Lake Merritt Station Area Plan:

CSG Meeting #9

Transportation

DYETT & BHATIA
Urban and Regional Planners

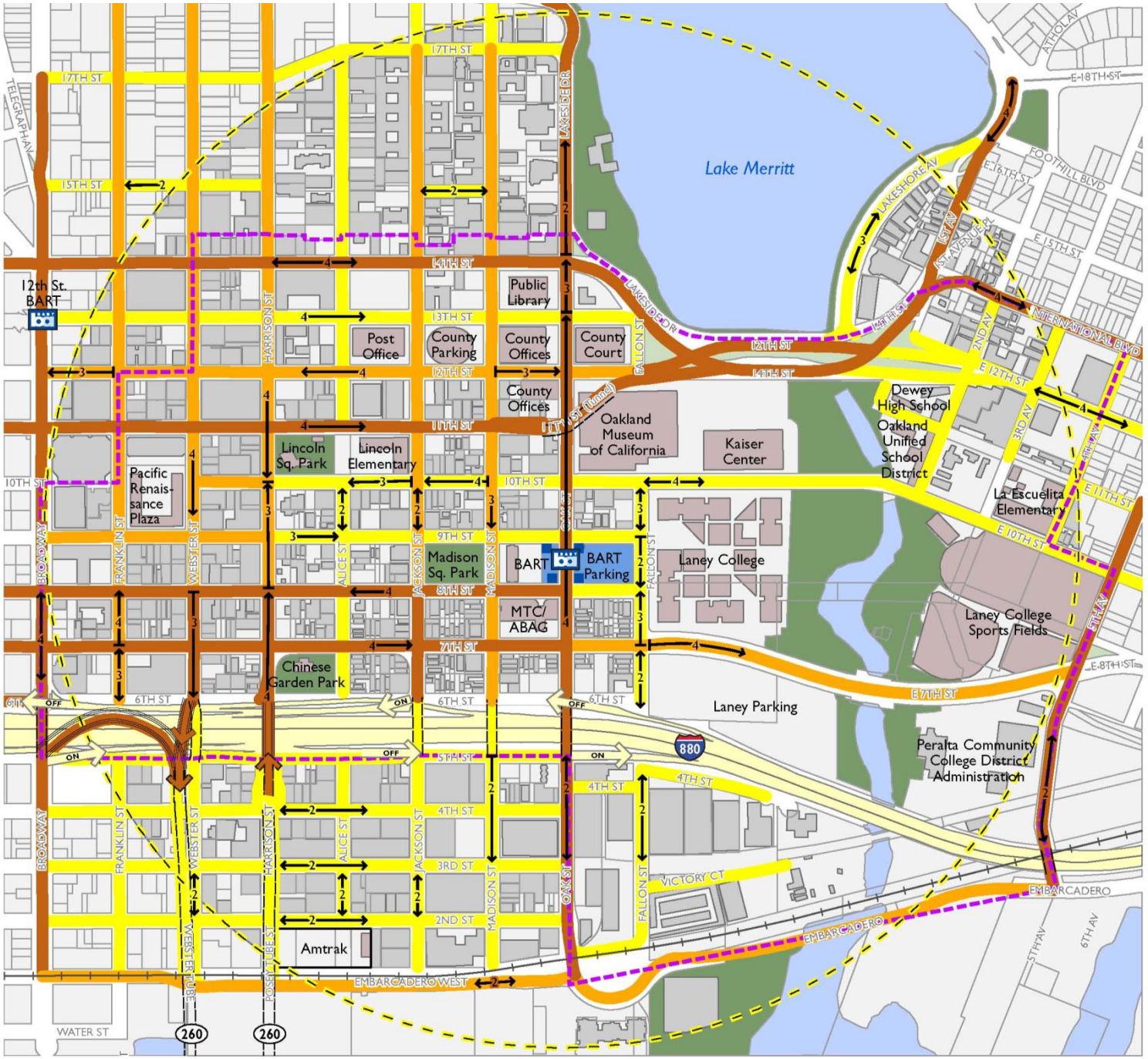
July 18, 2011

CSG Meeting #9 - Overview

- Summary of Existing Transportation Conditions
- What is Currently Planned in the Area
- Summary of Community Feedback
- Circulation Improvement Strategies

Brief Summary of Existing Conditions

- Roadway Conditions
- Pedestrian Environment
- Bicycle Environment
- Transit Service

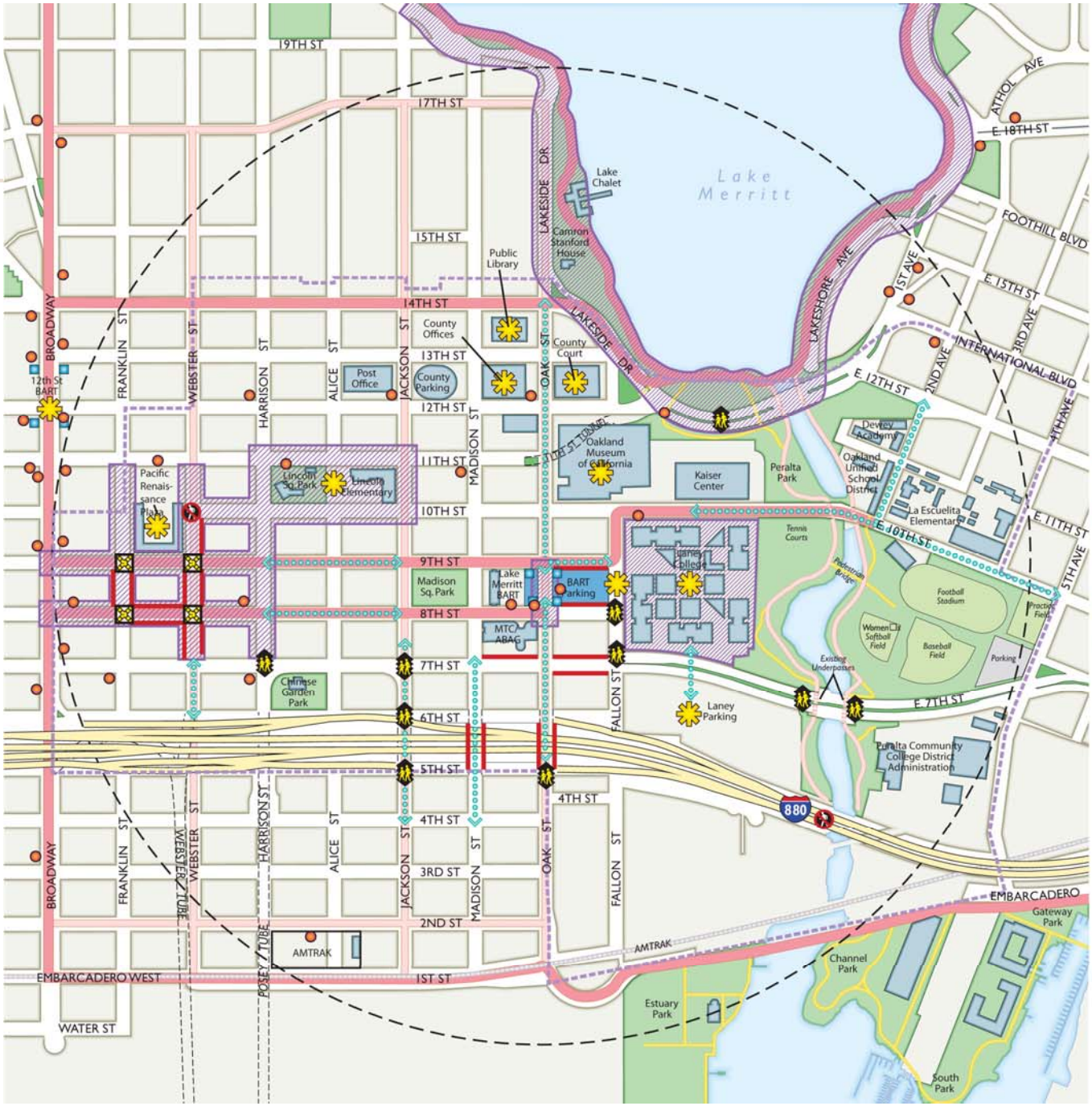


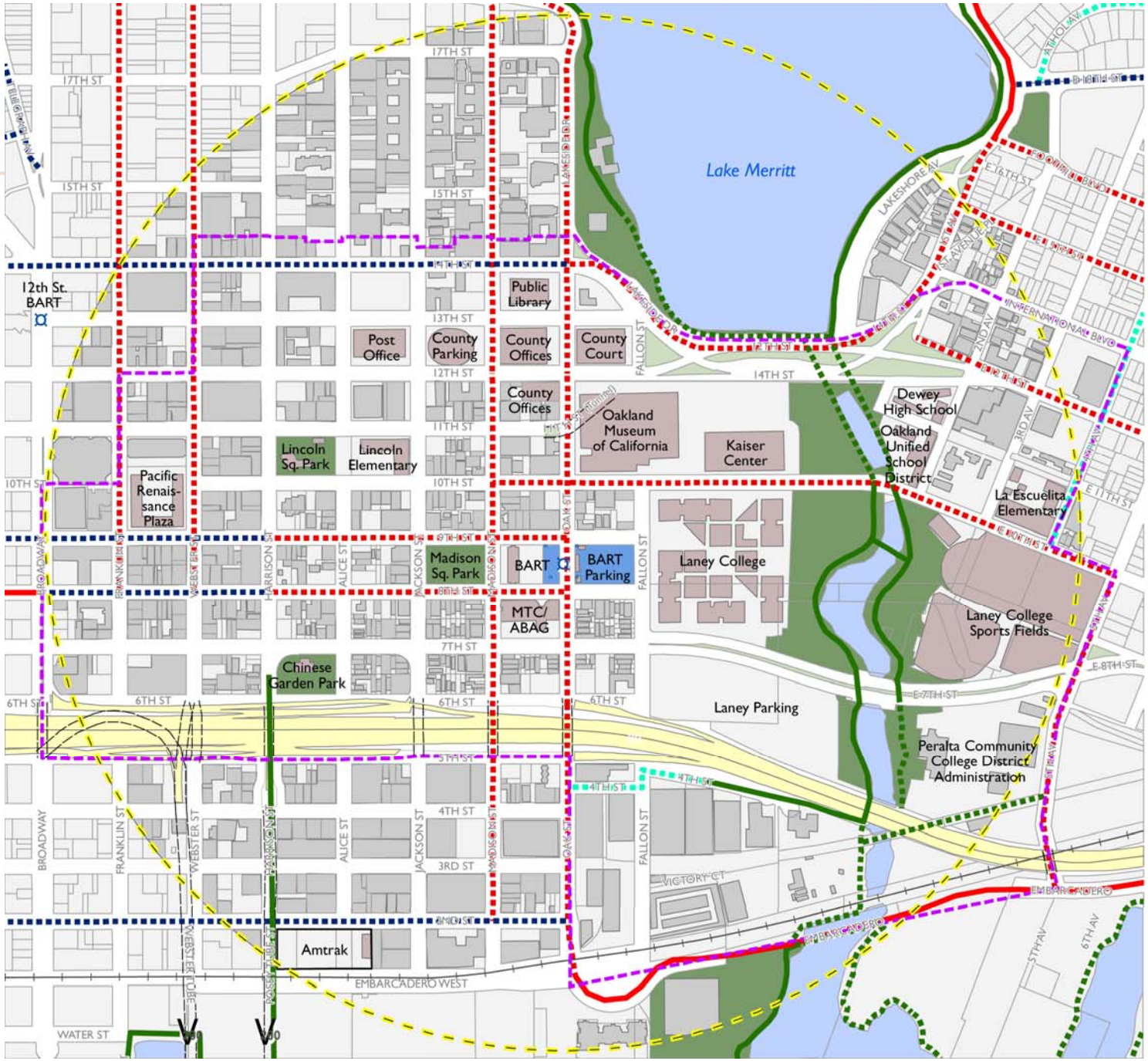
Traffic Volumes

- BART Station Entrance
- BART Station
- Arterial: 2,400+ Peak-Hour Vehicles per Hour
- Collector: 1,200-2,400 Peak-Hour Vehicles per Hour
- Local: <1,200 Peak- Hour Vehicles per Hour
- 4 Number of Lanes
- Lake Merritt BART Station
- Park
- City Right of Way
- Public Buildings/ Major Destinations
- Building Footprints
- Focus Area
- Planning Area - 1/2 Mile Radius
- Freeway (with on and off access)
- Tunnel Entrance
- Travel Direction

0 100 300 500 750 1,000 Feet

Source: City of Oakland and Dyett and Bhatia, 2009.


Lake Merritt Station
Pedestrian Improvements
Key Destinations
Primary Pedestrian Activity Nodes
Primary Pedestrian Circulation Patterns
Primary Pedestrian Route (Master Plan)
Secondary Pedestrian Route (Master Plan)
Pedestrian Scramble
Pedestrian Crossing Prohibited
Difficult Crossing
Primary Bus Stop (ridership over 100 on/off per weekday)
Narrow/Obstructed Sidewalk
Lake Merritt BART Station
BART Station Entrance
Park
City Right-of-Way
Pedestrian/Bike Path
Focus Area
Planning Area - 1/2 Mile Radius
Amtrak
Lake Merritt
19TH ST
17TH ST
15TH ST
14TH ST
13TH ST
12TH ST
11TH ST
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
BROADWAY
FRANKLIN ST
WEBSTER ST
HARRISON ST
ALICE ST
JACKSON ST
MADISON ST
OAK ST
FALLON ST
LAKESIDE DR
LAKESHORE AVE
ATHOL AVE
FOOTHILL BLVD
E. 18TH ST
E. 15TH ST
E. 12TH ST
E. 11TH ST
E. 10TH ST
1ST AVE
2ND AVE
3RD AVE
INTERNATIONAL BLVD
4TH AVE
5TH AVE
EMBARCADERO
EMBARCADERO WEST
WATER ST
880
AMTRAK
POSEY TUBE
WEBSTER TUBE
12th St. BART
Lake Chalet
Camron Stanford House
Public Library
County Offices
County Court
Post Office
County Parking
Oakland Museum of California
Kaiser Center
Peralta Park
Pacific Renaissance Plaza
Lincoln Sq. Park
Lincoln Elementary
Madison Sq. Park
Lake Merritt BART
BART Parking
MTC/ABAG
Chinese Garden Park
Laney College
Laney Parking
Tennis Courts
Pedestrian Bridge
Football Stadium
Practice Field
Women's Softball Field
Baseball Field
Parking
Existing Underpasses
Peralta Community College District Administration
Oakland Unified School District
La Escuelita Elementary
Devlyn Academy
Channel Park
Estuary Park
Gateway Park
South Park

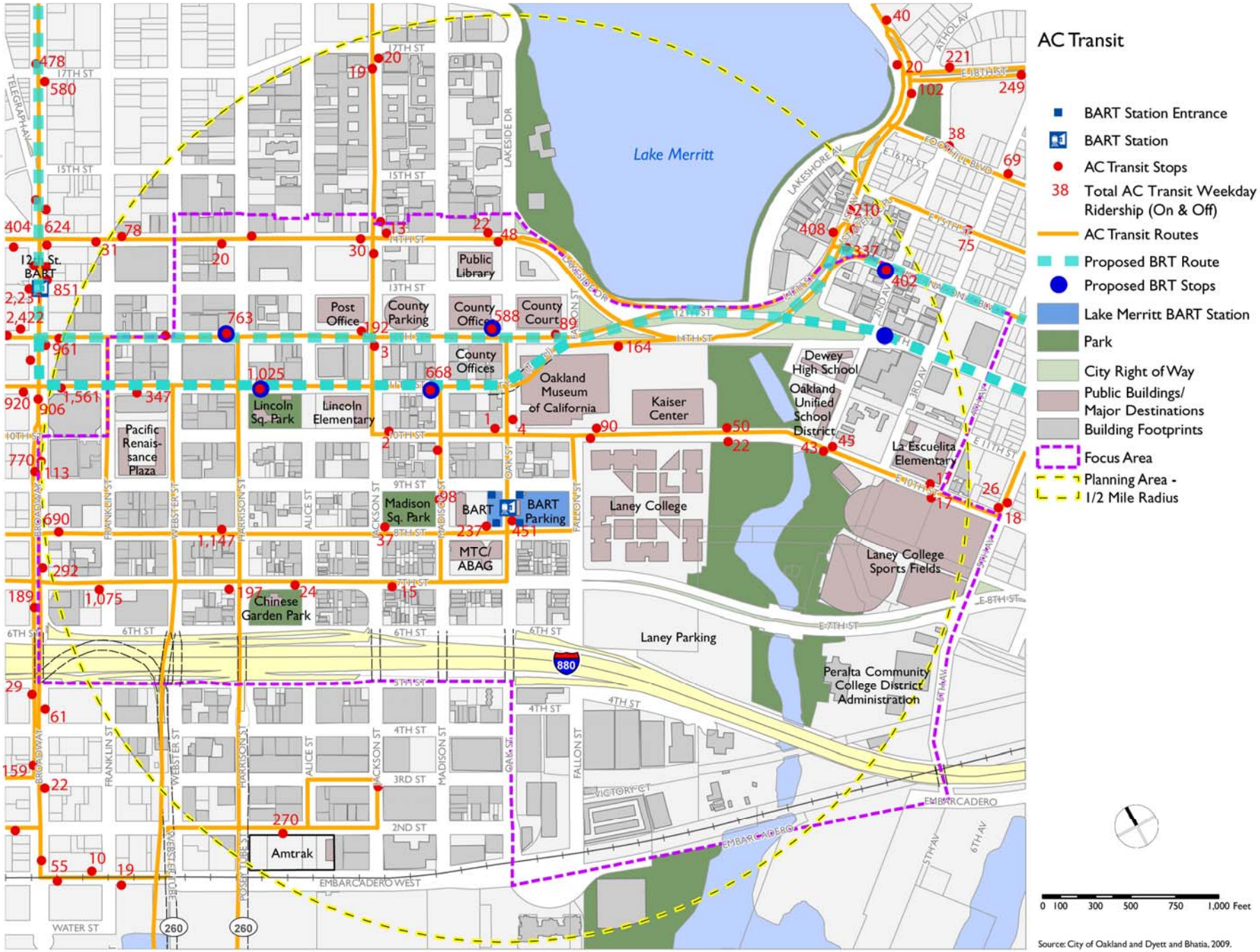


Bicycle Network

- BART Station Entrance
- BART Station
- Existing - Bike Path (Class 1)
- Existing - Bike Lane (Class 2)
- Proposed - Bike Path (Class 1)
- Proposed - Bike Lane (Class 2)
- Proposed - Arterial Bike Route (Class 3A)
- Proposed - Bicycle Boulevard (Class 3B)
- Lake Merritt BART Station
- Park
- City Right of Way
- Public Buildings/ Major Destinations
- Building Footprints
- Focus Area
- Planning Area - 1/2 Mile Radius

0 100 300 500 750 1,000 Feet

Source: City of Oakland and Dyett and Bhatia, 2009.


AC Transit
BART Station Entrance
BART Station
AC Transit Stops
38 Total AC Transit Weekday Ridership (On & Off)
AC Transit Routes
Proposed BRT Route
Proposed BRT Stops
Lake Merritt BART Station
Park
City Right of Way
Public Buildings/ Major Destinations
Building Footprints
Focus Area
Planning Area - 1/2 Mile Radius
Lake Merritt
12th St. BART
Public Library
Post Office
County Parking
County Office
County Court
County Offices
Oakland Museum of California
Kaiser Center
Dewey High School
Oakland Unified School District
La Escuelita Elementary
Lincoln Sq. Park
Lincoln Elementary
Pacific Renaissance Plaza
Madison Sq. Park
BART
BART Parking
MTC/ ABAG
Laney College
Laney College Sports Fields
Laney Parking
Peralta Community College District Administration
Chinese Garden Park
Amtrak
880
0 100 300 500 750 1,000 Feet
Source: City of Oakland and Dyett and Bhatia, 2009.

