

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

DRAFT



City of
Oakland

Department of
Transportation

ABOUT THE PROJECT

MacArthur Boulevard is an important east-west corridor that connects a multitude of neighborhoods within Oakland. This project is focused on improving safety and bicyclist, pedestrian, and transit access between the Laurel, Millsmont, and Maxwell Park neighborhoods.

Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase 1 was a community-based transportation planning process that identified safety improvements on Macarthur Boulevard between High Street and Richards Road. From that planning process, the City of Oakland implemented several improvements, and the most notable was the off-street shared-use path that provides a safe bicycle and pedestrian connection between the Laurel District and Mills College.

OakDOT is now working on LAMMPS Phase 2, which is focused on Macarthur Boulevard between Richards Road and Seminary Avenue. The main goal is to extend the off-street bike/walking path and to implement safety improvements.

OakDOT is conducting outreach to neighborhood residents and stakeholders to understand their needs and priorities, which will inform the recommendations for this corridor.

PROJECT GOALS

- Extend the off-street biking and walking path to Seminary Avenue to provide a safe bicycling and walking connection between Millsmont/Frick and the Laurel
- Slow vehicle speeds and curb unsafe driving
- Reduce vehicle collisions
- Improve safety and comfort for people walking and biking, especially crossing at major intersections

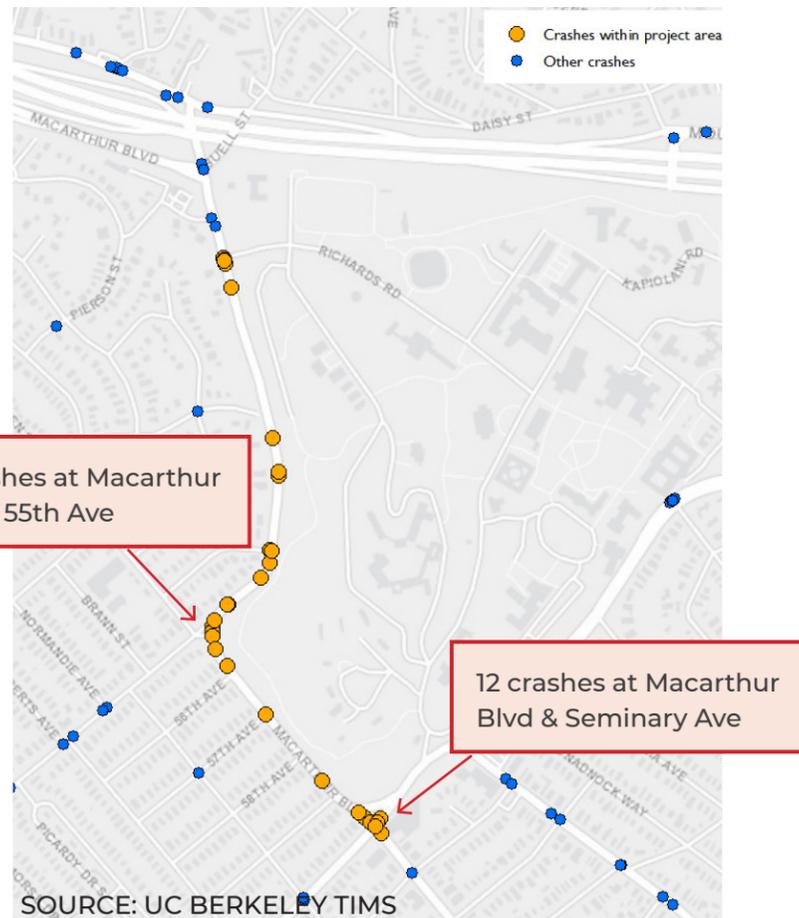




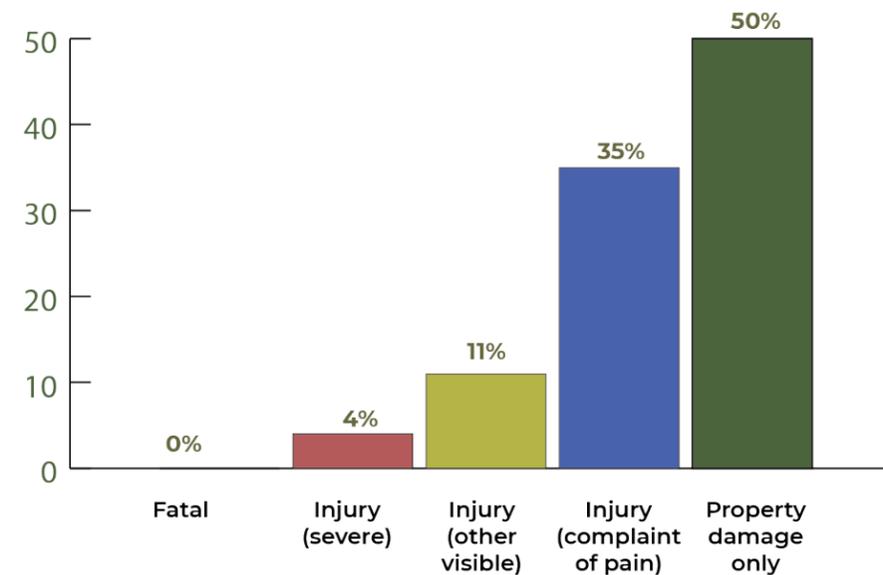
TRAFFIC SAFETY

- » **There were 85 collisions on MacArthur Boulevard from Richards Road to Seminary Avenue in the five-year period between 2016 and 2020. 42 collisions resulted in injuries and 43 collisions were property damage only.**
- » Traffic collision data from 2016-2020 shows that the most common cause of collisions is improper turning (29% of crashes along that corridor), with unsafe speed as the second most common cause of collisions (26% of crashes).

