MLK JR & PERALTA

MARTIN LUTHER KING JR. WAY & PERALTA STREET

STREETSCAPE MASTER PLAN

OAKLAND, CALIFORNIA

MARCH, 2012

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Table of Contents

1.0 - INTRODUCTION

1.1 - Background

This Streetscape Master Plan focuses on two streets within the West Oakland Redevlopment Project Area. Martin Luther King, Jr. Way and Peralta Street are important corridors that run through the hearts of all three neighborhoods in the West Oakland Redevelopment Project Area - West MacArthur/Hoover, Clawson/McClymonds/Bunche, and Prescott/South Prescott. The MLK/Peralta Streetscape Master Plan covers the rights-of-way of Martin Luther King, Jr. Way, from 40th Street to West Grand Avenue, and Peralta Street from 35th Street to 3rd Street.

The Master Plan is a roadmap for implementation of community endorsed streetscape improvements over a long range time horizon. Streetscape improvements are intended to improve a street's functionality, visual character and public safety. These improvements, in turn, can stimulate new development and redevelopment along the street corridor. The West Oakland Project Area Committee (WOPAC) determined that MLK and Peralta are two streets that could best benefit from such improvements, and selected them for preparation of streetscape plans and design documents for future improvements.

1.2 - Objectives

Streets serve many functions. They are corridors for movement of people, vehicles and goods. They are also one of the most significant elements of public space in our cities. Streets are used for getting from one place to another, but also for meeting people, for watching people, for exercising and recreating. They form the visual structure of our neighborhoods, and the access points to our homes and businesses. Attractive, safe, and functional streets support pedestrian activity, facilitate comfortable bicycle and transit use, support economic vitality, and make cities more livable.

The Master Plan expresses a long term vision for improvements that enhance neighborhood quality and foster economic and neighborhood vitality. Through the process of community involvement, a number of specific objectives were identified:

Figure 1.1 - Project Location

- De-emphasize the automobile and calm traffic
- Improve pedestrian and bicycle circulation and safety
- Ehance the pedestrian experience
- Enhance residential areas and create a clean, friendly neighborhood impression
- Create an environment that feels safe and deters undesirable activities
- Foster ownership of the street by local residents and businesses
- Create a green ambiance
- Honor historic character
- Implement improvements that are easy to maintain, and for which grant funding may be available

1.3 - PLANNING PROCESS

A number of documents have informed the process of developing streetscape plans for Martin Luther King, Jr. Way and Peralta Street. The plans have built on goals and objectives of previous plans and studies in the West Oakland area, including the following:

- *Redevelopment Plan for the West Oakland Redevelopment Project* (The Redevelopment Agency of the City of Oakland, 2003)
- *West Oakland Redevelopment Project Five-Year Implementation Plan, 2008-2013* (The Redevelopment Agency of the City of Oakland, 2008)

The plans are intended to integrate with and to complement other specific projects and planning efforts, including:

- *Mandela Parkway Corridor Plan* (1997)
- *West Oakland BART Station Access Plan* (2002)
- *Wood Street Development* (2004)
- *7th Street Concept and Urban Design Plan* (2004)
- *MacArthur BART Transit Village* (2007)
- *West Oakland Specific Plan* (2012)

The plans have also been developed to comply with relevant provisions of citywide plans, including:

- *Oakland General Plan* (1998)
- *DPW Draft Street Design Guidelines* (2006)
- *City of Oakland Bicycle Master Plan* (2007)
- *City of Oakland Pedestrian Master Plan* (2002)
- *Oakland Truck Routes Map* (2010)

The creation of this Master Plan has been a collaborative effort. The City's consultant team has been guided by a Core Committee of WOPAC members, and by community and stakeholder participation. A Technical Advisory Committee comprised of City Staff and AC Transit representatives has been involved from the outset, to ensure that the vision is implementable. For each street, a community charette was held to obtain input on various design elements and options. The WOPAC Committee of the Whole reviewed and gave input at numerous points along the way. Table 1.1 - Meeting Summary on the next page, chronicles the participatory process.

Early in the process, the Core Committee articulated their most important goals for the streetscape projects for each street.

Please rank the following criteria as appropriate for:

PERALTA STREET		MARTIN LUTHER KING JR. WAY	
	VISUAL QUALITY		**VISUAL QUALITY**
☆☆☆	Enhance community entry	☆☆☆☆	Enhance community entry
☆☆	Visually unify the community	☆☆☆	Visually unify the community
☆☆	Increase pedestrian amenities (e.g. benches, trash cans, etc.)	☆	Increase pedestrian amenities (e.g. benches, trash cans, etc.)
☆☆☆	Increase "green" areas (e.g. more trees, planted areas)	☆☆☆	Increase "green" areas (e.g. more trees, planted areas)
	PEDESTRIAN/BICYCLE SAFETY		**PEDESTRIAN/BICYCLE SAFETY**
☆☆	Calm traffic	☆	Calm traffic
☆☆☆	Improve pedestrian safety	☆☆☆☆	Improve pedestrian safety
☆☆☆	Improve bicycle safety	☆☆☆	Improve bicycle safety
☆☆☆	Create bike lanes	☆☆☆☆	Create bike lanes
☆	Improve ADA access	☆☆	Improve ADA access
☆	Consistency with City Bike & Pedestrian Master Plans	☆☆	Consistency with City Bike & Pedestrian Master Plans
	CONSTRUCTION		**CONSTRUCTION**
☆☆	Protect and improve infrastructure (e.g. solve drainage problems)	☆☆☆	Protect and improve infrastructure (e.g. solve drainage problems)
☆	Incorporate sustainable practices (e.g. minimize water use, use native plants, use recycled materials, filter stormwater)	☆	Incorporate sustainable practices (e.g. minimize water use, use native plants, use recycled materials, filter stormwater)
☆☆☆	Make improvements that are easy to maintain	☆☆☆☆	Make improvements that are easy to maintain
	SYNERGIES		**SYNERGIES**
☆☆☆	Build on existing streetscape improvements	☆☆☆☆	Build on existing streetscape improvements
☆☆☆☆	Support private redevelopment efforts	☆☆☆☆☆	Support private redevelopment efforts
☆☆	Support Neighborhood Project Initiative Program projects (and other community/public/non-profit projects)	☆☆☆	Support Neighborhood Project Initiative Program projects (and other community/public/non-profit projects)
☆☆	Enchance residential areas	☆☆☆	Enchance residential areas
☆☆☆☆	Enchance commercial nodes	☆☆☆	Enchance commercial nodes
☆	Enchance industrial areas	☆	Enchance industrial areas
☆☆☆	Focus efforts where grants may be available	☆☆☆	Focus efforts where grants may be available
☆☆	Support Urban Agriculture	☆	Support Urban Agriculture

Figure 1.2 - Core Committee Project Goals

As the team developed preliminary alternative concepts for each street, ongoing coordination with the Technical Advisory committee identified potential issues and conflicts, and ensured that there were no 'fatal flaws' in concepts that would be carried forward.

Separate charettes were held for each street, with notification sent to property owners, residents, businesses, organizations, Councilmembers and community representatives. Over 70 people participated in the workshops.

The participatory process is summarized in the following table.

Date	Group	Meeting Focus
11/3/2010	Core Committee	Kick-off. Discussed project expectations, outreach and community involvement, and preliminary observations.
12/3/2010	Core Committee	Committee members toured each street and recorded comments on field maps.
12/13/2010	Core Committee	Clarified goals and objectives for the project, reviewed field maps, looked at possible approaches to each street.
1/7/2011	Technical Advisory Committee (TAC)	Project introduction. City contacts, standards and review process discussed.
1/19/2011	TAC	Transportation. Review of City plans & policies.
1/25/2011	TAC	MLK, Jr. Way: Technical coordination regarding potential streetscape improvements; review of alterative preliminary concepts.
1/27/2011	TAC	Peralta Street: Technical coordination regarding potential streetscape improvements; review of alterative preliminary concepts.
2/3/2011	TAC	Preliminary coordination with AC Transit regarding potential streetscape improvements.
3/22/2011	Core Committee	Preview and discussion of MLK concepts, charette process and sample materials.
4/6/2011	West Oakland Project Area Committee (WOPAC) (Committee of the Whole)	Presentation of project overview & MLK opportunities & constraints; preview of MLK charette.
4/16/2011	MLK Community Charette	Public workshop to develop success criteria, to determine the community's preferred streetscape alternatives and elements, and priorities for improvements for MLK streetscape.
4/26/2011	Core Committee	Reviewed the outcomes of the MLK charette and made recommendations; previewed the Peralta charette.
5/4/2011	WOPAC (Committee of the Whole)	Reviewed the outcomes of the MLK charette and made recommendations; previewed the Peralta charette.
5/9/2011	TAC	Continuing coordination regarding potential roundabouts & intersection reconfigurations on Peralta Street.
5/21/2011	Peralta Community Charette	Public workshop to develop success criteria, to determine the community's preferred streetscape alternatives and elements, and priorities for improvements to Peralta Street.
6/7/2011	Core Committee	Reviewed the outcomes of the Peralta charette, gave further direction on improvements.
7/6/2011	WOPAC (Committee of the Whole)	Reviewed and discussed the Peralta charette outcomes.
8/18/2011	Bicycle and Pedestrian Advisory Committee (BPAC)	Reviewed and commented on draft master plans for both streets.
8/26/2011	TAC	Technical review of schematic streetscape design plans for each street.
10/24/2011	Core Committee	Discussion of potential Phase I projects for MLK.
10/31/2011	Core Committee	Discussion of potential Phase I projects for Peralta Street.
11/2/2011	WOPAC	Review of the Draft Master Plan and recommendations for potential Phase 1 projects for each street.
11/14/2011	Core Committee	Further discussions regarding potential Phase 1 projects.
12/7/2011	WOPAC	Recommendations and direction regarding Phase 1 projects for each street.

Table 1.1 - Meeting Summary

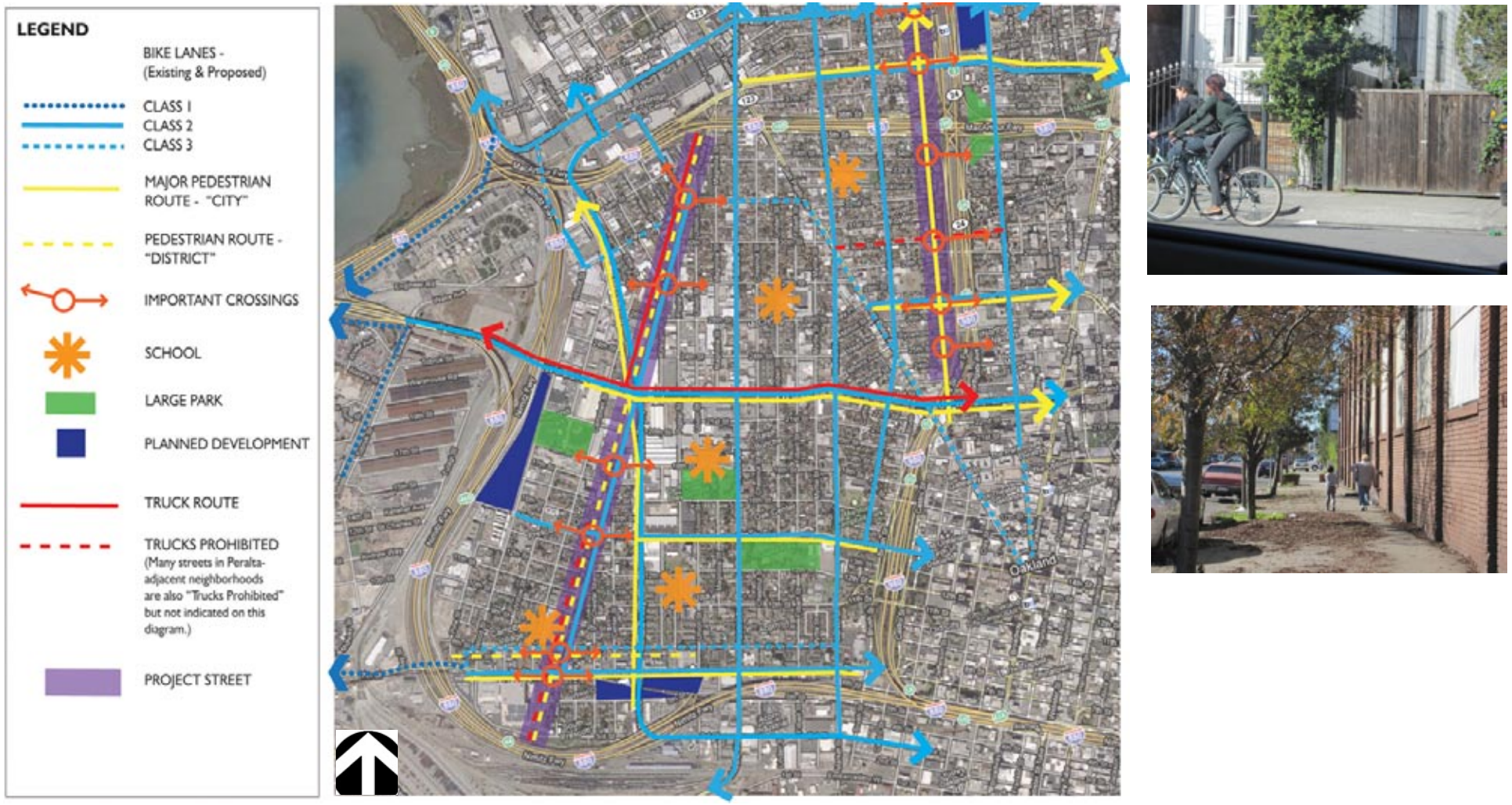


Figure 1.3 - Circulation Diagram

1.4 - Circulation Context

Both Martin Luther King, Jr. Way and Peralta Street are important corridors for their respective neighborhoods. Martin Luther King, Jr. Way is designated as a major ("City") Pedestrian Route in the City of Oakland Pedestrian Master Plan. It is also the route for one of AC Transit's more heavily used bus lines. Peralta Street is designated as an important ("District") Pedestrian Route, as well as a proposed Class 2 Bicycle Route.

The Circulation Diagram shows the two project streets in relation to major neighborhood destinations, such as schools, parks and planned new development. It also shows bicycle routes designated in the City of Oakland Bicycle Master Plan, and other major circulation designations.

1.5 - The Master Plan Document

Many elements of this Streetscape Master Plan apply to the entire project area, such as overarching goals and objectives, context, and implementation strategies. Martin Luther King, Jr. Way and Peralta Street each have unique characteristics, opportunities, challenges and desired improvements. The Master Plan is organized as follows:

Chapter 1: Introduction

This Chapter gives a project overview, including background, project objectives, the planning context and process, community involvement, and an overview of the Master Plan and its contents.

Chapter 2: Martin Luther King, Jr. Way

This chapter describes Martin Luther King, Jr. Way's characteristics and existing conditions. It discusses a range of potential improvements and possible alternatives. It summarizes the results of the community workshop, which was the basis for the improvements that were chosen. Finally, it provides an Illustrative Plan which describes the desired improvements to be made over time.

Chapter 3: Peralta Street

This chapter describes Peralta Street's characteristics and existing conditions. It discusses a range of potential improvements and possible alternatives. It summarizes the results of the community workshop, which was the basis for the improvements chosen. Finally, it provides an Illustrative Plan which describes the desired improvements to be made over time.

Chapter 5: Implementation

This chapter discusses strategies for incremental construction of the improvements described in the Illustrative Plans, including potential catalysts and funding sources. It also describes the segments of each street selected as pilot projects.

Appendices

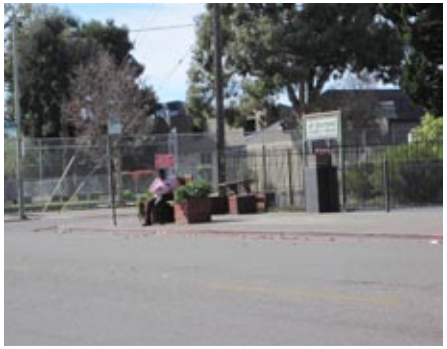
Appendix A: MLK Supporting Materials, including experiential diagram, opportunities and constraints diagram, traffic operations analysis, and workshop summary.

Appendix B: Peralta Supporting Materials,, including experiential diagram, opportunities and constraints diagram, traffic operations analysis, and workshop summary.

Appendix C: Meeting Notes and Materials, including the Core Committee, Technical Advisory Committee, and WOPAC meetings.

Appendix D: Schematic Designs and Order of Magnitude Cost Estimates

Appendix E: Detailed Traffic Analysis and Data, including signal warrant analysis, LOS reports, and traffic counts.

CHAPTER 2 - MARTIN LUTHER KING JR. WAY

2.0 - MARTIN LUTHER KING, JR. WAY

2.1 - Existing Conditions

2.1.1 Character

Neighborhood Context

Martin Luther King, Jr. Way was once a central arterial through its surrounding neighborhood. The construction of the elevated I-580 and I-980 (Grove-Shafter) freeways divided this neighborhood, creating a barrier between its western core and the eastern and northern parts of the old neighborhood. (See Figure 2.1) While north-south travel is not interrupted, the I-580 freeway overpass creates a formidable visual barrier. Martin Luther King, Jr. Way is dominated by the elevated Grove-Shafter freeway which parallels it less than a block to the east, and which physically severs most of the east-west streets through the old neighborhood. As a result, Martin Luther King, Jr. Way has become an edge to the Foster Hoover neighborhood (also known as the West MacArthur/Hoover Redevelopment Project Area).

