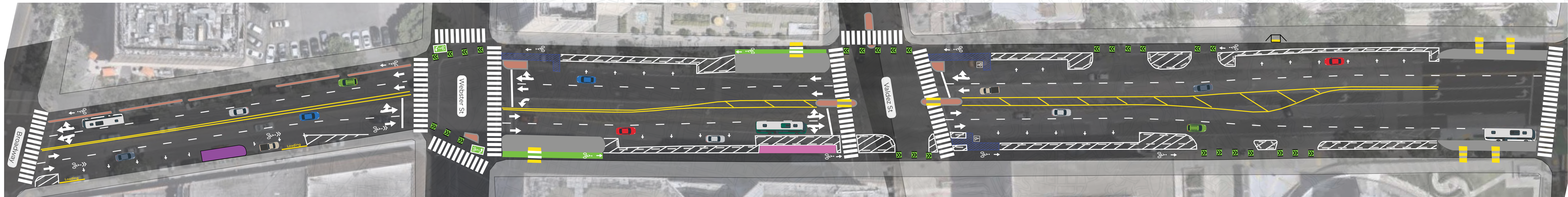


Grand Ave Complete Streets Paving Project: Summer 2026 Design Update

 oaklandca.gov/GrandAve

 Charlie Ream; CReam@oaklandca.gov



Uptown: Broadway-Webster Street

This is the most constrained section within the project area. The road is very narrow and there are many businesses with parking and loading needs. This is also a crucial section for moving buses and cars through the Uptown area.

Design Elements:

- Two vehicle travel lanes in each direction
- Westbound separated bikeway
- No change to cross-section eastbound
- New yellow “commerical loading” zones

Uptown: Webster St - Harrison St

This section is wide and has a mix of offices, businesses, and a cathedral. Vehicle speeds are higher and pedestrian crossing distances are long.

Design Elements:

- Two vehicle travel lanes in each direction
- Westbound and eastbound parking-separated bike-ways
- New pedestrian safety islands and bus boarding islands

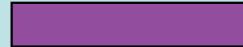
Lakeside Family Streets

In 2025, OakDOT constructed the Lakeside Family Streets project, between Harrison Street and Bay Place. Some minor improvements are yet to be completed.

The Grand Ave Complete Streets Paving Project will connect to and extend the improvements from this project.

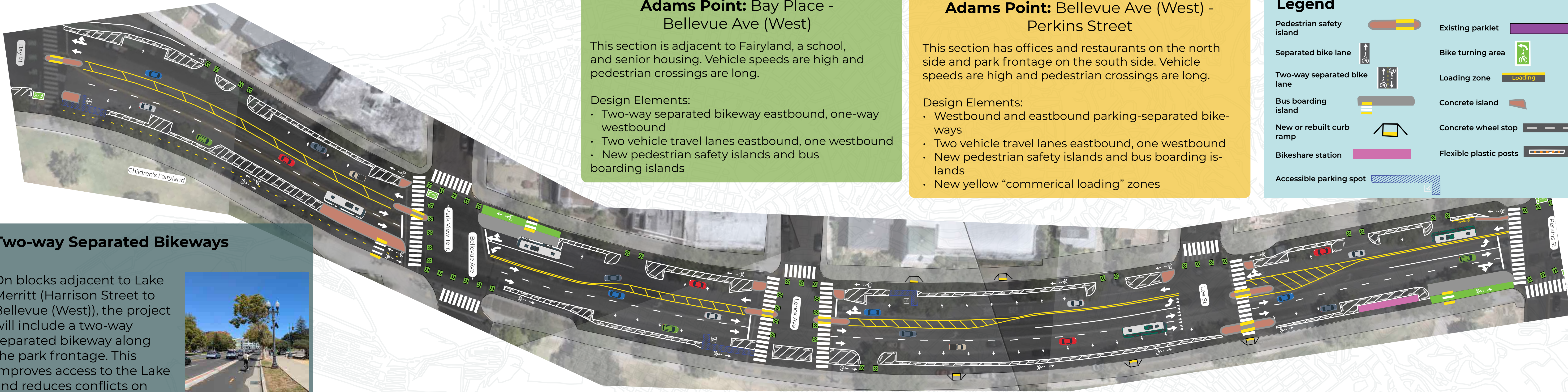


Legend

Pedestrian safety island		Existing parklet	
Separated bike lane		Bike turning area	
Two-way separated bike lane		Loading zone	
Bus boarding island		Concrete island	
New or rebuilt curb ramp		Concrete wheel stop	
Bikeshare station		Flexible plastic posts	
Accessible parking spot			

DRAFT. Subject to change.