TRAFFIC COLLISIONS THAT RESULTED IN INJURIES



CRASH SEVERITY



TOP CAUSES OF COLLISIONS:

- #1: IMPROPER TURNING (29%)
- #2: UNSAFE SPEED (26%)
- #3: WRONG SIDE OF ROAD (17%)
- #4: TRAFFIC SIGNALS AND SIGNS (12%)
- #5: IMPROPER PASSING (5%)

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make MacArthur Boulevard safer for all users

DRAFT



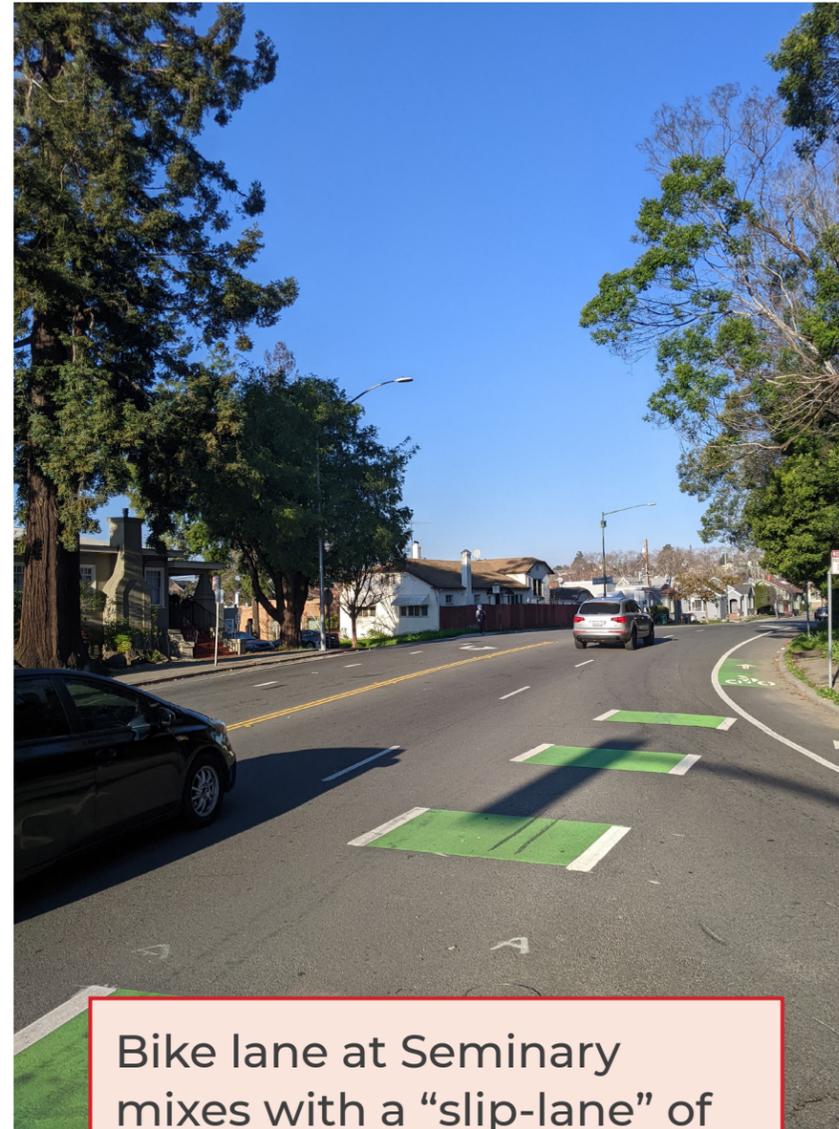
City of
Oakland