Uses along the street are mixed, with commercial nodes, higher density residential and some areas of open space. The Foster Hoover neighborhood is primarily small lot residential.

Land Uses and Frontages

Land uses along Martin Luther King, Jr. Way are predominantly Urban Residential, with Neighborhood Commercial Mixed Use between West MacArthur Blvd. and 40th Street (see Figure 2.2 - Land Use). These uses consist of a mix of housing types with interspersed commercial uses. Most blocks contain both residences and ground floor businesses. Residences range from single family homes with front yards to multi-story, multi-family buildings. Most residences with front setbacks have fences at the back of sidewalk. Non-residential uses along Martin Luther King, Jr. Way include corner markets, churches, café's, the well-known Marcus Books and Ghost Town Farm, and auto body shops, among others. A number of buildings are vacant and boarded up, and the Community Rejuvenation Project has painted murals on a several vacant structures. Several parks front onto Martin Luther King, Jr. Way. Grove Shafter Park, under the I580/I-980 Interchange, is the site of a new dog park, and the 25th Street Mini Park, has recently been renovated after being closed due to security issues. There are several areas of non-park open space abutting the freeways.

The project area has evolved over a long period of time. A mix of architectural styles and periods are seen along the street, from Victorian residences to brick commercial buildings, to modern condominiums. The project area includes zones with differing characteristics, as shown in Figure 2.3 - Character Zones.

Martin Luther King Jr. Way is dominated by the elevated freeways that cross it at either end of the project area and that parallel it to the east. Where the street passes under the freeways, it is stark and barren.

For more detailed descriptions of Martin Luther King, Jr. Way's experiential qualities, see the Experiential Diagram in Appendix A.

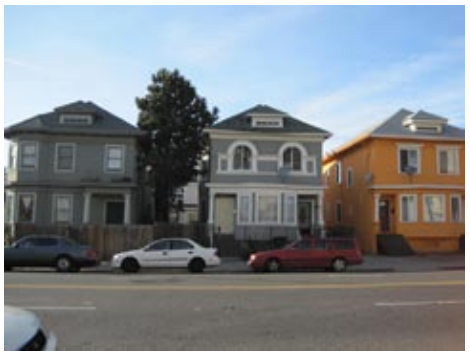


Figure 2.1 - Neighborhood Context

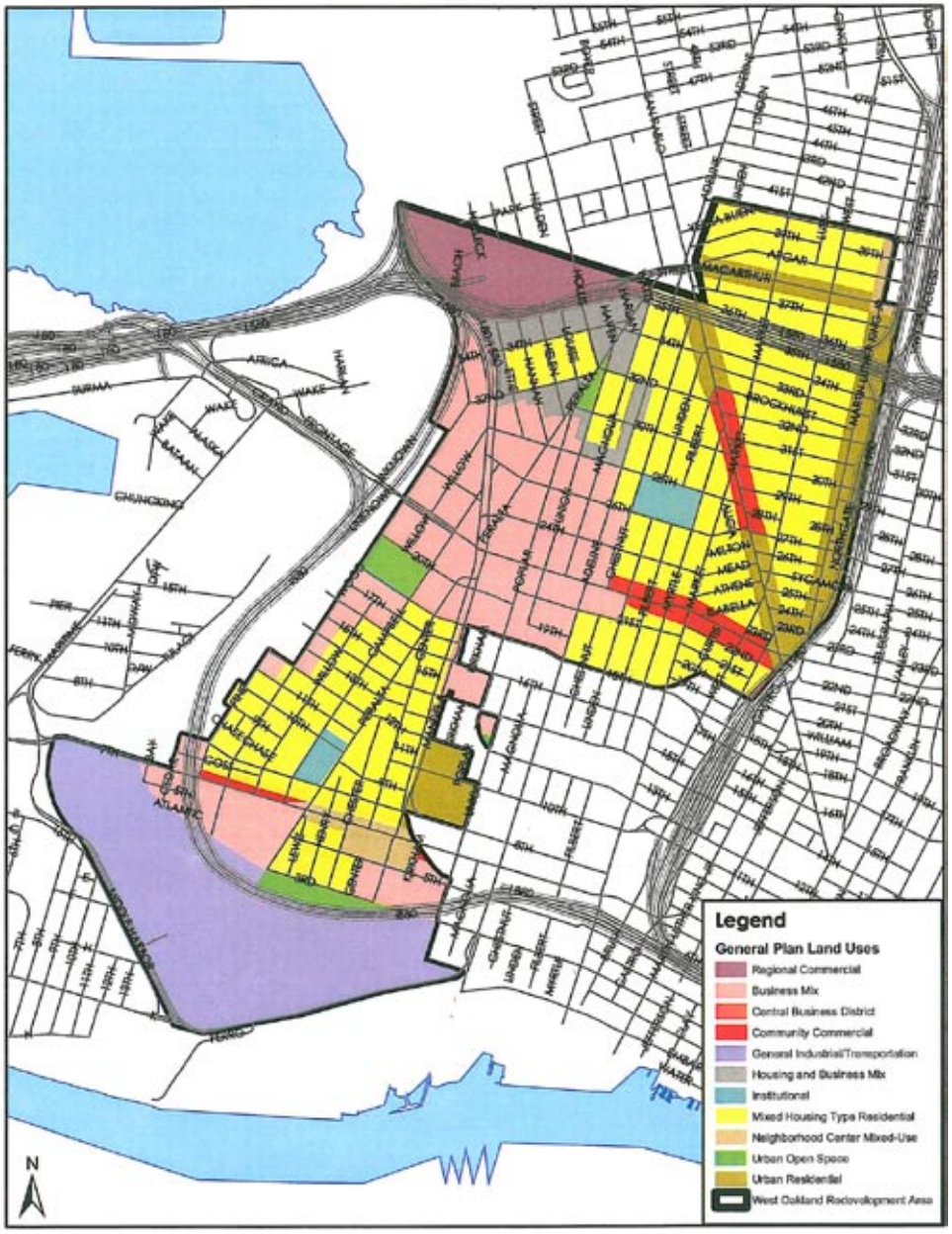
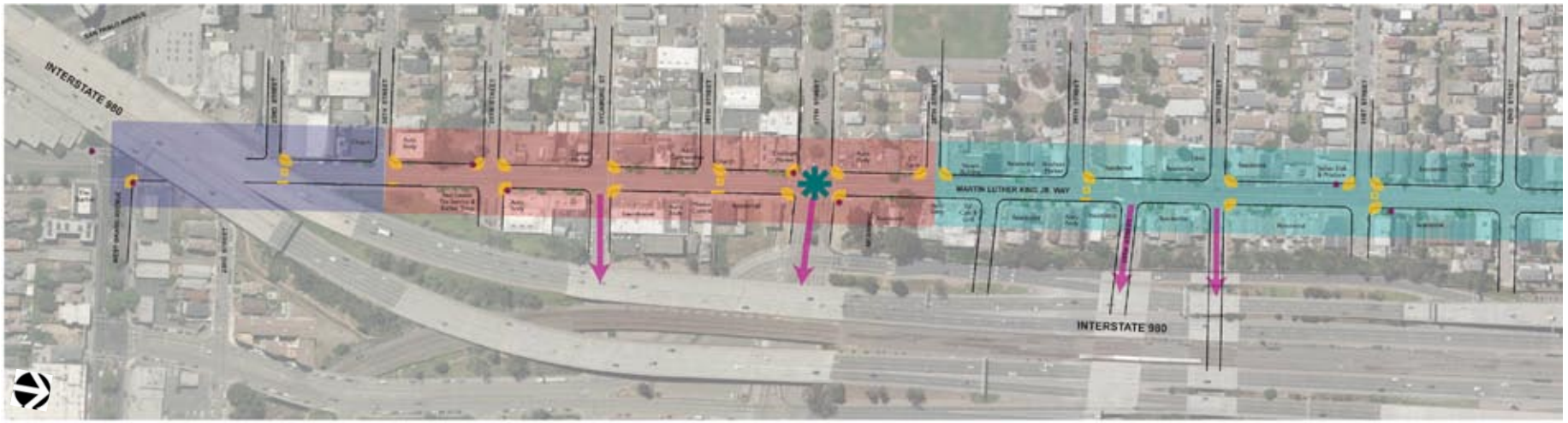


Figure 2.2 - Land Use



ENTRY/GATEWAY
- Arrival into Neighborhood
- Opportunity for Art

COMMERCIAL SERVICES
- Some Residential
- Brick Industrial Architecture
- Auto Body Shops
- Serves District as well as Neighborhood
- Many Buildings lack setbacks from Sidewalk

RESIDENTIAL
- Duplexes, Multi-Family and Single Family
- Some Neighborhood Services and Commercial
- Setbacks from Sidewalk
- Driveways

RESIDENTIAL
- Duplexes, Multi-Family and Single Family
- Some Neighborhood Services and Commercial
- Setbacks from Sidewalk
- Driveways

UNDERPASS
- Park and Green Spaces
- Gateway into Neighborhood
- Opportunity for Art

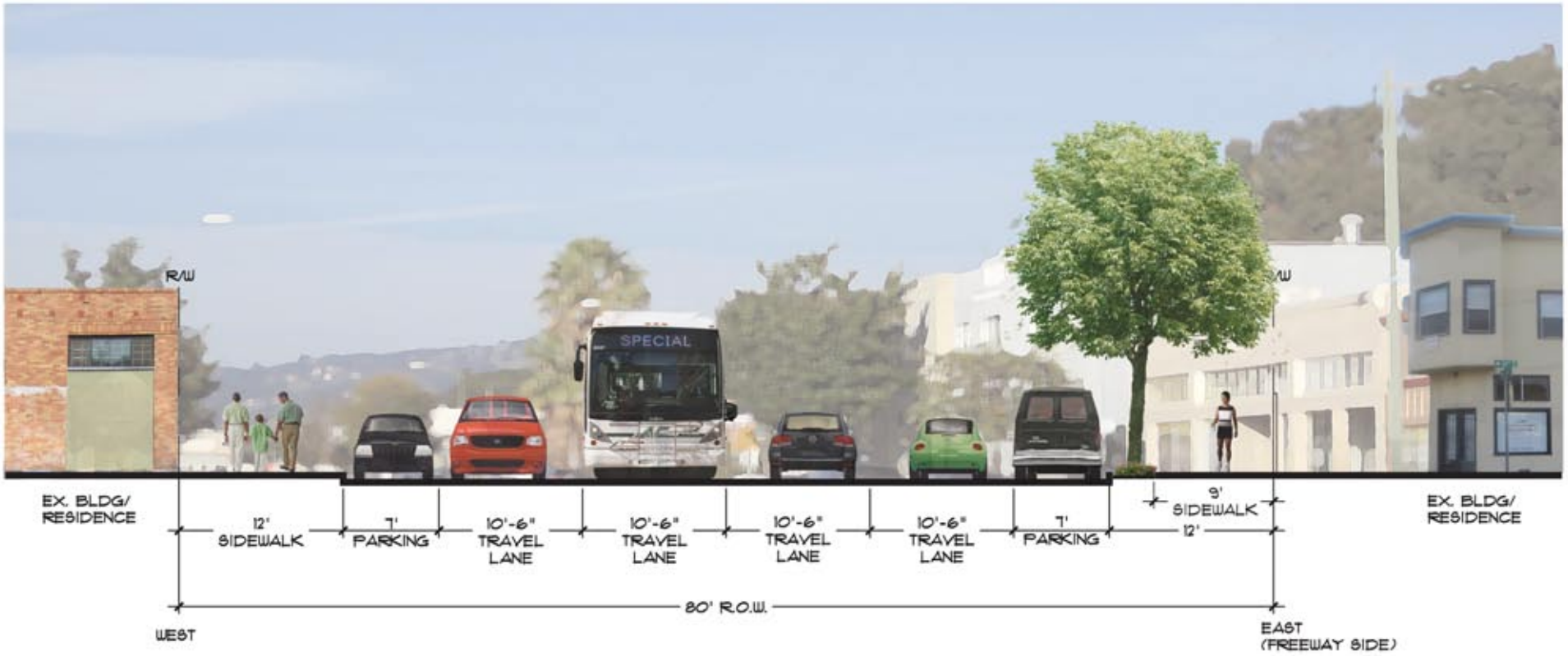
MIXED-USE
- Some New Development (MLK Building)
- Many Vacant Opportunity Sites
- Some Neighborhood Institutions (ie: Marcus Books)
- Future Development Planned at BART

Figure 2.3 - Character Zones

2.1.2 Traffic Conditions

Travel lanes, parking and sidewalks

Martin Luther King, Jr. Way has a fairly uniform layout for the length of the project area. The street width is 56' from curb face to curb face, within an 80' right-of-way. There are of two lanes of travel in each direction and un-striped parallel parking on both sides of the street. On street parking appears to be readily available. Typically, the sidewalks are 12' wide, although they narrow in some areas to accommodate planters or planting strips.

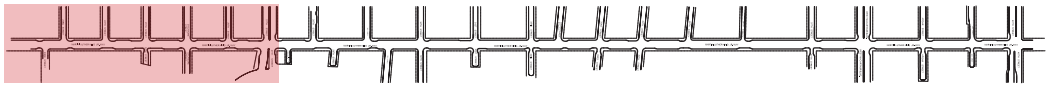


EXISTING STREET ELEVATION - 4 TRAVEL LANES

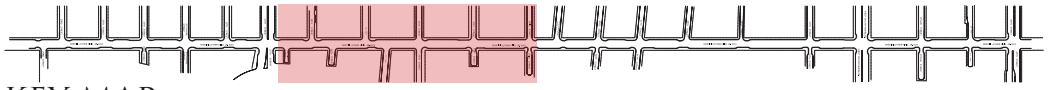
SCALE: 1/8"=1'-0"

Figure 2.4 - Existing Cross Section

Figure 2.5 - Existing Conditions Diagram

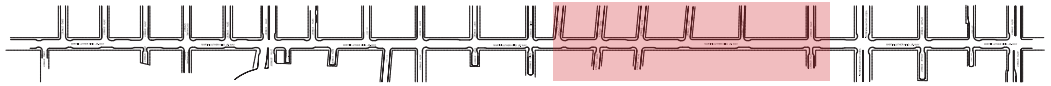


KEY MAP



KEY MAP

Existing Conditions Diagram - cont.



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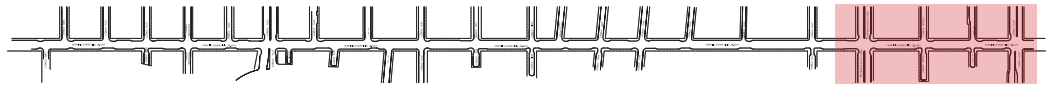


KEY MAP

SIDEWALK CONDITION

GOOD

BAD / OR NO SIDEWALK / OR WITH OBSTACLES

LEGEND

- BUS STOP
- COBRA HEAD STREET LIGHT
- COBRA HEAD STREET LIGHT ON POWER POLE
- PLANTER / BENCH
- BIKE RACK
- DRAINAGE ISSUE
- DRIVEWAY
- STRIPED CROSSWALK
- EXISTING STREET TREE

A	Australian Willow
C	Crape Myrtle
E	Eucalyptus
FP	Flowering Pear
G	Gingko
H	Hackberry
J	Juniper
L	Locust
M	Magnolia
MA	Maple
ME	Melaleuca
P	Pistache
PE	Pepper
PL	Purple Leaf Plum
R	Redbud
S	Star Pine

Traffic and Transit

Martin Luther King Jr. Way carries fewer than 6,200 vehicles daily. Traffic volumes on the street are expected to grow by only approximately 10 percent by 2035 according to the forecasts produced from the Alameda Countywide Travel Model. Because many of the cross streets either terminate in "T" intersections on Martin Luther King, Jr. Way, or continue on the east side of the street as short cul-de-sacs only a few parcels deep, vehicle turning movements to and from Martin Luther King, Jr. Way are reduced at many locations.

For the Traffic Operations summary for Martin Luther King, Jr. Way, see Appendix A. For detailed Traffic Analysis with supporting data, see Appendix E.

AC Transit's Route 18 bus travels Martin Luther King, Jr. Way through the project area. It is a heavily used, trunk line route with 15-minute headway service on weekdays and 20-minute service on weekends. Transit stops are closely spaced along the corridor (400 to 600 feet apart), however, pedestrian access to the typically nearside transit stops can be a challenge. Bus lines that cross Martin Luther King, Jr. Way include Routes C and 57 at 40th Street, Route CB at MacArthur Blvd., and Route 72 at San Pablo Avenue (just outside the project area). The MacArthur BART station is one block east of the northern end of the project area.

Martin Luther King, Jr. Way is designated as a "City" Pedestrian Route in the City of Oakland Pedestrian Master Plan, which calls for 12' wide sidewalks and bulb-outs at pedestrian crossings.

The City of Oakland Bicycle Master Plan (2007) does not propose a bikeway along Martin Luther King Jr. Way. Class 2

bike lanes are provided on West Street from West Grand Avenue to MacArthur Boulevard and are proposed to be extended to the north through the project area. Telegraph Avenue is also shown on the Bicycle Master Plan as a future Class 2 facility, so Class 2 bike lanes are proposed on the adjacent streets west and east of Martin Luther King Jr. Way.