Grand Ave Complete Streets Paving Project: Summer 2026 Design Update



Adams Point: Bay Place - Bellevue Ave (West)

This section is adjacent to Fairyland, a school, and senior housing. Vehicle speeds are high and pedestrian crossings are long.

Design Elements:

- Two-way separated bikeway eastbound, one-way westbound
- Two vehicle travel lanes eastbound, one westbound
- New pedestrian safety islands and bus boarding islands

Adams Point: Bellevue Ave (West) - Perkins Street

This section has offices and restaurants on the north side and park frontage on the south side. Vehicle speeds are high and pedestrian crossings are long.

Design Elements:

- Westbound and eastbound parking-separated bike-ways
- Two vehicle travel lanes eastbound, one westbound
- New pedestrian safety islands and bus boarding islands
- New yellow “commerical loading” zones

Legend

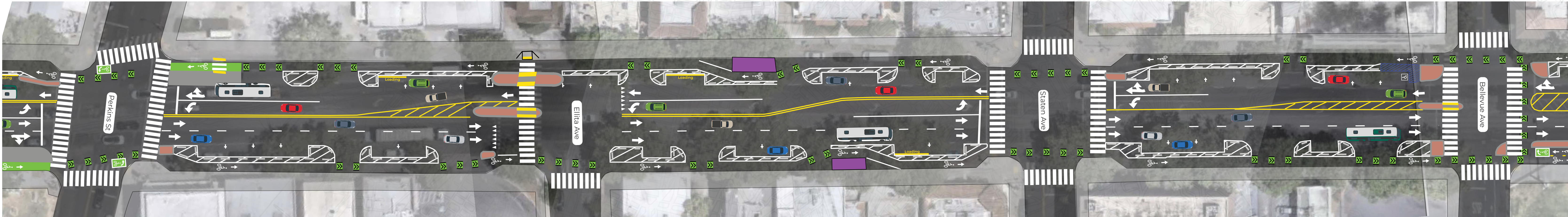
Pedestrian safety island		Existing parklet	
Separated bike lane		Bike turning area	
Two-way separated bike lane		Loading zone	
Bus boarding island		Concrete island	
New or rebuilt curb ramp		Concrete wheel stop	
Bikeshare station		Flexible plastic posts	
Accessible parking spot			

Two-way Separated Bikeways

On blocks adjacent to Lake Merritt (Harrison Street to Bellevue (West)), the project will include a two-way separated bikeway along the park frontage. This improves access to the Lake and reduces conflicts on park paths.



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Adams Point: Perkins Street - Bellevue Ave (East)

This segment has a mix of offices and restaurants, including on-street parklets. There is frequent loading/double parking by delivery drivers. Vehicle speeds are high and this segment includes collision hot-spots, including the Perkins Street intersection (12 collisions from 2018-2023).

Design Elements:

- Westbound and eastbound parking-separated bikeways
- Two vehicle travel lanes eastbound, one westbound
- Pedestrian safety islands and bus boarding islands
- New yellow “commercial loading” zones and curbside parklet designs

Adams Point: Curbside Parklets

Existing parklets in the Adams Point neighborhood will stay at the curb. The bike lane will “bend out” around the parklet structure. This eliminates conflicts between bike lane and parklet users.

Example (left): Valencia Street, San Francisco



Photo: Streetsblog SF

Legend

Pedestrian safety island		Existing parklet	
Separated bike lane		Bike turning area	
Two-way separated bike lane		Loading zone	
Bus boarding island		Concrete island	
New or rebuilt curb ramp		Concrete wheel stop	
Bikeshare station		Flexible plastic posts	
Accessible parking spot			

DRAFT. Subject to change.

Grand Ave Complete Streets Paving Project: Summer 2026 Design Update

Adams Point: Bellevue Ave (East) - El Embarcadero

This segment is directly adjacent to Lake Merritt. On the north side, there are businesses with loading and delivery needs. There is a long distance between pedestrian crossings

- Design Elements:
- Two-way separated bikeway eastbound, one-way westbound
 - Two vehicle travel lanes eastbound, one westbound
 - Pedestrian safety islands and bus boarding islands
 - Yellow “commercial loading” zones and curbside parklet designs

Two-way Separated Bikeways

On blocks adjacent to Lake Merritt (between Bellevue (East) and El Embarcadero), the project will include a two-way separated bikeway along the park frontage. This improves access to the Lake and reduces conflicts on park paths.