Department of
Transportation

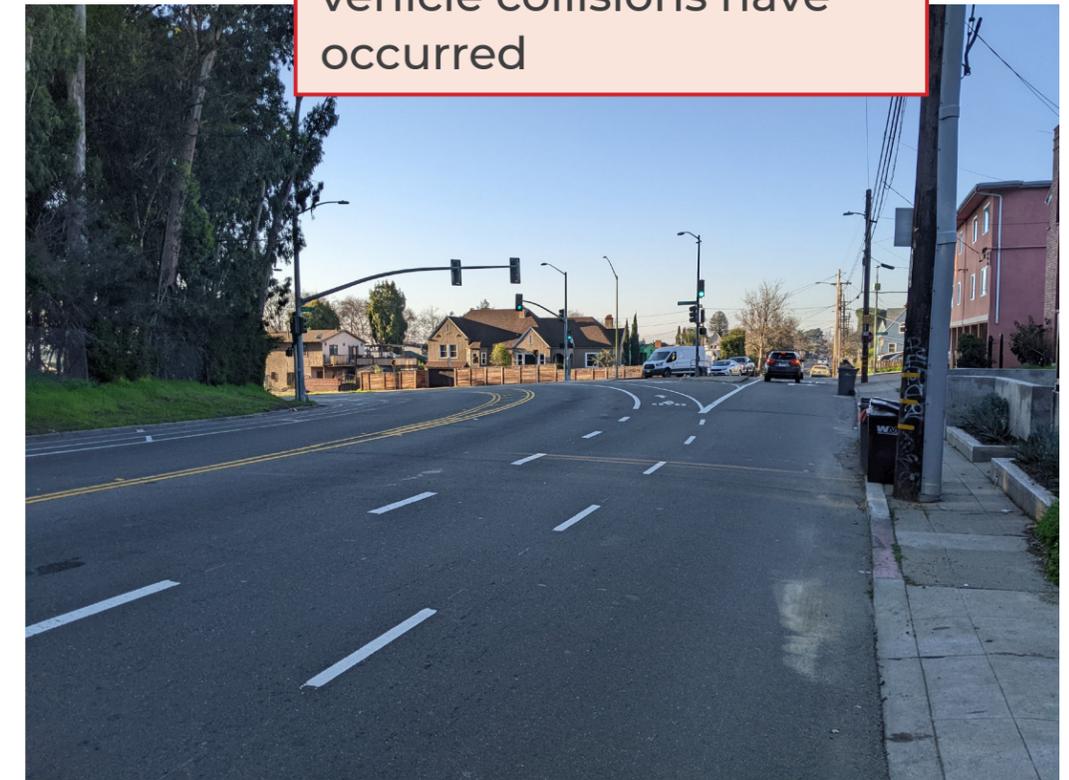
SITE PHOTOS



Narrow, cracked sidewalk along MacArthur Blvd



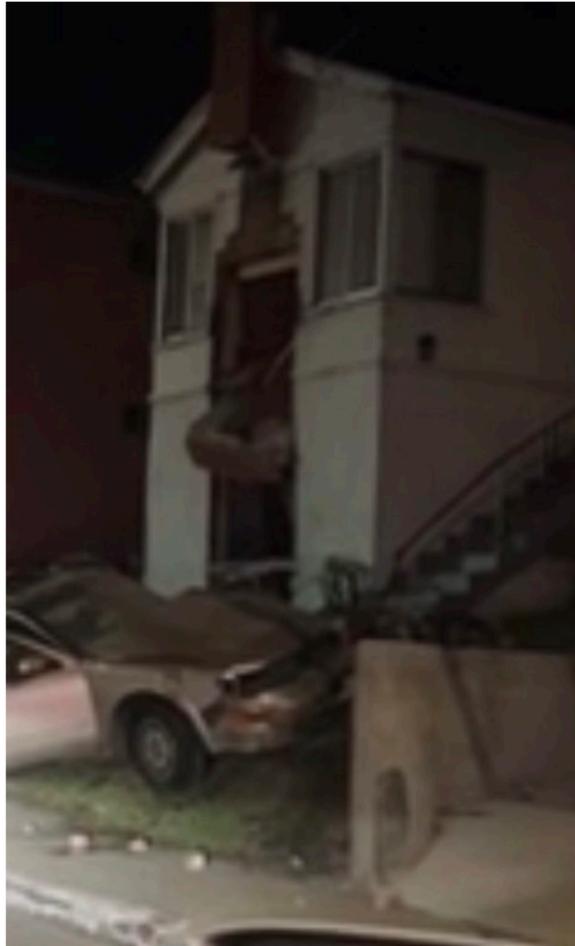
Bike lane at Seminary mixes with a "slip-lane" of turning vehicle traffic



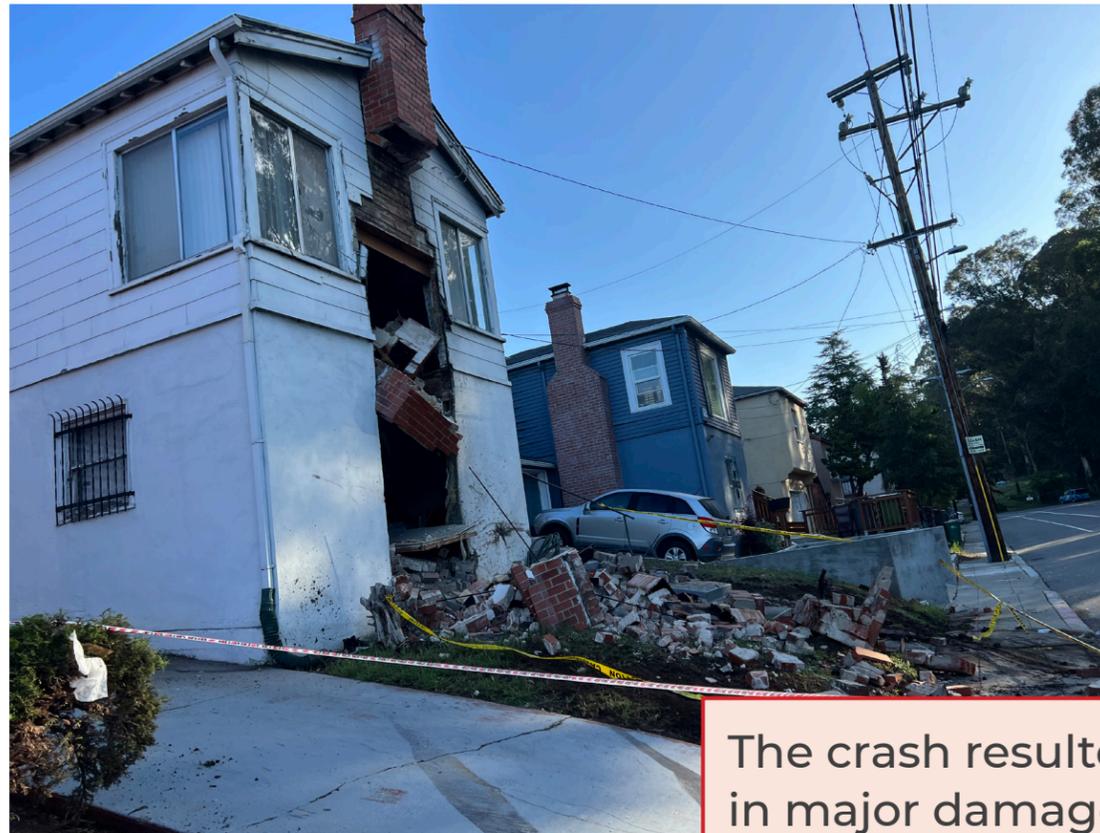
MacArthur Blvd curves as it approaches the intersection with 55th Avenue, where multiple vehicle collisions have occurred

