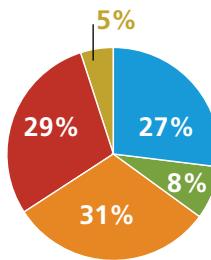


Coliseum

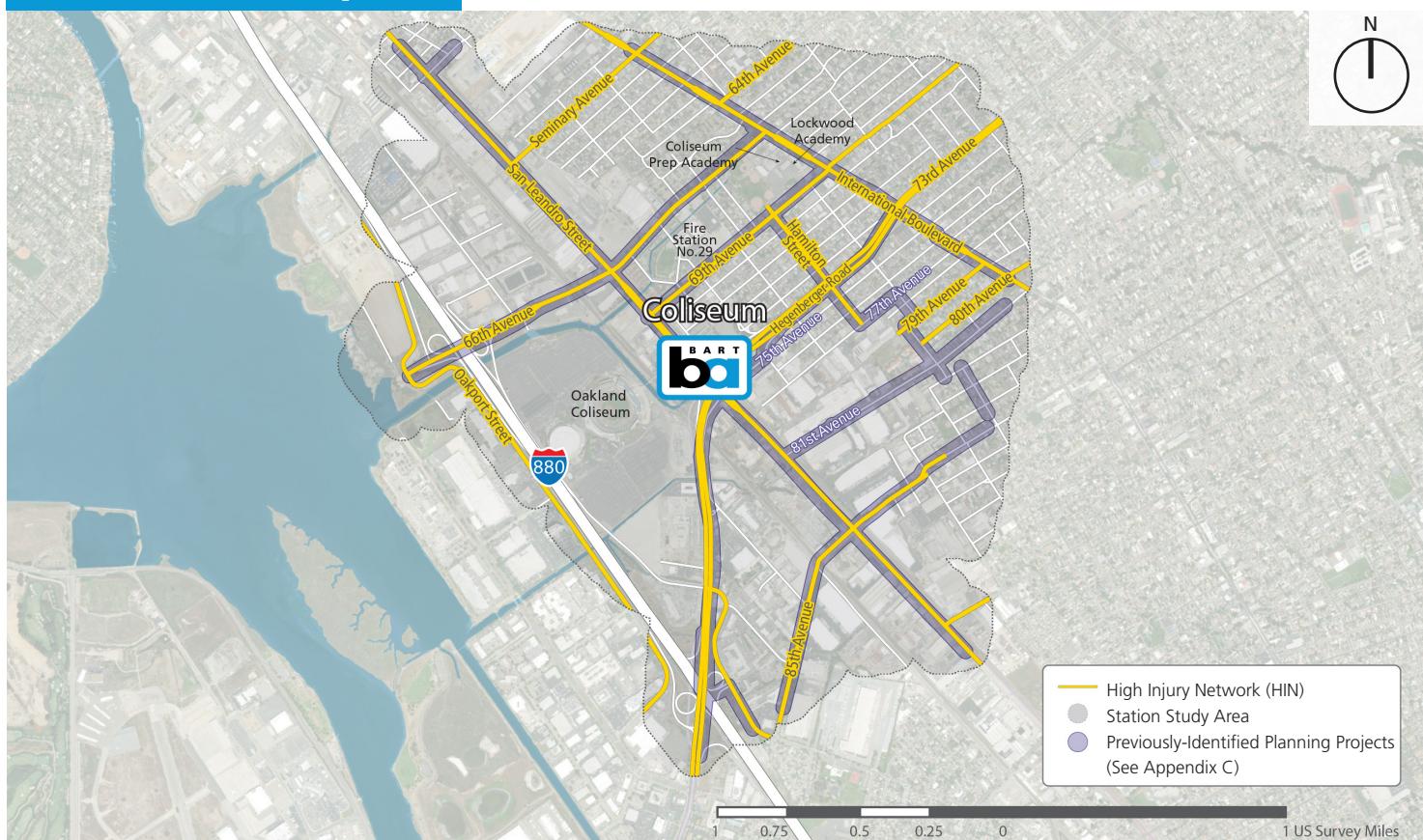
Focus Station Area Action Plan

Station at a Glance

Station Access Type: Urban



Station Area Map



Jurisdiction(s) with roads on HIN: City of Oakland, County of Alameda, and Caltrans