Lakeshore Ave Connection

Connection to in-progress separated bike lanes on Lakeshore Ave provided via existing bike ramp and brick path.

Legend

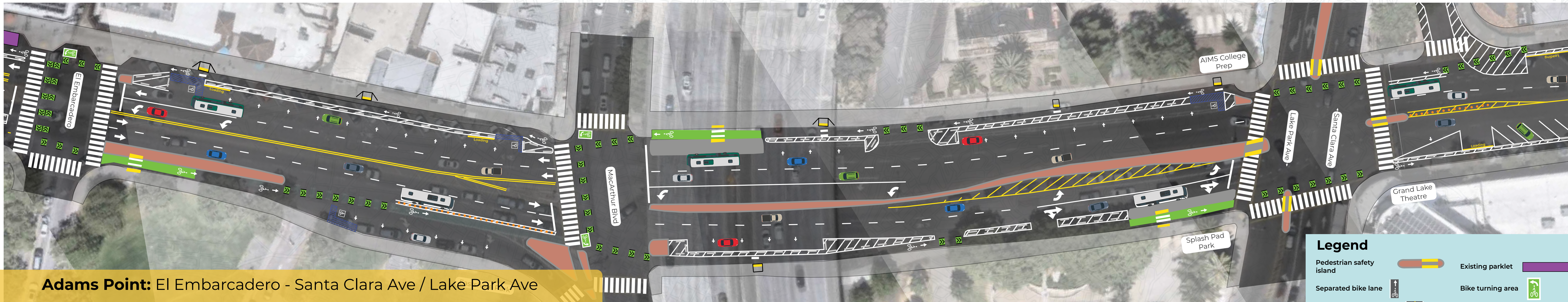
Pedestrian safety island		Existing parklet	
Separated bike lane		Bike turning area	
Two-way separated bike lane		Loading zone	
Bus boarding island		Concrete island	
New or rebuilt curb ramp		Concrete wheel stop	
Bikeshare station		Flexible plastic posts	
Accessible parking spot			

DRAFT. Subject to change.

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Adams Point: El Embarcadero - Santa Clara Ave / Lake Park Ave

This segment is adjacent to a mix of land uses: businesses, parks and farmers markets, High School and Library. There are key intersections that serve freeway on- and off-ramps and have long pedestrian crossings.

Design Elements:

- Northbound and southbound parking-separated bikeways:
- Two vehicle travel lanes northbound and southbound.
- Pedestrian safety islands and bus boarding islands.
- New yellow “commerical loading” zones

Santa Clara Ave / Lake Park Ave Intersection

This is a hub of pedestrian activity that is next to on- and off-ramp traffic. The design adds pedestrian safety islands at all four crosswalks and a bus boarding island on Grand Ave to shorten pedestrian crossing distances and slow traffic. It also better balances left turning travel lanes with through travel lanes.

Legend			
Pedestrian safety island		Existing parklet	
Separated bike lane		Bike turning area	
Two-way separated bike lane		Loading zone	
Bus boarding island		Concrete island	
New or rebuilt curb ramp		Concrete wheel stop	
Bikeshare station		Flexible plastic posts	
Accessible parking spot			

DRAFT. Subject to change.

Grand Ave Complete Streets Paving Project: Summer 2026 Design Update



Grand Lake: Santa Clara Ave / Lake Park Ave - Mandana Blvd

This segment is a key commercial corridor. There are frequent deliveries and pickups/dropoffs, high parking demand, and high pedestrian volumes. It is also a key connection for people biking, without existing dedicated bikeway.

- Design Elements:
- Northbound and southbound bikeways separated from traffic by angled parking.
 - One vehicle travel lane northbound and southbound with a two-way center turn lane.
 - New yellow “commerical loading” zones.
 - Pedestrian safety islands.

Grand Lake: Loading/Flexible Space

This design adds new loading zones on Grand Avenue in response to community concerns about double parking, curbside loading, and food pickup. It also creates a two-way turn lane in the center of Grand Ave fo flexibility.



Separated Bikeway with Angled Parking

In this section, the project adds a bikeway between the travel lane and front-in angled parking. This design creates a low-stress bikeway connection while minimizing parking loss.

Example (left): 10th St, Oakland

Legend

Pedestrian safety island		Existing parklet	
Separated bike lane		Bike turning area	
Two-way separated bike lane		Loading zone	
Bus boarding island		Concrete island	
New or rebuilt curb ramp		Concrete wheel stop	
Bikeshare station		Flexible plastic posts	
Accessible parking spot			

DRAFT. Subject to change.