Related Transportation Plans

- City of Oakland ITS Master Plan
- Oakland Measure DD Implementation Plan
- AC Transit Bus Rapid Transit (BRT)
- I-880/Broadway-Jackson Interchange

City of Oakland ITS Master Plan

- The City of Oakland is planning to develop a synchronized signal system along 7th Street
- This will allow cars driving at a certain speed to "get all the green lights"
- This will slow traffic along the entire 7th Street corridor, particularly during the morning and evening rush hours

Oakland Measure DD Implementation Plan

- The City of Oakland is planning improvements around Lake Merritt and the Lake Merritt Channel
- 12th Street Reconstruction – Reconfigure existing 12-lane roadway into a six-lane, tree lined boulevard
- New bridge and roadway to be completed in late summer 2011


LAKE MERRITT
CAMERON STANFORD HOUSE
MAIN LIBRARY
FIRE ALARM BUILDING
COUNTY COURTHOUSE
OAKLAND MUSEUM
KAISER CONVENTION CENTER
MULTI-USE PATH
RESTROOM
WATERFRONT OVERLOOK
MULTI-USE PATH
MULTI-USE OPEN SPACE
VEHICULAR BRIDGE
PEDESTRIAN BRIDGE
1200 LAKESHORE AVENUE
MULTI-USE PATH
TIDAL MARSH
CHANNEL
MULTI-USE PATH
ILLUSTRATIVE PLAN
12TH STREET RECONSTRUCTION PROJECT
FEBRUARY 25, 2008
SASAKI

AC Transit Bus Rapid Transit (BRT)

- AC Transit is proposing express bus service from Downtown Berkeley through Downtown Oakland and San Leandro
- The proposed BRT will travel along 11th Street and 12th Street through the area
- It will also travel along International Boulevard and 12th Street through the East Lake Neighborhood

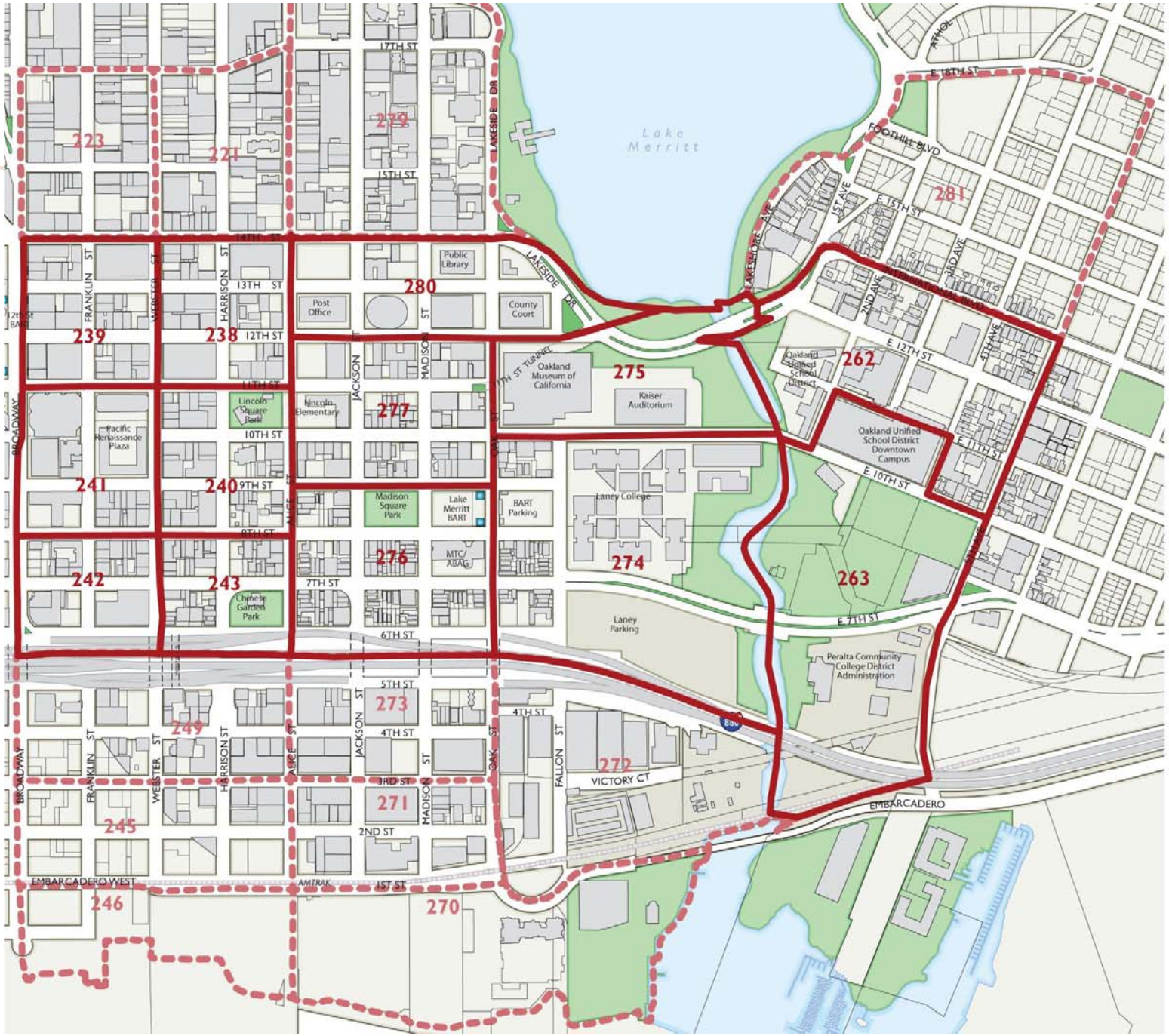
I-880/Broadway-Jackson Interchange

- Project to develop alternatives to improve access and traffic operations between Oakland, Alameda, and I-880/I-980
- Will discuss in greater detail later in presentation

Plan Area Future Conditions: Growth Projections

- How much development and where growth will occur
- Initial potential development numbers are in line with regional projections
  - *ABAG 2009 Projections by Traffic Analysis Zone (updated)*
  - *Looking at our focus area ONLY (not the ½ mile radius)*

	ABAG 2009 Projections by TAZ in the Focus Area (2005-2035)	Potential Development (still to be updated based on CSG comments)
New Housing Units	4,933	4,270-6,790
New Jobs	4,169	4,983
New Non-residential Development (assumes 350 square feet per job)	1,459,000	1,744,000



Lake Merritt Station Area: Trafic Analysis Zones (TAZs)

TAZs in the Focus Area

TAZs in the 1/2 mile (no longer included)

June 17, 2011

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BHATIA
nal Planners

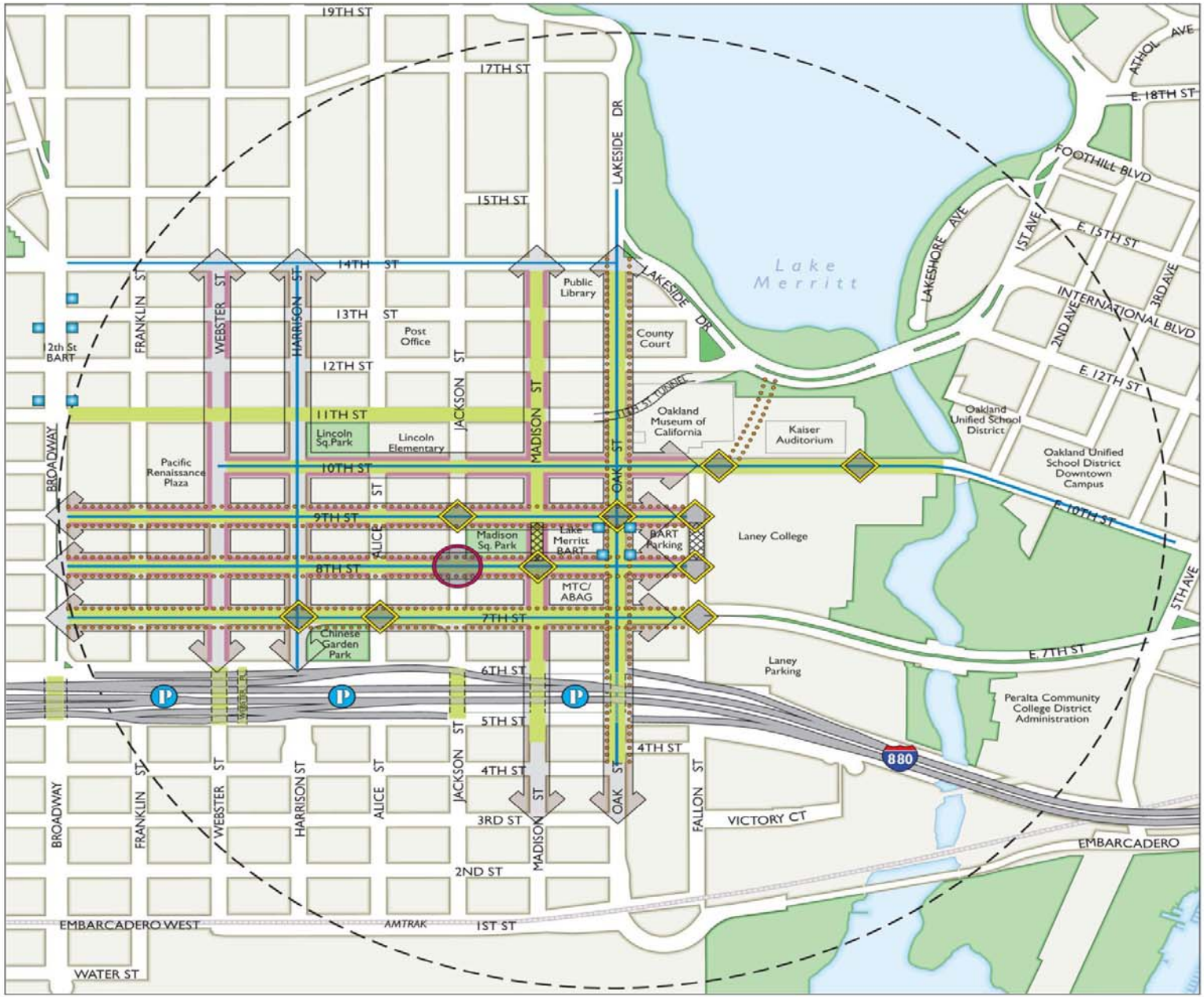
What the Community would like:

- Improve safety with better street and pedestrian lighting and reducing vehicular speeds
- Calm traffic and enhance street design by widening sidewalks and adding street trees and bus shelters
- Consider converting one-way streets to two-way traffic
- Provide better bike access around the BART station and on select streets throughout the area

What the Community would like:

- Improve street crossings for pedestrians walking near the Lake Merritt BART station, Laney College, Madison Square and Chinese Garden Parks, and accessing Lake Merritt
- Improve street design and connections for people walking under the I-880 freeway
- Create a gateway at 8th St. and Jackson St.
- Improve connections between BART, Laney College, Chinatown and the East Lake neighborhood

Lake Merritt Station Area Summary of Community Feedback: Transportation



- Add Trees/Distinctive Street Design
- Key Bicycle Street
- Key Pedestrian Street (Main Street on 8th)
- Convert to Two-way
- Widen Sidewalk
- Gateway
- Close or Modify Street
- Intersection/Pedestrian Crossing Improvement
- Add Parking
- BART Station Entrance
- Planning Area - 1/2 Mile Radius

Note:
The map illustrates preferences that were shared by three or more groups at the community workshops.

This feedback has not yet been reviewed for its economic or technical feasibility.

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Advantages of One Way to Two Way Conversion

- Creates less confusing circulation pattern
- Eliminates indirect routes, saving time, fuel consumption, and emissions
- Creates slower traffic due to fewer lanes in each direction, parking maneuvers, and an increase in congestion
- Improves pedestrian perception of street as less of a barrier
- Increase exposure to adjacent properties to passing motorists
- Increase access to adjacent properties served by driveways

However…There are Major Disadvantages

- Two way streets increase the potential for more accidents between vehicles, pedestrians, and bicyclists at intersections
  - *For example, a crossing pedestrian has to look for vehicles in two directions instead of only one direction*
- Increases traffic congestion at intersections
- May require additional turn lanes at intersections which may eliminate on-street parking adjacent to intersection
- Converting signalized intersections to two way travel is expensive
- There may be other more cost effective ways to address concerns

Advantages of Lane Reduction

- Potential for additional amenities, including:
  - *Bike Lanes – Creates safe and convenient access/routes for bikers*
  - *Wider Sidewalks – Increases pedestrian comfort, adds space for amenities, vendors, outdoor dining*
  - *Reduced Travel Speeds – Lower speeds due to additional amenities*
  - *Angled On Street Parking – Creates more parking opportunity in area*
  - *Enhanced Transit Stops – Provides improved amenities & bus operations*
  - *Street Trees – Creates improved pedestrian environment*
  - *Green Street Amenities, such as rain gardens – Environmentally friendly*
- Lowest cost if only restriping is required

Preliminary Traffic Analysis

- Roadway Segment Analysis using future (2025, 2030) peak hour traffic volumes from other sources
  - *Oak to Ninth Avenue EIR*
  - *I-880/Broadway-Jackson PSR*
- Other Sources of Traffic Data
  - *Chinatown One-Way Street Conversion Study*
  - *Revive Chinatown*
- Analysis based on Florida DOT roadway segment LOS analysis, comparing future demand to roadway capacity

Transformation Through Reduction or Conversion

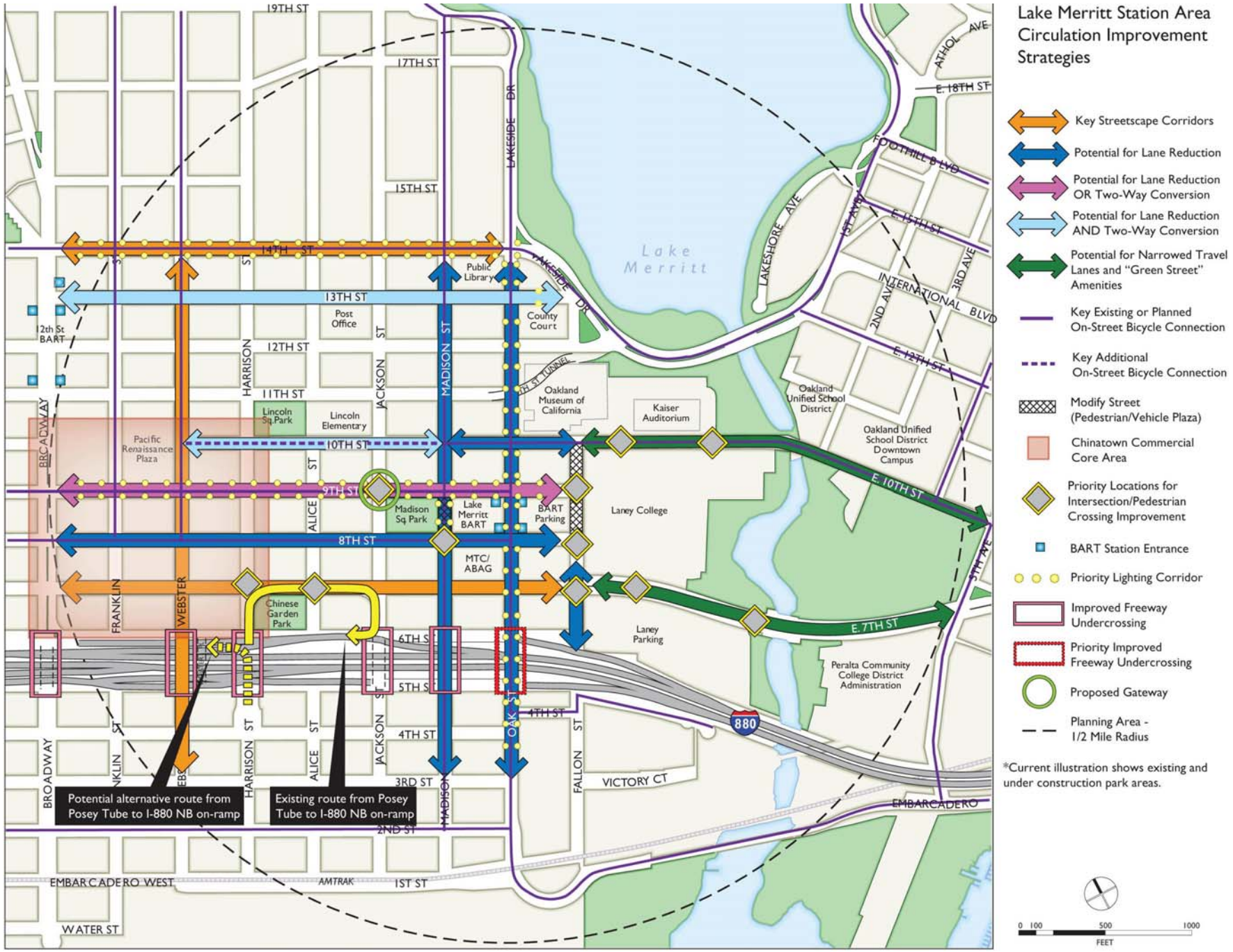
- 8th Street
- 9th Street
- 10th Street
- 13th Street
- Madison Street
- Oak Street
- Fallon Street

Key Streetscape Corridors and Area Gateways

- 7th Street
- 14th Street
- Webster Street
- Transform through coordinated street tree planting, sidewalk design, and lighting

Potential Criteria for Selection

- Does street have capacity for improvements
- Feasibility of improvements
- Greatest benefit for community
- Cost of improvements
- Grant availability


Lake Merritt Station Area Circulation Improvement Strategies
Key Streetscape Corridors
Potential for Lane Reduction
Potential for Lane Reduction OR Two-Way Conversion
Potential for Lane Reduction AND Two-Way Conversion
Potential for Narrowed Travel Lanes and "Green Street" Amenities
Key Existing or Planned On-Street Bicycle Connection
Key Additional On-Street Bicycle Connection
Modify Street (Pedestrian/Vehicle Plaza)
Chinatown Commercial Core Area
Priority Locations for Intersection/Pedestrian Crossing Improvement
BART Station Entrance
Priority Lighting Corridor
Improved Freeway Undercrossing
Priority Improved Freeway Undercrossing
Proposed Gateway
Planning Area - 1/2 Mile Radius
*Current illustration shows existing and under construction park areas.
0 100 500 1000
FEET
Potential alternative route from Posey Tube to I-880 NB on-ramp
Existing route from Posey Tube to I-880 NB on-ramp
Lake Merritt
19TH ST
17TH ST
15TH ST
14TH ST
13TH ST
12TH ST
11TH ST
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
LAKESIDE DR
MADISON ST
JACKSON ST
HARRISON ST
ALICE ST
WEBSTER ST
FRANKLIN ST
BROADWAY
OAK ST
FALLON ST
12th St BART
Public Library
Post Office
County Court
Lincoln Sq Park
Lincoln Elementary
Pacific Renaissance Plaza
Madison Sq Park
Lake Merritt BART
BART Parking
Chinese Garden Park
MTC/ ABAG
Oakland Museum of California
Kaiser Auditorium
Oakland Unified School District
Oakland Unified School District Downtown Campus
Laney College
Laney Parking
Peralta Community College District Administration
880
VICTORY CT
EMBARCADERO
EMBARCADERO WEST
AMTRAK
WATER ST
ATHOL AVE
E. 18TH ST
FOOTHILL BLVD
LAKESHORE AVE
1ST AVE
E. 15TH ST
2ND AVE
3RD AVE
INTERNATIONAL BLVD
E. 12TH ST
E. 10TH ST
E. 7TH ST
7TH AVE

Distinctive Street Design and Wayfinding

- Distinctive Design elements:
  - *Lighting*
  - *Signage*
  - *Wayfinding*
  - *Trees/landscaping*
  - *Public art*
- Wayfinding
  - *Provides direction*
    - To transit
    - To local businesses
    - To cultural resources
  - *Can be creative/tell a story about the neighborhood*

Street Lighting and Safety

- While all street corridors need enhanced lighting, three corridors have been identified as high priority for lighting improvements – 9th Street, 14th Street, and Oak Street
- Additional block of Madison Street at the BART station also a priority
- Pedestrian-scaled and Street Lighting can get expensive, approximately $10,000 per light

Neighborhood Gateway

- Identified at 8th and Jackson streets
- Consider 9th Street between Jackson and Oak streets
  - *More capacity for change on 9th*
- Gateway identifies and celebrates entrance to Chinatown Commercial Core
- Distinctive design, public art that reflects the community

Pedestrian Enhancements at Intersections

- Narrow lanes by striping to decrease travel speed
- Corner bulb-out/curb extensions
- Reduce number of travel lanes, where possible
- Add pedestrian refuge islands on wide two-way streets
- Part-time turn prohibitions (e.g. NO RIGHT ON RED 3-6 PM)

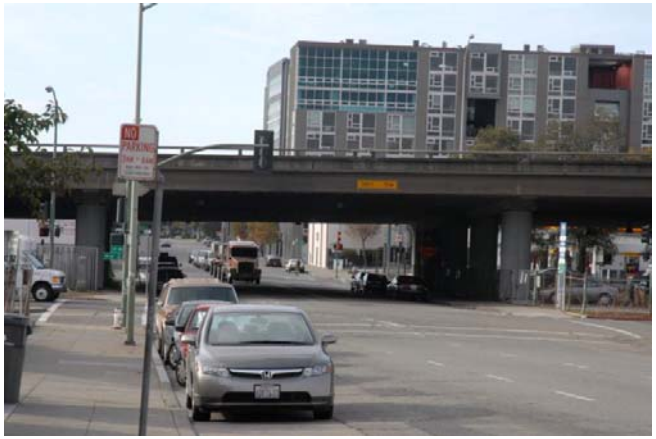
Traffic Signal Timing/Pedestrian Enhancements

- Add “Count-down” WALK timers
- Minimize pedestrian waits by keeping cycle as short as possible
- Increase time for pedestrian crossings
- Leading WALK interval (before vehicles can move)
- Synchronize traffic signals to decrease vehicle speeds
  - *Similar to planned 7th Street traffic signal improvements*
  - *Creates synchronized signal system along identified corridors*
  - *Provides opportunity to slow traffic*