Safety by the Numbers

5-year Collision Data: 2019-2023

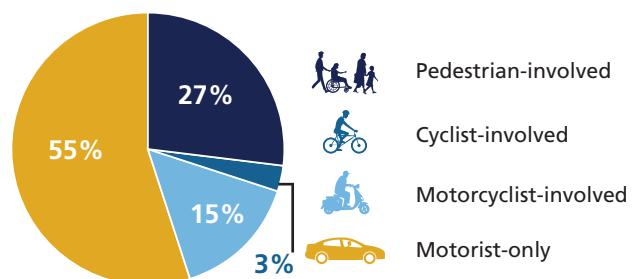
31% Percent of Station study area street miles on the HIN

64 Number of people killed or severely injured (KSI)

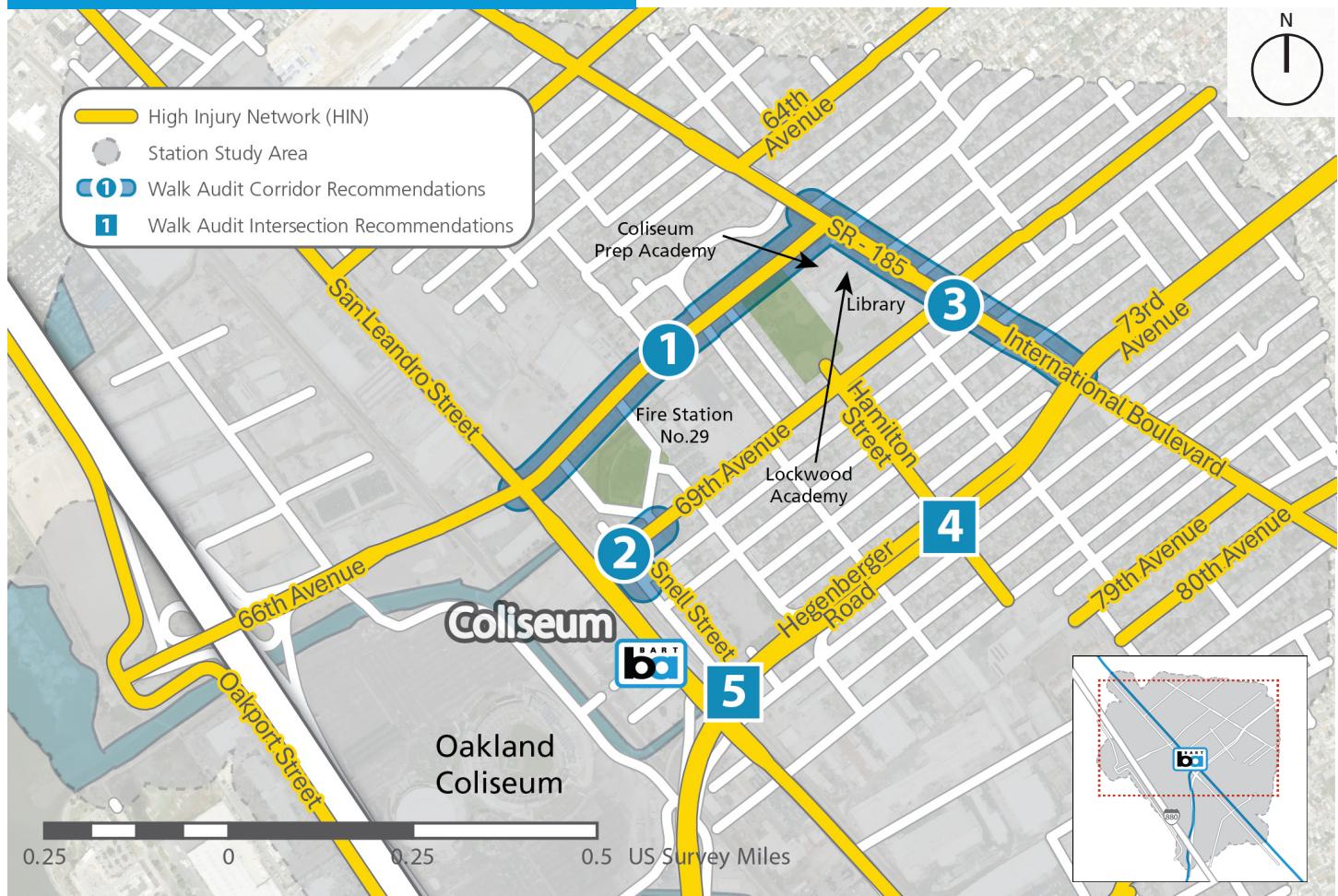
9% Percent of crashes that resulted in KSI

