



**LAMMPS**  
LAUREL ACCESS TO MILLS,  
MAXWELL PARK & SEMINARY AVE.

## **SUMMARY OF PARTICIPANT COMMENTS**

**March 25, 2010**

**7 – 9 p.m.**

**The Gathering Hall**

**Lorry I. Lockkey Graduate School of Business  
Mills Collage, Oakland, CA**

The initial community meeting for the Laurel Access to Mills, Maxwell Park & Seminary Avenue brought together residents, property owners, business operators, students and other stakeholders with interests in improving MacArthur Boulevard thoroughfare from High Street to Seminary Avenue. LAMMPS is a community-based transportation planning project. The overall goal is to develop initial plans that will ultimately make travel along the corridor easier, safer and inviting among the nearby neighborhoods.

This meeting was the first community meeting. Designed as both the kick off meeting and an opportunity for the technical team to hear from the stakeholders, the meeting allowed for participants to give initial thoughts regarding the problems, issues and concerns along the corridor. The project team provided an introduction to the project, an overview of the transportation challenges in the area, and ultimately asked participants to mill about in an “open house” fashion and provide comments on the posted maps.

Over 40 people attended the meeting. The following captures the comments, expressions, illustrated points from the group discussion, the maps and from submitted comment cards. Note that the segments overlap. Therefore, some comments in Segment 1 apply to Segment 2, and some comments in Segment 2 apply to Segment 3.

## **SEGMENT 1 (HIGH STREET TO RICHARDS ROAD – MILLS COLLEGE MAIN ENTRY):**

### **BICYCLE / PEDESTRIAN ISSUES AND IDEAS**

- Need a walking connection between Laurel and MacArthur
- Better design of High Street intersection to allow for vehicles and pedestrians near Post Office
- Improvements needed to Post Office entrance from Masterson
- Hard to cross at the “Y” on MacArthur on a bicycle going under the freeway
- Pedestrian bridge smells of urine; people are afraid to use it; goes nowhere on MacArthur
- Possible Roundabout at this location (Calaveras / Buell / MacArthur)
- Pedestrian Tunnel under Eastbound MacArthur, Buell and northbound MacArthur
- No easy way to walk north from Pierson to Calaveras
- Pedestrian path (needed) from Wyman Street to MacArthur at Richards Road
- Add a traffic light, not a stop sign at MacArthur @ Greenacres
- Add a brick wall along the intersection of MacArthur @ Greenacres
- This area is “ugly”. The walk is round about and takes extra time.

### **AUTOMOBILE ISSUES AND IDEAS**

- Add traffic light to Greenacres and MacArthur
- No side walk or path on the south side of MacArthur (one is needed)
- Add traffic light to Greenacres and MacArthur
- Add sound wall along stretch between MacArthur and I-580 westbound, existing chain link fence not very safe and it is very noisy.
- Possible Roundabout at this location (Calaveras / Buell / MacArthur)
- Remove merge lane completely at the westbound entrance to I-580
- Conflicting movements at intersection of eastbound MacArthur and Buell Street
- “Pull back” the return at Pierson
- Hard to exit from Pierson to drive north on MacArthur or get on to the freeway.
- The section of MacArthur going under freeway to Laurel needs to be marked better. Needs a red “no-entry” sign and paint on the street.
- Stop light on MacArthur westbound past the 7/11 going towards High. (Blind curve with lots of accidents).
- Re-work the maze at I-580 in both directions. Need better signage and directions.

### **SAFETY ISSUES**

- No hiding places (as in get rid of them at Calaveras / Buell / MacArthur)
- Signal added to Richards after a fatality
- Tulip Ave and Masterson Street are a I-580 by-pass during high traffic
- Rolling stops from east bound MacArthur onto southbound MacArthur
- Stretch between pedestrian bridge and Greenacres has a lot of accidents because of hill
- Many cars go the wrong way from Calaveras Ave. (Freeway off ramp) and turn left on northbound MacArthur St.
- Turning movements from Pierson onto MacArthur – in any direction – are very dangerous
- The intersection between High and Buell on MacArthur has a continuous flow of high speed

traffic.

- Under / overpass between High and Pierson is horrible and unsafe for pedestrians/bikes. Most bikes takes a longer, different route

#### **TRANSIT ISSUES**

- Bus stop at Mills always locked, unfriendly
- The changes to the bus return from SF to Mills is difficult. Students must get off at High Street and walk thru the I-580 underpass
- Would like a car pool pick up point past the Mills bus stop.

#### **AMENITIES WANTED**

- Dog park at Calaveras / Buell / MacArthur
- Blue art lights (up lights) at underpass similar to what's at Grand and Lakeshore
- A sculpture garden
- Landscape area north of eastbound MacArthur

#### **SPECIFIC LOCATION CONCERNS**

- Garbage being dumped around Greenacres intersection
- Motel at Green acres – “prostitution”
- Rename the vacant lot to “Future Habitat for Humanity”
- 76 Station is “ugly” and confusing