Examples of Pedestrian Enhancements

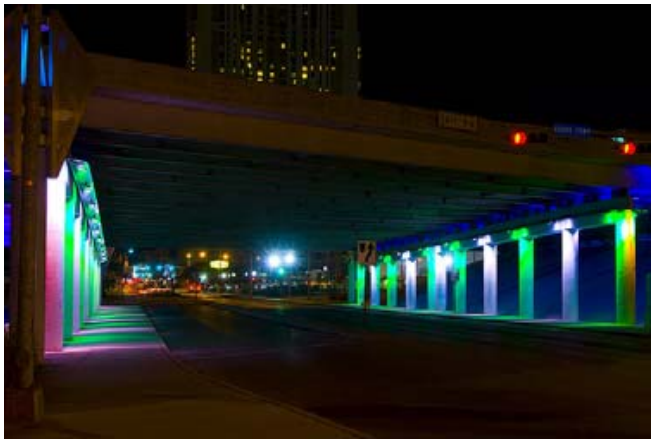
I-880 Undercrossings

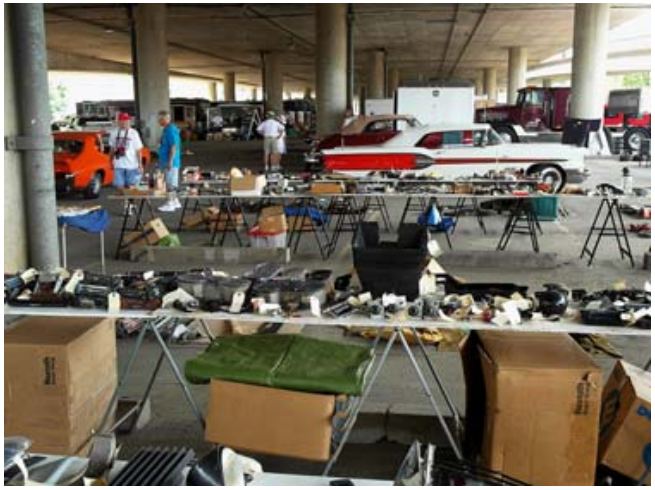
- Non-motorized environment not inviting under I-880
- Identified each undercrossing for improvements, including
  - *Oak Street (Highest Priority)*
  - *Madison Street*
  - *Jackson Street*
  - *Webster Street*
  - *Webster Place*
  - *Broadway*



I-880 Undercrossings

- JLDA Charrette Findings
  - *Activities and Uses*
    - Inter-generational
    - Encourage pedestrian activity
    - Connect Chinatown and the Waterfront
  - *Access*
    - Pedestrians and bikes
    - Cars
    - Wayfinding
  - *Time*
    - Complementary uses (day/night, weekend/weekday)
    - Seasonal uses
  - *Sustainability*
  - *Financing*





Enhanced Non-Motorized Access to Transit

- Enhanced pedestrian streets provide improved experience for pedestrians walking to and from Lake Merritt BART station
- Bike lanes and bike routes around Lake Merritt BART station provide safe and efficient access for bikers
- Additional transit amenities provide more efficient operations of buses and enhanced transit experience for users

Parking Strategy

- Parking strategy will address parking policy and parking rates
- Saving on-street parking throughout area
- Building new off-street parking facilities as part of development plan
  - *Shift from surface parking lots to parking structures*
- Potential angled on-street parking along certain corridors provides for more on-street parking
  - *However, may not be compatible with on-street bicycle facilities*

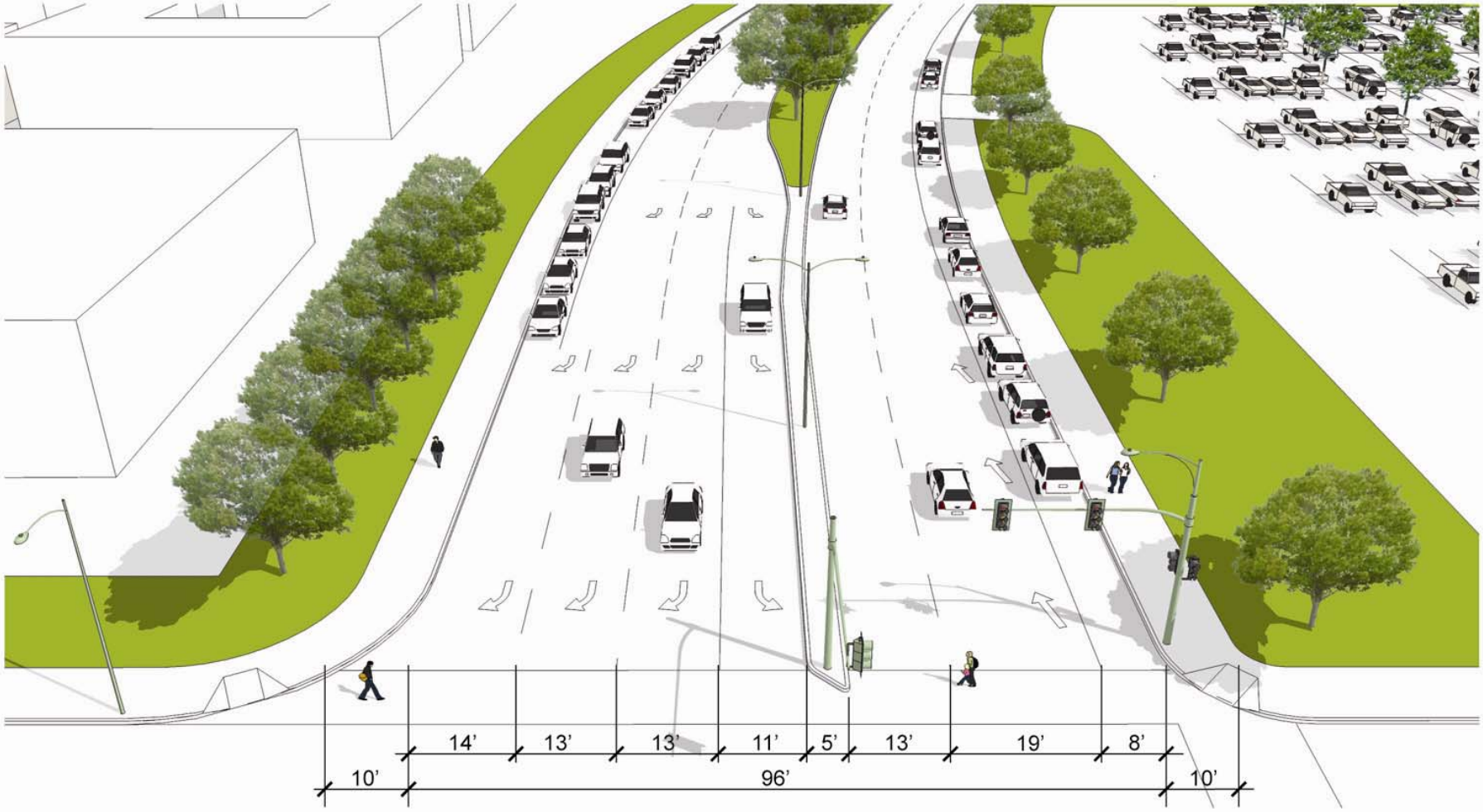
Detailed Transportation Improvement Strategies

- 7th Street – arterial and collector; high PM volume; connects East Oakland, Laney, Chinatown
- 8th Street – arterial; high AM volume; connects Chinatown, Laney, BART
- 9th Street – local; generally low volumes; connects Chinatown, Laney, BART
- 10th Street - local; generally low volumes; connects Chinatown, Laney, BART, Eastlake
- 13th Street – local; low volumes, connects Lake Merritt, County offices, 12th St BART
- Alice Street – local; low volumes
- Madison Street – collector; mid-volumes during peak hours; connects JLD, BART, County offices
- Oak Street – arterial; high volumes; connects JLD, BART, County buildings, and Lake Merritt
- Fallon Street – local; generally low volumes; connects BART and Laney
- 14th Street - arterial; high two-way volume; connects Downtown and Lake Merritt

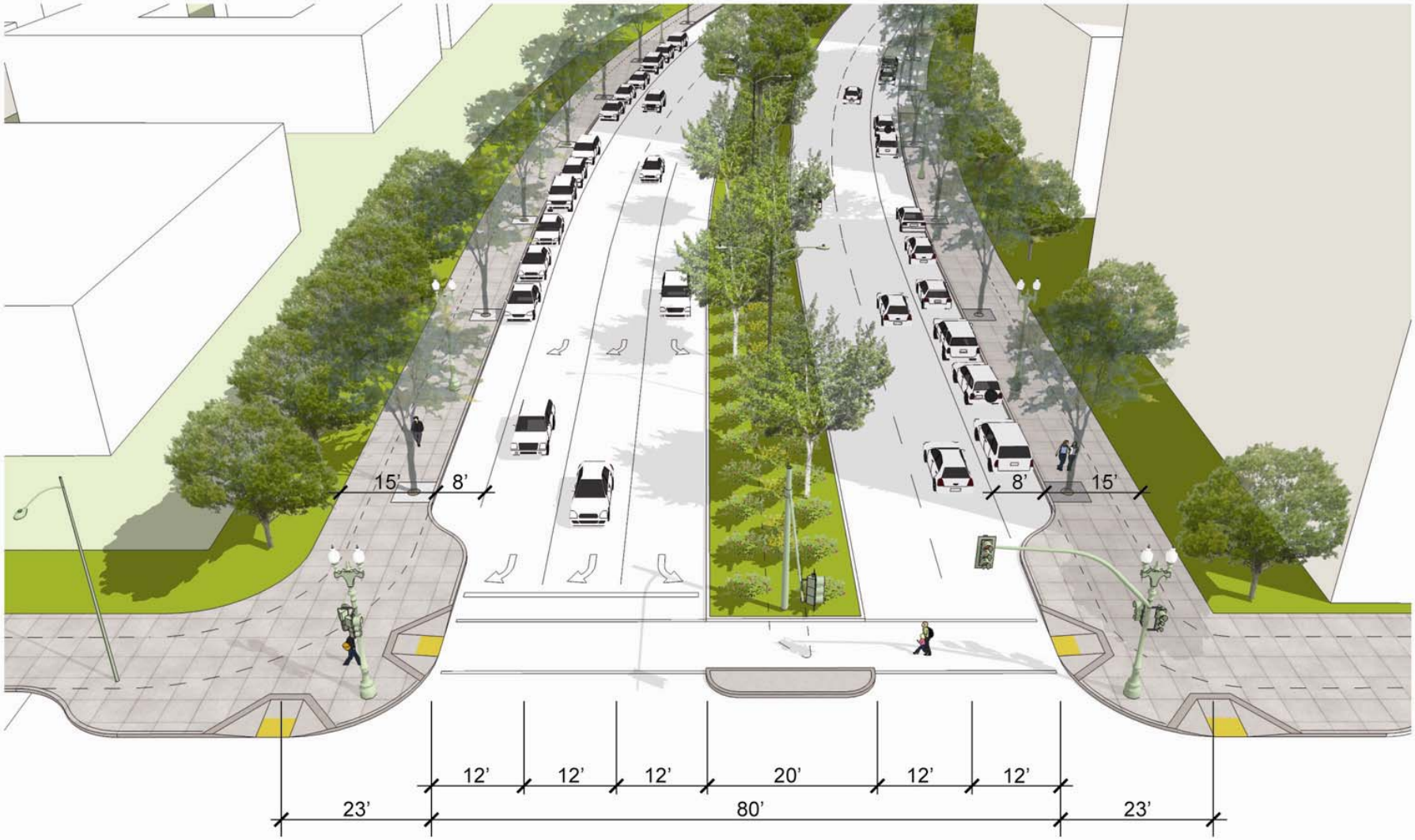
7th Street East of Fallon - Existing

Potential for 7th Street East of Fallon Street

- Narrower travel lanes
- Widen sidewalks
- Green Street amenities
- Enhanced pedestrian crossings between Laney College and parking lot
- Add corner bulb-outs at intersections
- Create new mid-block pedestrian crossing near Lake Merritt Channel



7th Street at Laney College
Existing Looking East - 6 Lanes Two-Way

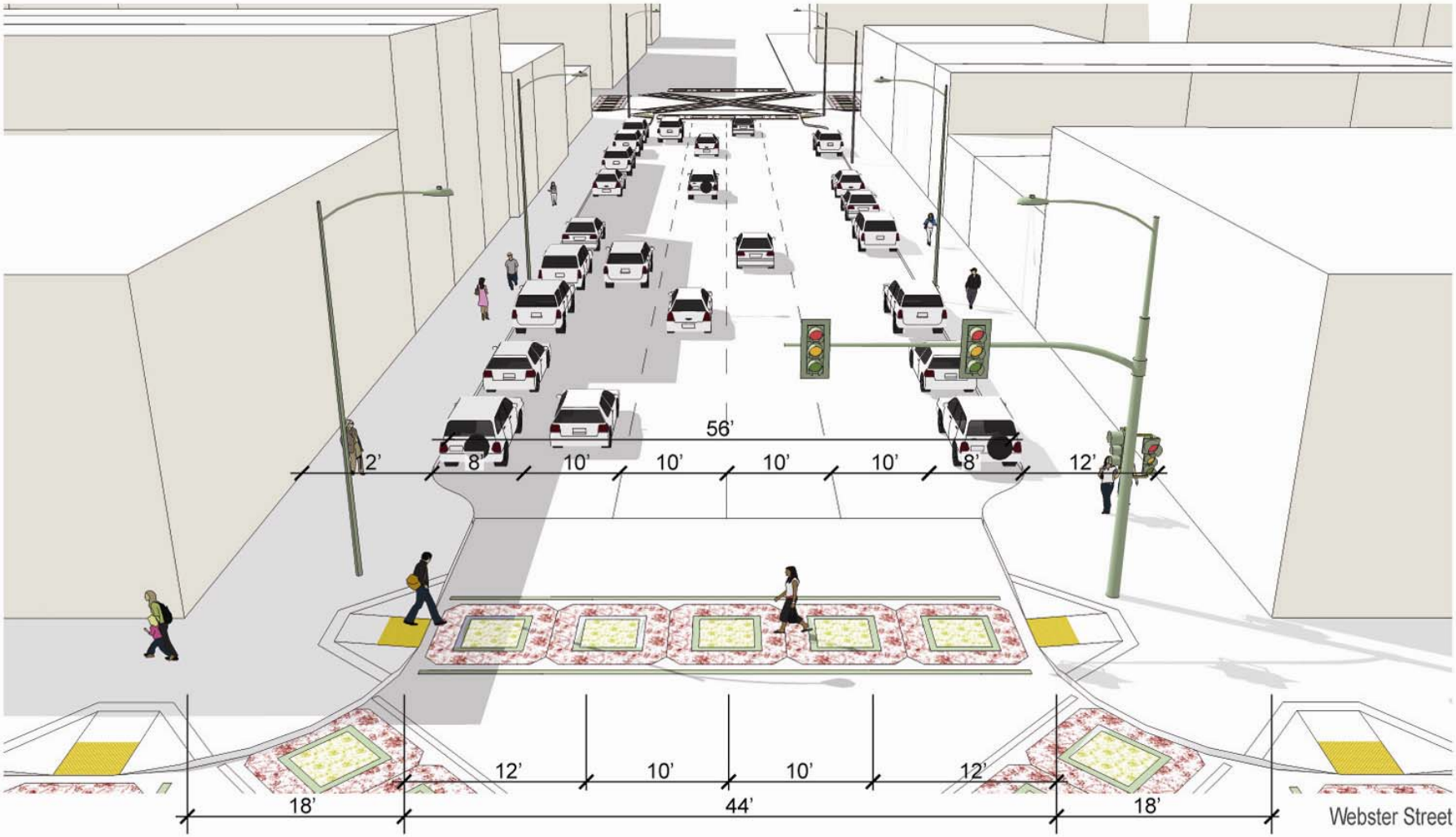


7th Street at Laney College
Westbound 4/3 Lane Reduction, Eastbound Narrowed Lane, Widened Median

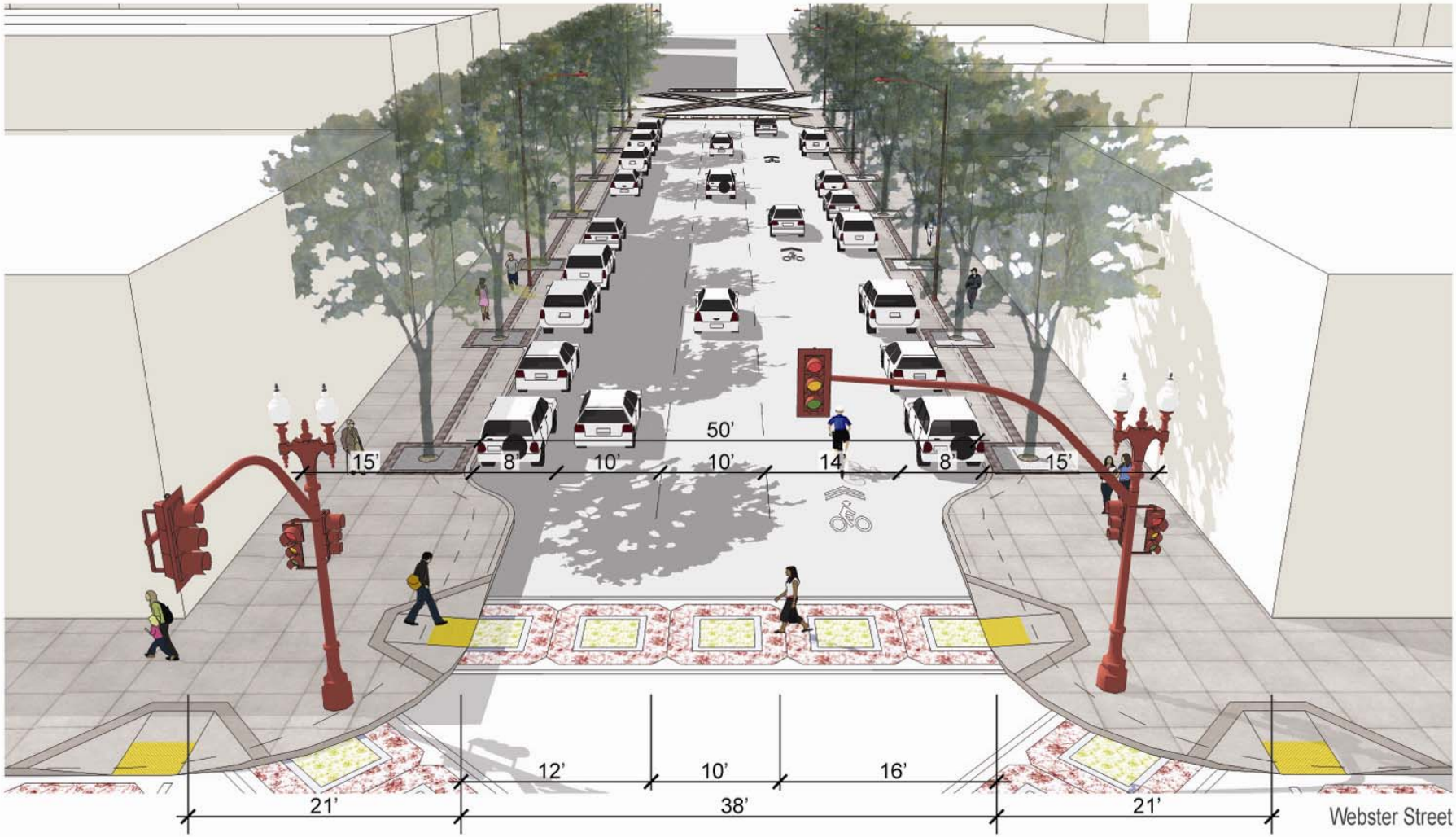
8th Street - Existing

Potential for 8th Street - Chinatown Core

- Reduce roadway by one travel lane
- Add shared vehicle/bike lane
- Add street trees
- Widen sidewalks
- Add corner bulb-outs at intersections