Photos taken by OakDOT staff, January 2022

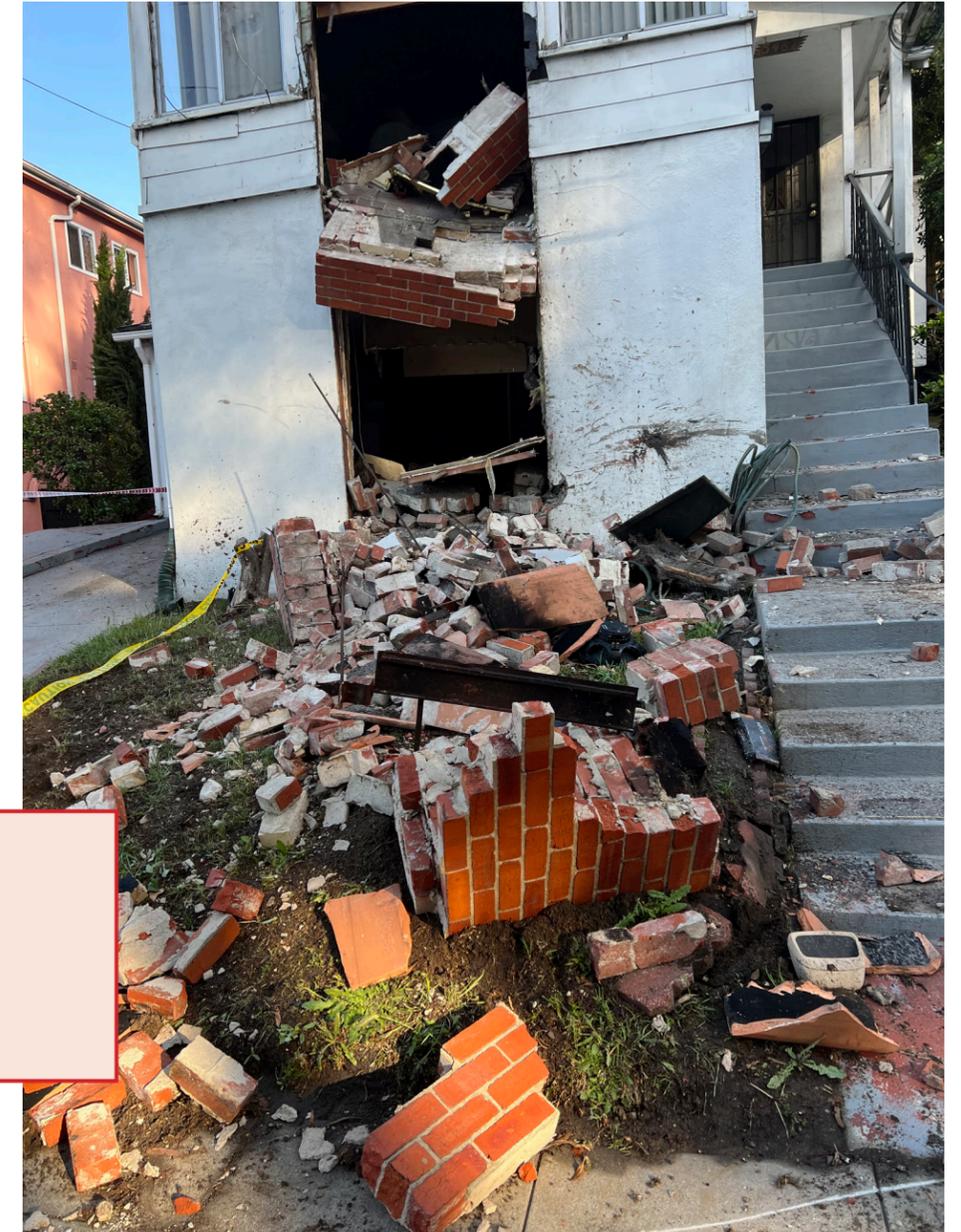
PHOTOS FROM A CAR COLLISION ON 4/23/22



At approximately 1:00am on 4/23/22, a car traveling at an unsafe speed crashed into a residence near 55th Avenue & Macarthur Boulevard.