### **SEGMENT 2 (RICHARDS ROAD – MILLS COLLEGE MAIN ENTRY TO 55<sup>TH</sup> AVENUE):**

#### **BICYCLE / PEDESTRIAN ISSUES AND IDEAS**

- Afraid to walk this stretch, would prefer to drive to Mills because of the traffic and lack of sidewalks.
- No sidewalk along Mills property (there needs to be one)
- Connect Simmons Street to MacArthur and add a light; the existing sidewalk in this area is unusable as it is.
- Cross walk to nowhere ( in mid section of block)
- Sidewalks are hidden and in poor condition between Millsview and Camden on MacArthur
- Sidewalks on the Mills side of MacArthur (northside) – are too steep and uneven to walk.
- Widen sidewalks.
- Street lights and / or more police out at night to look out for residents.
- More lines where people can walk safely

#### **AUTOMOBILE ISSUES AND IDEAS**

- Connect Simmons Street to MacArthur and add a light; the existing sidewalk in this area is unusable as it is.
- Increase street width to allow for street parking
- Straighten MacArthur to remove 90 degree elbow at 55<sup>th</sup>
- Reduce speeds at the curve
- Stop signs at every block

## **SAFETY ISSUES**

- Many accidents at 90 degree elbow at 55<sup>th</sup> Avenue, need to slow speeds.

## **AMENITIES WANTED**

- Underground the electric lines to increase the width of sidewalk space
- Adding trees will have a calming effect
- Create a community park on the east side at the intersection of Simmons and MacArthur. This area is almost park-like but hidden from view.

## **SPECIFIC LOCATION CONCERNS**

- Garbage dropped on hillside West of MacArthur
- The hillside had work done in 1940s because of drainage issues and slope failure. It will be hard to improve because of hidden infrastructure underground.

## **SEGMENT 3 (55<sup>TH</sup> AVENUE TO SEMINARY):**

### **BICYCLE / PEDESTRIAN ISSUES AND IDEAS**

- Widen sidewalks between Millsview and Camden
- Improve bicycling experience at 55<sup>th</sup> Avenue curve

### **AUTOMOBILE ISSUES AND IDEAS**

- Hard to get out of driveways fronting MacArthur
- Hard to get out of driveway at Millsbrae
- Bollards along MacArthur at 56<sup>th</sup>
- Signal timing needs modification at Seminary
- (In contrast – someone else said ) Signal works fine at Seminary, glad it's slow
- Take curve out of road way at 55<sup>th</sup> Avenue bend.
- Slow speeds at curve and widen sidewalks.
- Increase width of between Millsview and Camden curving to 55<sup>th</sup> to allow for parking
- Change curve around Mills so that it is less severe

## **SAFETY ISSUES**

- Traffic speeds through this area, would not bike or walk this area.
- Traffic diverts to 56<sup>th</sup> Avenue to avoid the light at 55<sup>th</sup>.
- People run through stop sign at Brann to beat the light at 55<sup>th</sup>
- Traffic comes off Seminary to MacArthur too fast, often crashes in corner house. Bollards could help.
- Southbound Seminary Avenue goes from two lanes to a single lane at MacArthur and cars race to beat each other

**TRANSIT ISSUES**

- Bus stop across from 56<sup>th</sup> needs to be improved
- Bus stops along Mills property very exposed; shelter is needed.
- Bus stops are very dark at night, need lighting
- Millsbrae Avenue is a parking lot of AC Transit

**AMENITIES WANTED**

- Cyclone fencing along Mills looks too much like a prison
- There are no street mail boxes. Residents have to go to post office.

**SPECIFIC LOCATION CONCERNS**

- Frick is actually Mills Garden
- Seminary and MacArthur intersection is “ugly and noisy”

## **GENERAL COMMENTS – NOT RELATED TO A SPECIFIC SEGMENT**

### **PED / BIKE / AUTO ISSUES AND IDEAS**

- The design does not call out that it is a residential street, resulting in speeding and excessive noise.
- No bike lanes for the entire strip
- Would like to walk to Laurel. It is close by but not an easy walk.
- Pedestrians carrying items cannot easily navigate the entire corridor.
- Bike lanes from 35<sup>th</sup> to downtown Oakland work well
- Bike lanes from Seminary to 74<sup>th</sup> work okay
- Bike lanes on Foothill is good from Seminary to 14<sup>th</sup>
- Potholes
- Needs to look like a street that people care about
- Like the 3 lane idea
- Use green vegetation to direct visual cues for pedestrians and traffic in lieu of signs and hardscape
- People are going faster because of streetscape
- Change MacArthur from two lanes to one lane each way.

### **SAFETY ISSUES**

- Narrow traffic lanes to slow traffic down
- High speed traffic on all of MacArthur
- Loitering on side streets
- Unsafe feeling at night
- Worry that changes will result in detours. The problem with detouring cars is that they travel too fast, ignoring traffic stops and the rules.

### **TRANSIT ISSUES**

- Issues with the return trip to Mills on the bus lines (14 or 57?). Return trip drops passengers off at High Street
- Need better bus stops and areas.

### **AMENITIES WANTED**

- Brick pedestrian crossings are pretty, but impossible to see in bad weather conditions.
- Need more signage
- Shops close early
- More lighting
- Underground utilities

### **SPECIFIC LOCATION CONCERNS**

- MacArthur acts as a barrier between Mills and the neighborhood
- Very Noisy Street – honking horns, loud stereos, ambulances, loud motorcycles
- People do not recognize this street as a residential street
- Redwood Heights residents cannot bike to Mills
- Work with Mills to make it more accessible and inviting for neighbors

### **GENERAL**

- Extend project limits to Millsmont to connect those businesses
- Connection to Millsmont School
- Thank you, felt the City didn't care