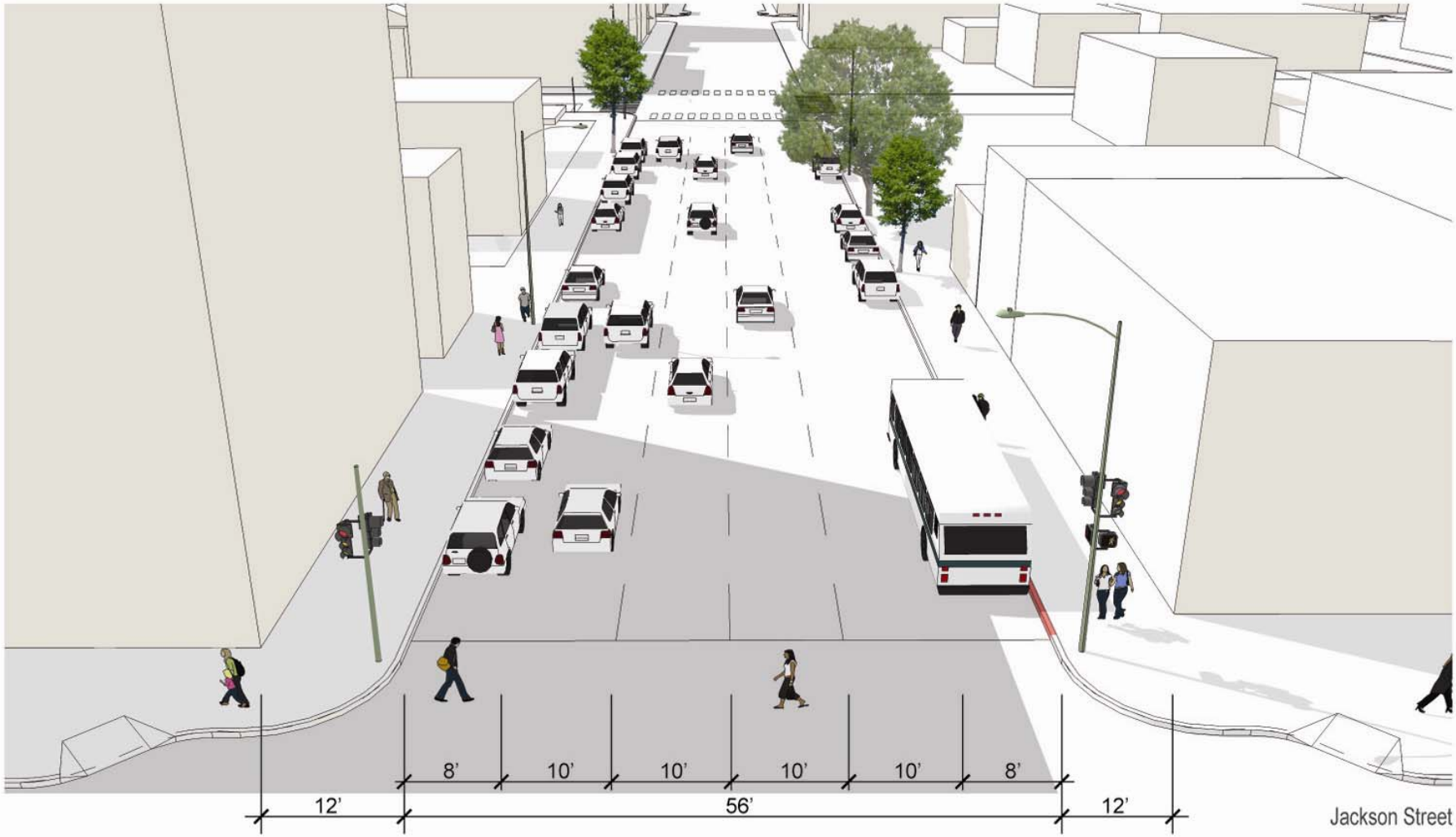
8th Street in Chinatown Core
Existing Looking West - 4 Lanes One-Way



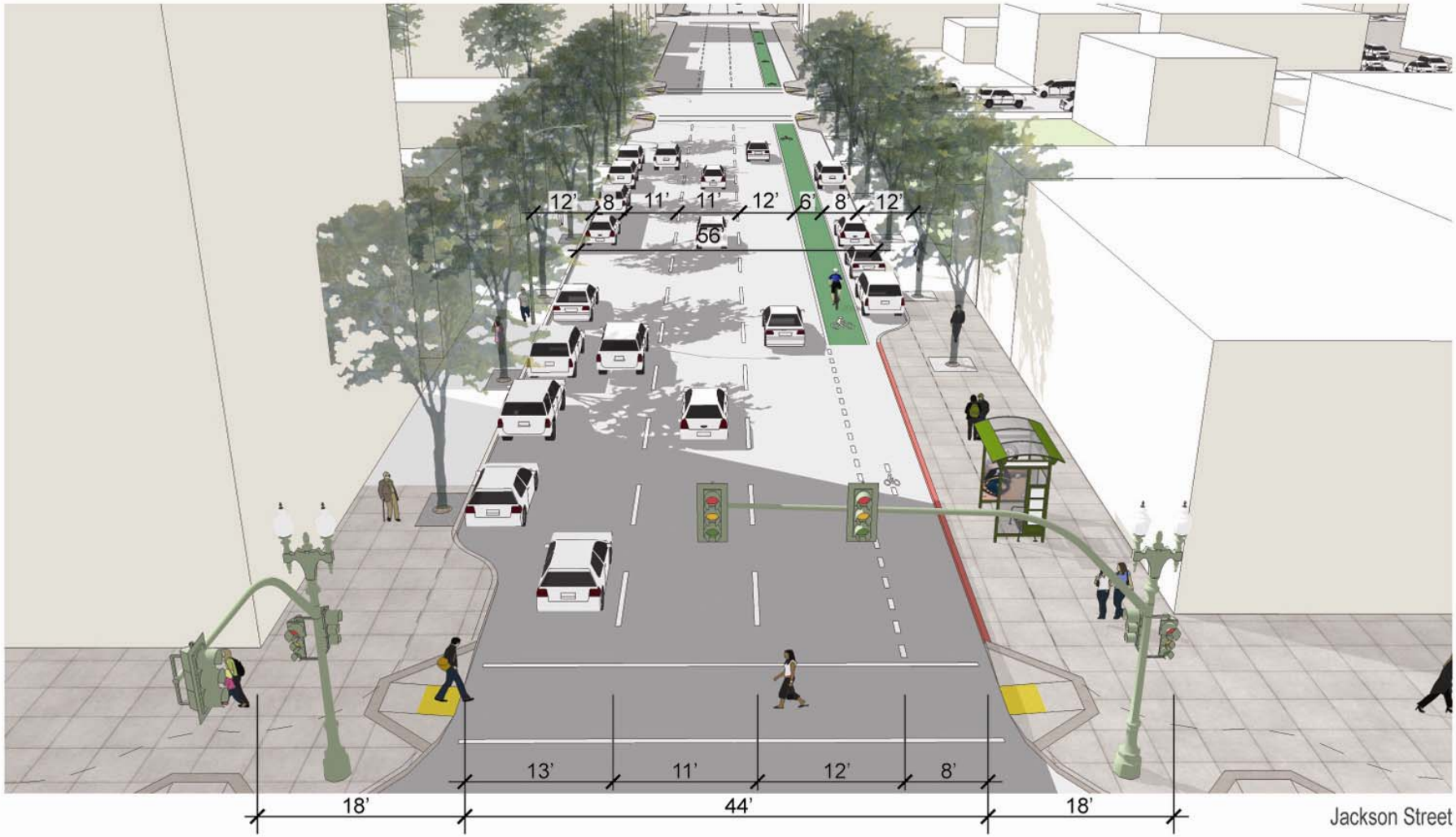
8th Street in Chinatown Core
4/3 Lane Reduction, Widened Sidewalks, Sharrow

Potential for 8th Street - East of Chinatown Core

- Reduce roadway by one travel lane
- Add bike lane
- Add street trees
- Add corner bulb-outs at intersections, with potential bus bulb to accommodate transit patrons



8th Street
Existing Looking West - 4 Lanes One-Way

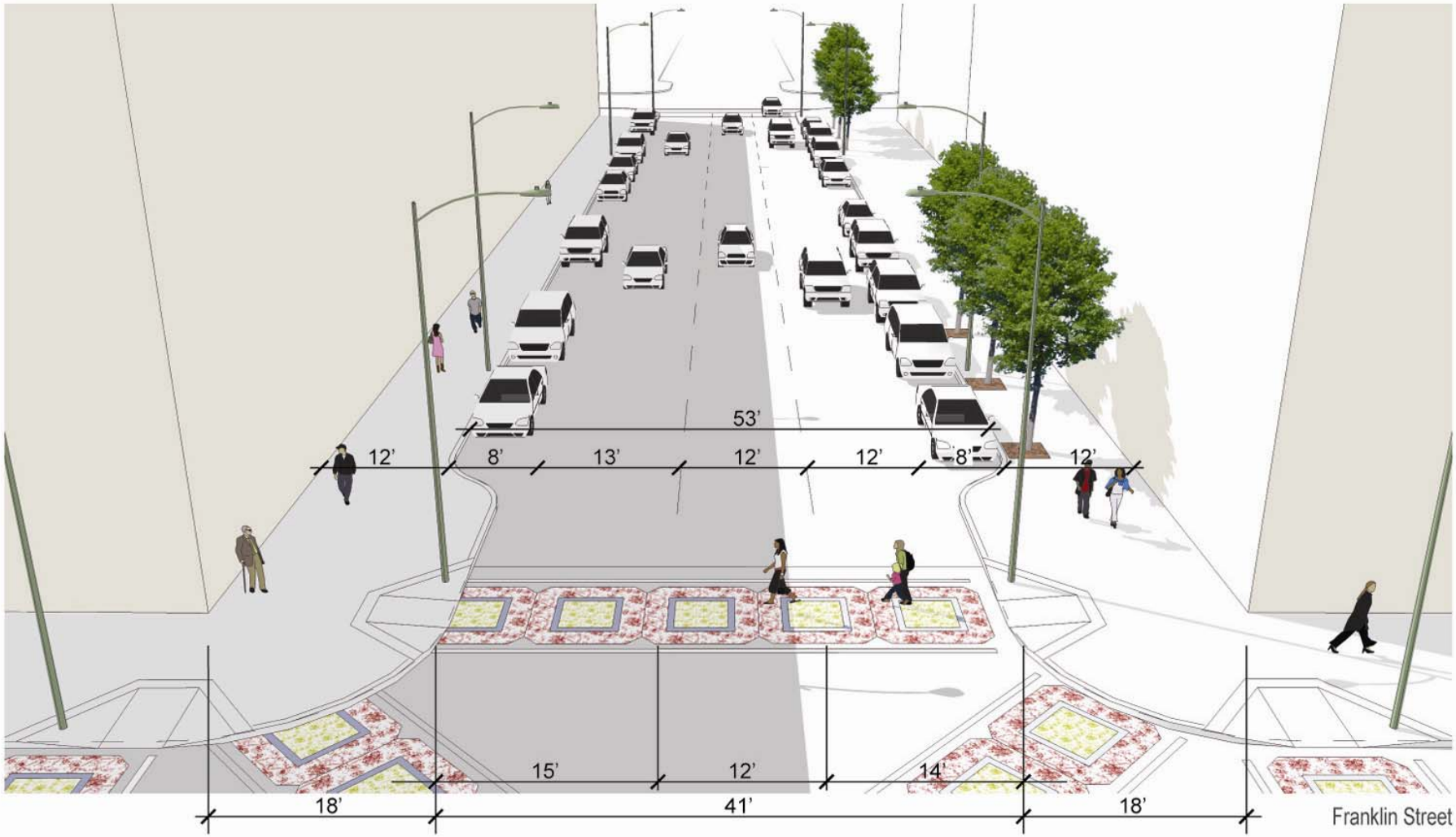


8th Street
4/3 Lane Reduction, Bike Lane

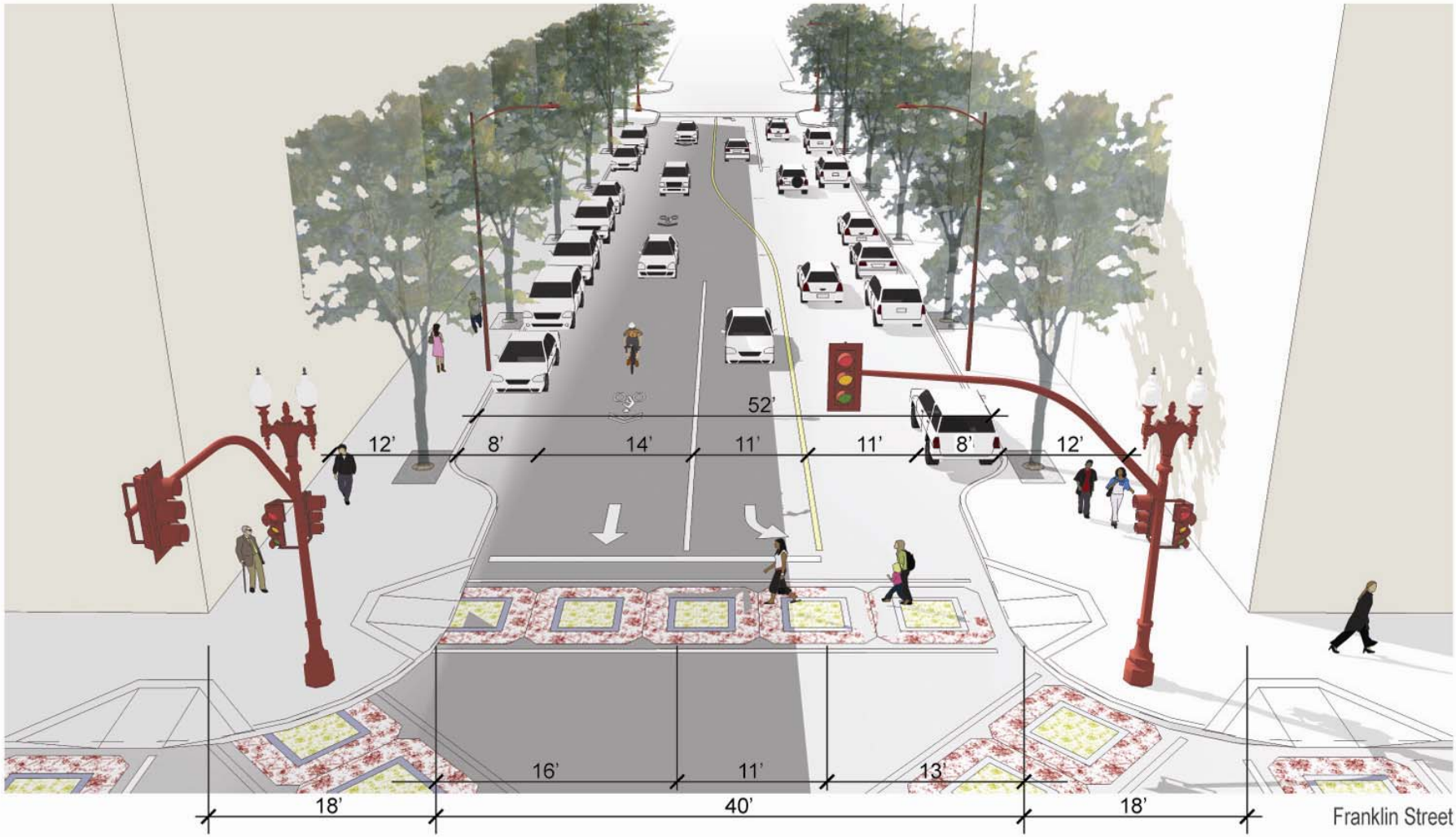
9th Street - Existing

Potential 9th Street – Chinatown Core
Option A: Two Way Conversion

- Convert from one way travel to two way travel
- Need center two-way left turn lane to accommodate turning movements at intersections and driveways
- Add corner bulb-outs at intersections
- Add street trees
- No additional roadway width for bike or pedestrian amenities



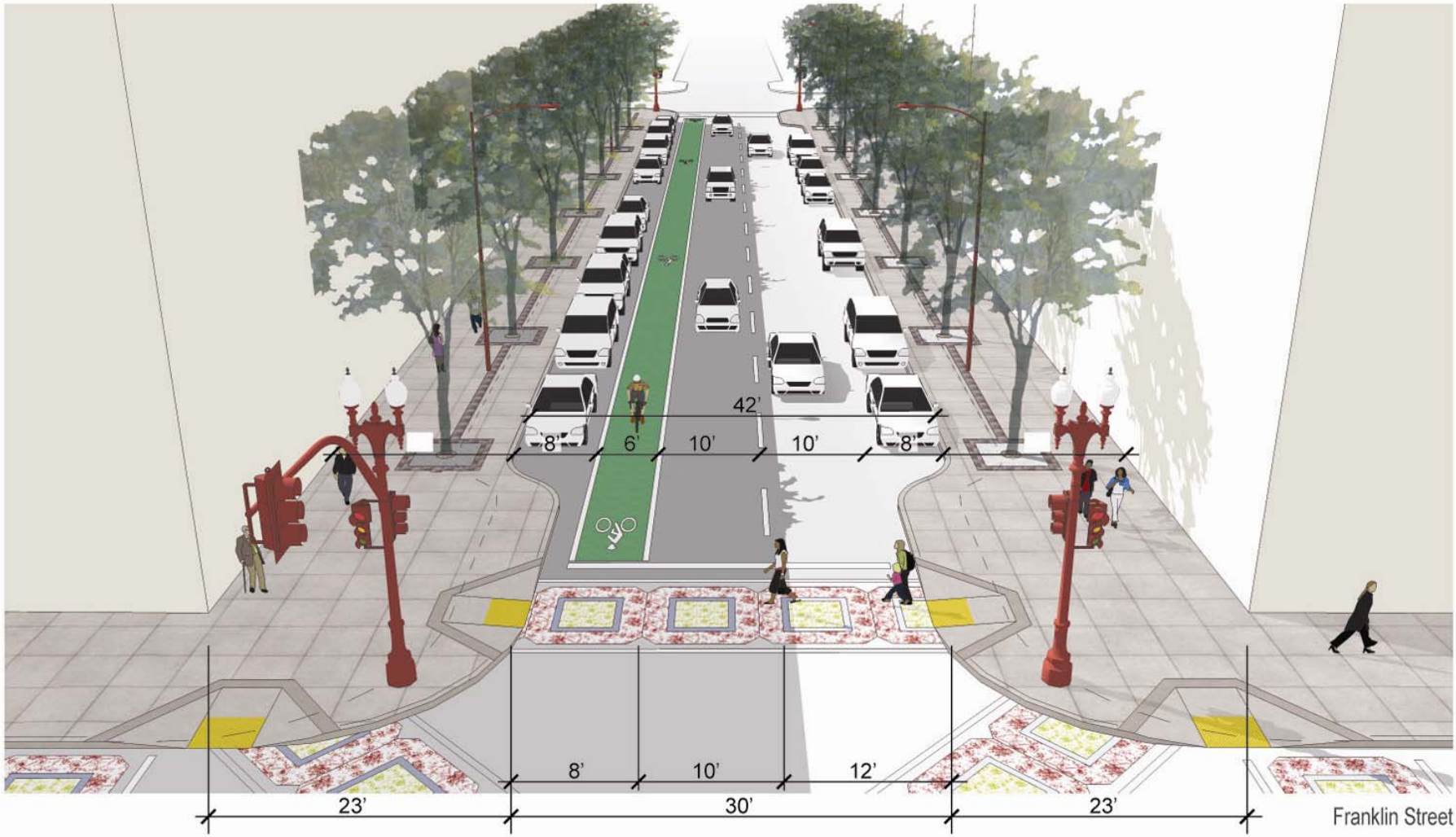
9th Street in Chinatown Core
Existing Looking West - 3 Lanes One-Way



9th Street in Chinatown Core - Option A
Convert to Two-Way, Sharrow

Potential 9th Street – Chinatown Core
Option B: Lane Reduction

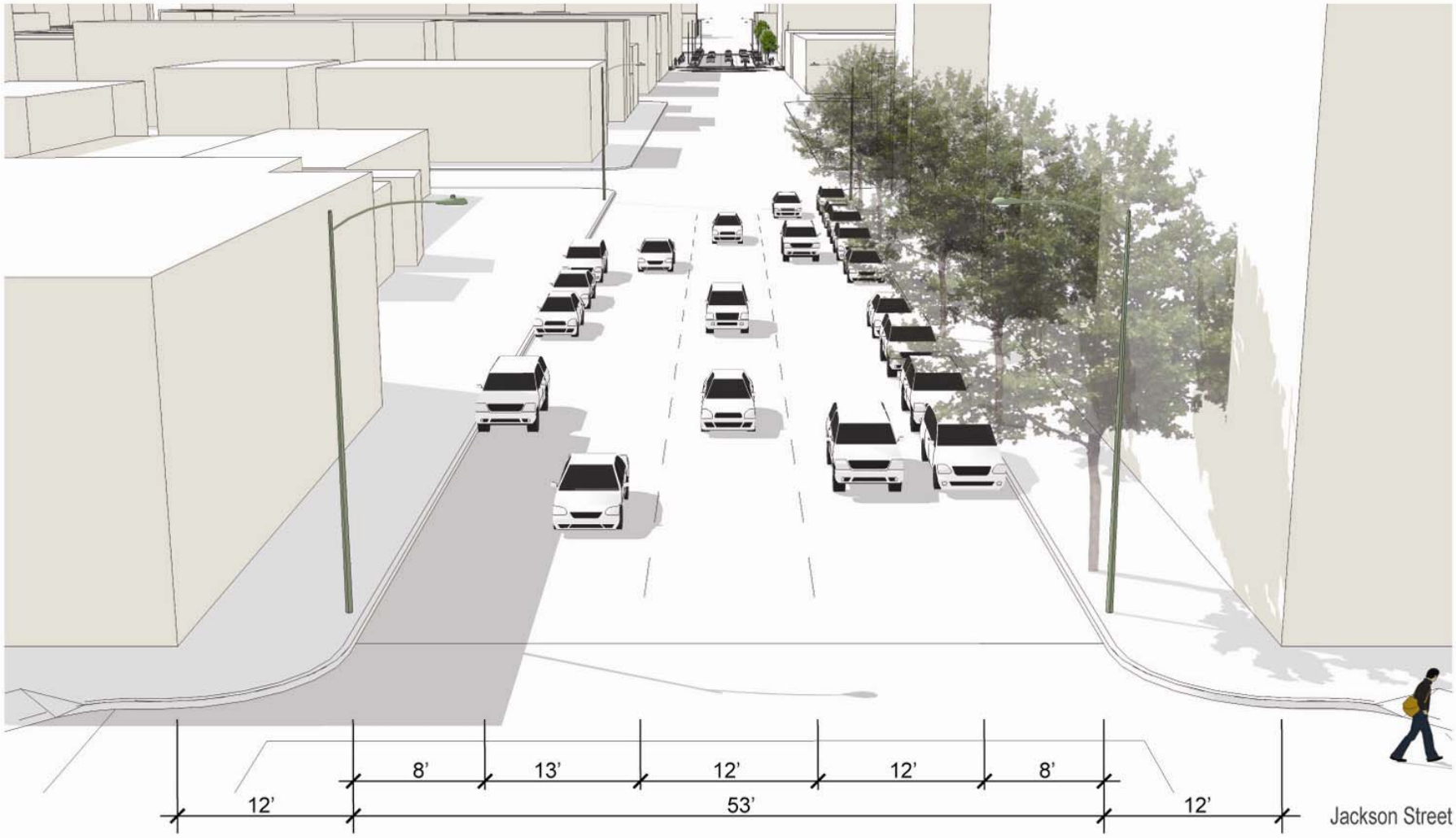
- Remove one travel lane
- Add bike lane
- Widen sidewalks along both sides of roadway, if funding available
- Add street trees
- Add corner bulb outs at intersections