Killed/Severe Injury (KSI) Crashes

Total KSI: 64



Key Corridors and Intersections



Jurisdiction(s) with roads on HIN: City of Oakland, County of Alameda, Caltrans

- 1 66th Avenue from San Leandro Street to International Boulevard**
- 2 Snell St from 70th Ave to 69th Ave; 69th Ave at Lion Way**
- 3 International Boulevard from 66th Avenue to 73rd Avenue**
- 4 Hegenberger Road & Hamilton Street**
- 5 Snell Street & 75th Street**

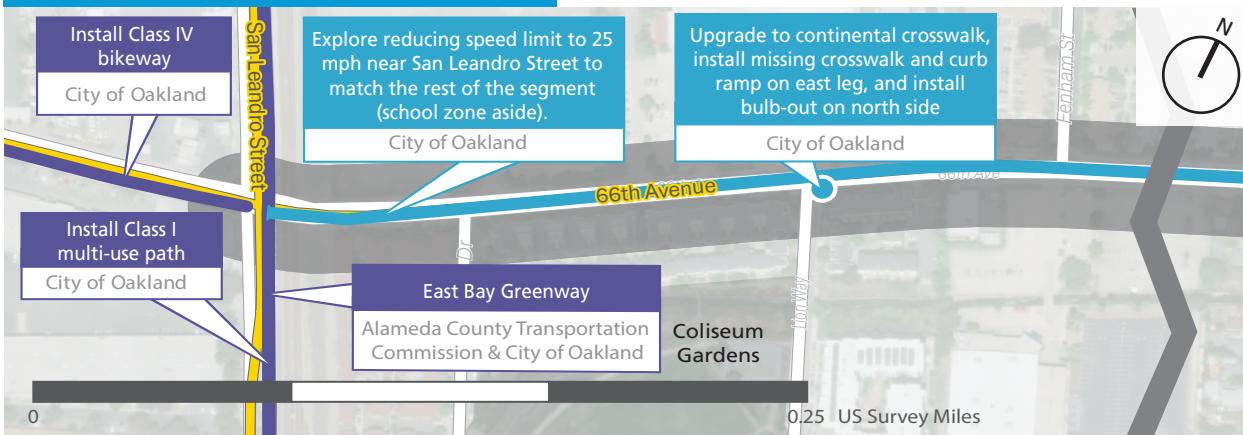
1

66th Avenue from San Leandro Street to International Boulevard

Corridor Context

- 66th Avenue runs northeast from San Leandro Boulevard and is flanked by several schools, a church, and a fire station.
- The corridor has no stop or signal controls for 0.5 miles between San Leandro Street and International Boulevard. This encourages drivers to travel fast along this segment and makes it difficult for pedestrians to cross.
- There were 17 collisions on this corridor from 2019 to 2023, with two involving a pedestrian. The most common violations resulting in collisions were right-of-way infractions, improper turning, and failure to comply with traffic signs and signals.