2.1.3 Infrastructure

Martin Luther King, Jr. Way's street surface is generally good, but in fairly poor condition between 26th and 38th Streets. The Martin Luther King, Jr. Way roadway has a crowned cross-section -- generally 1-2% at the center two lanes, then 2-5% at the outer two lanes, then 4-8% at the parking lane.

Curb and sidewalk conditions are also uneven, with some segments extremely worn, showing offsets, cracks, and other damage.

On Martin Luther King, Jr. Way, drainage either travels in the gutter around the block to West Street catch basins or collects to catch basins at intersections. There are underground storm drainage pipes along the east side of the street from 23rd Street to 31st Street and from 36th Street to West MacArthur Blvd. There are underground storm drainage pipes perpendicular and crossing Martin Luther King, Jr. Way at 30th, 34th, and 36th. Local ponding has been observed, particularly in intersection areas without a catch basin or where the catch basin and storm drainage lateral may not have been maintained.

Electrical utilities have been undergrounded along the length of the project area, so there is no visual clutter from overhead wires and no telephone poles obstruct the sidewalk. Numerous longitudinal underground utilities exist under Martin Luther King, Jr. Way. The sanitary sewer system runs the entire length of the project area under each sidewalk.

Street and sidewalk lighting is typically provided from pole mounted high pressure sodium (HPS) lamps in cobra-head luminaires located on alternating sides of the street. The average lighting level on the street is just over 2 footcandles, which meets the City's illumination standards. The City of Oakland Pedestrian Master Plan proposed lighting levels of 0.9 footcandles for sidewalks, and 1.0 footcandles for collector street crosswalks and 2.0 footcandles for arterial street crosswalks, with recommended pole spacing of 50' on center. Sidewalk lighting along Martin Luther King, Jr. Way averages around 1.2 footcandles, although there are much darker areas between lights with much lower levels, as indicated by the 12:1 average/minimum uniformity ratio.

Martin Luther King, Jr. Way has a variety of street trees, the predominant species being magnolia. Spacing is sporadic and many tree wells are empty or paved over. There is little site furniture, other than an occasional bench and trash receptacle at some of the bus stops. Several businesses have had bike racks installed in front of their establishments.

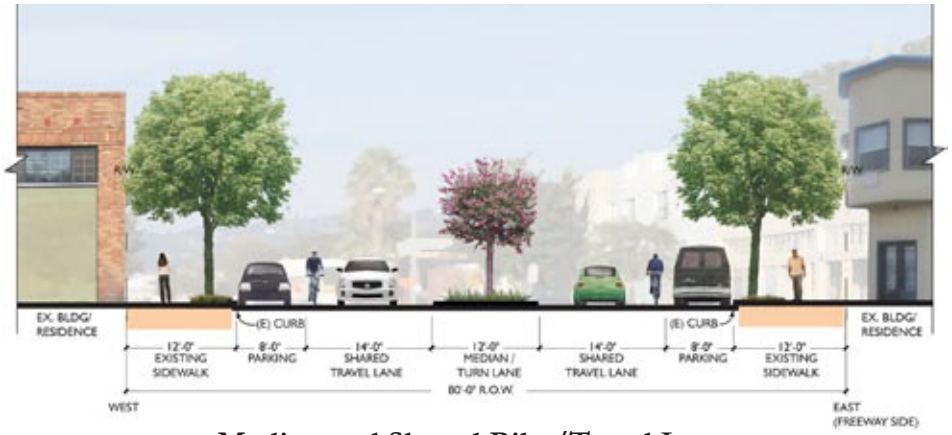
2.2 - Opportunities Analysis

2.2.1 Road Diet

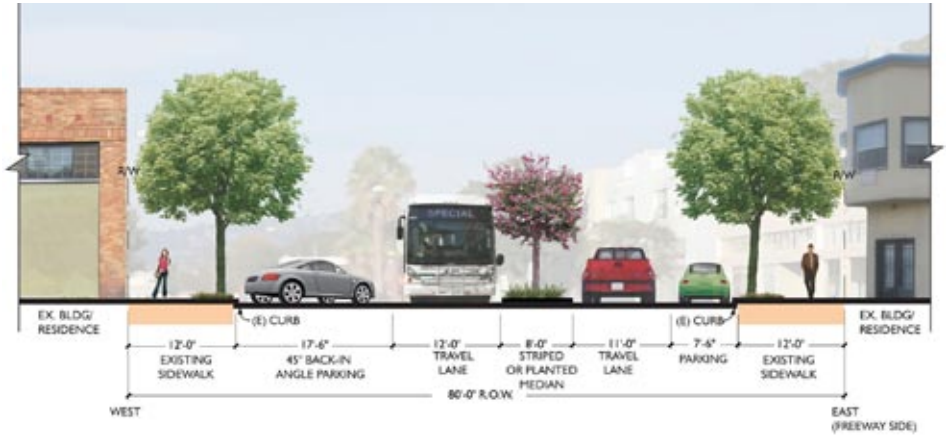
A road diet (reducing the number of travel lanes) is suggested for the portion of Martin Luther King Jr. Way from West Grand Avenue to 40th Street. A road diet would improve safety for motorists, pedestrians, bicyclists and transit service users. Reduced vehicle speeds and more uniform vehicle speeds, improved pedestrian safety, and reduced collision rates are all expected to result from reducing the number of lanes on Martin Luther King Jr. Way. Reduced vehicle speeds and the reduced number of lanes will make it easier for vehicles to enter Martin Luther King Jr. Way from unsignalized side streets.

A road diet creates the possibility of several options for street and sidewalk configurations. (See Figure 2.6) In any road diet option, planted medians may be used to visually scale the street. As Martin Luther King Jr. Way is a neighborhood edge, widening the sidewalk on the west side would build upon the existing connection back into the neighborhood. If the sidewalk zone is widened, the planting and/or street furniture zone can be expanded to further separate pedestrians from the street. If sidewalks are not widened, diagonal parking may be implemented on at least one side of the street, widening the buffer zone between the pedestrians and the vehicle travel lanes. This treatment is only feasible where there are few driveways, and may be appropriate where there are commercial zones. Reverse-angle back in parking is safer for vehicles and cyclists than standard diagonal parking.

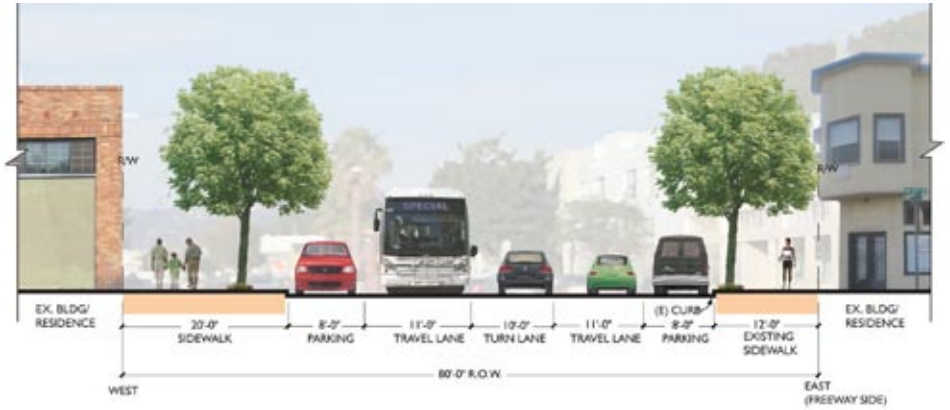
Safety for pedestrians would be improved by reducing the number of lanes in each direction on Martin Luther King Jr. Way from two lanes to one.



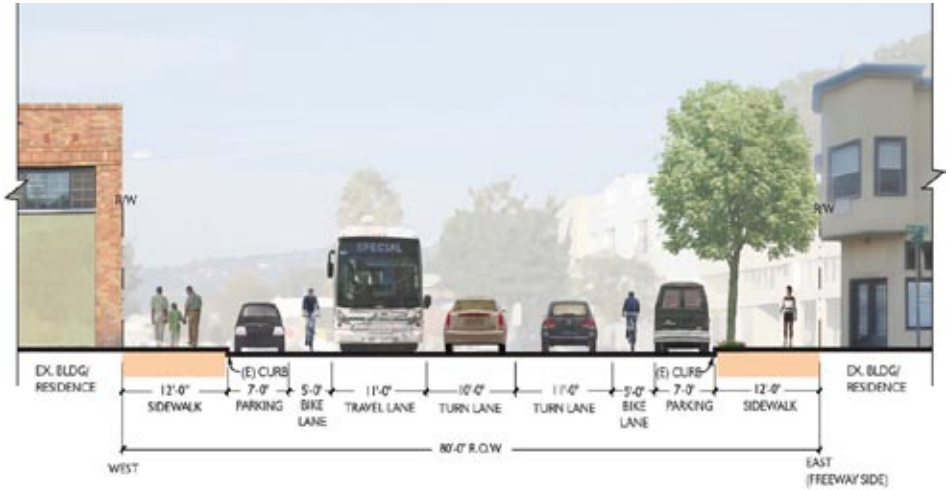
Median and Shared Bike/Travel Lane



45 Angle Parking on One Side and Median



Widen Sidewalk on One Side



With Bike Lane

Figure 2.6 - Possibilities within the R.O.W.

Pedestrians face a particular problem in crossing multi-lane streets at unsignalized intersections, where a pedestrian may be unseen and struck by a vehicle in the second lane after a vehicle in the first lane has stopped to let the pedestrian pass.

The effects of a road diet on AC Transit operations would be essentially the same as for other motor vehicles. The reduction in travel speeds may increase AC Transit travel times. After implementation of the road diet, buses would pull out of the stream of traffic to pick up passengers at existing bus stops and re-entry into the traffic stream would be required. These effects would be offset at least to some degree by the more uniform speeds and improved traffic safety that would result from the implementation of a road diet. In addition, a more inviting pedestrian environment should support transit ridership to the extent that transit patrons would feel more comfortable walking to and from transit stops. The net effect of the road diet on transit operations is not expected to be significant.

Road diets are typically considered for roadways that carry between 12,000 and 18,000 vehicles daily, much higher volumes than the 6,200 vehicles currently on Martin Luther King, Jr. Way. Baxter Street in Athens, GA, and Euclid Avenue in Lexington, KY, have successfully implemented road diets with approximately 20,000 vehicles daily. Even with significant growth anticipated along the streets that cross Martin Luther King Jr. Way, there is ample capacity at those intersections to accommodate a road diet on Martin Luther King Jr. Way.

The road diet would achieve the objective of providing a more balanced transportation system and make Martin Luther King Jr. Way a more "complete street". Improving comfort and safety for walking and bicycling and should encourage more people to walk, bike, and use transit and thereby make a positive contribution to the reduction of greenhouse gases.

2.2.2 Pedestrian Improvements

Currently, Martin Luther King, Jr. Way feels like a wide canyon of asphalt. There are a number of opportunities to visually scale the street, shorten the crossing distance, and to separate pedestrians from vehicle traffic. Narrowing the curb to curb distance along the length of the street could be done by widening the sidewalks on one or both sides. Whether or not sidewalks are widened, bulb-outs (curb extensions) should be considered at intersections and potential crossing points to shorten crossing distance for pedestrians and to visually narrow the street. Creating bulb-outs may reduce the number of available parking spaces, and this trade-off must be evaluated on a case-by-case basis. For the most part, installation of curb extensions would have little impact on the parking supply, would significantly improve the ability of motorists to see pedestrians getting ready to enter a crosswalk, and would improve the ability of pedestrians to see approaching motorists before they begin to cross the street. Curb extensions are most needed where marked crosswalks are provided, but would be advisable at all intersections.

Implementation of a road diet would also provide an opportunity to install median islands in some locations, particularly near tee intersections, where turn lanes are not required to serve the missing leg of the intersection. Median islands can provide refuge for pedestrians so they can cross one direction of motor vehicle traffic at a time. They also visually scale the street, making for a better pedestrian ambiance.

Crosswalks across streets that have no traffic controls (traffic signals or stop signs) should be high visibility with longitudinal markings (ladder, continental or other high-visibility style, which may include decorative paving). Also, signing for crosswalks should be modified to be consistent with current standards specified in the California Manual on Uniform Traffic Control Devices.

Other features to improve pedestrian safety might include:

- Speed feedback signs
- High-visibility fluorescent yellow green signs
- High-visibility pavement markings at uncontrolled crosswalks
- Improved street lighting
- Pedestrian countdown signals
- Signal timing modifications to ensure pedestrian accommodation

- Separated curb ramps at intersection corners
- Marked crosswalks and advance stop lines at controlled crosswalks
- ADA upgrades (audible pedestrian signals, accessible pushbuttons, truncated domes)
- Advance yield lines
- Flashing beacons
- In-roadway warning lights

Street trees, pedestrian-scaled lights and street furnishings can also create visual and physical separation between vehicle and pedestrian traffic. Consistent planting of street trees, infilling where they are now absent, would buffer pedestrians from vehicle traffic. Installation of pedestrian-scaled lighting could not only improve the uneven and insufficient pedestrian lighting levels, but could enhance the ambiance and convey neighborhood character. If new trees or pedestrian lighting are contemplated, care must be taken to determine proper clearance from the sanitary sewer system which runs the entire length under each sidewalk. The City's current lack of budget for maintaining new landscape area is a significant constraint to any additional planting.

Whenever a curb line is relocated or created (for sidewalk widening or bulb-outs, or curbed medians), a detailed analysis, including potholing, will generally be needed to determine the exact location of utilities in order to avoid conflicts. Similar analysis may be required for proposed trees, street light foundations, installed art foundations, utility vaults, and other items requiring excavation. In general, longitudinal utilities are more than 8 feet from the existing curbs. While short interruptions such as sidewalk bulb-outs or parking islands may be acceptable, construction of foundations for street lighting or trees may not be feasible in some locations. Storm drainage systems are common constraints at intersection corners and need to be analyzed on a case-by-case basis.

2.2.3 Transit Improvements

A well-designed road diet has the potential to improve pedestrian access to transit along the corridor and potentially improve transit service if certain transit-friendly design features are incorporated into the plan. To optimize transit performance whether or not a road diet is incorporated, AC Transit generally prefers to provide bus stops:

- Along local bus routes at a frequency of approximately 1,000 feet of separation
- At signalized intersections
- At the far side of intersections
- Where there are marked crosswalks
- Where there is at least 20 feet of roadway width in the direction of bus travel (this would require limiting the extension of curbs at transit stops if a road diet is implemented.)

These suggested changes to improve transit performance would involve relocation or removal of a number of bus stops along the corridor, as shown in "Figure 2.7 - Potential Traffic Design Features Diagram".

2.2.4 Aesthetic and Functional Improvements

A range of elements may be included in the streetscape design to provide for pedestrian comfort, safety and convenience, and to convey neighborhood character and identity. Banners on the light poles could further contribute to neighborhood identity. Distinctive benches, trash receptacles

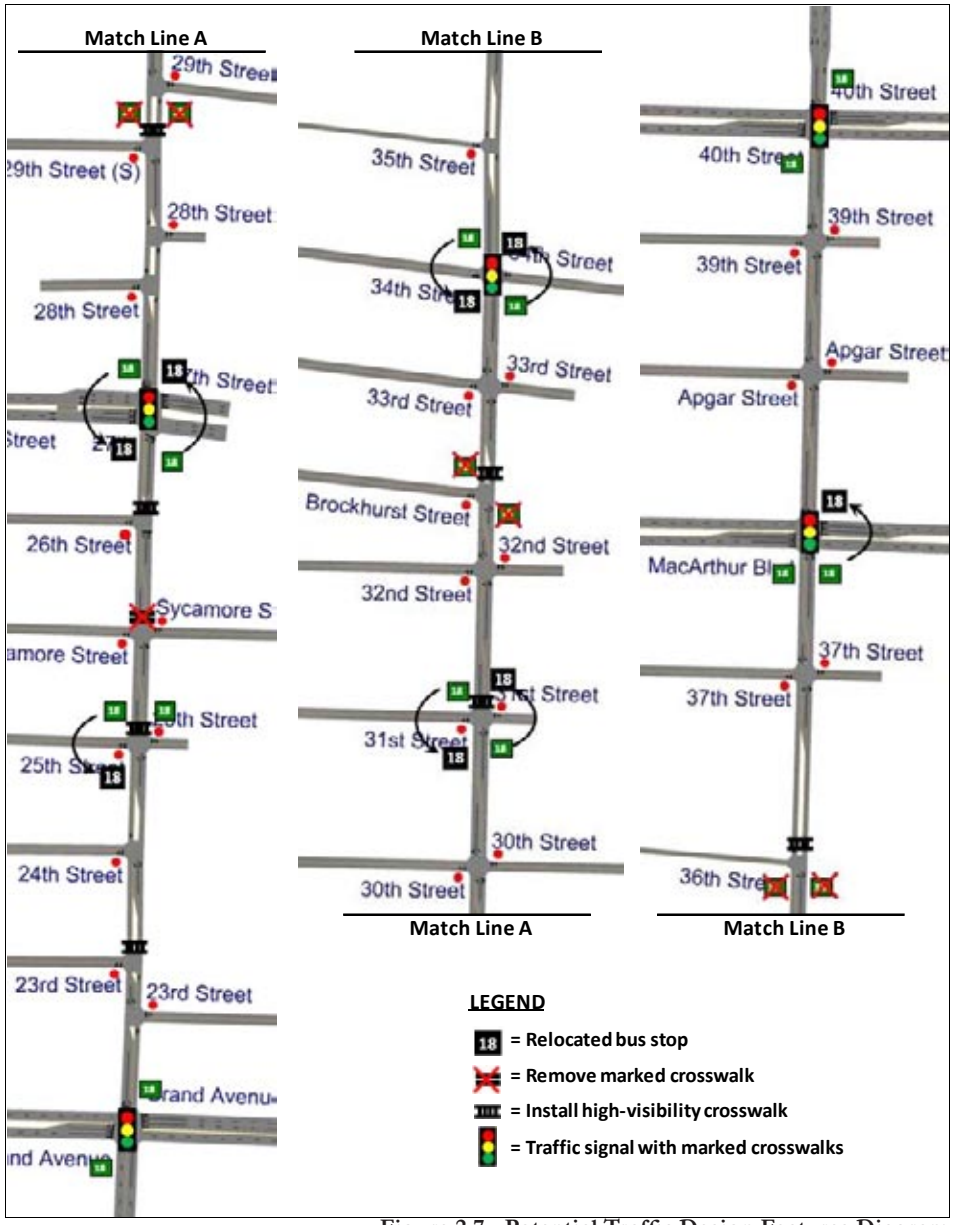


Figure 2.7 - Potential Traffic Design Features Diagram

and bike racks throughout the project area would improve pedestrian comfort as well as contributing to the neighborhood image. Elements or art or historic references may be included on vertical elements, or in the paving. Decorative crosswalks across Martin Luther King, Jr. Way and across the side streets could further define this as a special street.