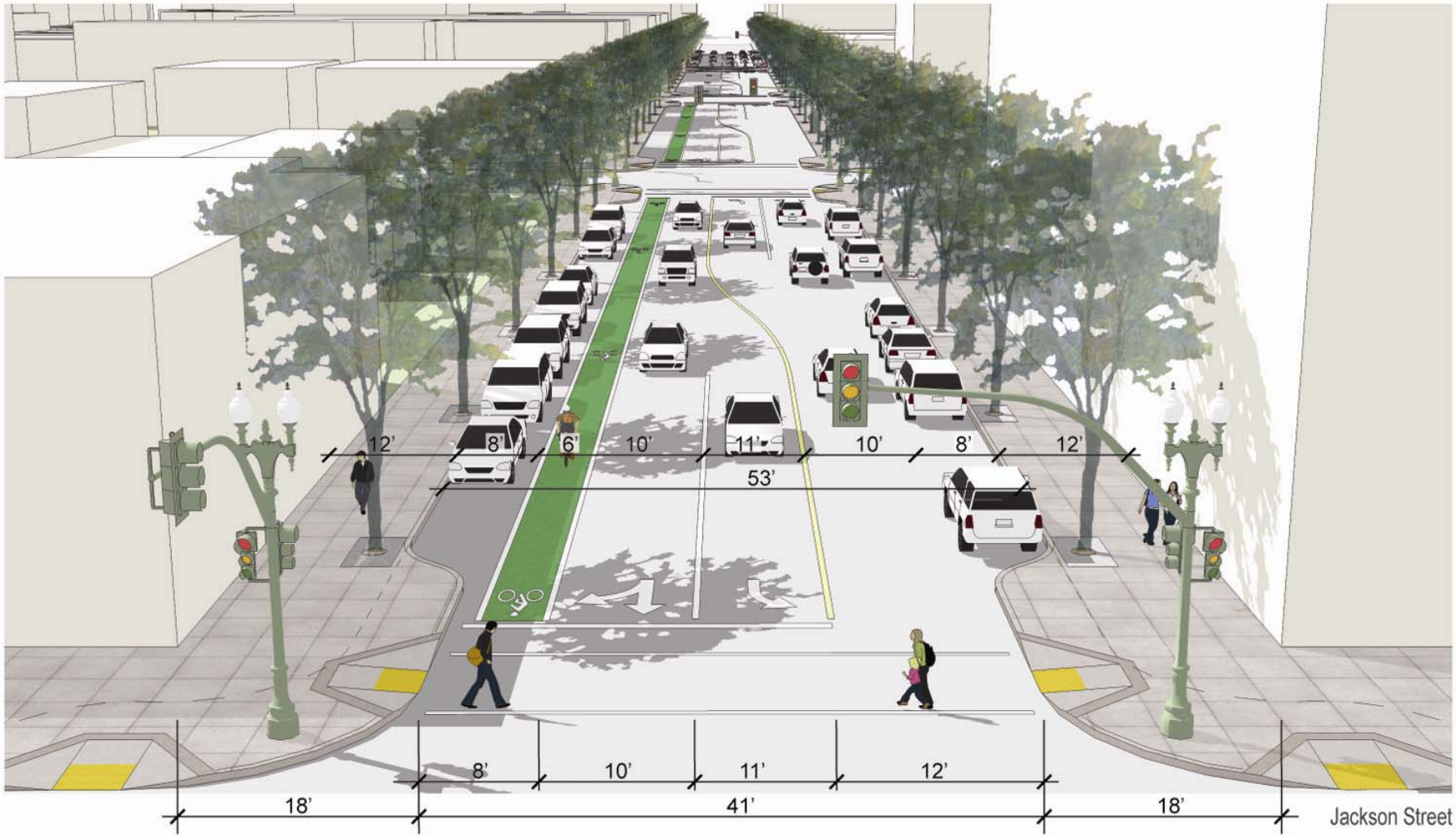
9th Street in Chinatown Core - Option B
3/2 Lane Reduction, Widened Sidewalks, Bike Lane

Potential 9th Street – East of Chinatown Core Option A: Convert to Two-Way

- Convert to two-way with middle turn lane
- Add bike lane on one side of street
- Add street trees
- Add corner bulb-outs at intersections, with potential bus bulb to accommodate transit patrons



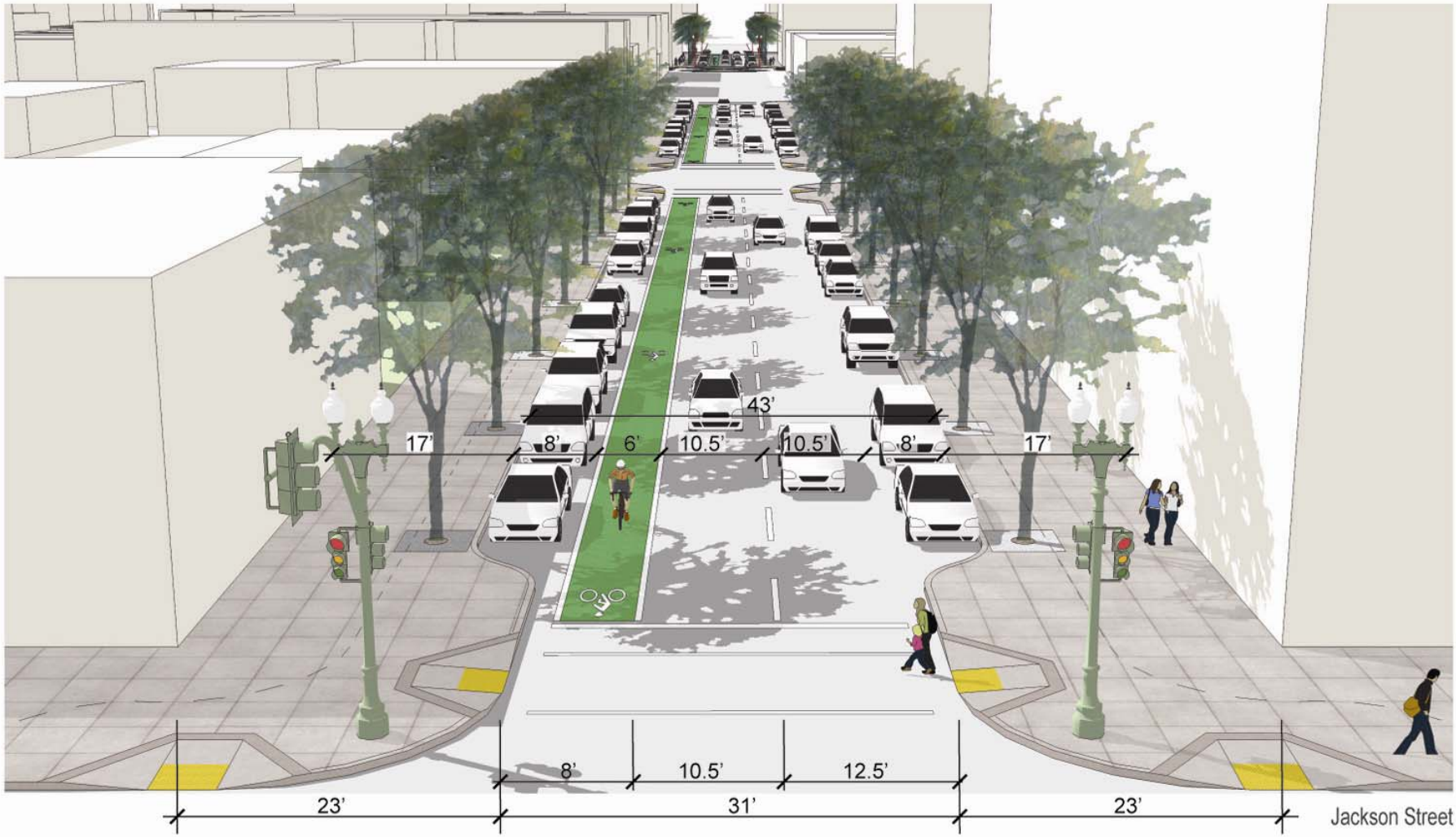
9th Street
Existing Looking West - 3 Lanes One-Way



9th Street - Option A
Convert to Two-Way, Bike Lane

Potential 9th Street – East of Chinatown Core Option B: Lane Reduction

- Reduce roadway by one travel lane
- Add bike lane
- Add street trees
- Add corner bulb-outs at intersections, with potential bus bulb to accommodate transit patrons

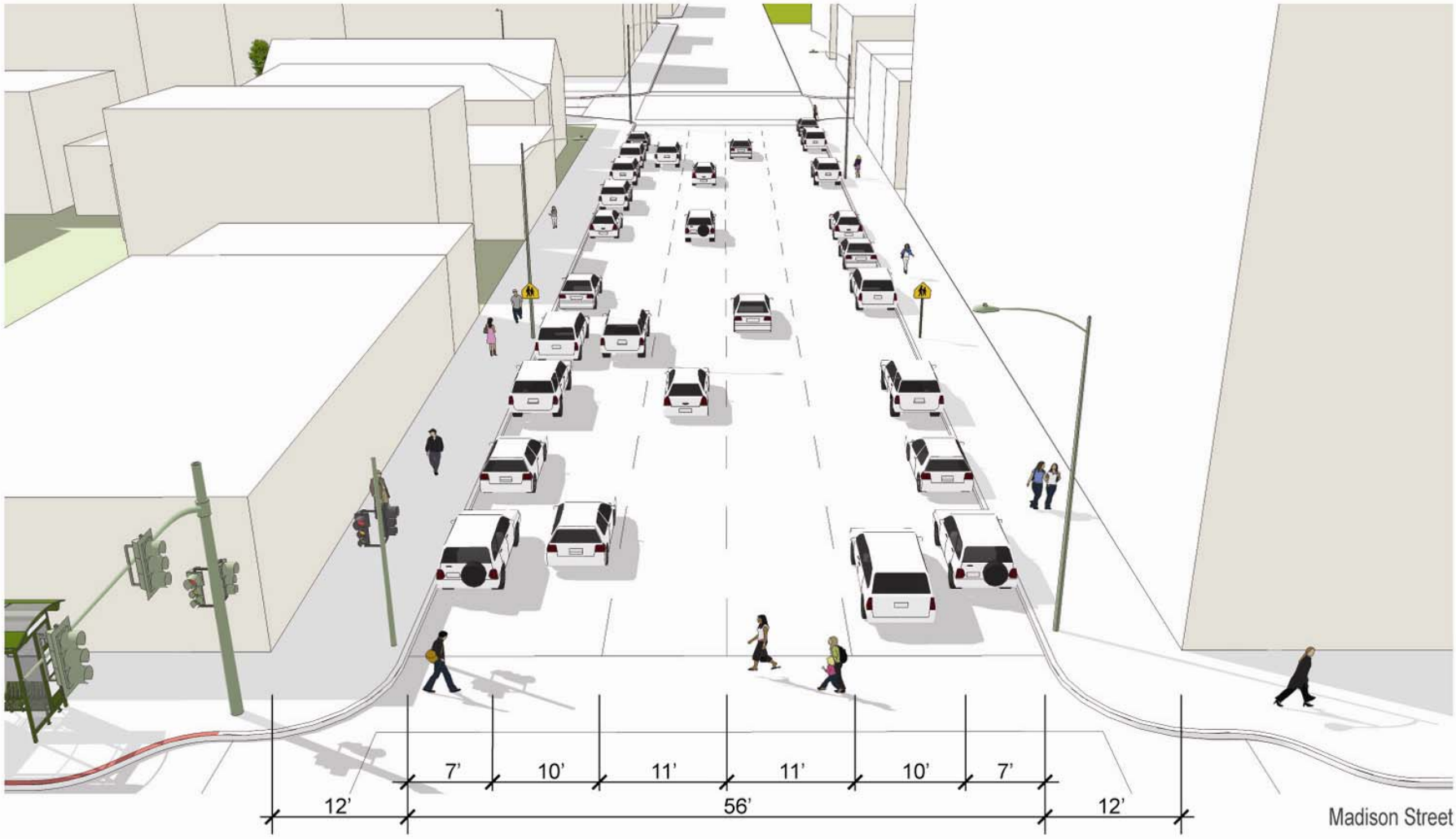


9th Street - Option B
3/2 Lane Reduction, Widened Sidewalks, Bike Lane

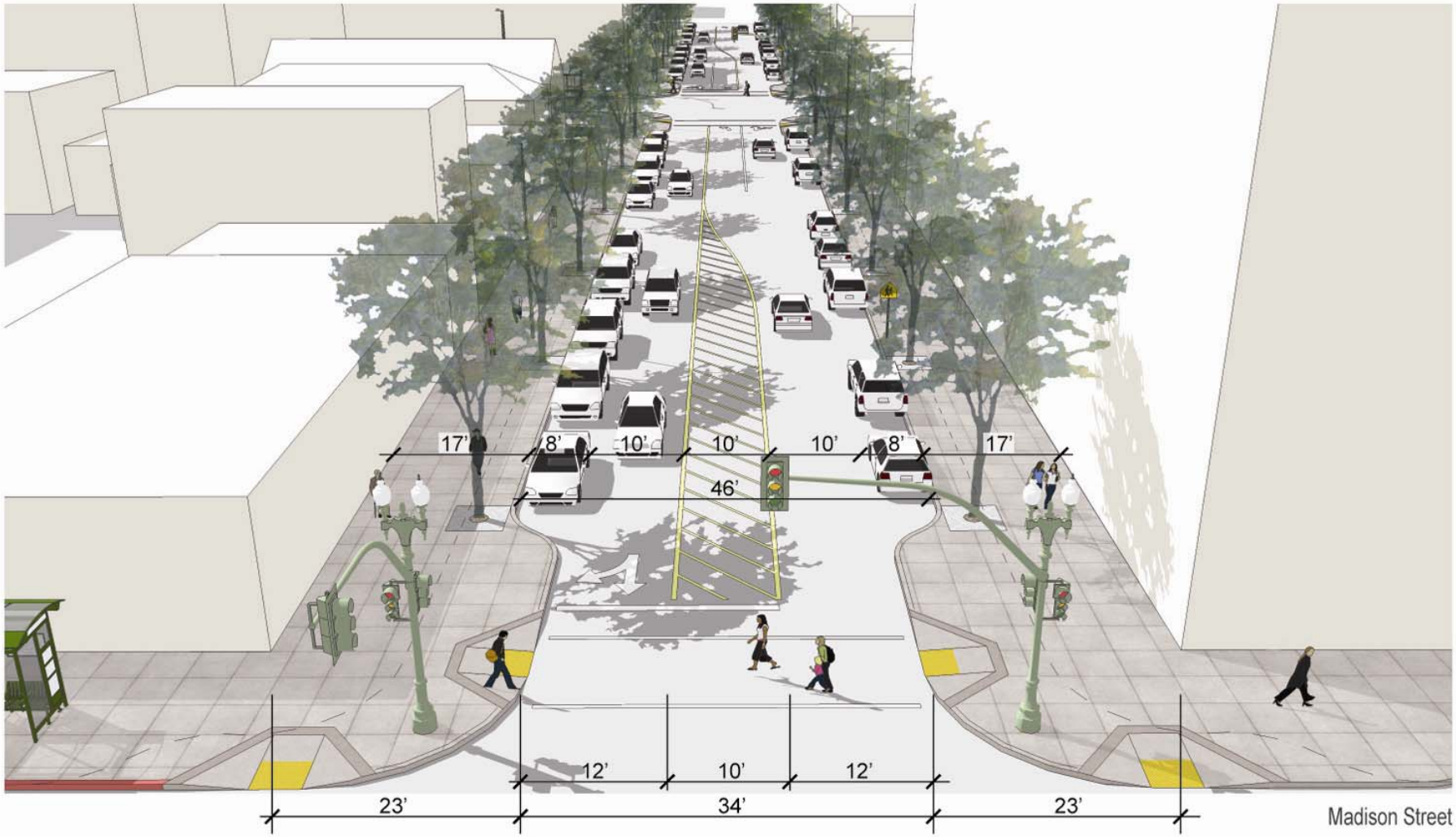
10th Street (West of Madison) - Existing

Potential 10th Street – Option A: Two Way Conversion

- Convert from one way travel to two way travel
- Need center two-way left lane to accommodate turning movements at intersections and driveways
- Widen sidewalks along both sides of roadway
- Add street trees
- Add corner bulb outs at intersections



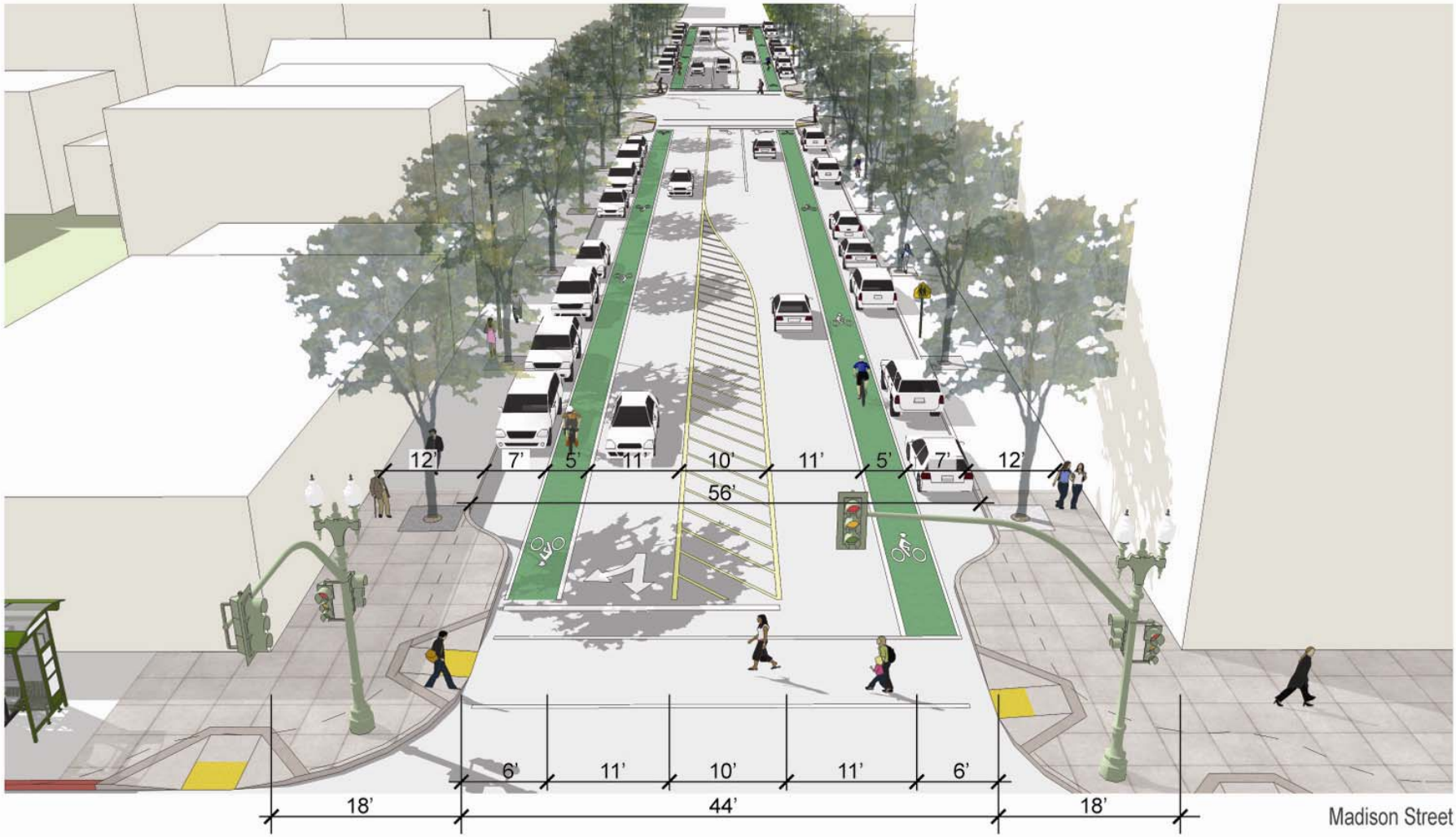
10th Street
Existing Looking West - 4 Lanes One-Way