Corridor Recommendations



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Additional marked crossing opportunities encourage pedestrians to cross where they will be most visible.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Traffic calming measures reduce vehicle speeds and enable vehicles to react to potential conflicts.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- Rectangular rapid flashing beacons (RRFBs) and high-visibility continental crosswalks make crossing pedestrians more visible to drivers.

Estimated Capital Cost

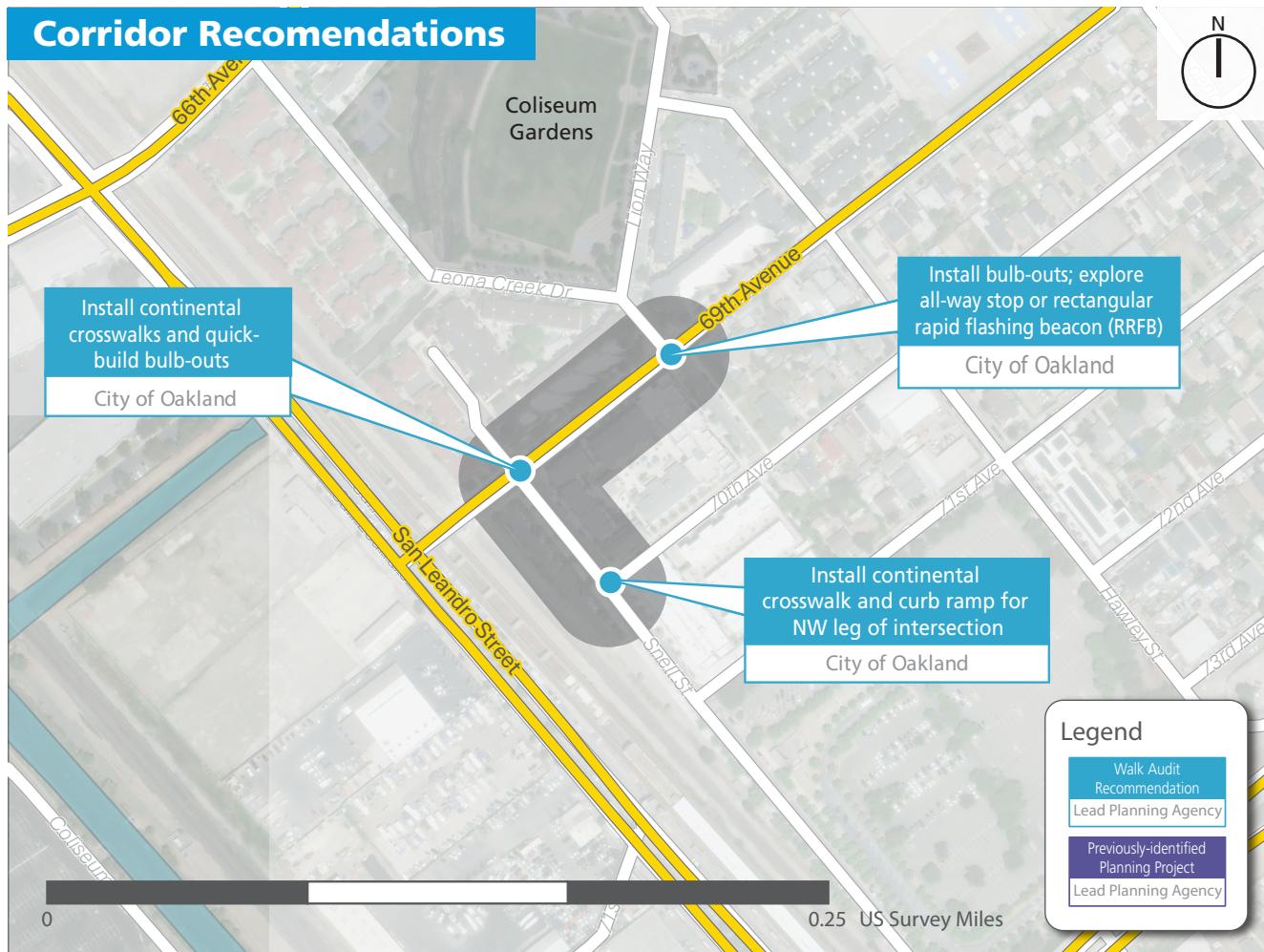
\$100,000

In US Dollars 2025

2 Snell St from 70th Ave to 69th Ave; 69th Ave at Lion Way

Corridor Context

- Snell Street and 69th Avenue meet to provide a connection between the Coliseum BART station and the Coliseum Gardens, a park providing recreation space nearby the schools and church on 66th Avenue.
- Survey respondents identified Snell Street as a corridor where they have roadway safety concerns.



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Bulb-outs reduce pedestrian crossing distance and exposure to passing vehicles.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Bulb-outs reduce the width of the roadway and encourage drivers to reduce speed.

FHWA Tier 3 Safety Countermeasures to Manage Conflicts in Time:

- An all-way stop requires vehicles to stop before proceeding through the intersection, reducing the likelihood of a collision.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- Rectangular rapid flashing beacons (RRFBs) and high-visibility continental crosswalks make crossing pedestrians more visible to drivers.