Importantly, this streetscape project presents the opportunity to improve the basic appearance and function of Martin Luther King, Jr. Way. Portions of the street surface, sidewalks and curbs are in poor condition - potholed, broken, cracked, or heaved. Repair of the existing sidewalks, curbs, ADA ramps and street surface throughout the project area would constitute a significant enhancement, and is a foundation upon which future improvements could be built. Drainage problems resulting from inadequate grading or storm drain maintenance issues could be addressed in the process. A uniform, well maintained pedestrian realm conveys neighborhood pride.

2.2.5 Gateways and Focal Points

The major portion of the project area is framed by elevated freeway overcrossings. These "portals" provide the opportunity for art elements that could transform them into more positive gateway features. Improved lighting under the freeways would make these areas feel safer for pedestrians. Chain link fencing could be replaced with attractive decorative fencing. At Grove Shafter Park, landscape elements and lighting could integrate the

park with the streetscape, bringing the park feeling to the street. In addition to these "portals," there are several major crossings, including West Grand Avenue, 27th Street, West MacArthur, and 40th Street, that provide opportunities for gateway features or identity elements (e.g. sculpture, vertical elements such as monoliths or banner poles, landscape treatments, special paving).

2.2.6 Specific Locations

Opportunities for improvements at specific locations are discussed below, and are illustrated in the Opportunities and Constraints Diagram in Appendix B.

West Grand Avenue

Opportunities

- Install curb extensions:
  - North, east and west legs

Constraints

- Curb extension is limited by need for 20-foot lane at transit stop north of the intersection
- Convert northbound right lane to right-turn only
- Median noses on West Grand Avenue may need to be modified to accommodate crosswalks, which may need to be relocated to shorten pedestrian crossing distances

Implementation of a road diet would reduce the pedestrian crossing distance across all legs of the intersection. The most obvious reduction would be at the north leg of the intersection where curb extensions could shorten the pedestrian crossing distance. The amount of reduction is limited by the location of an AC Transit stop just north of West Grand Avenue, which requires 20 feet for the northbound lane and bus stop. The pedestrian crossing distances across West Grand Avenue may also be shortened with curb extensions that would extend as far as the line of parking along the street. It may be possible to narrow the south leg, although the transit stop at that location would only allow shortening the distance by approximately 4 feet.

One of the through lanes approaching the intersection in the northbound direction would need to be modified to reduce the number of lanes crossing the intersection. Traffic volumes for the approach suggest that the northbound right lane should be converted to right-turn only movements.

23rd Street

Opportunities

- Install pedestrian median island (north leg)
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)
- Install curb extensions:
  - North, east and west legs

25th Street

Opportunities

- Relocate southbound near-side bus stop to far side
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)

- Install curb extensions:
    - North, east and west legs

The north side is suggested for the high-visibility crosswalk because the volume of traffic using the southbound left turn lane is expected to be significantly lower than the northbound left turn lane.

Sycamore Street

The marked crosswalk on the north leg of this intersection may be removed as implementation of a road diet creates opportunities for marked crosswalks at intersections immediately north and south of Sycamore Street. A marked crosswalk is suggested at 25th Street to provide access to transit stops and a marked crosswalk is suggested a 26th Street, where a pedestrian median island may be installed. Marked crosswalks spaced as closely as two blocks apart should provide adequate pedestrian service.

26th Street

Opportunities

- Install pedestrian median island (north leg)
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)
- Install curb extensions:
    - North, east and west legs

27th Street

Opportunities

- Relocate northbound and southbound near-side bus stops to far side
- Install curb extensions at all legs of the intersection

Constraints

- Median noses on 27th Street may need to be modified to accommodate crosswalks, which may need to be relocated to shorten pedestrian crossing distances
- Curb extension is limited by need for 20-foot lane at transit stops north and south of the intersection

29th Street

Opportunities

- Remove bus stops
- Install pedestrian median island (north leg)
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)
- Install curb extensions:
    - North, east and west legs

Elimination of the bus stops at this location would still leave the frequency of bus stops along Martin Luther King Jr. Way within AC Transit standards and would improve AC Transit running times.

31st Street

Opportunities

- Relocate northbound and southbound near-side bus stops to far side
- Install pedestrian median island (north leg)
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)
- Install curb extensions:
    - North, east and west legs

Constraints

- Curb extension is limited by need for 20-foot lane at transit stops north and south of the intersection

Brockhurst Street

Opportunities

- Remove bus stops

- Install pedestrian median island (north leg)
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)
- Install curb extensions:
    - North, east and west legs

Elimination of the bus stops at this location would still leave the frequency of bus stops along Martin Luther King Jr. Way within AC Transit standards and would improve AC Transit running times.

34th Street

Opportunities

- Relocate northbound and southbound near-side bus stops to far side
- Install pedestrian median island (north leg)
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)
- Install curb extensions:
    - North, east and west legs

Constraints

- Curb extension is limited by need for 20-foot lane at transit stops north and south of the intersection

There may be an opportunity to remove the traffic signal at this intersection. An analysis of the peak hour traffic signal warrant showed that this intersection falls far below satisfying the peak hour signal warrant in 2035. If 2035 traffic volumes on 34th Street were to double, the traffic signal would still not satisfy the peak hour warrant. If 2035 traffic volumes on both 34th Street and Martin Luther King Jr. Way were to double, the peak hour warrant would be satisfied.

This intersection is adjacent to bus stops. If the traffic signal were removed, access to transit could be provided by installing a high-visibility crosswalk across the north leg of the intersection.

36th Street

Opportunities

- Remove bus stops
- Install pedestrian median island (north leg)
- Install high-visibility crosswalk with pedestrian crossing signs (north leg)
- Install curb extensions:
    - North, east and west legs

Elimination of the bus stops at this location would still leave the frequency of bus stops along Martin Luther King Jr. Way within AC Transit standards and would improve AC Transit running times.

MacArthur Boulevard

Opportunities

- Relocate northbound near-side bus stop to far side
- Reduce the number of lanes on MacArthur Boulevard from three (3) lanes in each direction to two (2) lanes with a center left-turn lane
- Install curb extensions at all legs of the intersection

Constraints

- Reducing the number of lanes on MacArthur Boulevard will require developing a transition for the approaches to the intersection. Lane transitions would at least require signing and pavement delineation modifications.
- Median noses on MacArthur Boulevard may need to be modified to accommodate crosswalks, which may need to be relocated to shorten pedestrian crossing distances
- Curb extension is limited by need for 20-foot lane at transit stops north and south of the intersection

40th Street

Opportunities

- Install curb extensions at all legs of the intersection

Constraints

- Reducing the number of lanes on Martin Luther King Jr. Way will require developing a transition for the southbound approach to the intersection. The lane transition would at least require signing and pavement delineation modifications.
- Median noses on 40th Street may need to be modified to accommodate crosswalks, which may need to be relocated to shorten pedestrian crossing distances.
- Curb extension is limited by need for 20-foot lane at transit stops north and south of the intersection.

2.3 - Community Workshop

At the Martin Luther King, Jr. Way workshop, after a presentation by the consultant team, participants engaged in several exercises. The first exercise elicited opinions on what would constitute a successful project. Participant votes indicated the following as the most important success criteria:

- De-emphasizes the automobile
- Creates "green" ambiance (e.g. more trees, planted areas)
- Creates an environment which feels safe
- Creates an "clean, friendly neighborhood" impression
- Calms traffic
- Fosters ownership of street by local residents and businesses
- Enhances bicycle safety/use
- Improvements are easy to maintain
- Deters undesirable activities
- Improves pedestrian circulation (sidewalk repairs, remove obstacles)
- Focuses efforts where grants may be available
- Improves pedestrian safety
- Incorporates sustainable practices (e.g. minimize water use, use native plants, use recycled materials, filter stormwater)
- Durable, vandal resistant, timeless solutions

Participants broke into groups to weigh possible alternatives for the street, and to generate ideas. Each group presented their conclusions and discussions to the group as a whole. The areas of consensus that emerged included:

- Road Diet (re-stripe the street to reduce through traffic from four to two lanes)
- Enhance medians with trees

Figure 2.7 - Example of Workshop Exercise

- Highlight key intersections with bulb-outs (27th, 40th, West MacArthur)
- Avoid creating seating/lingering opportunities
- Improve, control freeway under-crossings (MLK Mural)

Two options for approaches were favored by workshop participants. Option 1 created a series of nodes along the street, added diagonal parking to define commercial areas, and widened sidewalks near parks or in residential areas. Option 2 added bike lanes along the entire corridor, adding additional bulb-outs and crosswalks at specific locations. The Core Committee and WOPAC endorsed Option 2, creating continuous bike lanes.

Priorities for improvements included the road diet, focus on key bulb-outs, street trees, better pedestrian lighting, and more space for bicycles.

2.4 - Illustrative Plan

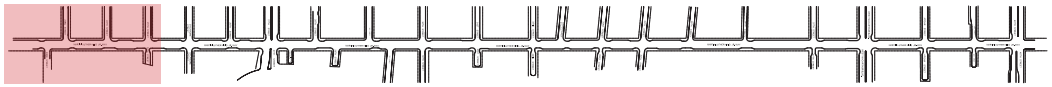
2.4.1 Vision, Goals and Recommendations

The Martin Luther King, Jr. Way Illustrative Master Plan that follows was been developed through a process of community involvement. It expresses a long term vision for an attractive, safe and walkable street that encourages pedestrian and bicycle use, supports efficient and accessible transit, fosters neighborhood pride and encourages economic vitality. It is a vision for a street that makes positive contributions to the quality of life and economic development of West Oakland.

Goals for Martin Luther King, Jr. Way streetscape improvements were articulated at the community workshop held in May 2011. Among the most important:

- De-emphasize the automobile and calm traffic
- Create a green ambiance

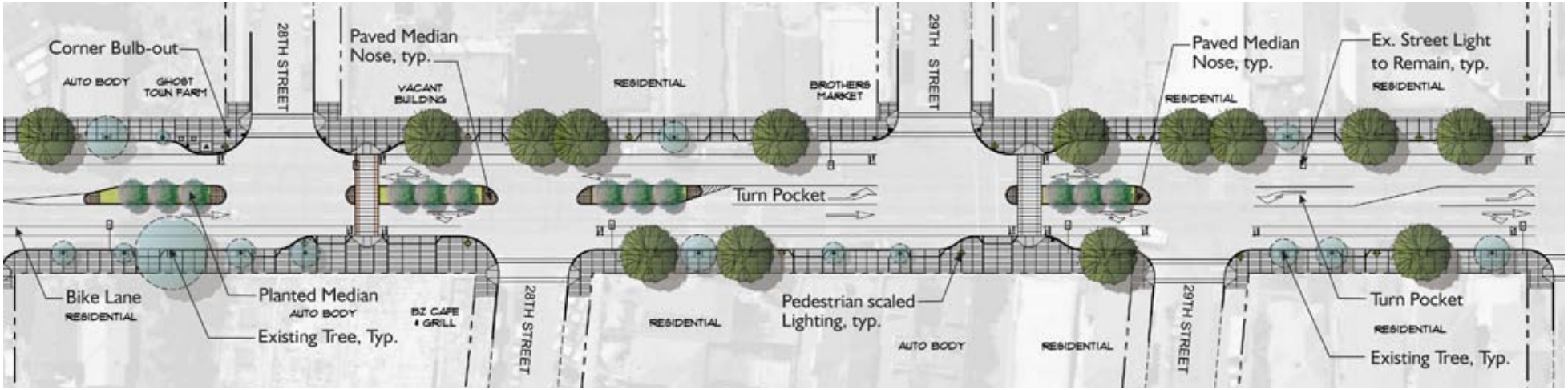
Figure 2.8 - Illustrative Plan



KEY MAP

KEY MAP

Illustrative Plan (cont.)



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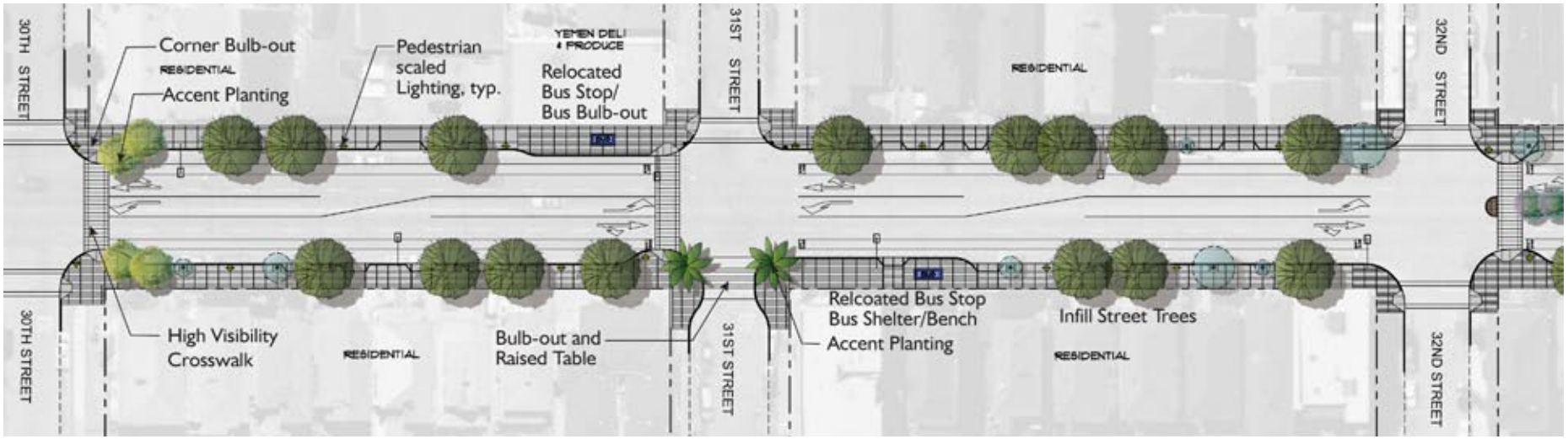

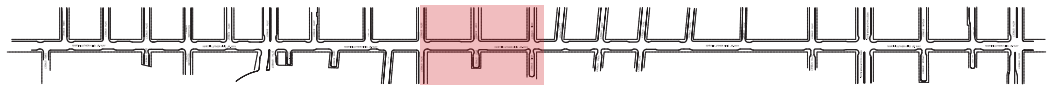

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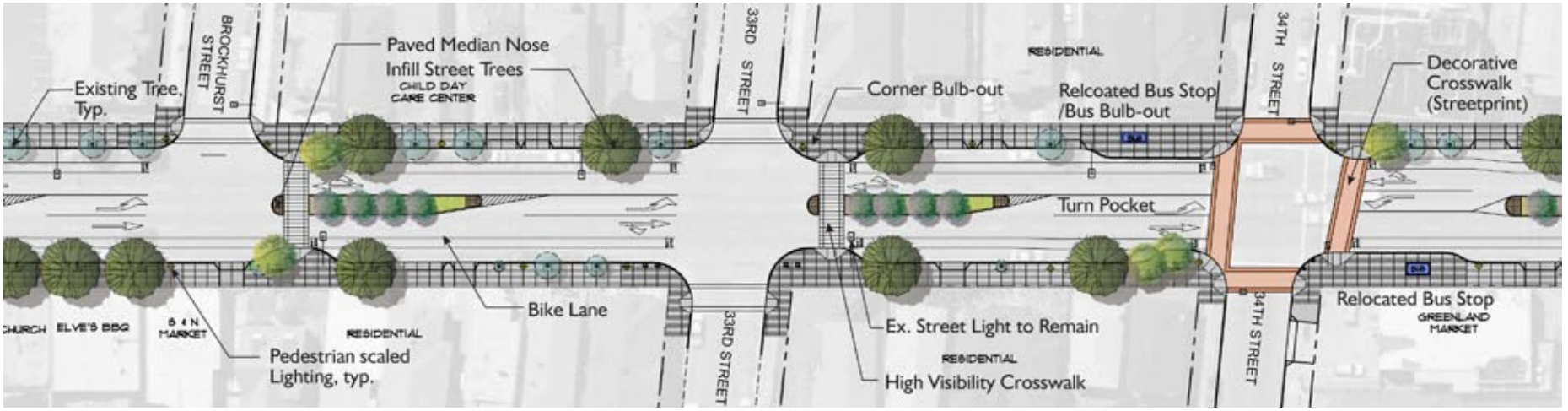