The crash resulted in major damage to the structure of the residence

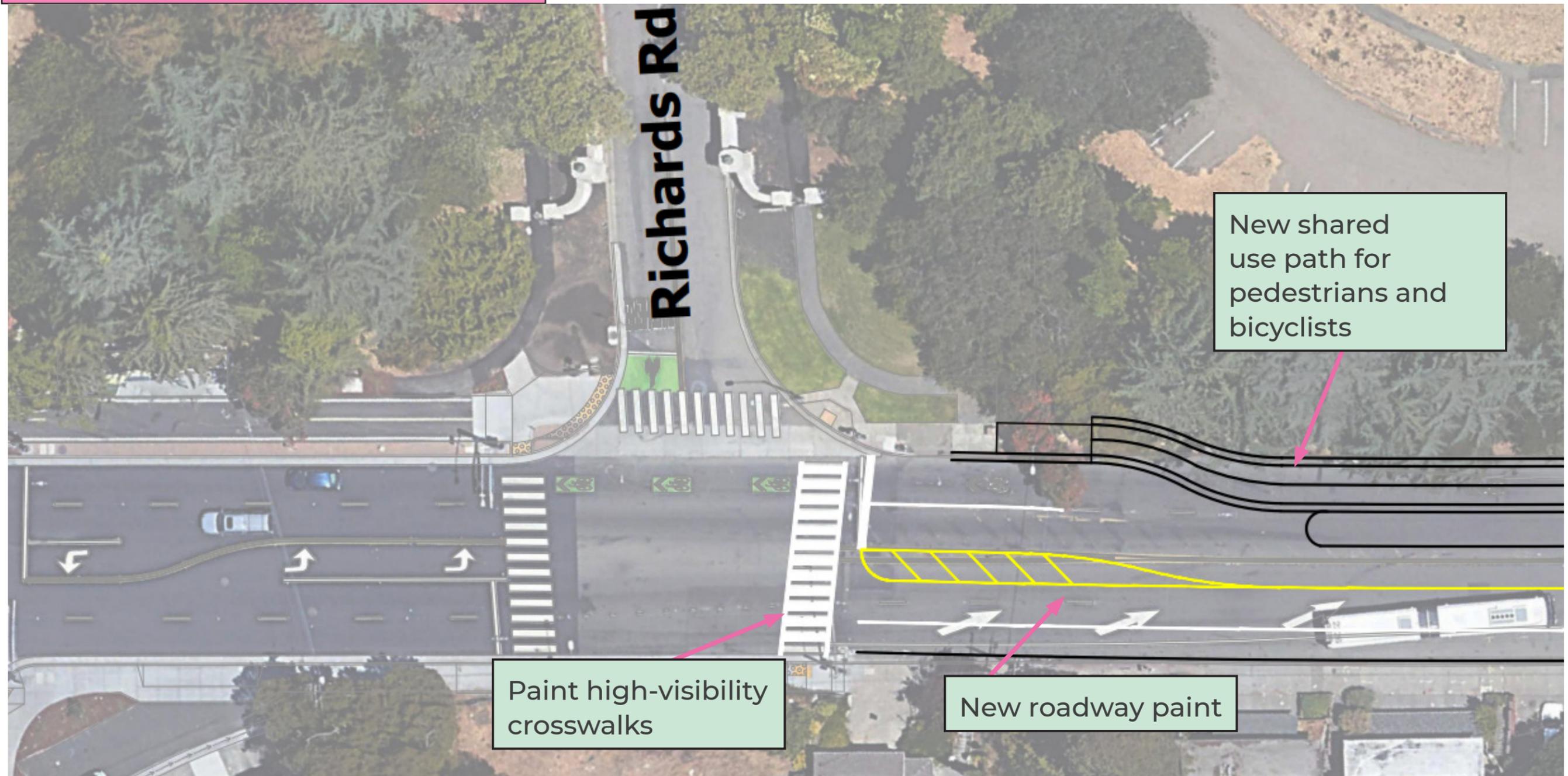


Photos taken by Alice Schlein, Oakland resident



PROPOSED IMPROVEMENTS

MACARTHUR BLVD & RICHARDS ROAD



Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make MacArthur Boulevard safer for all users

DRAFT

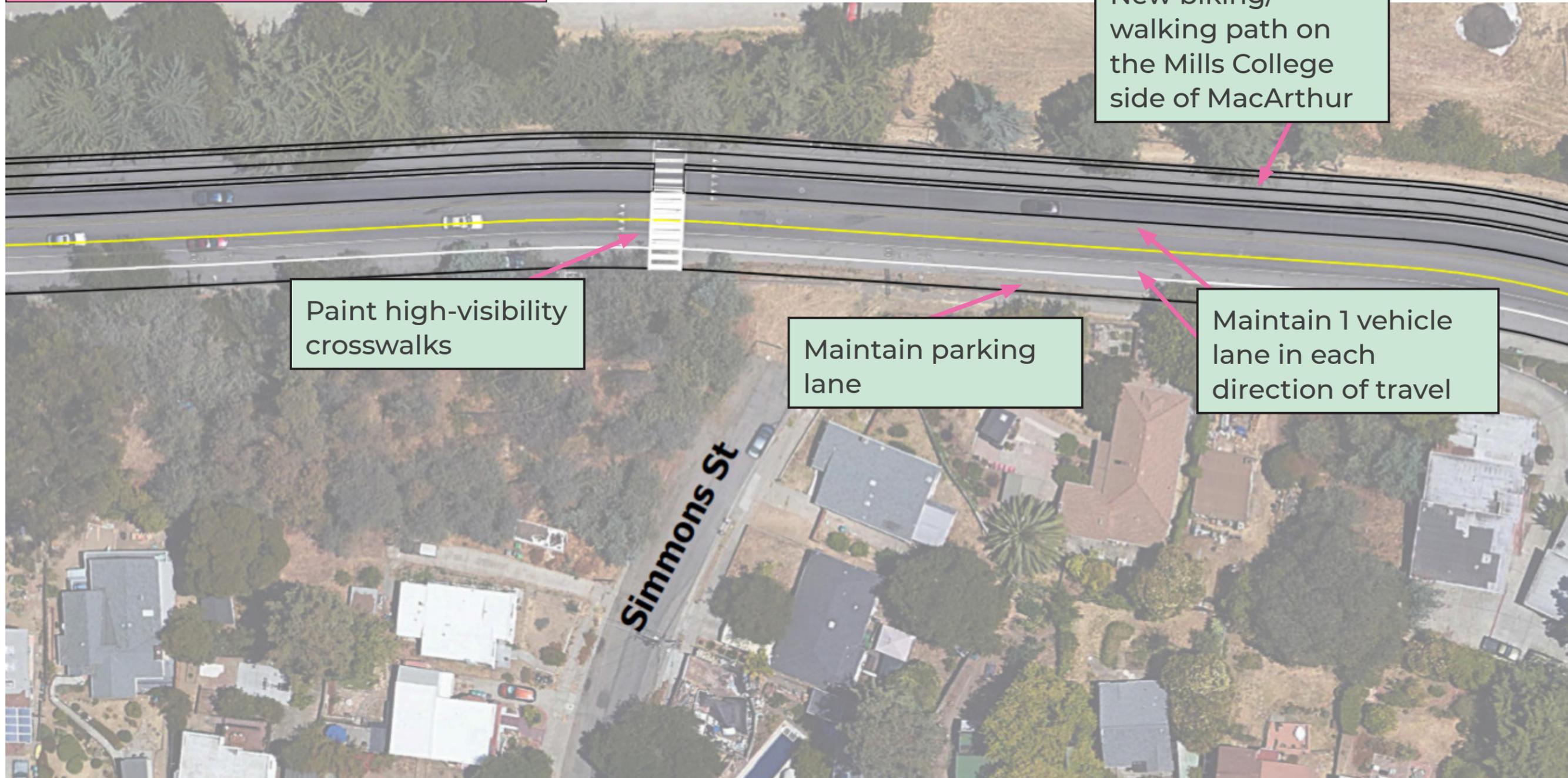


City of
Oakland

Department of
Transportation

PROPOSED IMPROVEMENTS

MACARTHUR BLVD & SIMMONS STREET



Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make MacArthur Boulevard safer for all users