Estimated Capital Cost

\$50,000

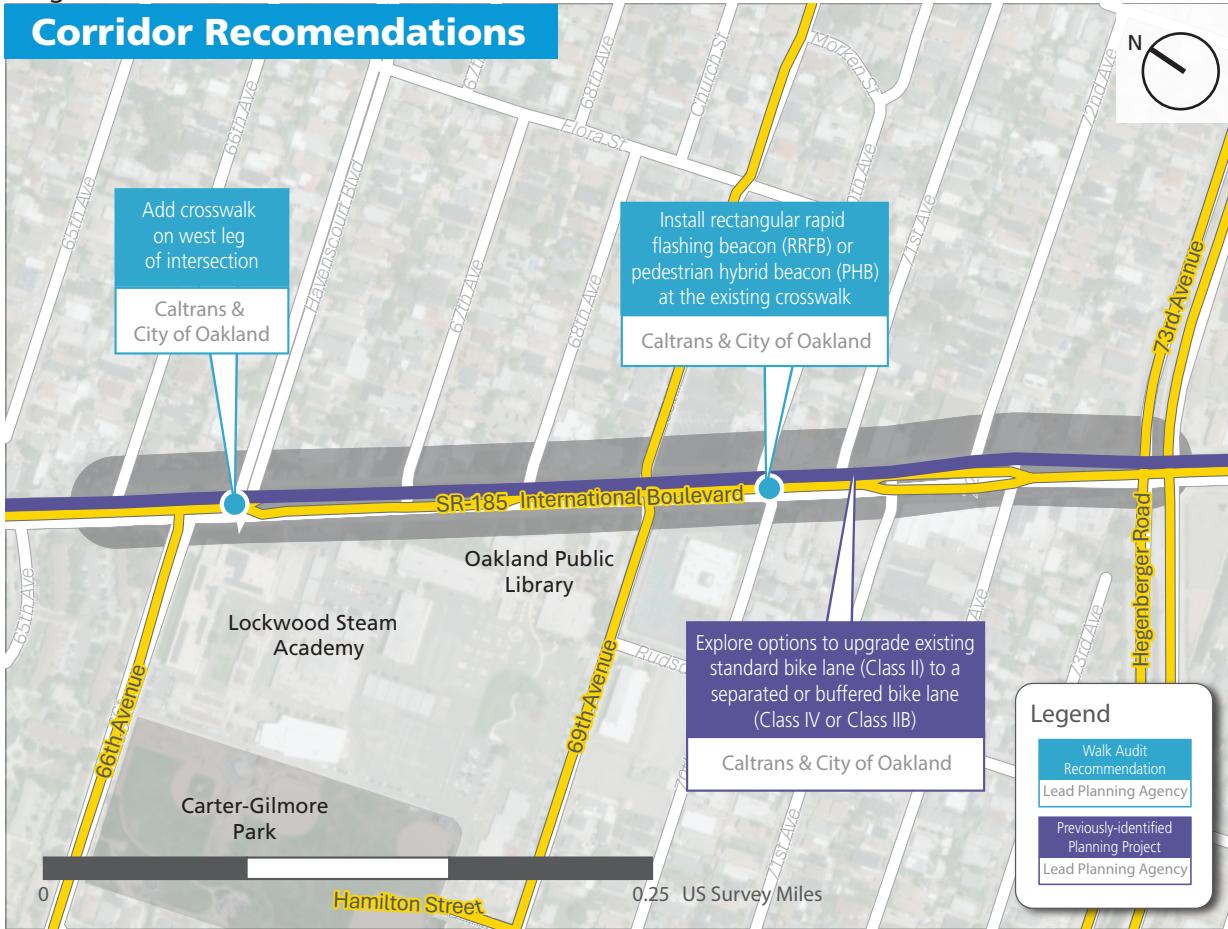
In US Dollars 2025

3 International Boulevard from 66th Avenue to 73rd Avenue

Corridor Context

- International Boulevard is a multilane road with median bus stops and bus lanes served by AC Transit. Recommendations will need to be coordinated with AC Transit.
- The south side of the corridor between 66th Avenue and 69th Avenue is especially busy during school drop-off and pick-up times due to adjacent elementary and high schools along this block.
- There were 60 collisions along this corridor between 2019 and 2023; nine involved a pedestrian. The most common violation was unsafe speed, followed closely by improper turning and failure to obey traffic signals and signs.

Corridor Recommendations



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Additional crossing opportunities encourage pedestrians to cross where they are most visible to drivers.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- The existing speed feedback sign is not visible to drivers as it is blocked by a signal pole. Relocating the sign will allow it to be effective at reducing speed along the corridor.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- Rectangular rapid flashing beacons (RRFBs) can significantly increase motorist yielding rates and draw attention to crossing pedestrians.