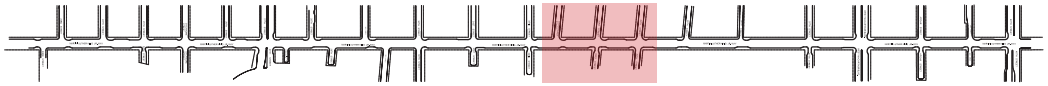

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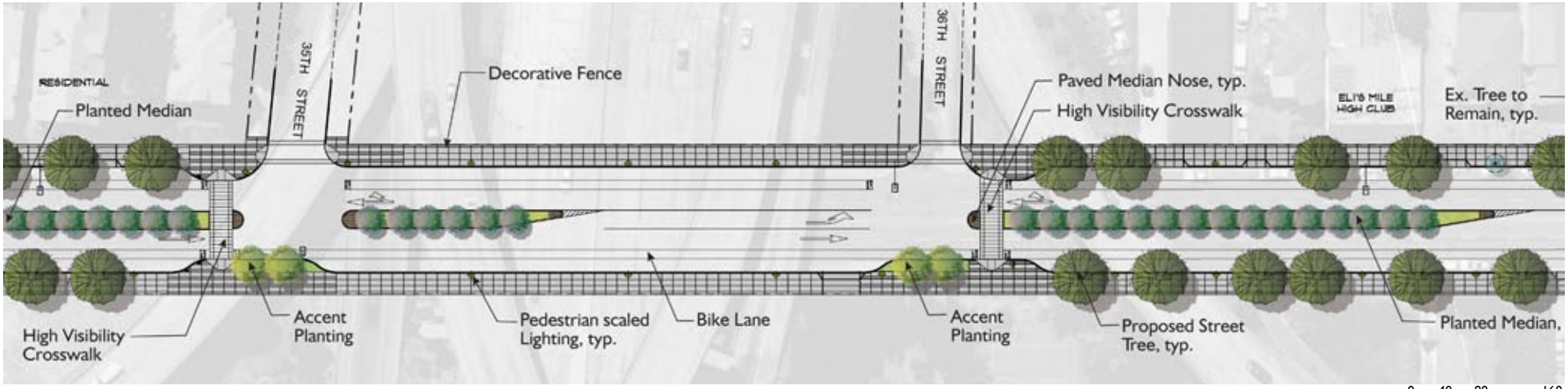

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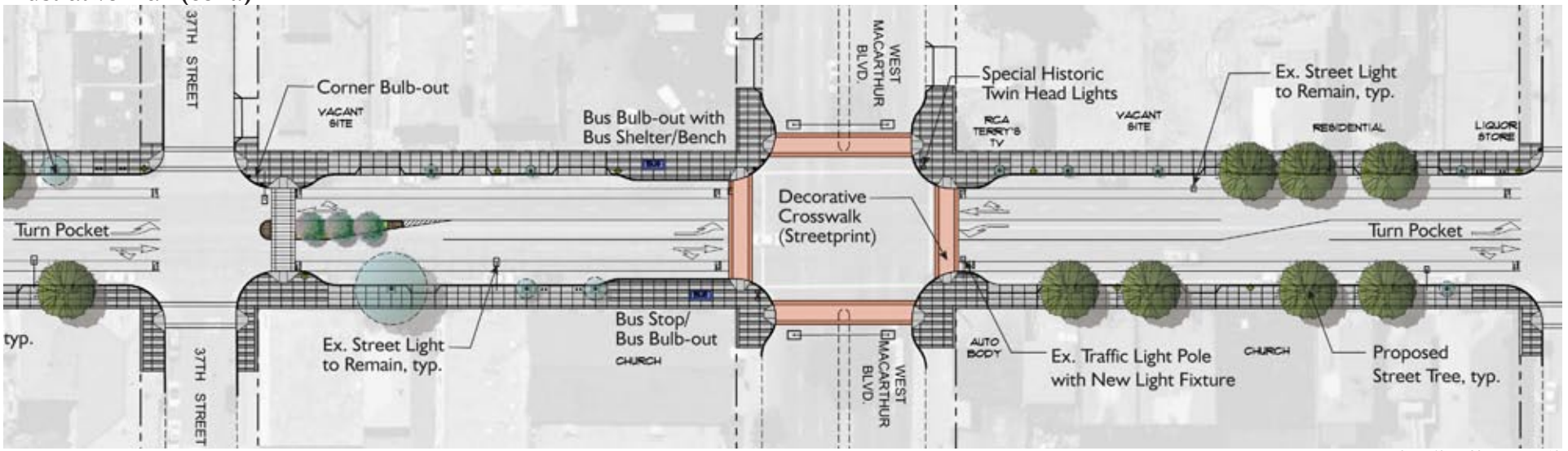

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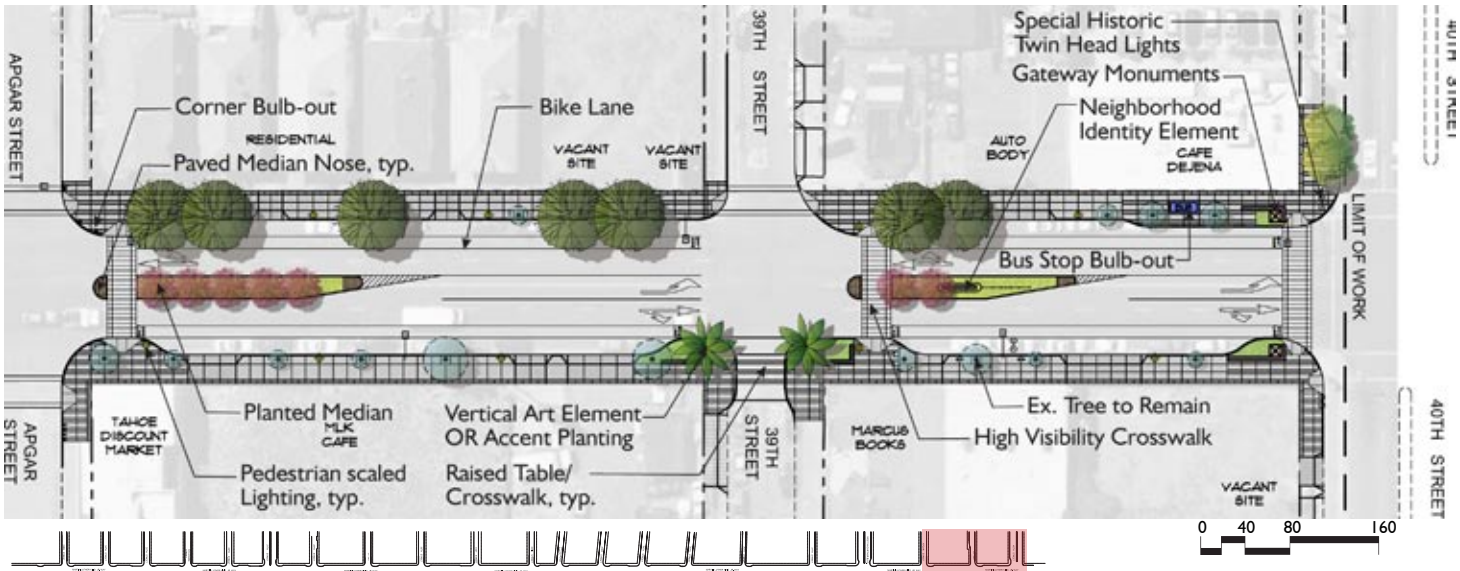


KEY MAP

- An environment that feels safe and deters undesirable activities
- Create a clean, friendly neighborhood impression
- Foster ownership of the street by local residents and businesses
- Enhance bicycle safety and use, and improve pedestrian circulation and safety
- Implement improvements that are easy to maintain, and for which grant funding may be available

The Illustrative Master Plan recommends specific improvements that can be implemented incrementally over time to achieve the vision. Each element in the Master Plan relates to project goals and contributes to the overall vision. Individual projects may be the catalysts on which future improvements are built.

2.4.2 Road Diet

In order to create a safer and more pedestrian and bicycle friendly street, Martin Luther King, Jr. Way is reduced from two lanes of traffic in each direction to one lane in each direction. Although this "road diet" does not reduce the curb to curb width of the street, it discourages vehicular speeding and allows for striped Class II bicycle lanes and center medians. In some locations, the medians create pedestrian refuge islands, shortening the distance that a pedestrian crossing Martin Luther King, Jr. Way must travel at one time.

The center lane also creates left turn pockets to facilitate vehicular movement. Because left turn pockets at 23rd Street would not have sufficient

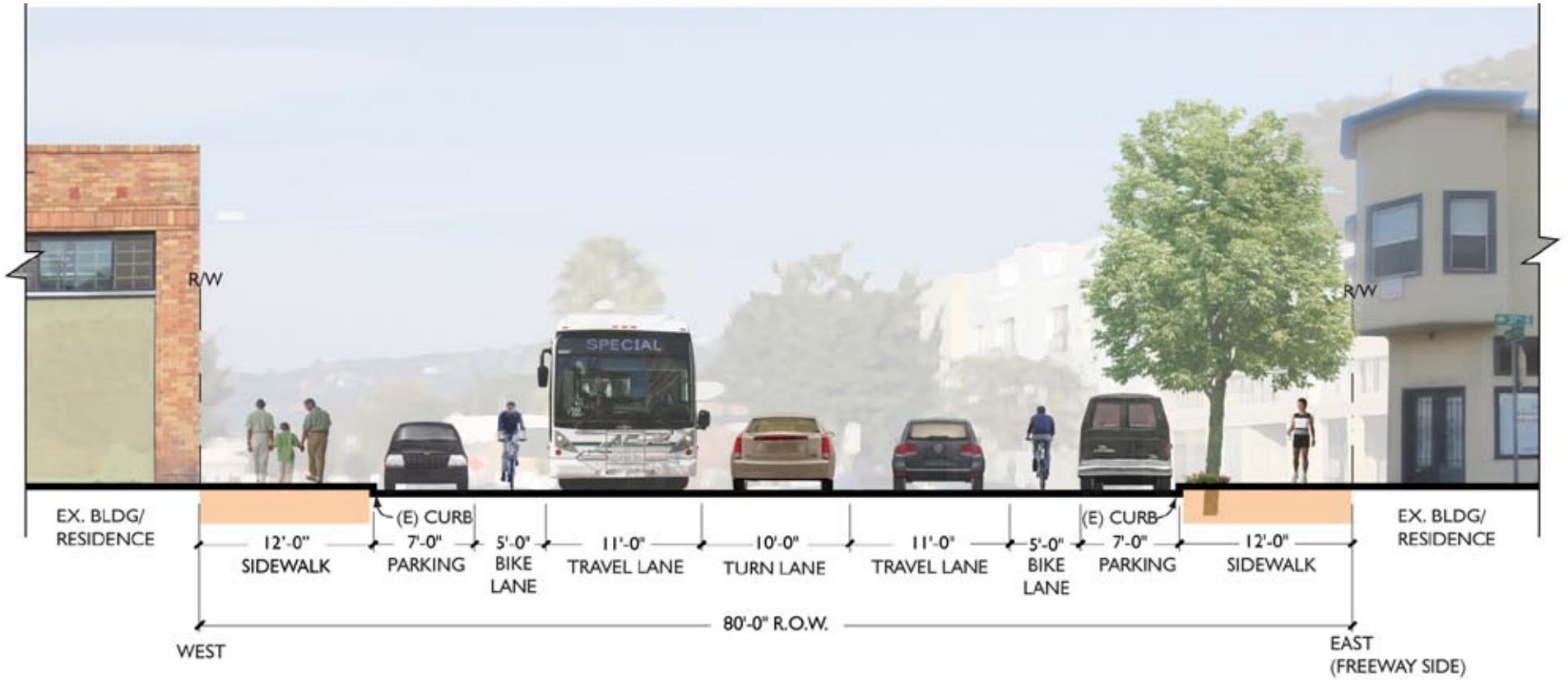


Figure 2.9 - Typical cross section (without bulb out)

stacking room, a paved median is proposed at that location. If this creates significant traffic delays, "No Left Turn" signage may be installed to mitigate the problem. The currently vacant parcel on 39th Street, east of Martin Luther King, Jr. Way may become parking for Marcus Books; this would be a consideration regarding whether to install a turn pocket at that location rather than a median.

It is essential that the transitions from four lanes to the two lane configuration are clearly delineated, to avoid confusion for cyclists and motorists alike. As the street cross-section north of 40th Street is the same as that of the project area, coordination on a road diet in that northern segment could create a consistent street configuration.

The medians are shown on the Illustrative Master Plan as planted, except where there is a conflict with a sewer line at the southern end of the street. The planted medians "green" the street, providing shade and stormwater treatment, and reducing heat island effect as well as providing visual interest. The planted medians represent the ultimate condition on the street, when funding for ongoing maintenance is available. The road diet can be accomplished without constructing planted medians. Alternative or interim medians may be simply striped on the paving, may be solid blocks of colored asphalt or decorative asphalt patterns, or may be curbed and cobbled. Decorative fencing may be added to the medians to discourage pedestrians from crossing Martin Luther King, Jr. Way at mid-block.

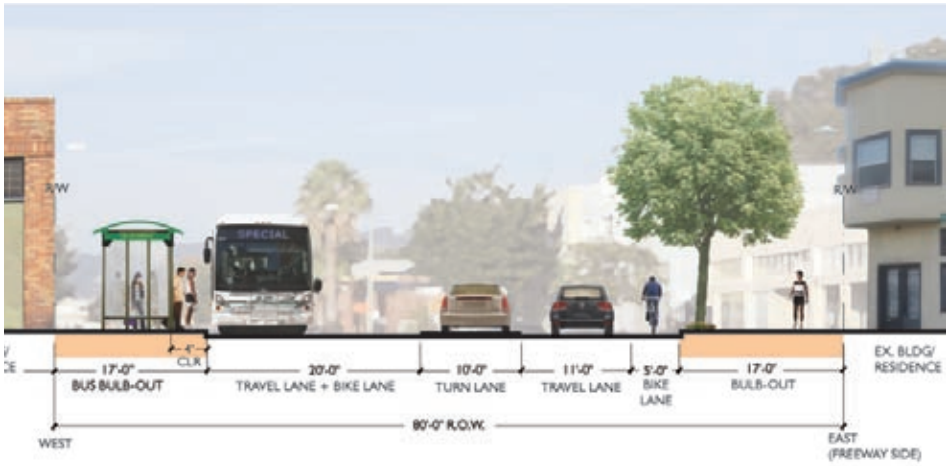


Figure 2.10 - Typical cross section at bulb outs

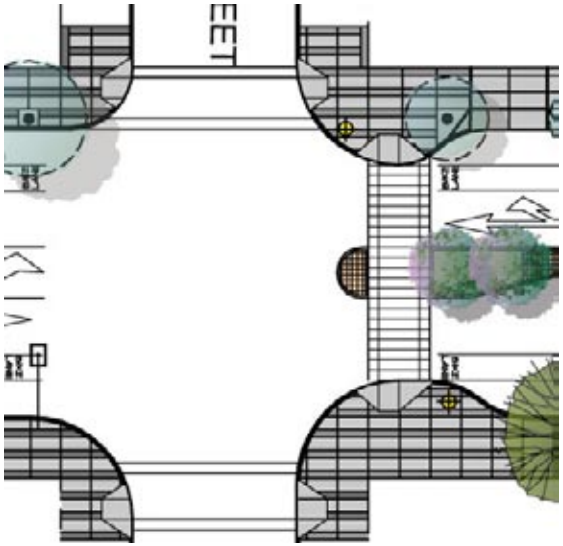


Figure 2.11 - Pedestrian bulb out with refuge island

2.4.3 Bulb-outs

Bulb-outs serve several functions, the most important of which is to shorten the crossing distance to improve safety for pedestrians. Bulb-outs also create more space for the pedestrian, and for amenities such as benches, trash cans and news racks to be added when desired. A bulb-out emphasizes the pedestrian nature of the street, and can act as a visual focal point, especially when accent planting, a gateway element or public art is included. Bus bulb-outs provide a comfortable waiting area for transit users, as well as an efficient stopping zone for the busses.

Along Martin Luther King, Jr. Way, bulb-outs are used as focal points at the terminus of T-intersections. They are also used along with raised table crosswalks to narrow the entries to dead end streets, creating more of a courtyard feel to those short streets. An enhanced paving treatment of sand-blasted patterns emphasizes the bulb-outs as special places.

