% and 35% plans.	<p>The percentages indicate the stage of a project and how close the design is to final design.</p> <p>The term “15% plan” refers to a high-level conceptual plan that visualizes the proposed changes along a corridor. It doesn’t account for utilities, drainage, etc.</p> <p>The term “35% design” refers to plans that offer a bit more specificity and a higher level of engineering scrutiny in ensuring that the design is feasible.</p>
In the diagrams (for the 15% plans), what is the rectangle with the X?	<p>It represents an existing driveway.</p>
<i>Questions about reducing travel lanes and parking</i>	
Why are there two travel lanes in the eastbound direction and only one westbound?	<p>Overall, the proposed improvements are meant to rebalance the roadway and to increase safety by lessening the number of travel lanes.</p> <p>The project team worked with a consultant to conduct traffic counts. The data indicated that there were only a few intersections along Grand Avenue where there’s a lot of left-turns during the evening peak hours. At those intersections, we retained the left-turn lane. The reduction in travel lanes in the westbound direction is a preliminary idea. We’re soliciting feedback from residents, businesses, and visitors as to what they think about this design. It is still possible that Grand Avenue still has two travel lanes in each direction.</p>

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Any thoughts on how this reduction of lanes on Grand would affect amount of traffic on Van Buren (my street)? I can imagine it would cause it to increase.	It is unlikely for traffic to be diverted onto Van Buren since it doesn't provide a direct connection to downtown Oakland.
Please address how this project will affect congestion. There are more people living in the area and keep losing traffic lanes. My perception is that most aggressive driving on Grand and Macarthur happens when things are backed up and people are trying to make illegal moves to get around.	Overall, the project is not anticipated to increase congestion at all times of the day. The highest traffic volumes primarily occur during morning and evening commute hours. Because there is more traffic going in the eastbound direction on Grand Avenue during the evening rush hour, we retained two travel lanes in the eastbound direction.
Since Grand is a heavily traveled bus route, wouldn't the reduction of lanes cause more issues?	We are working with AC Transit to figure out what design treatments can be included to speed up buses and so that they won't be stuck behind traffic.  There are still two travel lanes in the eastbound direction.
How does dropping to one lane of traffic with angled parking (i.e. between Santa Clara and Elwood) impact the flow of traffic given how frequently people are parking here? Parked cars would now block traffic as they pull out of the spot, and someone else is waiting for the spot, rather than leaving a lane for traffic to pass. Are there traffic studies showing this impact on the flow of traffic?	As we examine the width of the road and spacing of parking spaces, the design will become more refined. There could be modifications to the design so that parked vehicles have more space when they back out. Drivers may still experience minor delays due to vehicles backing out of spaces.
During certain times of day going from Elwood to Santa Clara, there are two or three trucks parked in one of these lanes for loading/unloading. What do you envision happening on this stretch? I like the idea of 1 lane because it will slow down cars.	There are several changes to the design that we could explore. One is to add commercial loading spaces along this stretch. Also, we will coordinate with the Parking and Mobility team to explore time of day loading via parking meters (loading in the morning for commercial uses and then parking during other times of the day). This would require monitoring and conducting observations of loading activity before implementing this.
If you're removing parking, it seems people will just double park more. Please address this.	OakDOT is implementing changes to parking meters along streets next to Lake Merritt via the Lake Merritt Parking Management Plan. This will

<b>Question</b>	<b>Response</b>
	<p>encourage more turnover of parking spaces so that more people are able to find parking.</p> <p>As part of this project, we'll be adding in loading zones near restaurants along Grand Avenue. That will hopefully prevent double parking.</p>
<i>Other questions</i>	
Will this project remove the slip lane at MacArthur Boulevard and Grand Avenue? This is a dangerous area of conflict between vehicles and bicyclists and vehicles and pedestrians.	<p>We are wrestling with this issue, as we are aware that this slip lane poses safety challenges.</p> <p>Unfortunately, it's out of scope for this repaving project since it would require significant traffic signals work. However, this could be addressed through other projects, such as the Caltrans I-580 Bridge Rehabilitation Project, or grant funding opportunities (such as AHSC).</p>
Would all areas or only certain areas include blinking lights for crosswalks?	<p>We are investigating whether we can expand the length of existing medians and whether there are other opportunities to install rectangular rapid flashing beacons to enable pedestrians to cross safely.</p>
Will the plan include speed bumps to slow speeders? We also need red light cameras to catch the large number of drivers who run red lights even when all other cars have stopped. I have been nearly run down many times on foot and in a car many seconds after my light has turned green.	<p>Due to various factors along Grand Avenue, speed humps are not possible. We must make sure that AC Transit buses can maintain service reliability. We also have to make sure that the Fire Department can reach businesses and residences if there's an emergency. Also, speed humps are not ideal on roadways with multiple travel lanes since cars may be changing lanes.</p> <p>Speed safety cameras are tools that can reduce excessive speeding. However, the California state legislature would have to pass legislation to authorize speed safety cameras to be implemented in local jurisdictions.</p>
If there are going to be bike lanes all around the lake (hoping this makes it safer for pedestrians/runners) why do we need them on grand as well?	<p>There are currently on-street bike lanes on Grand Avenue and on Lakeshore Avenue. This project proposes to implement protected bike lanes on Grand Avenue that are physically separated from cars (by constructing a concrete raised median to separate bikes and cars).</p> <p>A long-term vision is to have protected bike lanes around Lake Merritt so that people can bike and roll safely.</p>

Question	Response
<p>It's great that this project is going all the way to Elwood Avenue. Why doesn't it go all the way to Mandana Boulevard since it's a short block?</p> <p>Because of signal timing, that block is pretty chaotic.</p>	<p>We will explore extending this project to Mandana Boulevard. It's not identified in the five-year paving plan, but we might be able to deliver less costly improvements, such as striping.</p>
<p><i>Coordination with other projects</i></p>	
<p>Why isn't the full micro mobility plan being implemented?</p>	<p>This question pertains to the Grand Avenue Mobility Action Plan:</p> <p><a href="https://www.oaklandca.gov/services/grand-avenue-mobility-plan">https://www.oaklandca.gov/services/grand-avenue-mobility-plan</a></p> <p>The Grand Avenue Mobility Action Plan provides a long-term vision for the entire Grand Avenue Corridor (from West Oakland to Lake Merritt). This project aims to deliver improvements that are within the scope of a repaving project and that are consistent with the goals of the Grand Avenue Mobility Action Plan.</p>
<p>For the closure of the slip lane on Santa Clara Avenue and Grand Avenue as part of the Caltrans I-580 project, where will there be a loading zone?</p>	<p>Caltrans is leading the I-580 Bridge Rehabilitation Project: <a href="https://d4vpm3.wixsite.com/i-580-bridge-rehab/project-alternatives">https://d4vpm3.wixsite.com/i-580-bridge-rehab/project-alternatives</a></p> <p>This project will close the slip lane at Grand Avenue and Santa Clara Avenue. Please direct comments to Caltrans about modifications, such as adding a loading zone.</p>