10th Street - Option A
Convert to Two-Way, 4/3 Lane Reduction, Widened Sidewalks

Potential 10th Street – Option B: Two Way Conversion

- Convert from one way travel to two way travel
- Need center two-way left lane to accommodate turning movements at intersections and driveways
- Add bike lanes
- Add street trees
- Add corner bulb outs at intersections



10th Street - Option B
Convert to Two-Way, 4/3 Lane Reduction, Bike Lanes

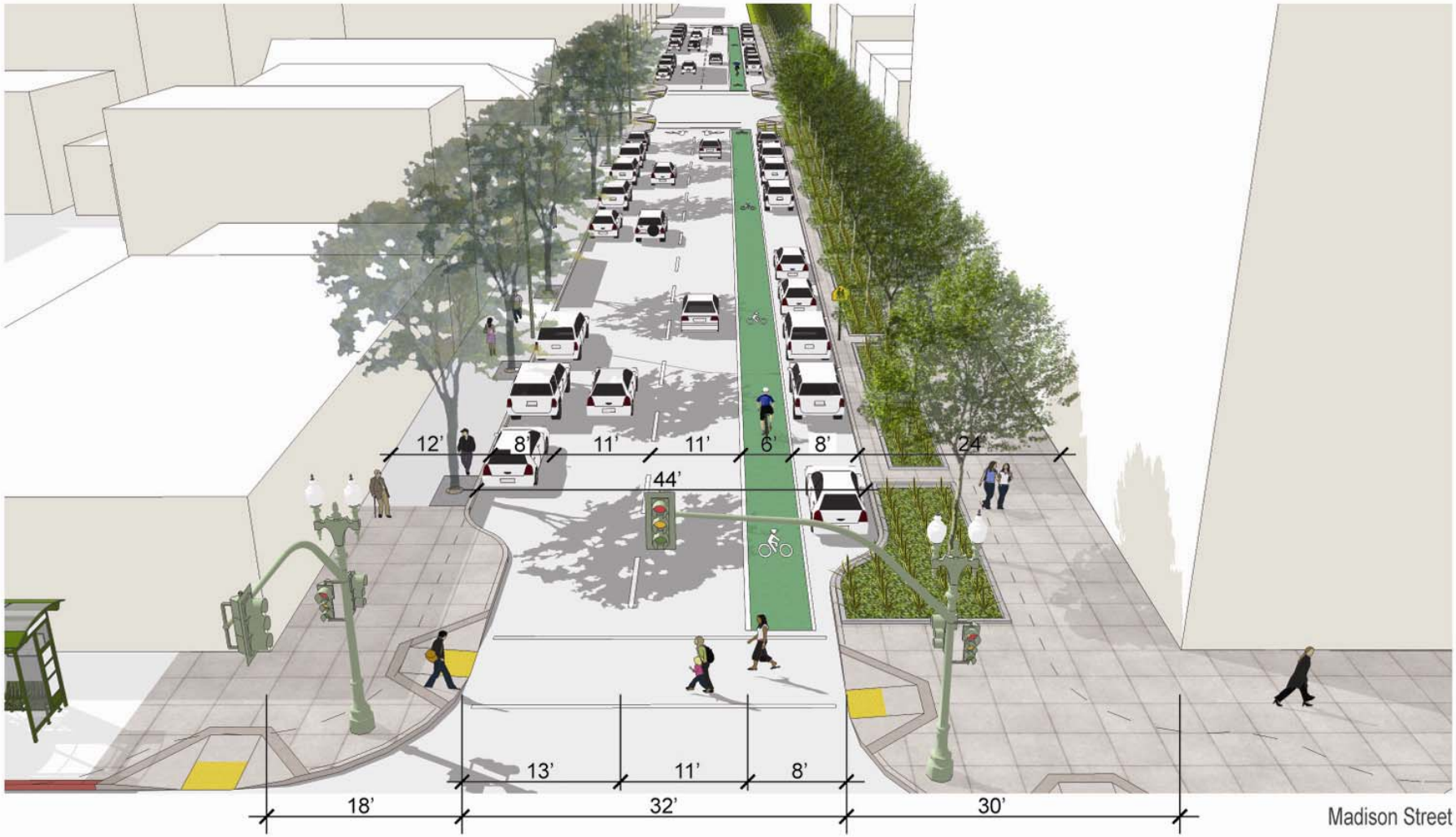
Potential 10th Street – Option C: Lane Reduction

- Remove two travel lanes
- Widen sidewalk along one side of roadway
- Provide angled on-street parking
- Provide enhanced streetscaping/green street amenities, such as rain garden
- Add street trees
- Add corner bulb outs at intersections

10th Street - Option C
4/2 Lane Reduction, Widened Sidewalk (north side only), Angle Parking, "Green Street"

Potential 10th Street – Option D: Lane Reduction

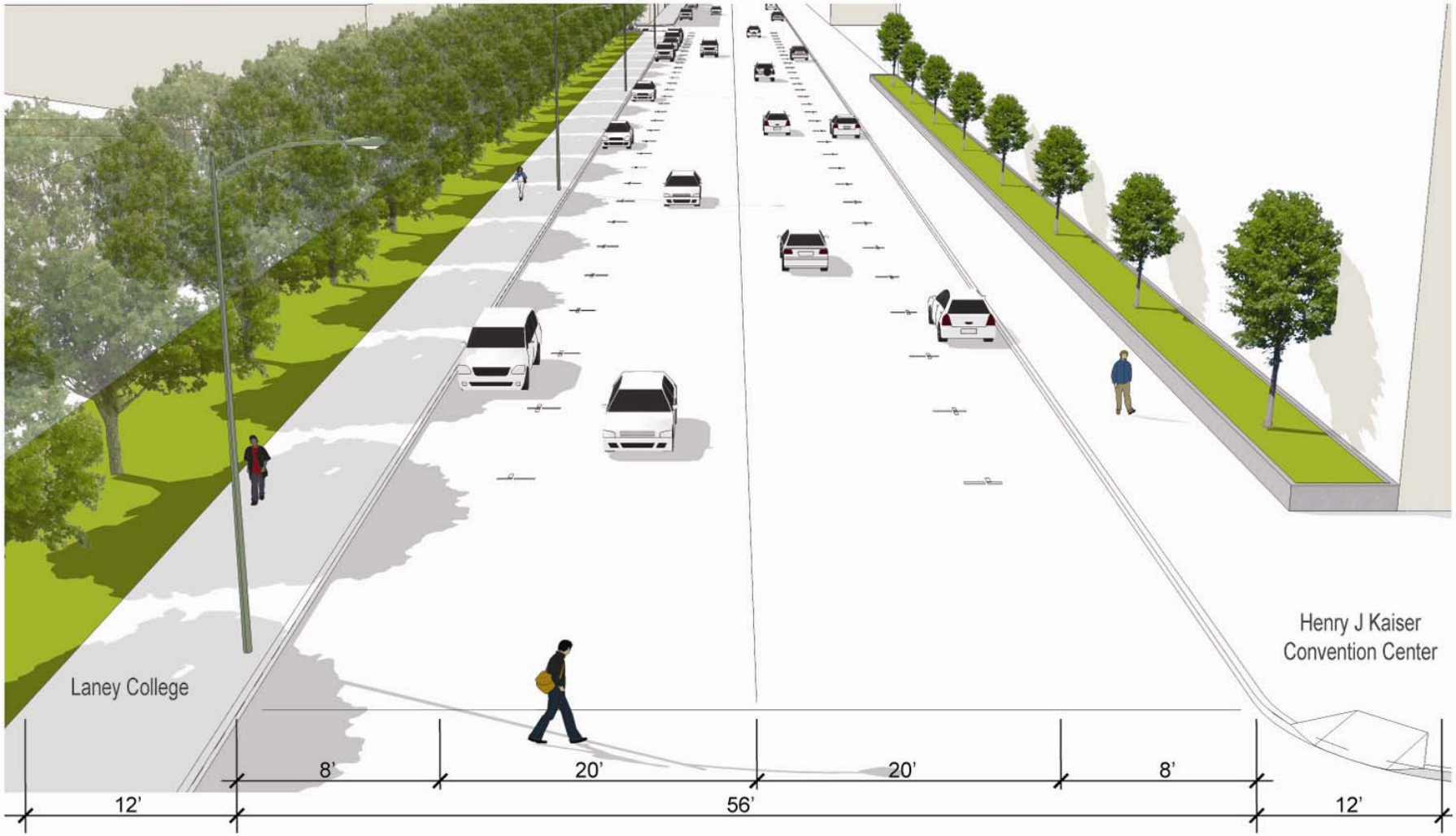
- Remove two travel lanes
- Widen sidewalk along one side of roadway
- Provide enhanced streetscaping/green street amenities, such as rain garden
- Add bike lane
- Add street trees
- Add corner bulb outs at intersections



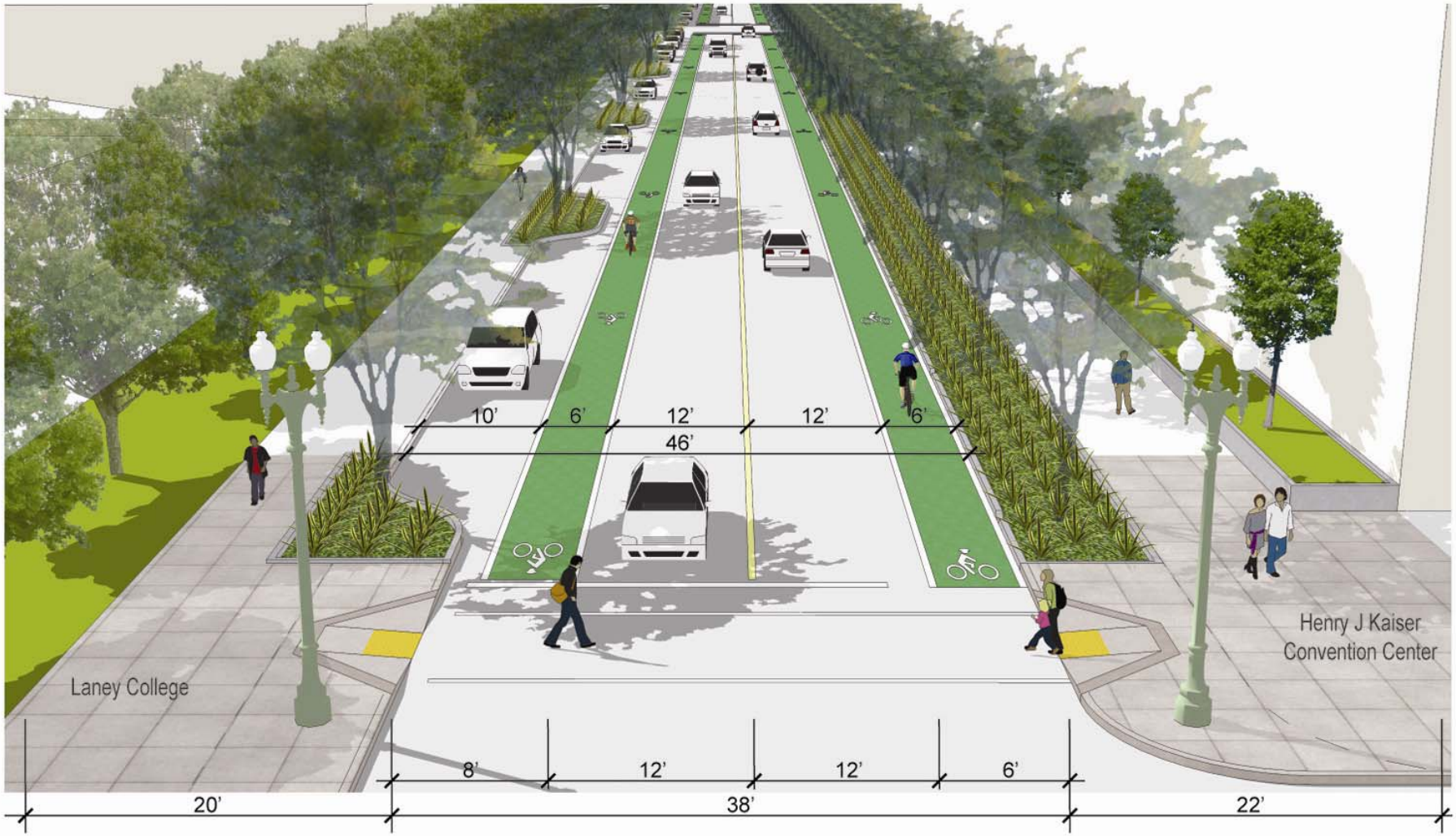
10th Street - Option D
4/2 Lane Reduction, Widened Sidewalk (north side only), Parallel Parking, Bike Lane, "Green Street"

Potential 10th Street East of Fallon Green Street

- Widen sidewalk along both sides of roadway
- Provide enhanced streetscaping/green street amenities such as rain gardens
- Add street trees
- Add bike lanes
- Add corner bulb outs at intersections



10th Street East of Fallon Street
Existing Looking West - 2 Lanes Two-Way

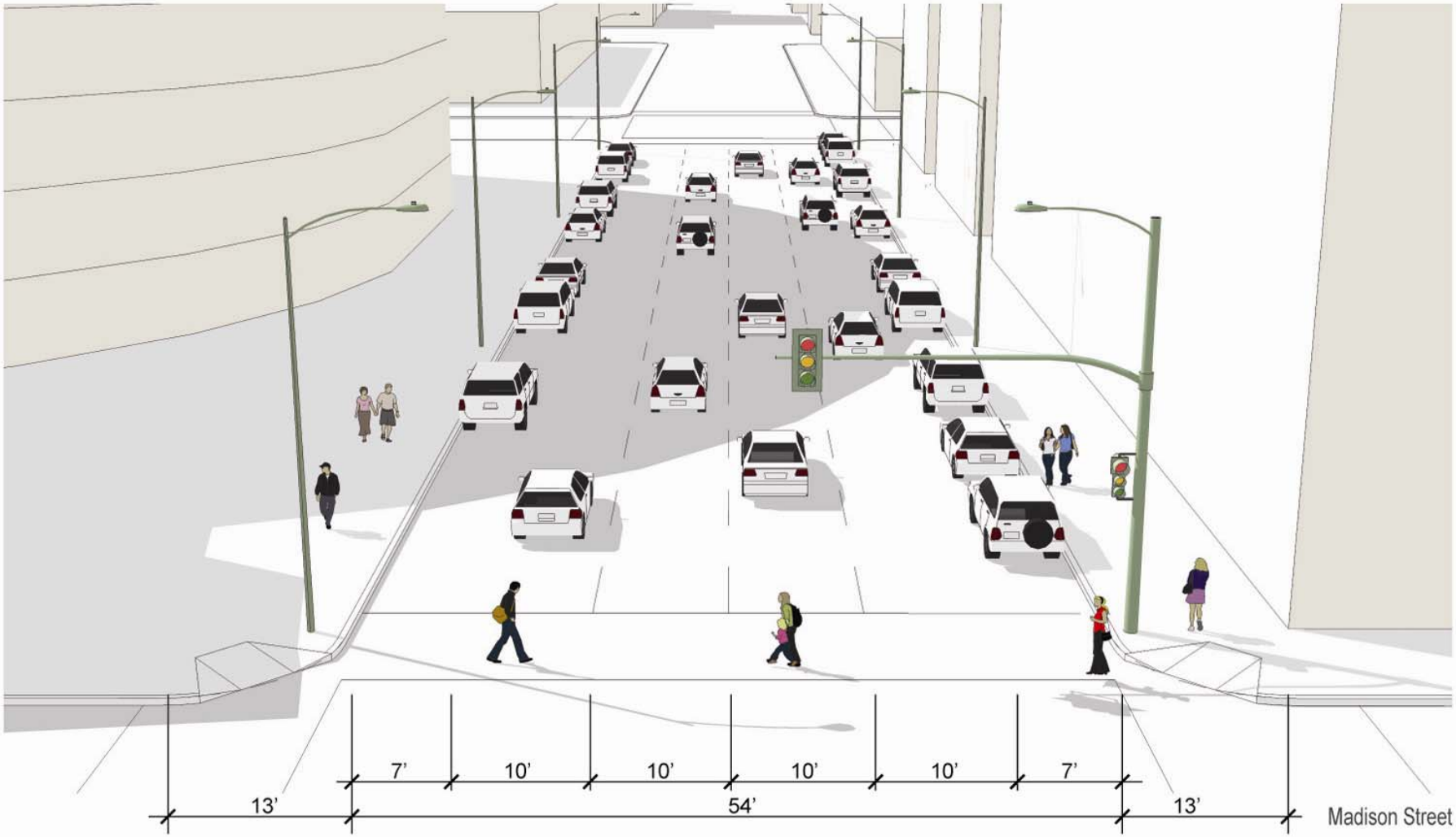


10th Street East of Fallon Street
Narrowed Lanes, Widened Sidewalk, Bike Lanes, "Green Street" Improvements

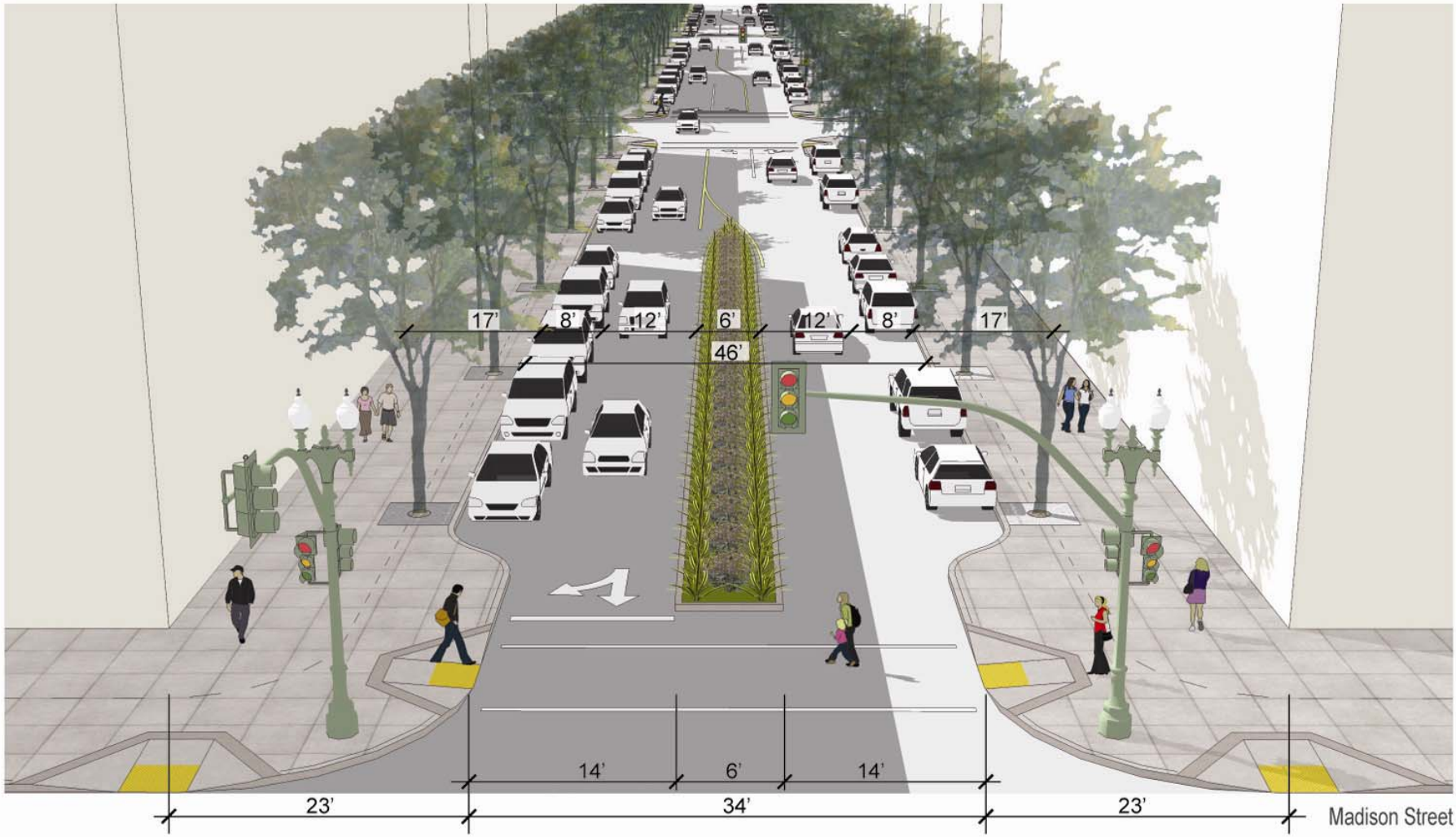
13th Street - Existing

Potential 13th Street – Option A: Two-Way Conversion

- Convert from one way travel to two way travel
- Need center two-way left lane to accommodate turning movements at intersections and driveways
- Remove one travel lane
- Widen sidewalks along both sides of roadway
- Provide enhanced streetscaping/green street amenities, such as rain garden
- Add street trees
- Add corner bulb outs at intersections