2.4.4 Gateways and Art Elements

Specific locations that are appropriate for public art or gateway elements are indicated on the Illustrative Master Plan. At 40th Street, the neighborhood gateway treatment includes vertical monoliths located at the bulb-outs, and a sculptural element in the median. This treatment is possible at other significant intersections, such as 27th Street. There are also opportunities for incorporating art elements such as tiles or plaques embedded in sidewalk paving, or artistic design of fencing, bicycle racks, trash cans, seating and utility boxes. Interpretive tiles, plaques and murals can highlight important aspects of the community, such as its rich history, or community identity.

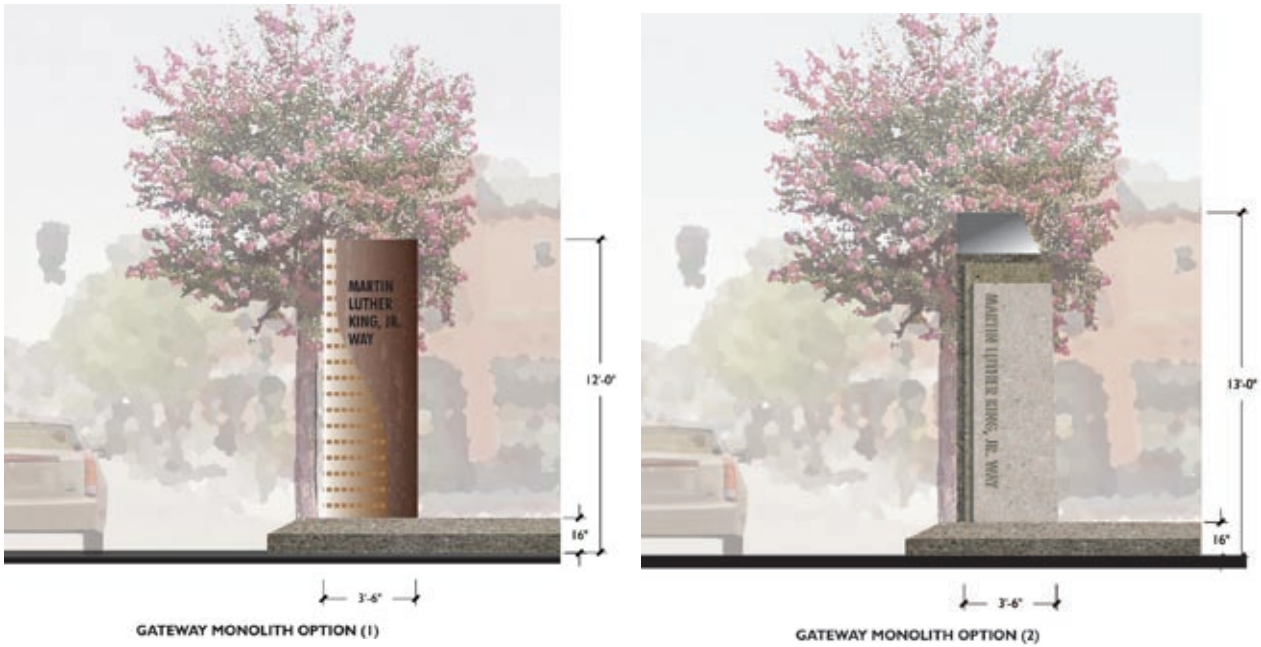


Figure 2.12 - Examples of vertical gateway elements at 40th Street bulb outs

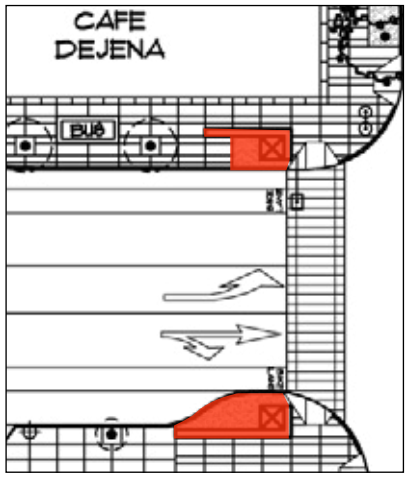
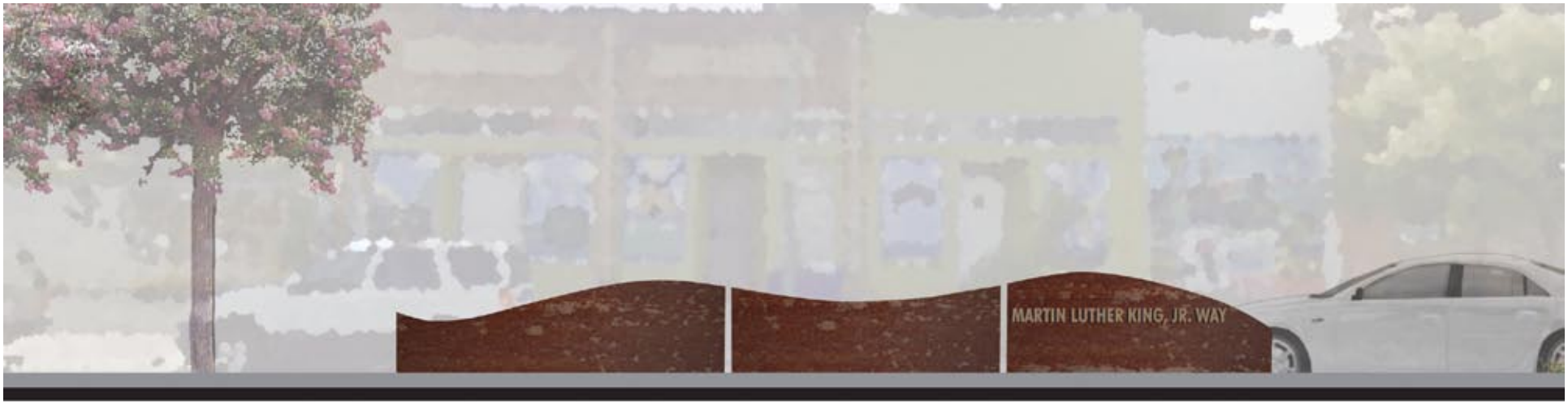


Figure 2.13 - Monolith Location



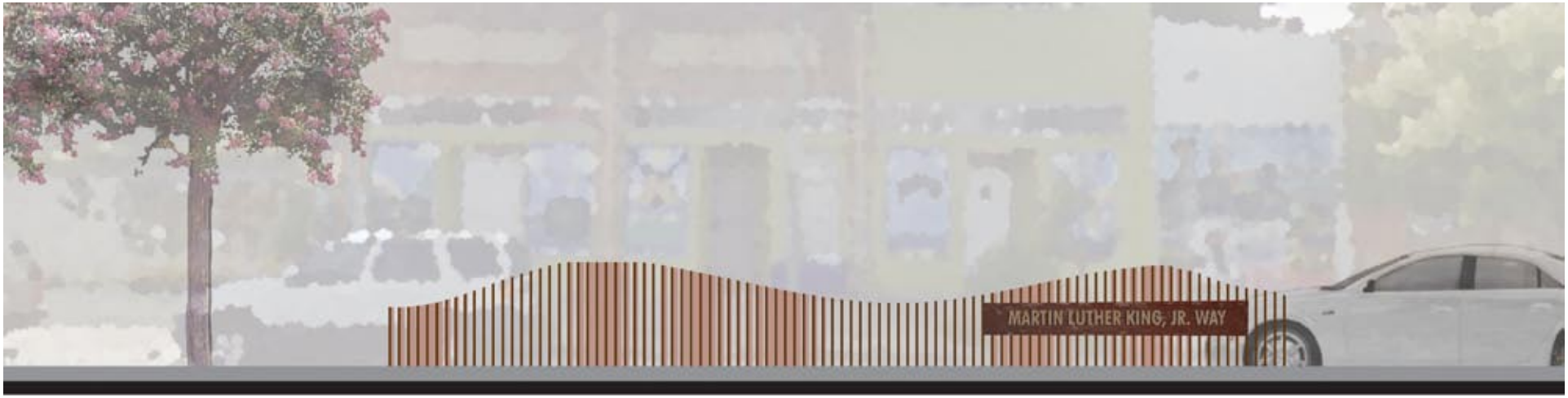


Figure 2.14 - Examples of Sculptural Gateway Elements in Median

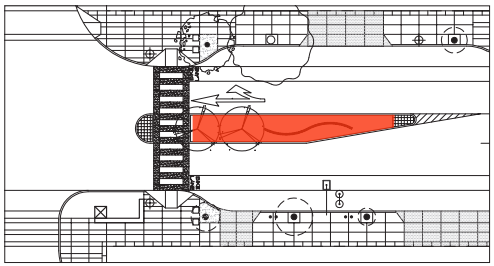


Figure 2.15 - Median with Gateway Element

2.4.5 Enhanced Crossings

Crosswalks are enhanced along Martin Luther King, Jr. Way to improve pedestrian safety and make crossings more visible. High visibility "ladder" crosswalks are used where there is no traffic control (signal or stop sign), to ensure that motorists are aware of those crossing locations. At selected intersections where there is traffic control, decorative crosswalks with stamped asphalt patterns are used. At the shorter dead-end streets, a raised table crosswalk slows cars and informs drivers that those areas are more pedestrian oriented.

Example of decorative crosswalk

2.4.6 Bus Stop Relocations

It is recommended that some bus stops are removed or relocated in order to improve the efficiency of bus service through the corridor. Typically, bus stops are relocated to the far side of intersections to allow for smoother traffic flow. Some near side bus stops have been retained to serve gathering places such as schools or churches. Any proposed bus stop relocations shown on the Master Plan will involve a process of discussion between the City, AC Transit, and affected property owners.

2.4.7 Sidewalk Improvements

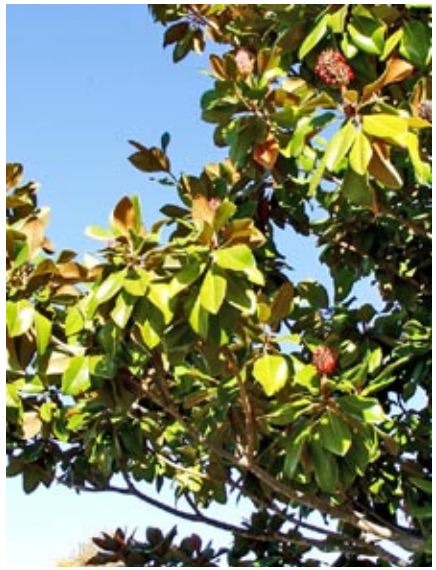
To achieve the uniform, scored pattern shown on the Illustrative Master Plan sidewalk paving is replaced over time as necessary. Art elements may be included in sidewalk paving.

There are many possible artistic pavement treatments

2.4.8 Planting

Regularly spaced street trees create a green canopy, shading the sidewalks and street, reducing heat island effect, and making a more pleasant environment. Large stature street trees may be spaced at a greater distance, and will fill in to scale the street. Street trees are a fundamental part of the streetscape improvements, highly desired by the community. The West Oakland Reforestation Plan currently being developed by the West Oakland Green Initiative (WOGI) does not select street tree species for Martin Luther King, Jr. Way. As this is a long term plan, ongoing coordination with WOGI is recommended for future tree selection and planting. Timing of installation of street trees is highly dependent on the availability of maintenance funding. Trees should be planted with sufficient soil volume to support healthy growth.

The trees recommended in this Illustrative Master Plan have been selected to be compatible with the existing street trees and of appropriate size and form for their locations. Infill street trees include Southern Magnolia (*Magnolia grandiflora*), Ornamental Pear (*Pyrus calleryana*), and Red Maple (*Acer rubrum*). The proposed median tree is Columnar English Oak (*Quercus robur 'fastigiata'*).



Southern Magnolia - a large scale street tree

Ornamental Pear brings spring color

Red Maple

Columnar English Oaks

2.4.9 Improved Lighting

Pedestrian scaled lighting creates a more intimate ambiance on the sidewalks, and enhances the pedestrian's sense of security. Improved lighting under the freeway overcrossings also improves safety and discourages dumping. Existing cobra head roadway lights remain, and pedestrian scaled lighting will be added between the existing lights. The historic Oakland twin-head lights are used as special features to highlight the major intersections (27th Street, West MacArthur Blvd. and 40th Street) and to tie into the treatments used on those prominent cross streets.

Historic Oakland twin head light

Washington light fixture on 14' pole

2.4.10 Underpass Improvements

To enhance the appearance of the I-580 freeway underpass and to discourage illicit dumping, several improvements are recommended. The concrete freeway supports that create a tunnel effect are enlivened with murals and improved lighting. Chain link fence is replaced with decorative fencing at the back of sidewalk along the Caltrans embankments, which are currently locations where dumping occurs. Pedestrian scaled lighting makes the area more visible and improves safety. Parking is limited, to make illicit dumping more difficult.

Example of decorative fencing

2.4.11 Site Furnishings

Site furnishings are chosen to be attractive, durable and vandal resistant. A protective coating is used for protection of site furnishings. Bike racks are galvanized or stainless steel, and surface-mounted. Selection and placement of bike racks is coordinated with the City's Bicycle and Pedestrian Facilities Coordinator.

Inverted "U" Bike Rack

Forms & Surfaces trash receptacle, Model: Dispatch, SLDIS220

Dumor Bench, Model: 160-60 6'

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CHAPTER 3 - PERALTA STREET

3.0 - PERALTA STREET

3.1 - Existing Conditions

3.1.1 Character

Neighborhood Context

Peralta Street runs for approximately 2 miles through the center of several neighborhoods or zones, each with a distinct character. The southern portion of Peralta Street runs through the primarily residential Prescott and South Prescott neighborhoods. This segment (Zone 1 on Figure 3.3), which terminates at open space at 3rd Street, also includes the U.S. Postal Service Processing and Distribution Center, Prescott Elementary School, churches, and commercial properties at 7th Street. In this zone, Peralta Street has consistent pedestrian activity, and the street has a stable residential feel.

The central portion, from 28th Street to 18th Street, has been primarily industrial, including steel and recycling plants, but is undergoing transition. The corridor along the area along West Grand Avenue and Mandela Parkway is designated as a future commercial corridor, but the nature of the future uses is not yet determined. In this central zone (Zone 2), there is little pedestrian activity.

The northern portion of Peralta Street, from 35th Street to 28th Street, runs through the Clawson/McClymonds/Bunche neighborhood, a neighborhood of mixed uses, including single and multi-family residential, commercial and light industrial uses. This northern zone (Zone 3) includes segments where public open space (e.g. Poplar and Fitzgerald Parks) define the character and feel of the street.

Land Uses and Frontages

The southern portion of Peralta Street passes through a historic, lower density residential neighborhood, home to many artists. Peralta Street's southernmost section, between 3rd and 7th Streets, is marked by green or open space on either end - by a park which lies between 3rd Street and the

Figure 3.1 - Neighborhood Context

I-880 freeway to the south, and by the Post Office Plaza and WOW Garden operated by City Slicker Farms at 7th Street. In this area, the Postal Service Processing and Distribution Center's perimeter fence and truck parking effectively make Peralta Street a one-sided street. The eastern side of the street is fronted by mostly Victorian era residential structures and a small vehicle repair business and a church.

Passing under the BART tracks, Peralta Street intersects with 7th Street's Historic District, where improvements are being made as part of the West Oakland Transit Village project. Continuing north, Peralta Street is fronted a mix of single family and duplex homes, multi-family residences, corner stores, churches and Prescott Elementary School. Most homes along this stretch of Peralta Street date from the Victorian era. Many are set back from the street, with porches and/or front yards, and some buildings face the street at an angle. Throughout the area, there are also buildings with no setbacks from the sidewalk. As one approaches 18th Street, the mix of uses and building types begins to transition to more industrial, including some buildings with attractive brick facades.

The central portion of Peralta Street is characterized by larger scale uses and industrial sites, and also includes some attractive brick buildings. At the intersection of West Grand Avenue, Peralta Street traffic is routed around the Mandela Parkway open space. This area is a designated commercial corridor, where uses will likely change in the near future. Some large industrial uses are screened by walls painted with murals.