Estimated Capital Cost

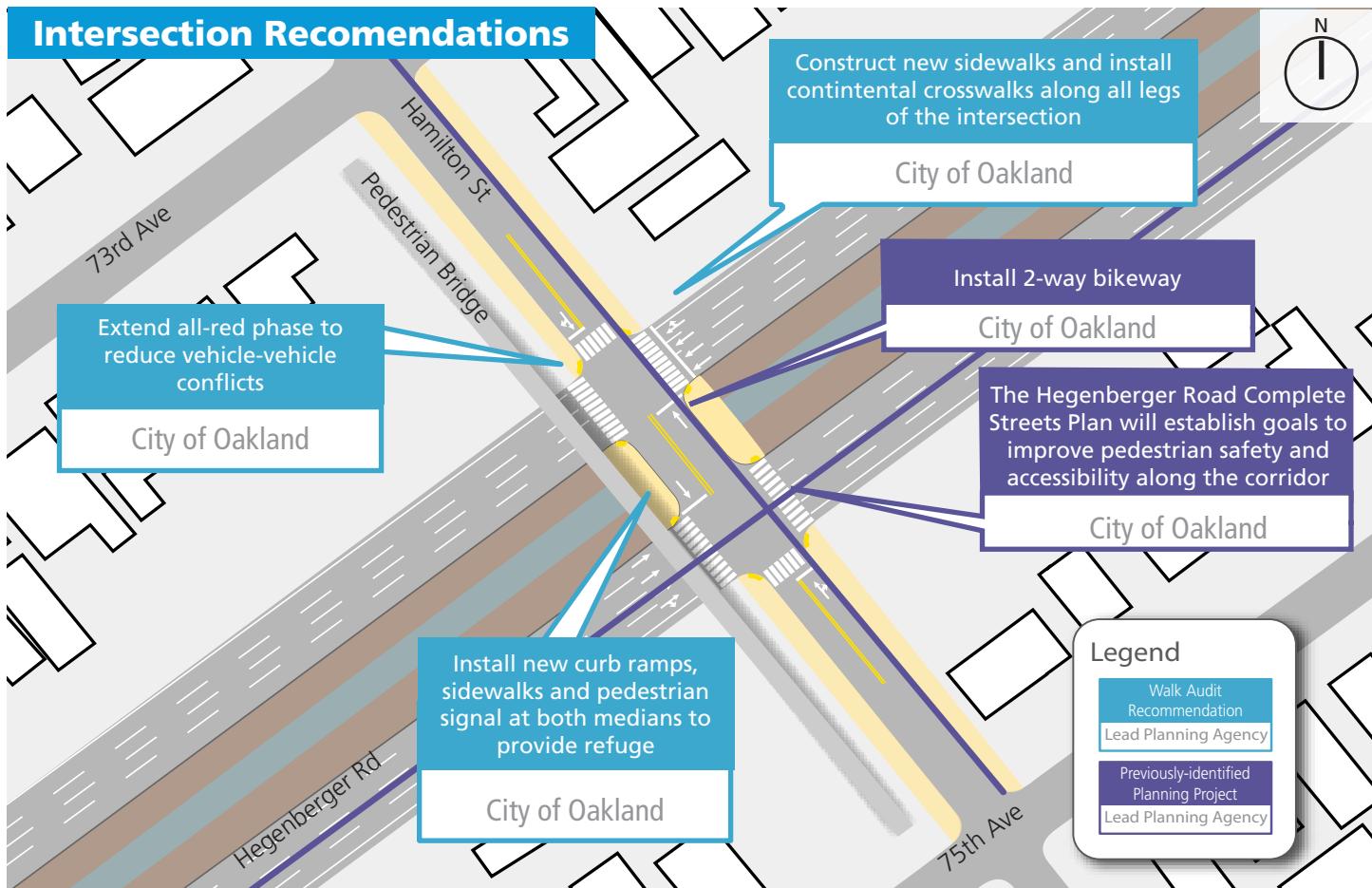
\$50,000

In US Dollars 2025

4 Hegenberger Road & Hamilton Street

Intersection Context

- Hegenberger Road is an 8-lane roadway running east-west through the station area. The pedestrian overcrossing at Hamilton Street features a steep grade (as observed during the walk audit) and does not adequately address the safety challenges at this intersection.
- 24 collisions were recorded at this intersection from 2019 to 2023 resulting in three fatal and severe injuries. Over 60% were broadside collisions, and the majority of collisions were attributed to violations of traffic signs and signals or improper turning.
- Recommendations should be coordinated with AC Transit to minimize operational impacts.



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Constructing sidewalks and installing an at-grade crossing with a median refuge and high-visibility continental crosswalks at this intersection will enable safer crossings for those who cannot or choose not to use the pedestrian bridge. This will provide additional safety benefits to children, seniors, and people with disabilities.

FHWA Tier 3 Safety Countermeasures to Manage Conflicts in Time:

- Increasing the all-red phase at this signalized intersection may reduce conflicts between opposing vehicle movements.

