

# Attachment 4: Existing Conditions Photos

**Existing Conditions Photos**



**H-1 | 9<sup>th</sup> and Fallon Streets in Oakland:** There is a general lack of low-stress facilities within the EBGW corridor. By Lake Merritt BART and Laney College, cyclists must share the road with vehicular traffic



**H-2 | E10<sup>th</sup> Street and 6<sup>th</sup> Avenue in Oakland:** Many sections of the corridor lack marked cross walks for several consecutive blocks

**Existing Conditions Photos**



**H-3 | E10<sup>th</sup> Street at 8<sup>th</sup> Avenue in Oakland:** Several blocks on E10<sup>th</sup> Street have no curb ramps or are otherwise not ADA compliant



**H-4 | E8<sup>th</sup> Street at 10<sup>th</sup> Avenue in Oakland:** Cyclists traveling northbound have to weave across lanes to avoid getting trapped at the right-only lane

**Existing Conditions Photos**



**H-4 | E8<sup>th</sup> Street at 11<sup>th</sup> Avenue in Oakland:** Cyclists must contend high speeds and volumes on E8<sup>th</sup> Street (13,700 vpd/48 mph)



**H-5 | E8<sup>th</sup> Street at 12<sup>th</sup> Avenue in Oakland:** Unprotected left turns where turning vehicles must attempt to scan for a gap in opposing traffic and identify any crossing bicyclists and pedestrians

**Existing Conditions Photos**



**H-6 | E12<sup>th</sup> Street at 19<sup>th</sup> Avenue in Oakland: Lack of marked pedestrian crossings for long stretches of E12<sup>th</sup> Street leads to jaywalking and unsafe conditions**



**H-7 | E12<sup>th</sup> Street at 22nd Avenue in Oakland: Bike lanes are discontinuous & require cyclists to weave across multiple lanes to make left turns**

**Existing Conditions Photos**



**H-8 |** E12<sup>th</sup> Street at 25<sup>th</sup> Avenue in Oakland: Unprotected left turns on E12<sup>th</sup> Street are aggravated by poor sight distance due to the presence of the BART aerial structure columns



**H-9 |** San Leandro Street at Seminary Avenue in Oakland: There is a lack of pedestrian and bicycle facilities for long stretches of San Leandro Street, and no protected bicycle facilities within the corridor, except the constructed Segment 7A multi-use path from 75<sup>th</sup> to 85<sup>th</sup> Avenues

**Existing Conditions Photos**



**H-10** | San Leandro Street at 54<sup>th</sup> Avenue in Oakland: There are no marked crosswalks for long distances on San Leandro Street – pedestrians and cyclists must cross four lanes of traffic with no



**H-11** | San Leandro Street at 85<sup>th</sup> Avenue in Oakland: Paths of travel along and across San Leandro Street are discontinuous

**Existing Conditions Photos**



**H-12** | San Leandro Street south of 69<sup>th</sup> Avenue in Oakland: There is no separation of bikes from traffic north of Coliseum BART



**H-13** | San Leandro Street at 98<sup>th</sup> Avenue in Oakland: There are long crossings with no pedestrian refuge or curb bulbs