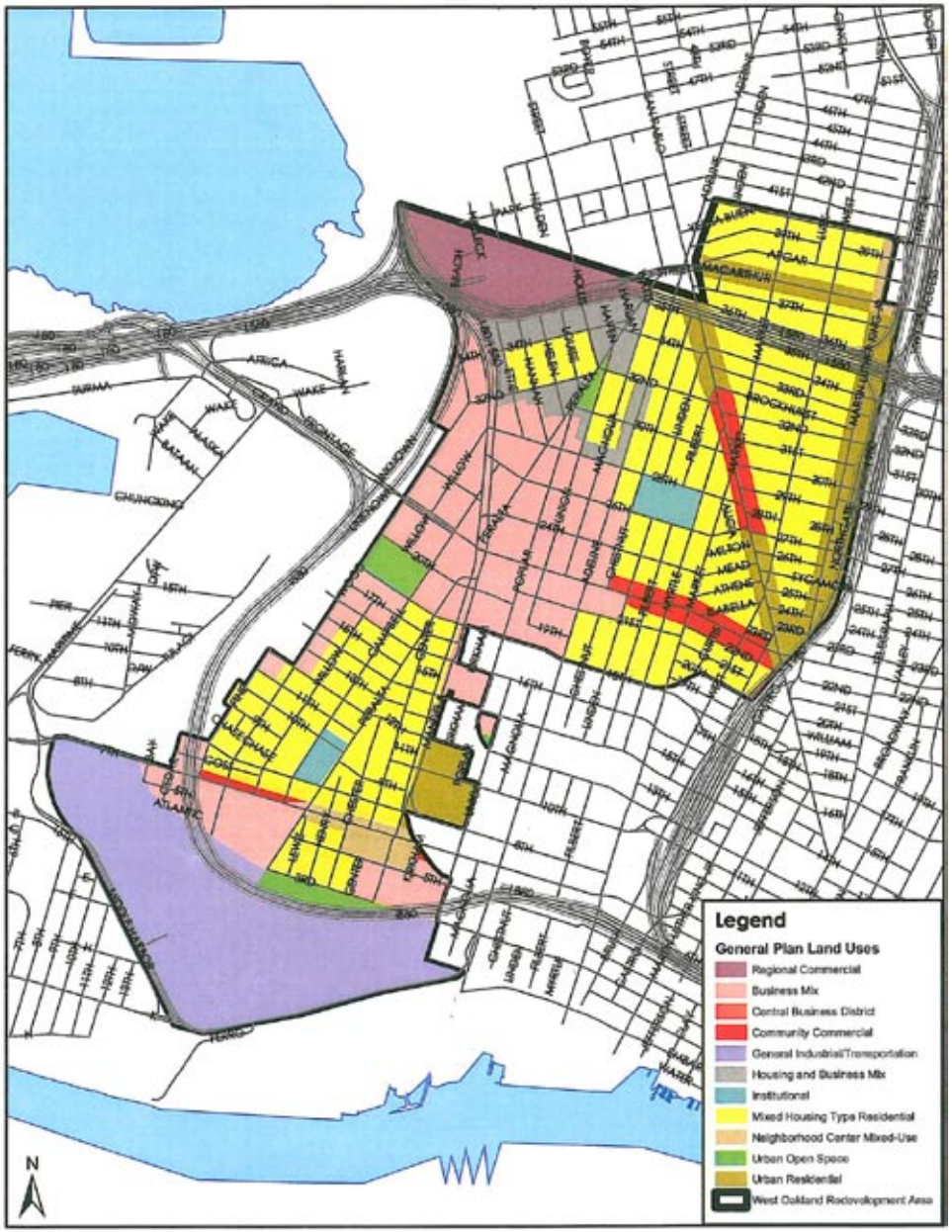


Figure 3.2 - Land Use

North of 28th Street, frontages along Peralta Street's northern segment become smaller in scale, although the uses are primarily business. Although the neighborhood is a mix of housing types and business uses, homes do not front onto Peralta Street in this segment. Three blocks of existing parks along Peralta Street, a neighborhood park with a community center, and smaller green spaces which are now being used for urban agriculture, will soon be joined by the City Slicker urban farm and park project. The shifting street grid pattern in this area has created a number of small, angular unbuildable parcels, as well as intersections with large "leftover" paved areas. Along the existing parks, large sycamores help to scale the street. The project area terminates at the elevated I-580 freeway and Emeryville border.

For more detailed descriptions of Peralta Street's experiential qualities, see the Experiential Diagram in Appendix B.

Zone 1

Zone 2

Zone 3

Figure 3.3 - Character Zones

2.1.2 Traffic Conditions

Travel lanes, parking and sidewalks

Peralta Street generally consists of one very wide travel lane in each direction, with un-striped parallel parking on both sides of the street. The street width is typically 52' from curb face to curb face, within an 80' right of way. In the central and northern zones, on street parking appears to be generally available. In the Prescott and South Prescott neighborhoods, there appears to be much higher demand for street parking. Two-hour parking limits and residential permit parking apply between 3rd Street and 11th Street.

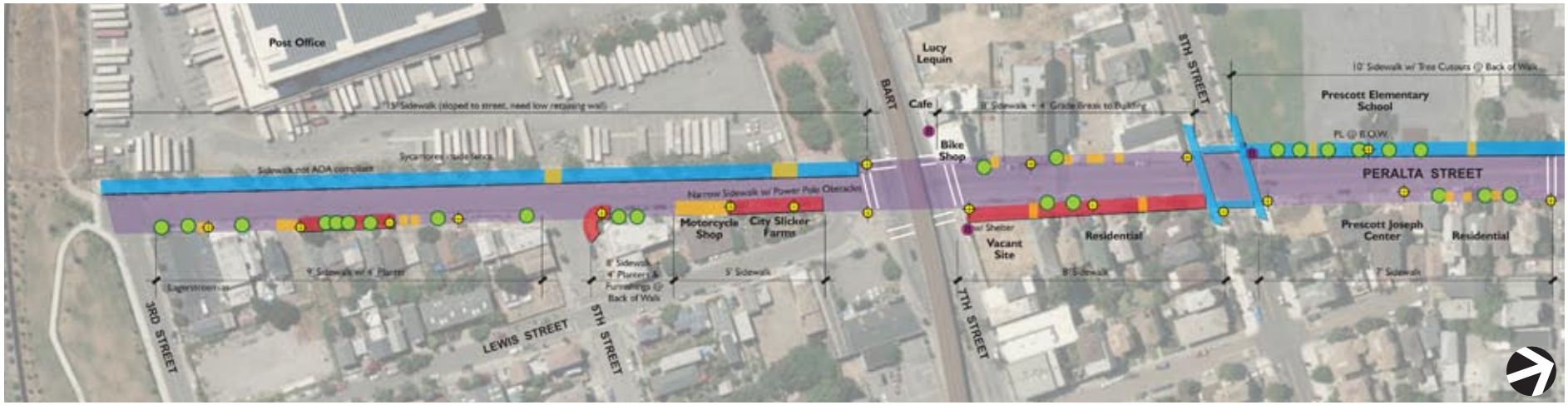
Peralta Street is at the juncture of two street grid networks, resulting in many intersections that are offset, that create acute angles and leftover spaces, or that involve odd numbers of intersection legs. At its intersection with West Grand Avenue and Mandela Parkway, Peralta Street breaks into two block-long, discontinuous one way segments. Additionally, in the central and northern portions of Peralta Street, the legacy of industrial uses has left a number of awkwardly aligned intersections and odd-shaped parcels that were shaped by the industrial railway spurs.

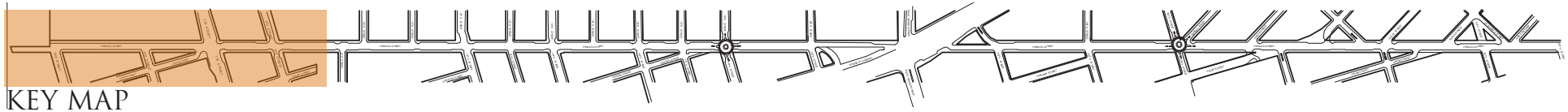
Peralta Street's roadway paving shows localized cracks and rutting, with some areas in fairly poor shape. Abandoned railroad tracks cross the street in several locations, including at 18th, 20th and 26th Streets. Peralta Street has a crowned cross-section -- generally 1-2% at the center two lanes, then 2-8% at the parking lane. Segments of Peralta Street have very flat crowns. Peralta Street is slated for repaving from West Grand Avenue to Hollis Street, under the City's Five Year Paving Plan.

At Peralta Street and 8th Street, improvements have been made, including crosswalks with special paving, new sidewalk paving and curb ramps, and bulbouts and planting along 8th Street. Additional improvements are being

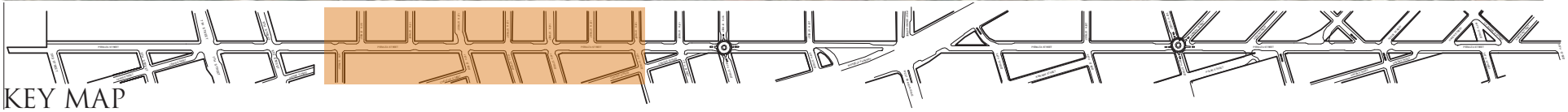
Figure 3.4 - Existing Cross Section

Figure 3.5 - Existing Conditions Diagram



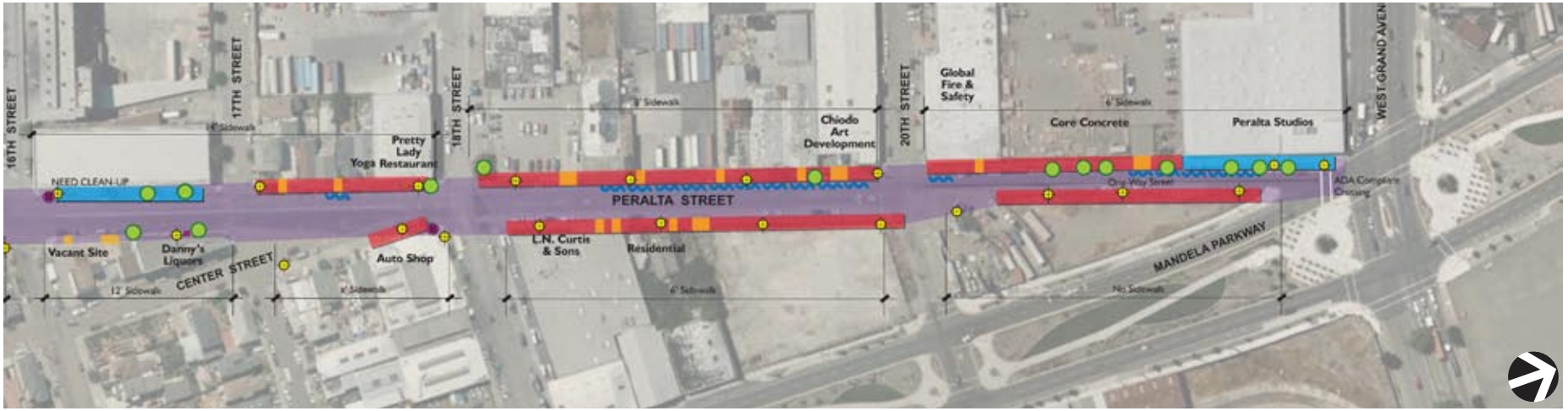


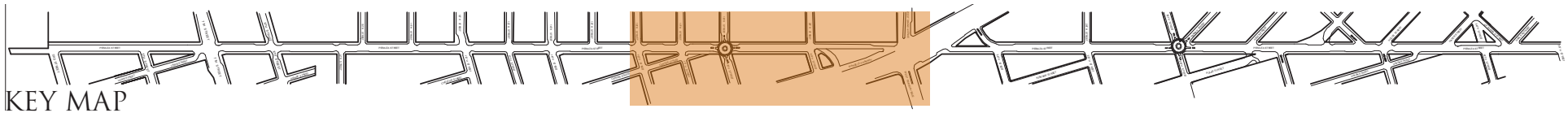
KEY MAP



KEY MAP

Existing Conditions Diagram (cont.)

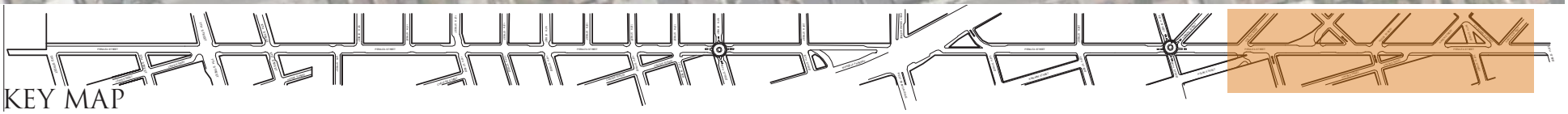




KEY MAP

KEY MAP

Existing Conditions Diagram (cont.)



SIDEWALK CONDITION

- GOOD
- BAD / OR NO SIDEWALK / OR WITH OBSTACLES

LEGEND

- BUS STOP
- COBRA HEAD STREET LIGHT
- COBRA HEAD STREET LIGHT ON POWER POLE
- PLANTER / BENCH
- BIKE RACK
- DRAINAGE ISSUE
- DRIVEWAY
- STRIPED CROSSWALK
- EXISTING STREET TREE

A	Australian Willow
C	Crape Myrtle
E	Eucalyptus
FP	Flowering Pear
G	Gingko
H	Hackberry
J	Juniper
L	Locust
M	Magnolia
MA	Maple
ME	Melaleuca
P	Pistache
PE	Pepper
PL	Purple Leaf Plum
R	Redbud
S	Star Pine

constructed at Peralta Street and 7th Street, as part of the West Oakland Transit Village project.

Sidewalk widths along Peralta Street vary widely, from 15' on some blocks, to non-existent on others. Sidewalk conditions vary as well – some in good shape and some areas extremely damaged. Power poles for overhead utilities are set in the sidewalks, often creating obstacles and unsightly conditions. For most of the street, site furniture is lacking, although in the Prescott Neighborhood, wooden planters, benches and tables have been provided in some locations. There are benches at only a couple of bus stops and almost no trash receptacles.

There is a wide mix of street tree species along Peralta Street. Although some portions of the Prescott neighborhood and some frontages in the northern zone have large, mature street trees which help to scale the street, many stretches of Peralta Street lack street trees altogether. Sycamores are the most common species, and generally the largest.

Traffic and Transit

Peralta Street is designated as a "District" Pedestrian Route in the City of Oakland Pedestrian Master Plan, which calls for 10' wide sidewalks.

The City of Oakland Bicycle Master Plan (2007) proposes Class 2 bike lanes along Peralta Street from 7th Street to 32nd Street.

AC Transit's Route 31 bus travels Peralta Street with 30-minute headway service on weekdays and weekends. It is a well used route, important to the community. Bus stops are typically closely spaced nearside stops. In the Prescott neighborhood, they are located approximately 400 to 600 feet apart, but north of 18th Street, the stops are much less frequent. Bus lines that cross Peralta Street include Route NL at West Grand Avenue, and Route 26 at 7th Street and 14th Street. The West Oakland BART station is three short blocks east of Peralta Street at 7th Street.

Between 35th Street and West Grand Avenue, Peralta Street is a designated truck route, while the trucks are prohibited on southern residential portion, between 14th and 3rd Streets.

2.1.3 Infrastructure

Unsightly overhead power lines run the length of Peralta Street. Numerous longitudinal underground utilities exist under Peralta Street. A sanitary sewer system runs the entire length of Peralta Street at about the center line of the street.

On Peralta Street, drainage either travels in the gutter or collects to catch basins at intersections, and travels westerly. Segments throughout Peralta Street have storm drainage pipes in the northbound travel lanes. Local ponding has been observed, particularly in intersection areas.

Street and sidewalk lighting is typically provided from high pressure sodium (HPS) lamps in cobra-head luminaires mounted on wooden utility poles, or occasionally on dedicated poles. Spacing varies, with some areas lighted on alternating sides of the street, and some areas on only one side. Consequently, light levels also vary widely, especially on sidewalks and at pedestrian crossings. In some of the industrial areas, pedestrian lighting is virtually absent, and in areas where lighting is presently on only one side of the street (e.g. at the northern end, where the lights are typically on the eastern side of the street) the opposite sidewalk often does not meet the 0.6 footcandle level proposed in the City of Oakland Pedestrian Master Plan.

3.2 - Opportunities Analysis

3.2.1 Complete Street Options

Within the existing roadway, Peralta can accommodate two travel lanes and Class II bicycle lanes, with 18 feet remaining for parking or other uses. This allows ample room for features that improve pedestrian and bicycle safety and as well as transit service. In locations where parallel parking is not necessary on both sides of the street, some of this space could be used to expand the sidewalk width, or possibly to accommodate diagonal parking on one side of the street (with parking prohibited on the other side). In residential areas with many driveways, neither widening the sidewalk nor proposing diagonal parking would be practical. Diagonal parking may be desirable at commercial nodes, at parks, or other places where people gather.