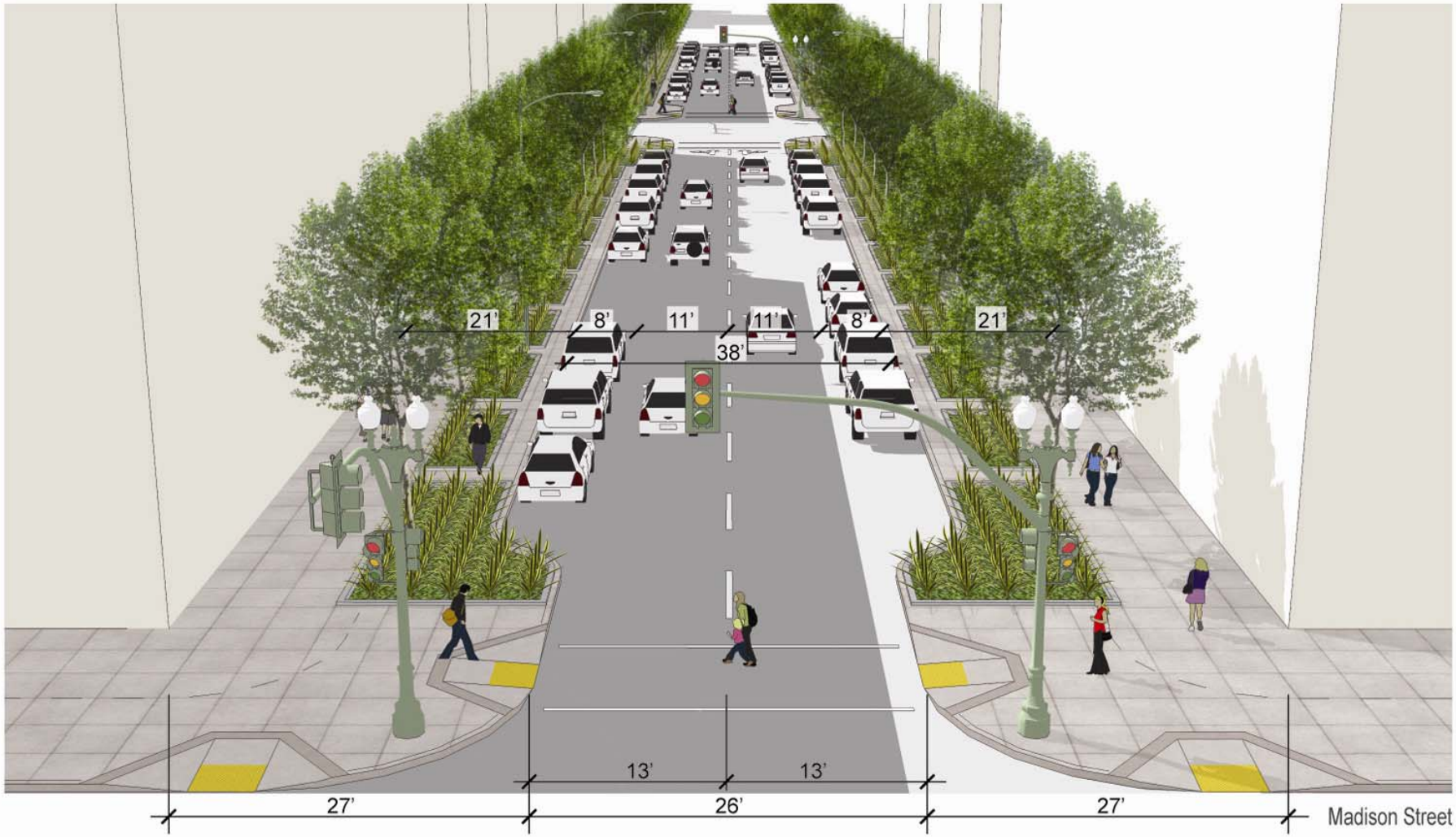
13th Street
Existing Looking West - 4 Lanes One-Way



13th Street - Option A
Convert to Two-Way, 4/3 Lane Reduction, Widened Sidewalks

Potential 13th Street – Option B: Lane Reduction

- Remove two travel lanes
- Widen sidewalk along both sides of roadway
- Provide enhanced streetscaping/green street amenities such as rain gardens
- Add street trees
- Add corner bulb outs at intersections



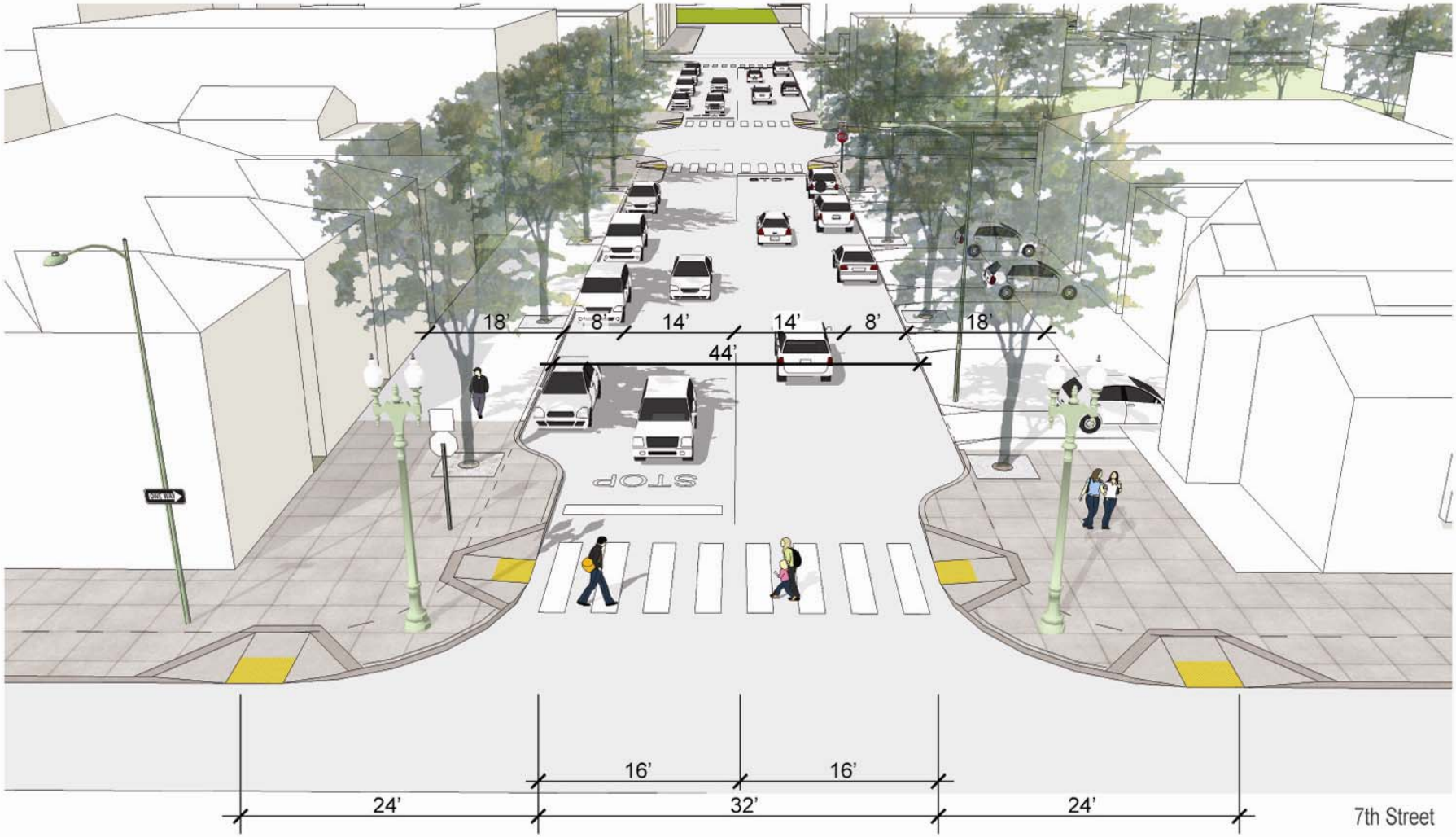
13th Street - Option B
4/2 Lane Reduction, Widened Sidewalks, "Green Street"

Alice Street – Existing

Potential Alice Street

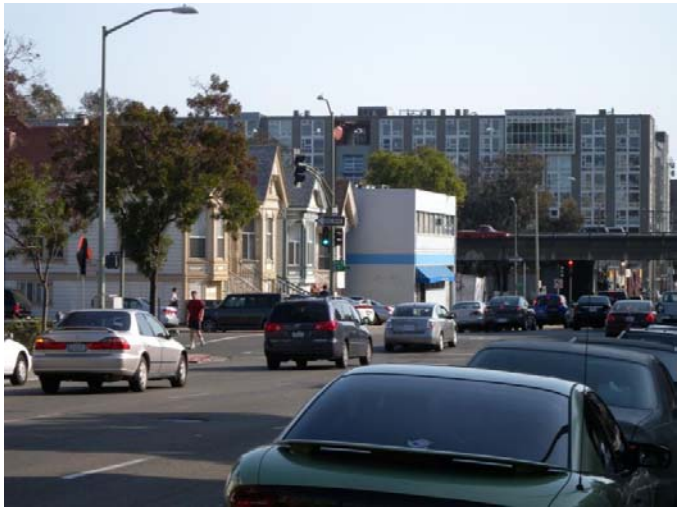
- Add street trees
- Add corner bulb outs at intersections

Alice Street
Existing Looking North - 2 Lanes Two-Way



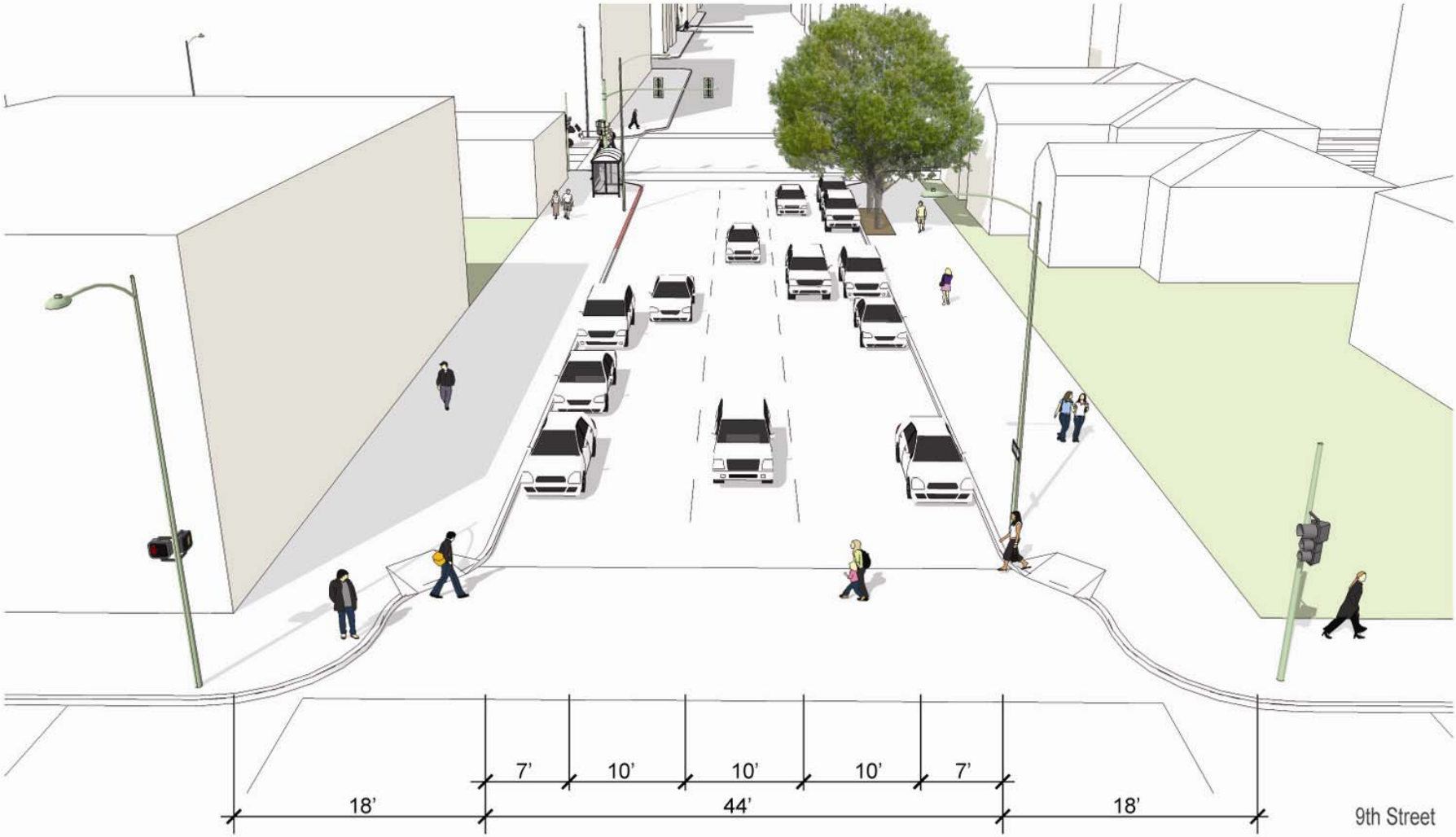
Alice Street
Sidewalk Improvements

Madison Street – Existing

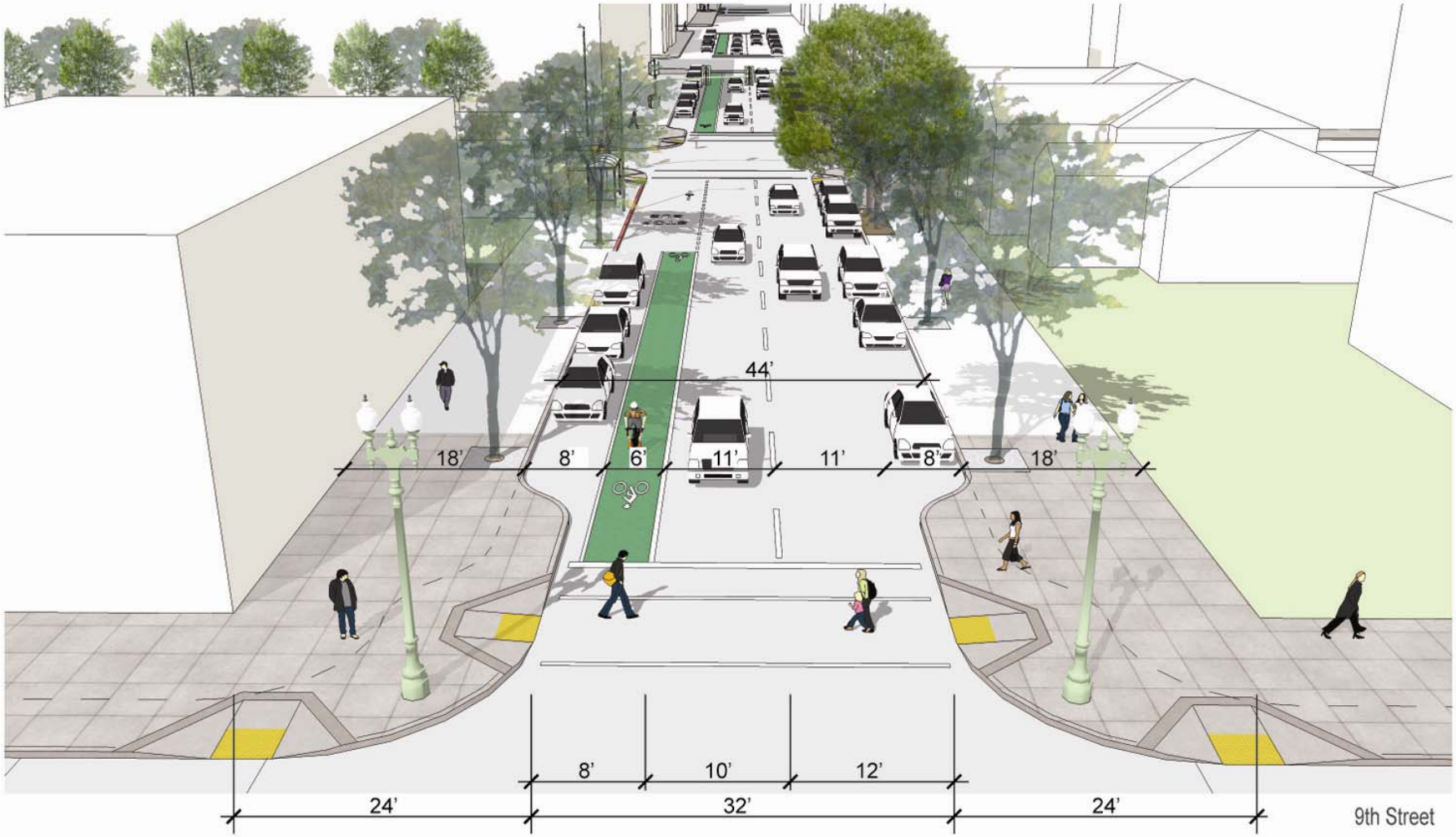


Potential Madison Street – Lane Reduction

- Remove one travel lane
- Add bike lane
- Widen on-street parking
- Add street trees
- Add corner bulb outs at intersections