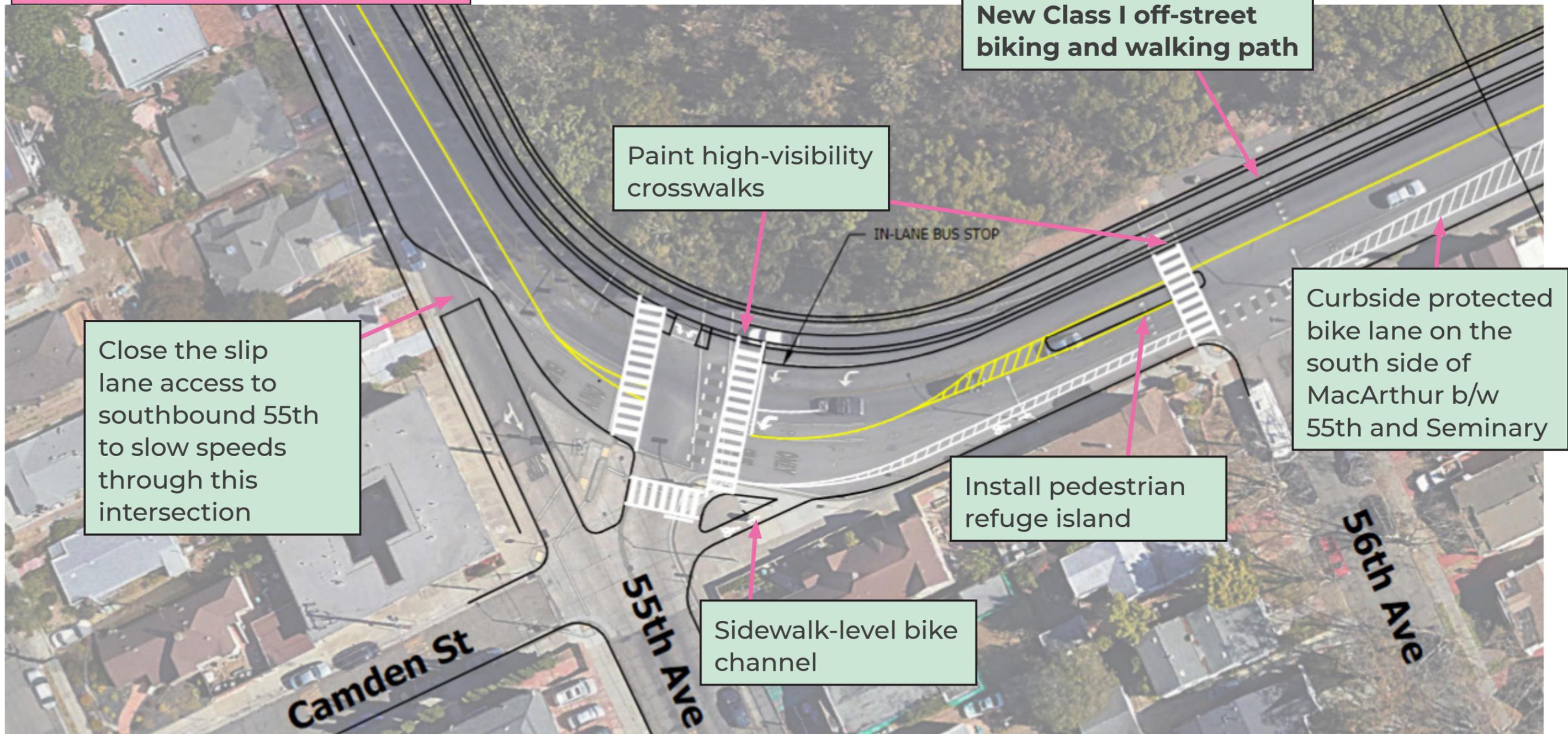
DRAFT



City of
Oakland

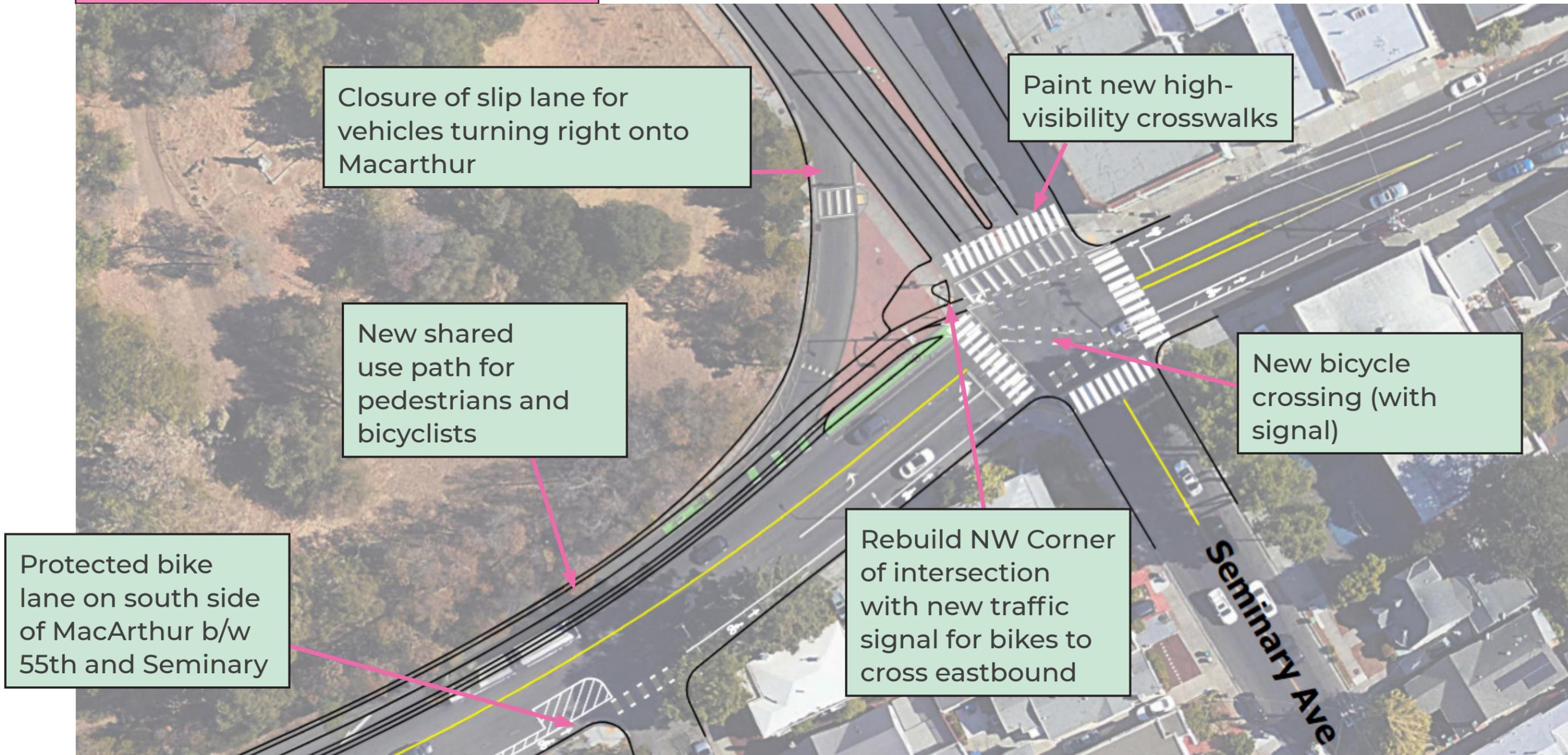
Department of
Transportation

PROPOSED IMPROVEMENTS MACARTHUR BLVD & 55TH AVENUE





PROPOSED IMPROVEMENTS MACARTHUR BLVD & SEMINARY AVE



Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

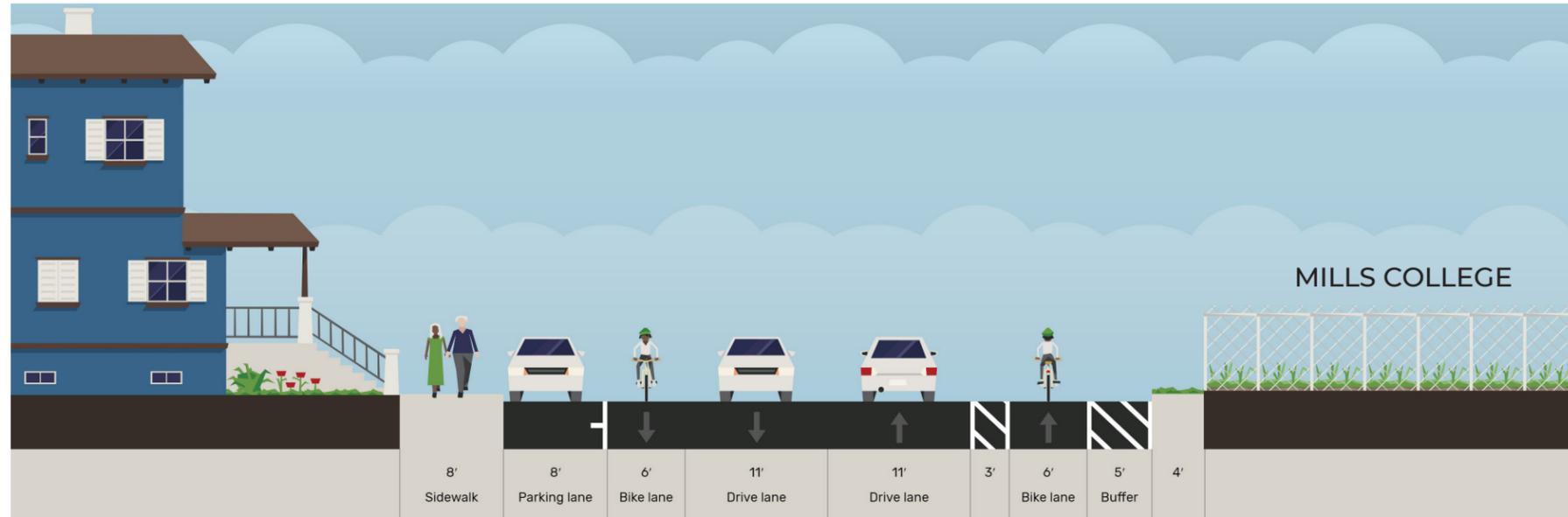
DRAFT



City of
Oakland

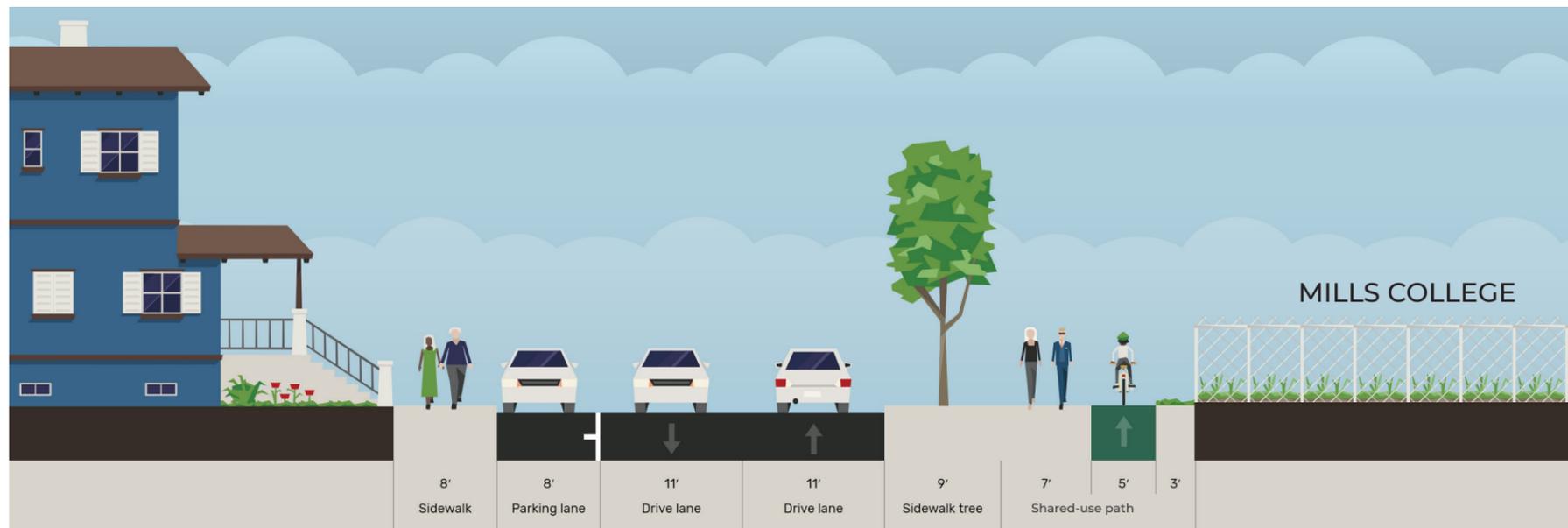
Department of
Transportation

EXISTING CONDITIONS BETWEEN RICHARDS ROAD AND 55TH AVENUE



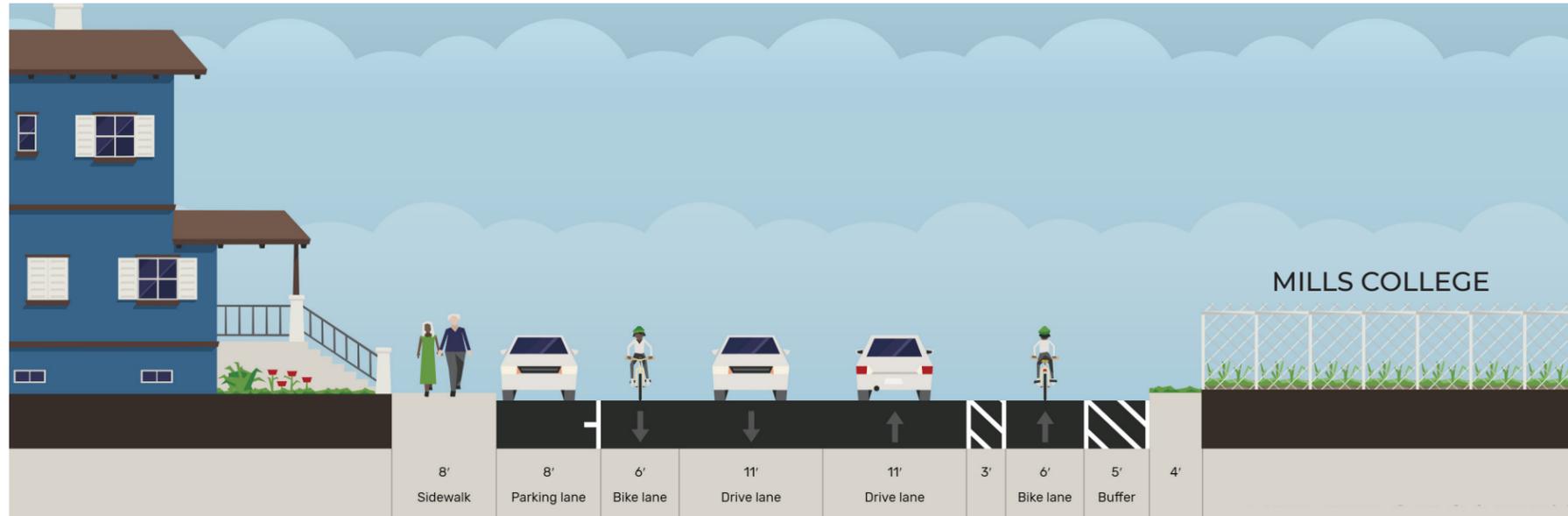
- Bike lane going eastbound on Macarthur Boulevard does not have separation from parking lane and travel lanes
- Buffered bike lane going westbound on Macarthur Boulevard
- Narrow, not well-maintained sidewalk on westbound side adjacent to Mills College
- No left-turn lanes except at major intersections
- Two 11' drive lanes, one in each direction

PROPOSED IMPROVEMENTS



- Shared-use path on the westbound side of Macarthur Blvd with dedicated space for pedestrians and bicyclists