**Existing Conditions Photos**

**H-14**



**H-15**



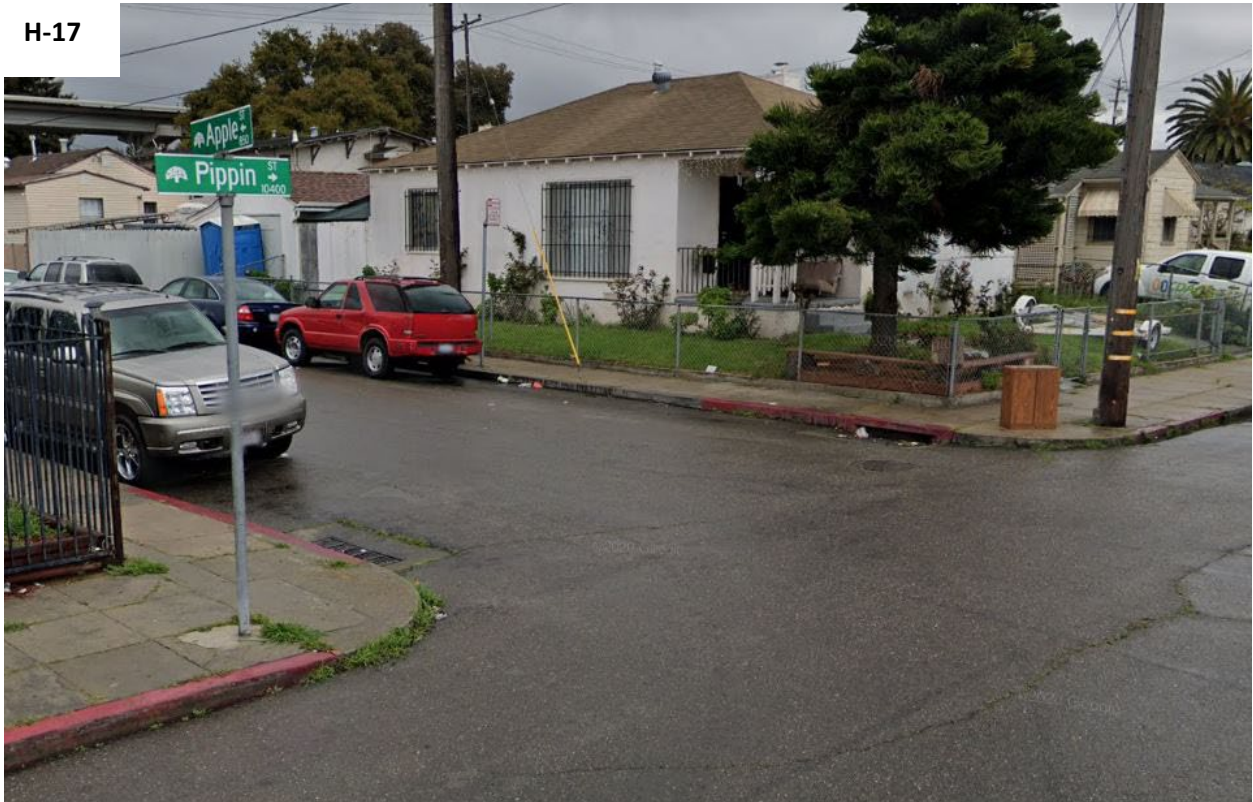
**H-14-15** | San Leandro Street Underpass at 105<sup>th</sup> Avenue in Oakland: There is a lack of signage to warn pedestrians and cyclists of unsafe road conditions, and no direct route southbound on San Leandro Street

Existing Conditions Photos

H-16



H-17



H-16-17 | Pippin Street in Oakland: Several intersections have not curb ramps

**Existing Conditions Photos**



**H-18** | San Leandro Street at Blenheim Street in Oakland: Narrow pavement widths do not allow for safe passing of bicyclists



**H-19** | San Leandro Street at Blenheim Street in Oakland: Pedestrians and cyclists must contend with narrow sidewalks and poor pavement conditions

**Existing Conditions Photos**



**H-20** | San Leandro Boulevard at Washington Street in San Leandro: Free right turns cause conflicts with cyclists



**H-21** | E 14<sup>th</sup> Street at 141<sup>st</sup> Avenue in San Leandro: Offset intersections add complexity to crossing maneuvers

**Existing Conditions Photos**

H-22



H-23



**H-22-23** | E14<sup>th</sup> Street in San Leandro: A lack of protected bike facilities within the corridor means cyclists must contend with car door openings and parking maneuvers

**Existing Conditions Photos**



**H-24** | E14<sup>th</sup> Street in San Leandro: There is a lack of crossing opportunities along East 14th, which is in the heart of a commercial district: there are locations where pedestrians must walk up to a quarter mile out of their way to get to a marked crosswalk



**H-25** | E14<sup>th</sup> Street at Fairmont Street in San Leandro: There are no bike protected intersections within the corridor. Safety would be improved at busy intersections like E14<sup>th</sup> and Fairmont Drive