Estimated Capital Cost

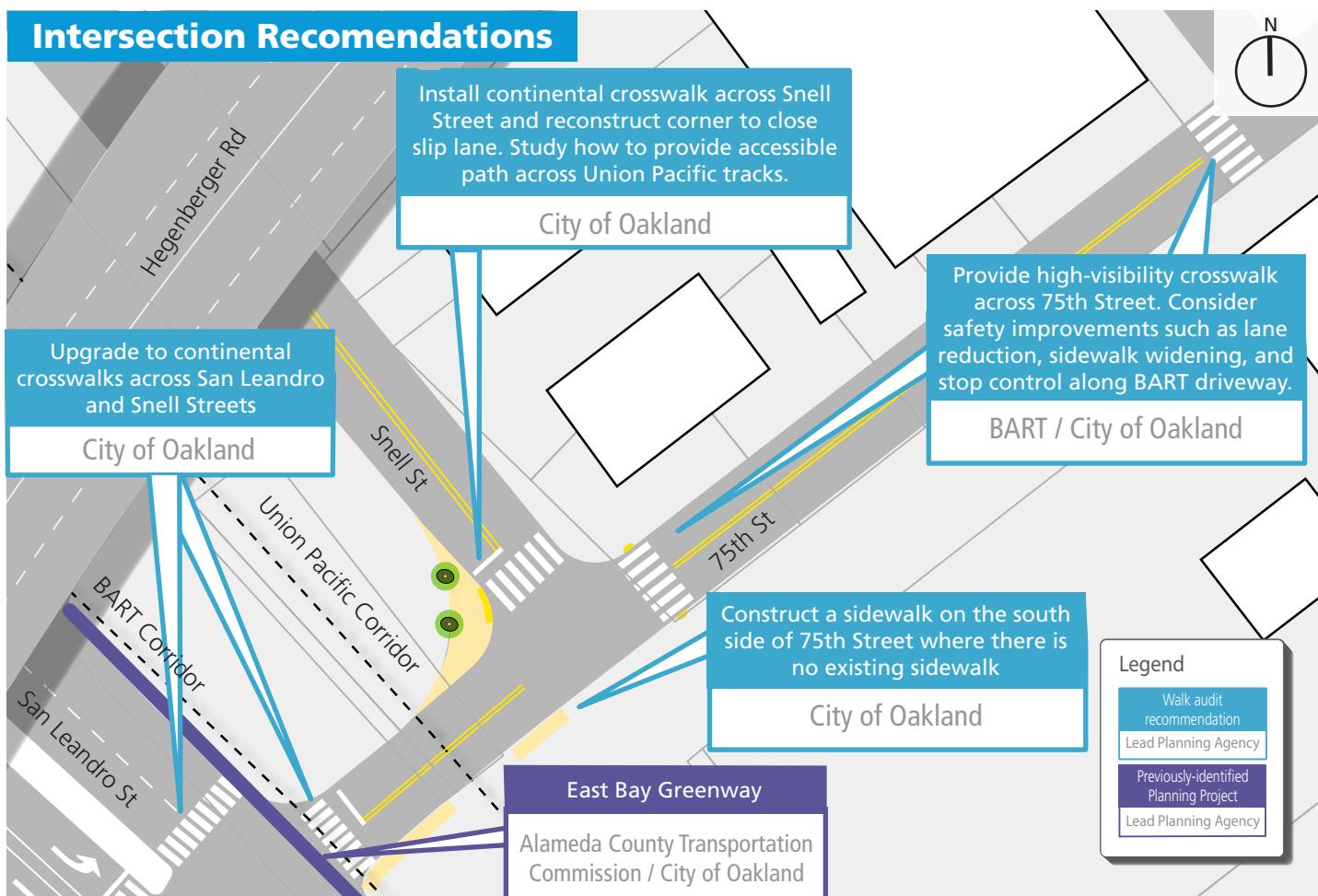
\$400,000

In US Dollars 2025

5 Snell Street & 75th Street

Intersection Context

- Snell Street meets 75th Street just south of the BART station. The intersection has a slip lane from Snell Street to 75th Street, no marked pedestrian crossing, and stretches of missing sidewalks.
- For BART riders who live south of Hegenberger Road, 75th Street is the most efficient path to access the station.
- There were 12 collisions recorded at or near this intersection between 2019-2023, with one involving a pedestrian.



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Accessible sidewalks provide a space for pedestrians to travel that is separated from vehicle traffic.
- Closing the slip lane at Snell Street reduces the crossing distance.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Closing the slip lane at Snell Street will reduce vehicle speeds as they turn right onto 75th Street.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- Installing high-visibility continental crosswalks will increase pedestrian visibility.

Estimated Capital Cost

\$100,000

In US Dollars 2025