- Shared-use path would be separated from the roadway
- Parking lane would be maintained on eastbound side
- Bike lane on eastbound side would be removed

EXISTING CONDITIONS BETWEEN 55TH AVENUE AND SEMINARY AVENUE



- Lack of a usable sidewalk on the westbound side adjacent to Mills College; overgrown vegetation contributes to an uncomfortable pedestrian experience
- Buffered bike lane in the westbound direction
- Bike lane in the eastbound direction does not have separation from vehicles in the drive lane
- Two 11' drive lanes, one in each direction

PROPOSED IMPROVEMENTS



- Shared-use path on the westbound side of Macarthur Blvd with dedicated space for pedestrians and bicyclists
- Shared-use path would be separated from the roadway
- Bike lane going eastbound would be adjacent to the sidewalk and would be separated from traffic by the parking lane



SCHEDULE/NEXT STEPS

» **May, June, and July 2022- Public Outreach**

- May 10, 2022: Meeting with Maxwell Park neighbors
- May 25, 2022: Millsmont/Evergreen/ Millbrae Neighborhood Council meeting
- June 8, 2022: Laurel/ Redwood Heights Neighborhood Council meeting
- June 16, 2022: Oakland Bicyclist and Pedestrian Advisory Commission meeting
- July 13, 2022: Maxwell Park Neighborhood Council Meeting
- *The OakDOT team will continue stakeholder outreach and concept design during these few months*

» **Summer 2022:** Apply for funding through the One Bay Area Grant program, administered by the Metropolitan Transportation Commission

- Tentative deadline is June 30, 2022

» **Early 2023:** Grant award notification (project implementation is dependent on successfully securing funding)

» **Summer 2023:** If successful, begin detailed design and community outreach

PLEASE VISIT THE PROJECT WEBSITE TO VIEW DETAILED DRAFT CONCEPT PLANS (WHICH ARE FOR DISCUSSION PURPOSES ONLY): [WWW.OAKLANDCA.GOV/PROJECTS/LAMMPS2](https://www.oaklandca.gov/projects/lammeps2)