Madison Street
Existing Looking North - 3 Lanes One-Way

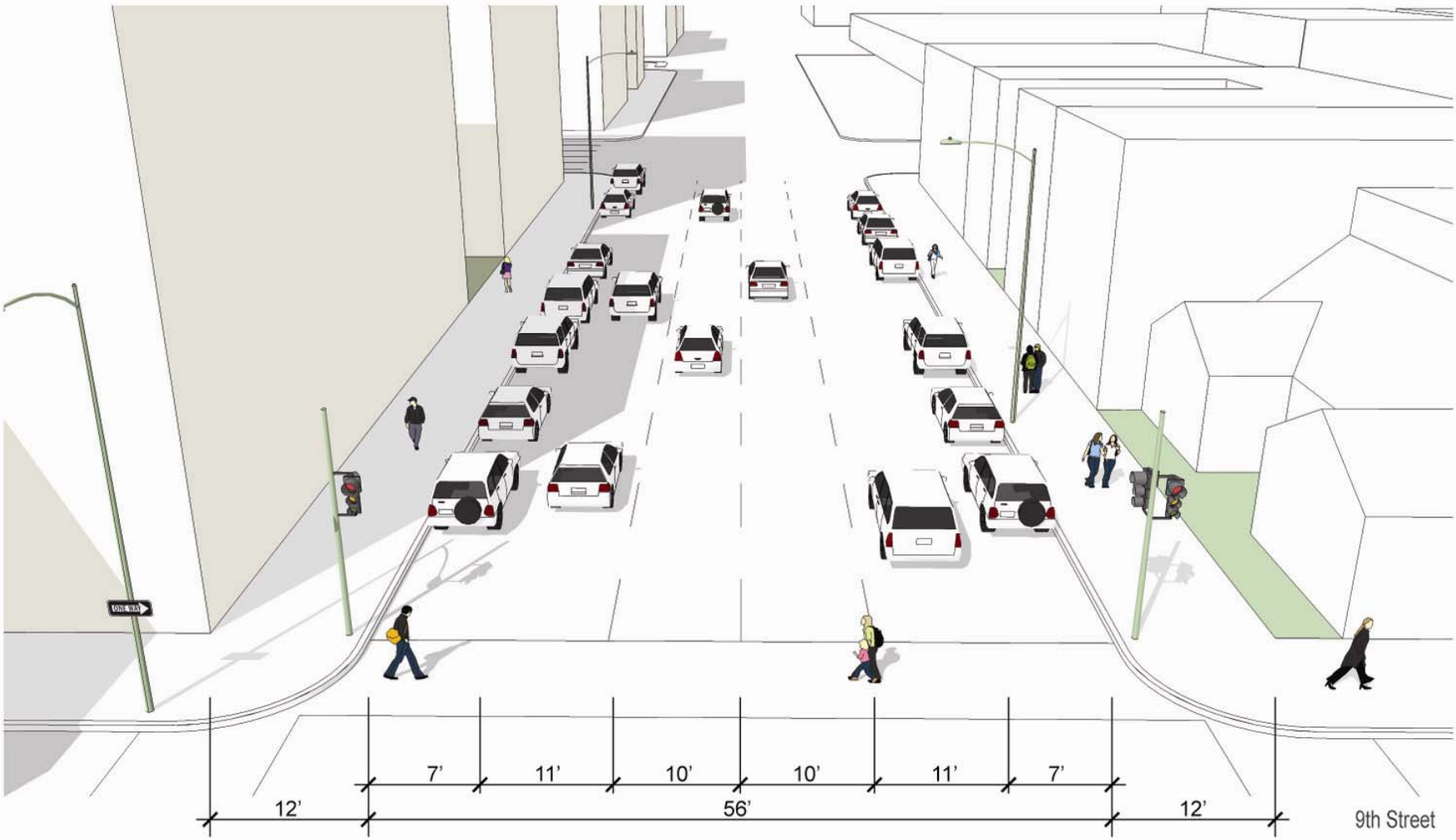


Madison Street
3/2 Lane Reduction, Bike Lane

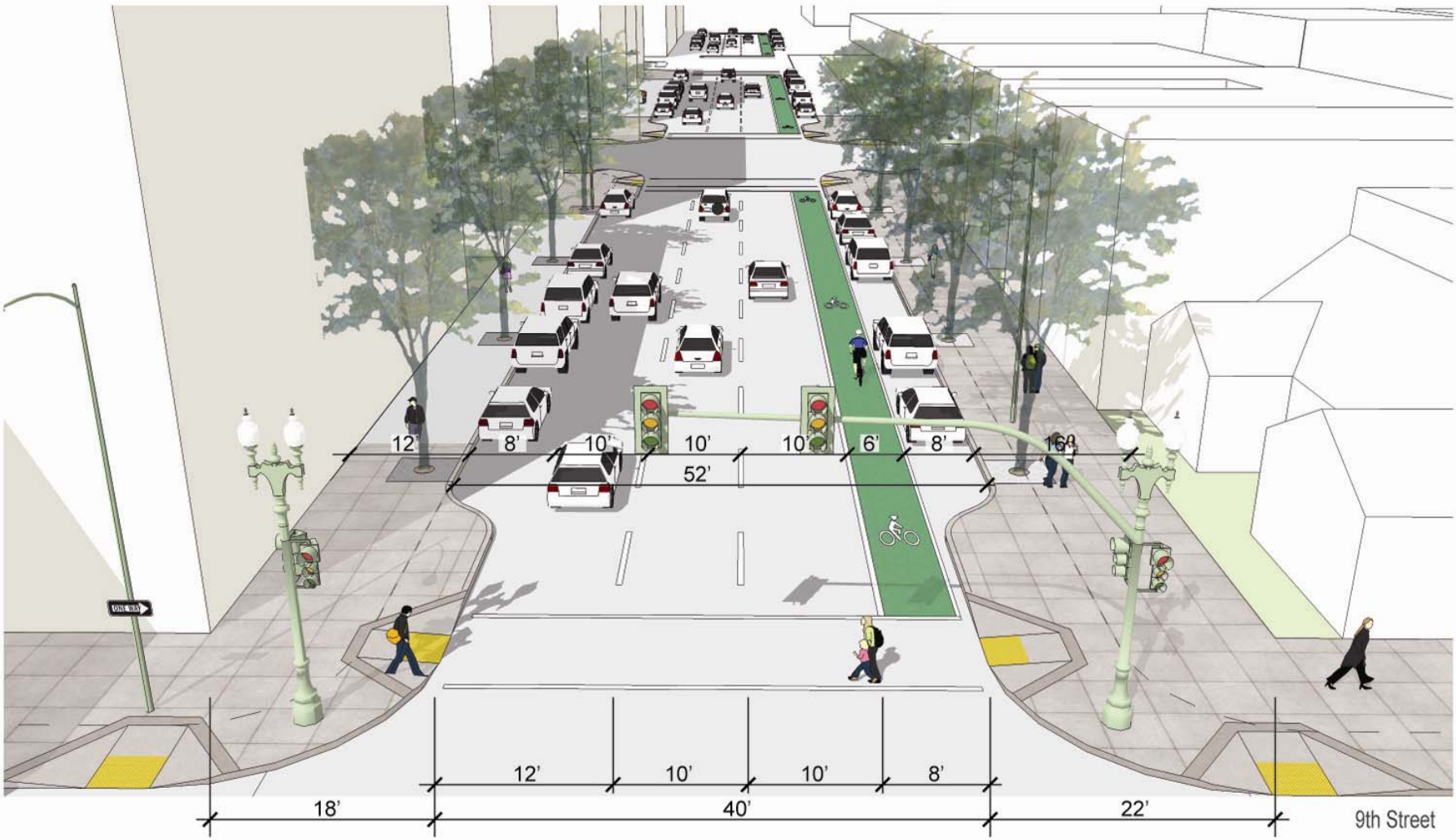
Oak Street – Existing

Potential Oak Street – Lane Reduction

- Remove one travel lane
- Widen sidewalk along one side of roadway, if funding available
- Add bike lane
- Add street trees
- Add corner bulb outs at intersections



Oak Street
Existing Looking North - 4 Lanes One-Way



Oak Street
4/3 Lane Reduction, Bike Lane, Widened Sidewalk (east side only)

Fallon Street – Existing

Potential Fallon Street – Options A and B: Pedestrian/Vehicle Plaza

- Create pedestrian/vehicle plaza from 8th Street to 10th Street
- Widen sidewalks or add corner bulb outs at intersections
- Provide enhanced streetscaping and to tie into Laney College campus
- Special paving

Fallon Street
Existing Looking South - 2 Lanes Two-Way

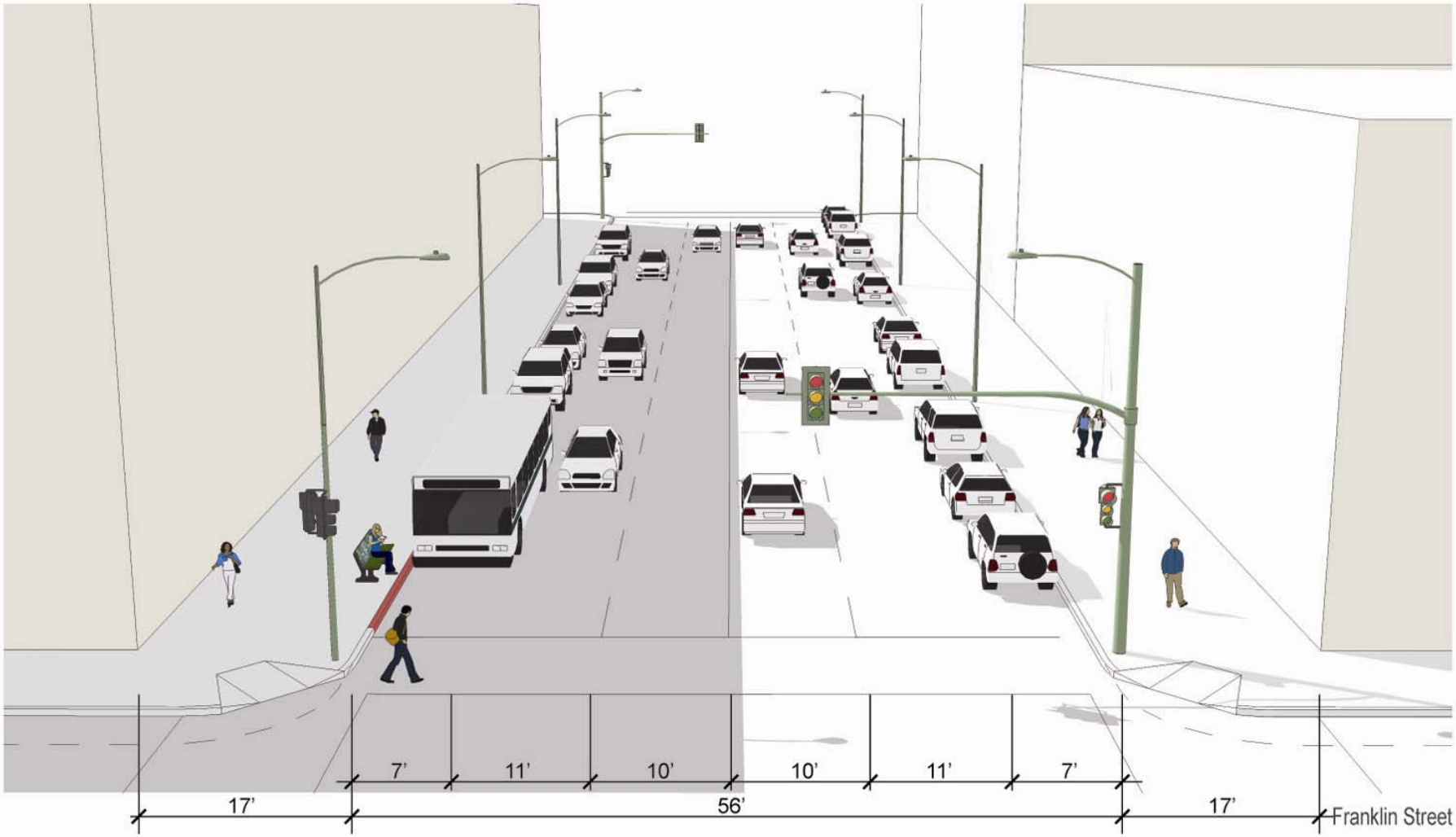
Fallon Street - Plaza Option A
Narrowed Lanes, Street Amenities in Center

Fallon Street - Plaza Option B
Narrowed Lanes, Widened Sidewalks, Street Amenities at Frontage

14th Street – Existing

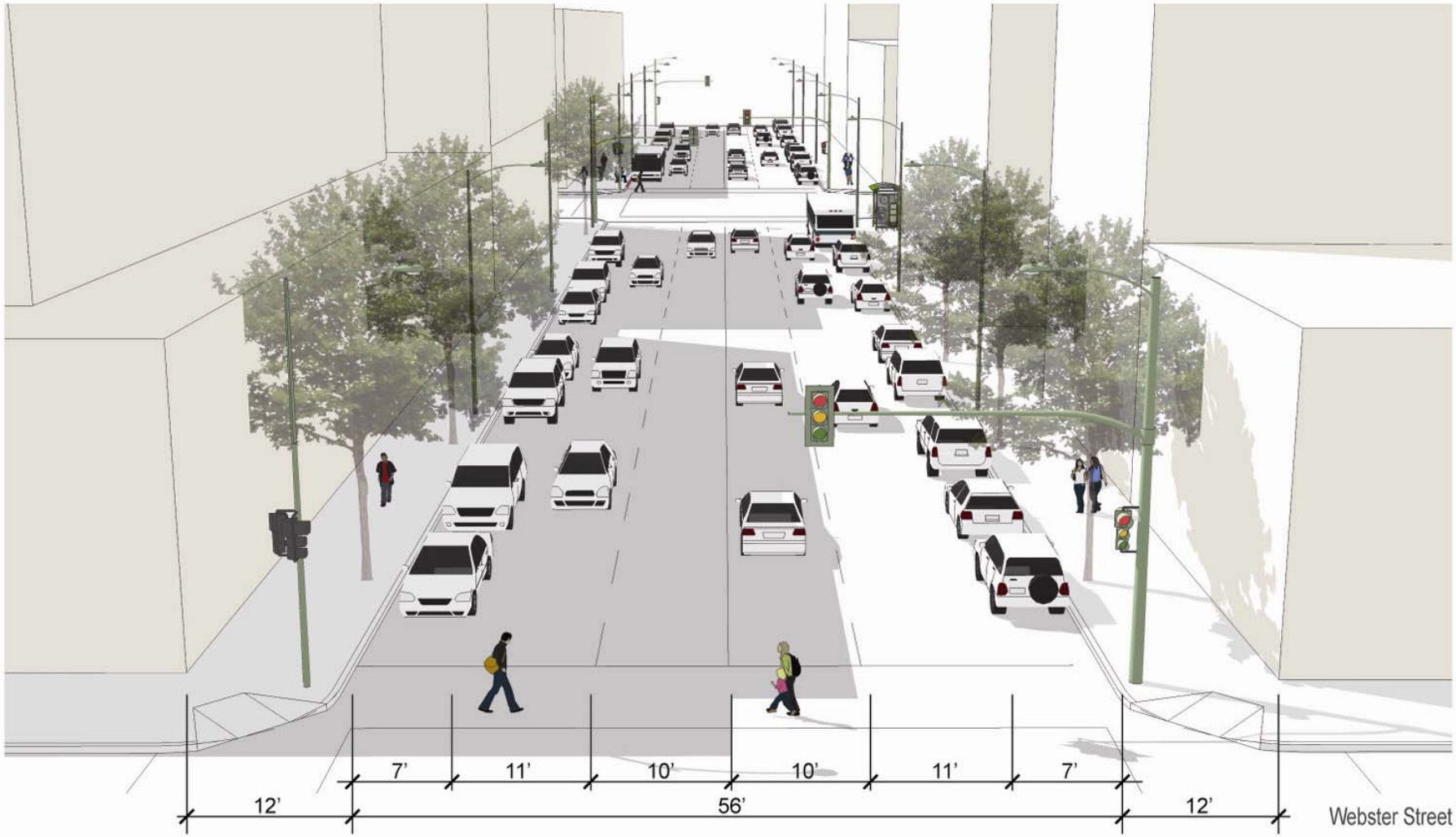
Potential 14th Street Modifications

- Add shared vehicle/bicycle lane, as identified in Bike Plan
- Add street trees or other landscaping
- Add corner bulb outs at intersections

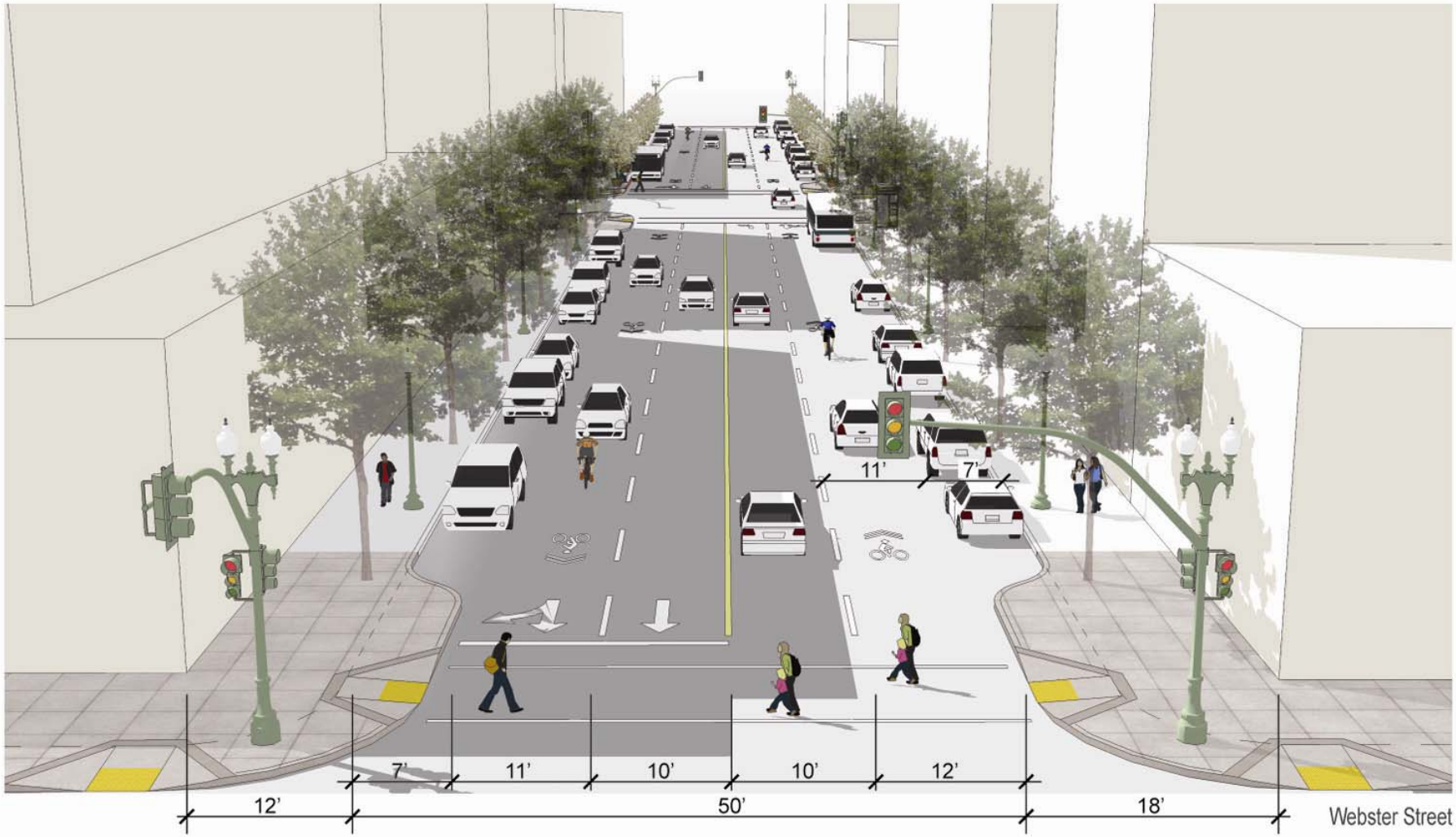


14th Street at Franklin Street
Existing Looking West - 4 Lanes Two-Way

14th Street at Franklin Street
Sharrow, Sidewalk Improvements



14th Street at Webster Street
Existing Looking West - 4 Lanes Two-Way



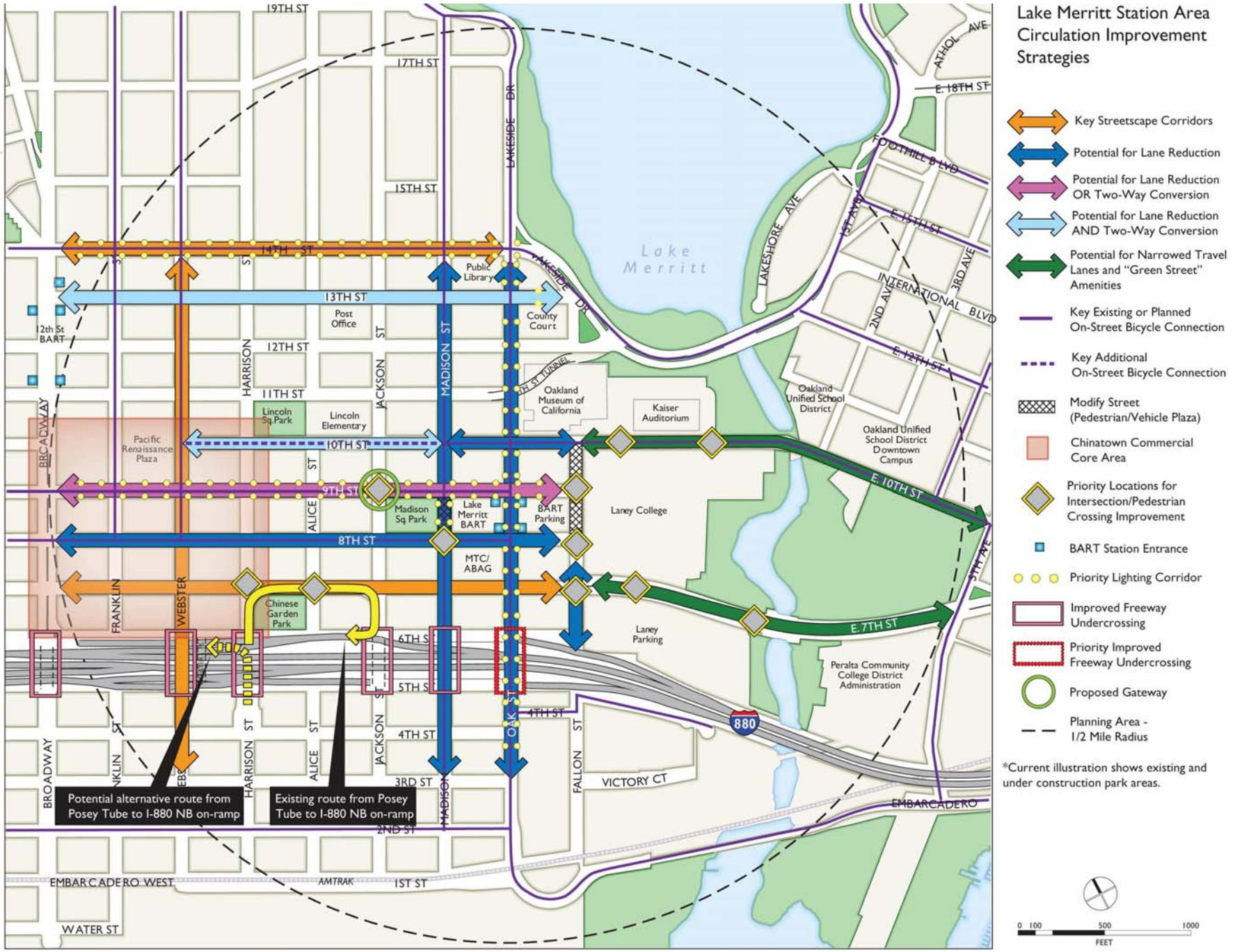
14th Street at Webster Street
Sharrow, Sidewalk Improvements

Preliminary Cost Estimates (per 400 foot block, both sides of the street)

- Restripe for lane reduction, bike lanes, angled parking - $1,000
- Street trees – $14,000 (20 trees per block)
- Widen sidewalks - $26,000 (widen four feet)
- Corner bulb outs - $60,000 (four corners)
- New street lighting - $60,000 ($10,000 per light, 3 per block)
- New pedestrian lighting - $100,000 ($10,000 per light, 5 per block)
- Two way street traffic signal conversion - $150,000 per signal

Criteria for Prioritization

- Identify the top five street improvements (plus restriping)
  - *Does street have capacity for improvements*
  - *Feasibility of improvements*
  - *Greatest benefit for community*
  - *Relative cost of improvements*
  - *Grant availability*



ATIA Planners

I-880/Broadway-Jackson Interchange

- Project to improve access and traffic operations between Oakland, Alameda, and I-880/I-980
- Currently proposed alternative recommends routing traffic from the Posey Tube/Harrison Street to turn left at 6th Street and travel to a new interchange at Market Street to access I-880 Northbound
- This creates an opportunity to improve the pedestrian crossings at 7th Street/Harrison Street and 7th Street/Jackson Street due to decreased traffic volumes
- This alternative is currently the staff recommendation; however, the Chinatown Committee has not approved.

I-880/Broadway-Jackson Interchange

- Additional details on project forthcoming