

Attachment 1: Existing Conditions Photos

Existing Conditions Photos



H-1 | 9th 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 | E10th Street and 6th Avenue in Oakland: Many sections of the corridor lack marked cross walks for several consecutive blocks

Existing Conditions Photos



H-3 | E10th Street at 8th Avenue in Oakland: Several blocks on E10th Street have no curb ramps or are otherwise not ADA compliant



H-4 | E8th Street at 10th 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 | E8th Street at 11th Avenue in Oakland: Cyclists must contend high speeds and volumes on E8th Street (13,700 vpd/48 mph)



H-5 | E8th Street at 12th 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 | E12th Street at 19th Avenue in Oakland: Lack of marked pedestrian crossings for long stretches of E12th Street leads to jaywalking and unsafe conditions



H-7 | E12th 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 | E12th Street at 25th Avenue in Oakland: Unprotected left turns on E12th 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 75th to 85th Avenues

Existing Conditions Photos



H-10 | San Leandro Street at 54th 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 85th Avenue in Oakland: Paths of travel along and across San Leandro Street are discontinuous

Existing Conditions Photos



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



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

Existing Conditions Photos

H-14



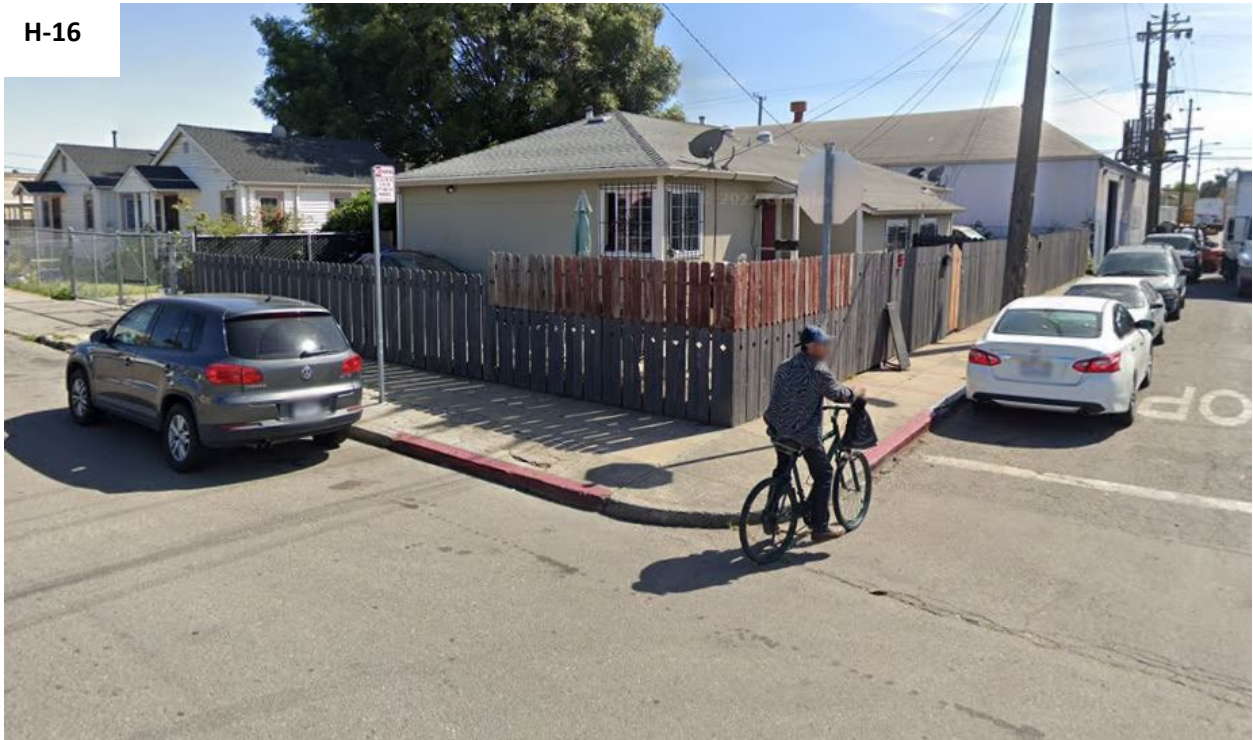
H-15



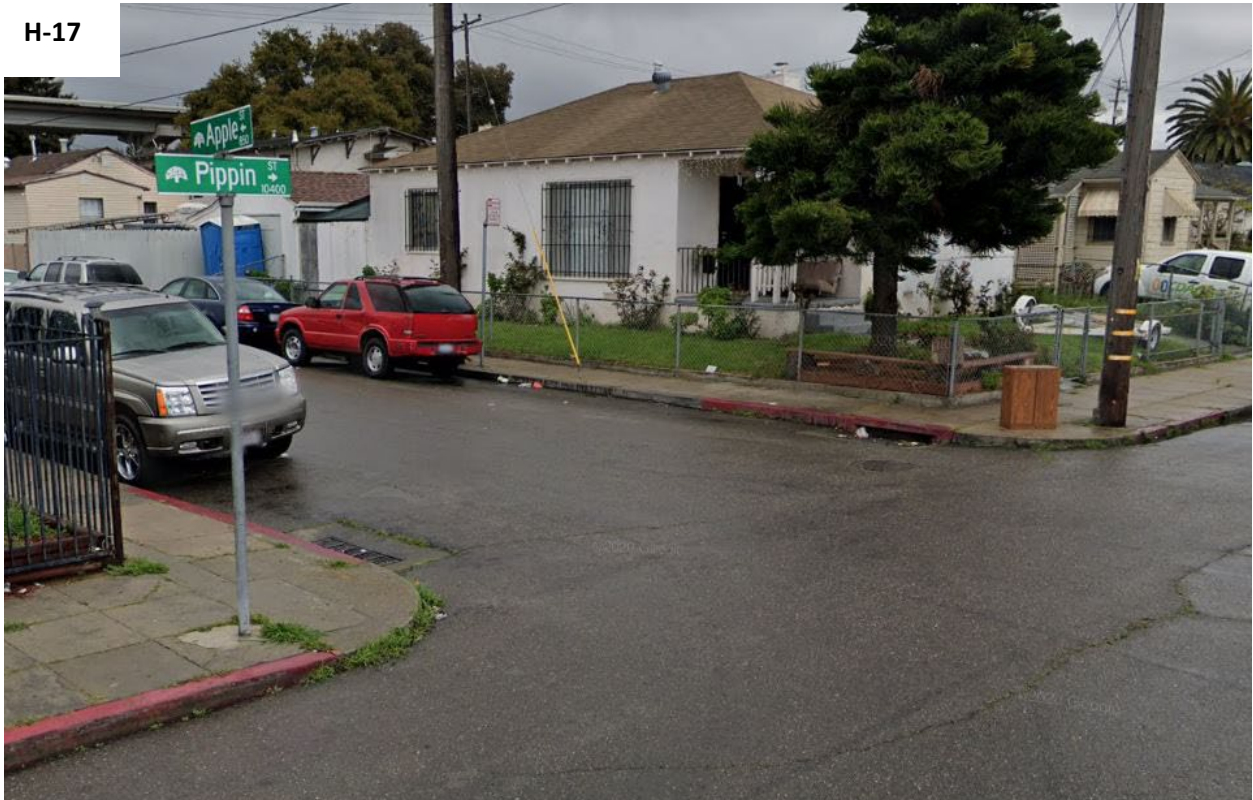
H-14-15 | San Leandro Street Underpass at 105th Avenue in Oakland: There is a lack of signage to warn pedestrians and cyclists of unsafe road conditions, and no direct route southbound on San Leandro Street

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 14th Street at 141st Avenue in San Leandro: Offset intersections add complexity to crossing maneuvers

Existing Conditions Photos

H-22



H-23



H-22-23 | E14th 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 | E14th 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 | E14th Street at Fairmont Street in San Leandro: There are no bike protected intersections within the corridor. Safety would be improved at busy intersections like E14th and Fairmont Drive