



January 8, 2019

Councilmember Noel Gallo
Councilmember Sheng Thao
Ryan Russo, Director, Oakland Department of Transportation (OakDOT)

Re: Immediate safety improvements needed on 35th Avenue

Dear Councilmember Gallo, Councilmember Thao, and Director Russo,

We urge you to immediately implement safety improvements for people living and traveling on 35th Avenue. Last Wednesday, a young man riding a bike was hit by a car on 35th Avenue and dragged for four blocks past Fruitvale BART Station. This latest collision follows two fatalities on 35th Avenue in 2018: Deontae Bush who was killed while bicycling and a 9-year old girl who was struck in a hit-and-run.

On August 29, 2018, following a community meeting and memorial for Deontae, I asked OakDOT to immediately improve safety on 35th Avenue. In my letter, I called for quick fixes to slow traffic speeds on 35th Ave, increase yielding, and ensure no more people are seriously injured or killed while we wait for larger improvement projects. Currently, these projects will be completed no sooner than late 2020.

Meanwhile, another young person has been horrifically injured on the street. We cannot afford to wait any longer. OakDOT previously implemented quick build safety improvements at Harrison Street and 23rd Street. We ask that you do the same for the 35th Avenue high injury corridor.

Bike East Bay specifically asks OakDOT:

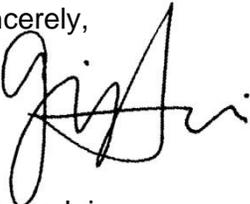
1. Add bike lanes immediately on 35th Ave from International Blvd to Fruitvale Station BART entrance:
 - a. Stripe comfortable bike lanes from International Blvd to the Fruitvale BART Station entrance and a bike crossing into the station.
 - b. Improve visibility of bicyclists at the intersection of E.12th Street and 35th Avenue with green paint, bike crossing markings, and turn boxes.

2. Implement traffic calming measures along the 35th Avenue high injury corridor in advance of capital projects:
 - a. Between Foothill Blvd and Interstate 580, add stop signs at appropriate intersections to slow traffic and improve safety for people biking and walking.
 - b. Immediately install a 4-way stop sign at the intersection of Brookdale Avenue, a crosstown bicycle route. As a follow up, include Brookdale Avenue as a designated bike route in Oakland's bike plan update and improve the corridor for bicycling.

3. Finally, we ask that OakDOT increase the effectiveness of their neighborhood traffic safety program and HSIP¹ grant program:
 - a. Create a rapid response program to immediately fix high injury corridors by installing traffic calming measures, including stop signs, painted and bollard protected sidewalk extensions, and speed bumps.
 - b. Fast-track safety improvement projects along high injury corridors and reduce the four to five year lag time between securing funding and completion.

Please direct city staff to prioritize safety improvements on 35th Avenue and other high injury corridors in Oakland right away. We cannot allow more people to be injured and killed when Oakland can implement quick fixes today.

Sincerely,



Ginger Jui
Executive Director
Bike East Bay

¹ Highway Safety Improvement Program