Pedestrian Improvements

Curb extensions ("bulb-outs') could be considered at all intersections and potential crossing points to shorten the crossing distance for pedestrians. In most instances, this would occur where curbs are already painted red, thus minimizing potential loss of parking. Installation of curb extensions would have little impact on the parking supply, would significantly improve the ability of motorists to see pedestrians getting ready to enter a crosswalk, and would improve the ability of pedestrians to see approaching motor-

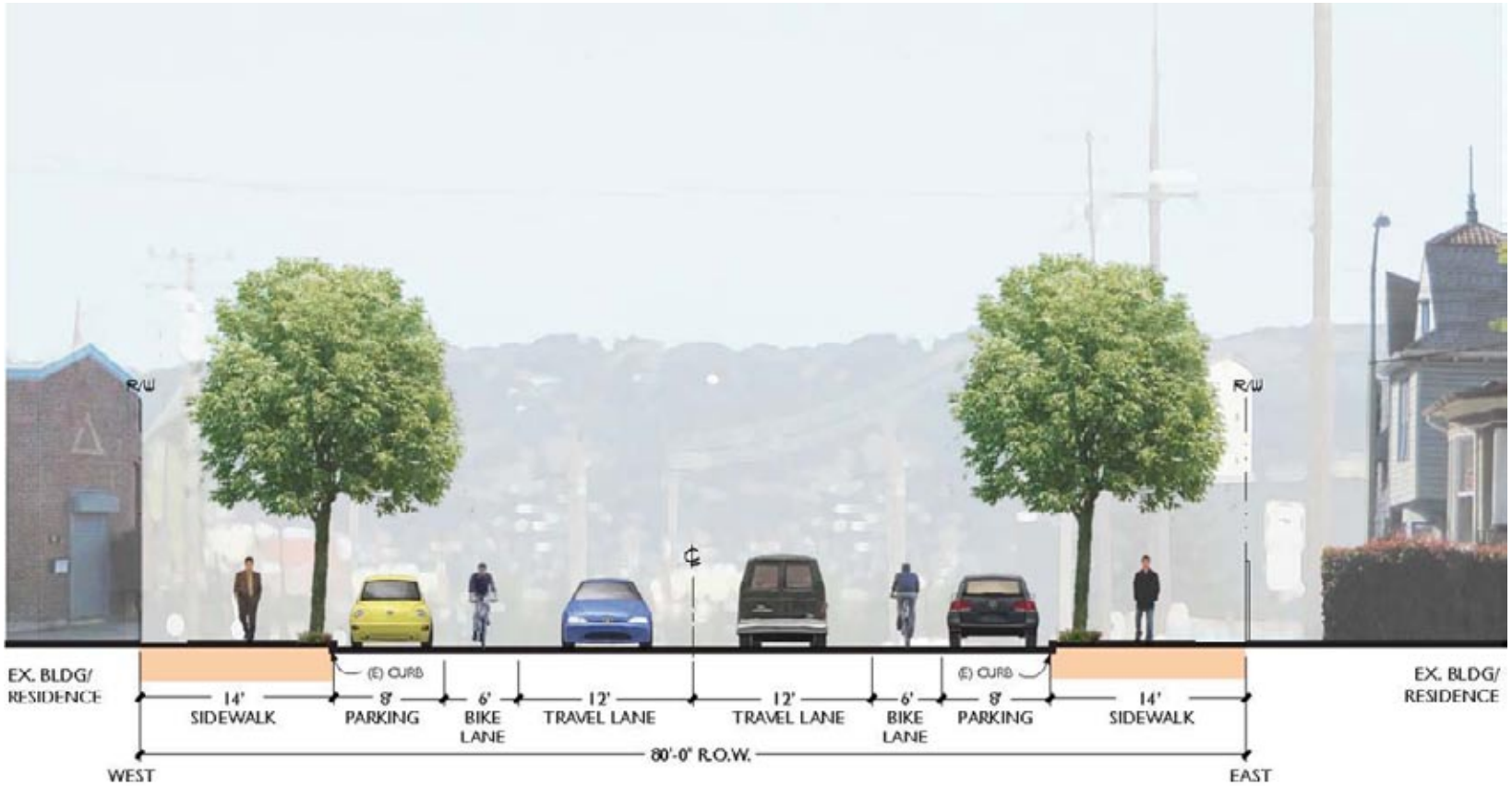


Figure 3.6 - Potential Cross Section with Striped Bike Lanes

ists before they begin to cross the street. Curb extensions are most needed where marked crosswalks are provided.

Other features to improve pedestrian safety might include:

- Speed feedback signs
- High-visibility fluorescent yellow green signs
- High-visibility pavement markings at uncontrolled crosswalks
- Improved street lighting
- Pedestrian countdown signals
- Signal timing modifications to ensure pedestrian accommodation
- Separated curb ramps at intersection corners
- Marked crosswalks and advance stop lines at controlled crosswalks
- ADA upgrades (audible pedestrian signals, accessible pushbuttons, truncated domes)
- Advance yield lines
- Flashing beacons
- In-roadway warning lights
- Buffer between roadway and sidewalks

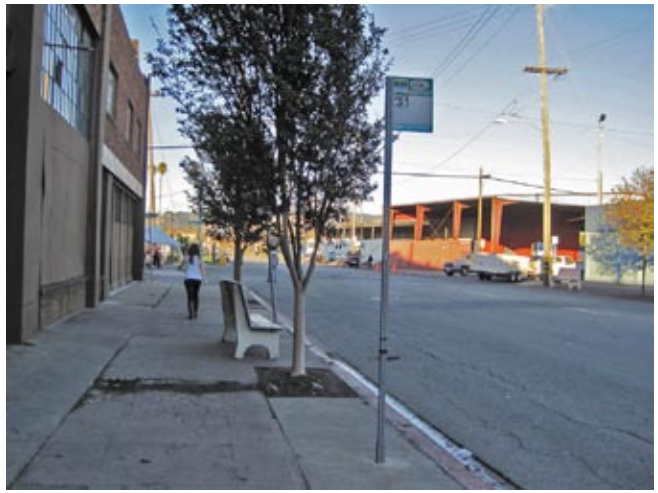
Crosswalks across streets that have no traffic controls (traffic signals or stop signs) should be high visibility with longitudinal markings (ladder, continental or other high-visibility style). Also, signing for crosswalks should be modified to be consistent with current standards specified in the California Manual on Uniform Traffic Control Devices.

Transit Improvements

Changes to Peralta Street have the potential to improve pedestrian access to transit along the corridor and potentially improve transit service if certain transit-friendly design features are incorporated into the plan. AC Transit generally prefers to provide bus stops:

- Along local bus routes at a frequency of approximately 1,000 feet of separation
- At signalized intersections
- At the far side of intersections
- Where there are marked crosswalks
- Where there is at least 20 feet of roadway width in the direction of bus travel

This last item could necessitate narrower bulb-outs, limiting the extension of curbs at transit stops. The suggested changes to improve transit performance would involve relocation of a number of bus stops along the corridor, as shown in Figure 3.7 - Potential Traffic Design Features Diagram.



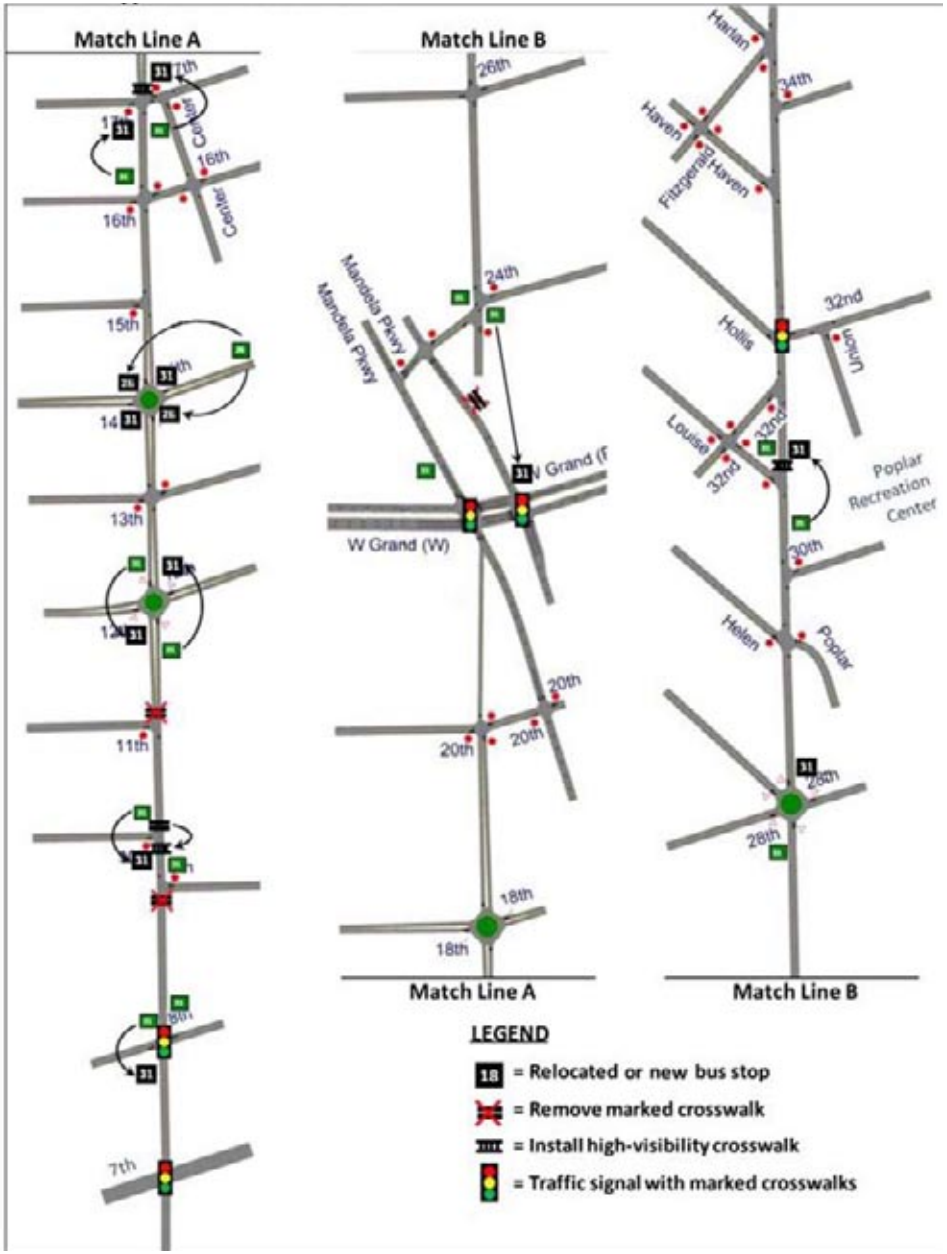


Figure 3.7 - Potential Traffic Design Features Diagram

Intersection Reconfigurations

One or more of the following measures illustrated in Figure 3.7 - Potential Traffic Design Features Diagram, are suggested for consideration along Peralta Street:

- Remove Signals at 12th and 14th Street
- Install roundabouts at 12th, 14th, 18th, and 28th Streets
- Eliminate some side street connections that intersect Peralta Street at acute angles

These measures would be expected to significantly improve service for motorists, pedestrians, bicyclists, and transit users. Eliminating severely skewed intersections, providing traffic calming features, and relocating or removing some bus stops are expected to improve traffic safety and result in a more complete street that will better serve all users. Improving comfort and safety for walking and bicycling and should encourage more people to walk, bike, and use transit and thereby make a positive contribution to the reduction of greenhouse gases.

Constraints

Several constraints would influence the choice of approaches in any given location. Whenever a curb line is relocated or created in the case of sidewalk bulb-outs, curbed medians, or sidewalk widening, a detailed analysis, including possibly performing vacuum extraction potholing to determine the exact location of utilities will need to be considered. Curbs installed over a utility present the risk of damage to that utility during construction as well as increased difficulties for future maintenance of the utility. Similar detailed analysis would be required for proposed trees, street light foundations, installed art foundations, utility vaults, and other items requiring excavation.

A sanitary sewer system runs the entire length of Peralta Street at about the center line. If a median were proposed, any trees and lights would need to be offset from the centerline.

Storm drainage systems are commonly constraints at intersection corners and need to be analyzed on a case by case basis. There are many ways to design workarounds or modifications to inlets and piping.

Other longitudinal utilities may be close to the existing curb, but in general, the utilities are more than 8 feet away from the existing curb. Short interruptions such as sidewalk bulbouts or parking islands may be acceptable to the utility owner. However, construction of foundations for street lighting or trees may not be feasible.

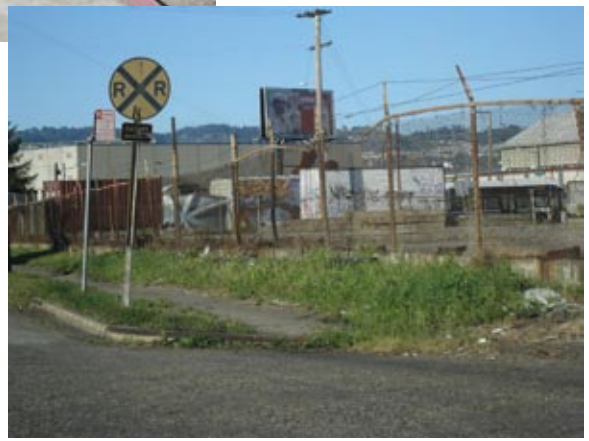
3.2.2 Aesthetic and Functional Improvements

Existing overhead utilities are unsightly and distracting. They are currently a constraint to developing unobstructed, uncluttered sidewalks. Undergrounding those utilities would make it much easier to develop a palette of street furnishings that could visually unify the street and distinguish the identity of the individual neighborhoods. Attractive, pedestrian scaled street lights could replace the existing cobra head lights mounted on the utility poles. Banners could add an identity element.

While portions of Peralta Street have mature street trees, infilling areas where they are currently lacking would also help to visually unify the street. Street tree species could be varied by street segment to distinguish the neighborhoods, or a single species could create continuity for the length of the street.

Neighborhoods along Peralta Street are home to many artists, whose work and/or ideas could be incorporated into the streetscape not only as focal or gateway elements, but as thematic elements such as decorative fencing, artistic or historic pavers in the sidewalk, banners, or elements of site furnishings such as benches or bollards. Distinctive benches, trash receptacles and bike racks throughout the project area would improve pedestrian comfort as well as contributing to the neighborhood image. Decorative crosswalks across Peralta Street and across the side streets could further define the street and distinguish the neighborhoods. High-visibility crosswalks would be required at non-controlled intersections.

Importantly, this streetscape project presents the opportunity to improve the basic appearance and function of Peralta Street. As noted in the Existing Conditions section, portions of the street surface, sidewalks and curbs are in poor condition - potholed, broken, cracked or heaved. Repair of the existing sidewalks, completion of discontinuous portions of sidewalk, repair of existing curbs, ADA ramps and street surface throughout the project area would constitute a significant enhancement, and is a foundation upon which future improvements could be built. As a portion of the street is slated for repaving within the next five years, re-striping of the street to accommodate Class 2 Bike Lanes could occur concurrently. Drainage problems resulting from inadequate grading or storm drain maintenance issues could also be addressed in the process. A uniform, well maintained pedestrian realm conveys neighborhood pride.



3.2.3 Gateways and Focal Points

As Peralta Street passes through several distinct neighborhoods, there are opportunities to mark the transitions with gateways or other focal points. Focal points could include vertical elements such as monoliths or banner poles, landscape treatments, public art, or special paving. At its southern end, Peralta Street terminates at a park, where the view could be enhanced with art or landmark planting. A transition occurs at 7th Street, the historic commercial corridor. The streetscape improvements on 7th Street could be enhanced with vertical gateway elements. A major intersection leading to Oakland's downtown, 14th Street is also an appropriate location for special focal treatment, such as a potential mini roundabout combined with vertical elements. The edge of the Prescott neighborhood occurs roughly at 18th Street, which is an appropriate location for a gateway treatment to mark the transition. A roundabout combined with art or other vertical elements could also be appropriate here. At 28th Street, where the industrial zone transitions to a mixed residential neighborhood, the 5-legged intersection could mark the transition with a larger roundabout including vertical elements.

The core of the northern zone is a series of green spaces, a focal area in and of itself. Suggested adjustments to the road alignments could allow for expansion of the green open spaces and/or plazas along and across Peralta Street. Gateway elements could be located at Harlan Street, the beginning of the green core, or at 35th Street as one emerges from under the elevated freeway.

Figure 3.8 - Green Core as Focal Concept

3.2.4 Specific Locations

Opportunities for improvements in specific locations are discussed below, and are illustrated in the Opportunities and Constraints Diagram in Appendix B.

8TH STREET

Opportunities

- Relocate southbound near-side bus stop to far side
- Install curb extensions on Peralta Street (Although this intersection was recently reconstructed, there may be an opportunity to install curb extensions on Peralta Street and reduce the crossing distance for pedestrians)

10TH STREET

Opportunities

- Relocate southbound near-side bus stop to far side
- Remove the low-visibility crosswalk on the northern leg of the intersection and install a high-visibility crosswalk on the south leg of the intersection
- Install curb extensions at south leg of the intersection

Constraints

- Curb extension is limited by need for 20-foot lanes at transit stops

One high-visibility crosswalk should provide adequate service for pedestrians and provide direct access to transit stops located between 9th and 10th Streets.

11TH STREET

The marked crosswalk on the north leg of this intersection may be removed as the modifications suggested at 10th Street would result in marked crosswalks two blocks apart between 8th Street and 12th Street. Marked crosswalks at two-block spacing should provide adequate pedestrian service.

12TH STREET

Opportunities

- Relocate northbound and southbound near-side bus stops to the far side
- Replace the existing signalized intersection with a mini-roundabout

The traffic volumes at this intersection are well below the number required to satisfy the peak hour volume warrant for a traffic signal. Even if 2035 traffic volumes at the intersection are doubled for all approaches, the intersection would still not satisfy the peak hour warrant. The opportunity to remove this traffic signal and replace it with a mini-roundabout is considered feasible because it is highly unlikely that a traffic signal would be needed within the next 25 years. Replacement of the traffic signal with a mini-roundabout is expected to maintain or improve safety for all users due to its traffic calming effect. Further, it would reduce greenhouse gas and auto exhaust emissions due to reduced delay for motor vehicles. A mini-roundabout would fit within existing right-of-way and would have a mountable center island.

14TH STREET

Opportunities

- Replace the existing signalized intersection with a mini-roundabout
- Locate far side bus stops at all four intersection legs to facilitate transfers between bus routes 31 and 26.

The traffic volumes at this intersection are well below the number required to satisfy the peak hour volume warrant for a traffic signal. Even if 2035 traffic volumes at the intersection doubled for all approaches, the intersection would still not satisfy the peak hour warrant. The opportunity to remove this traffic signal and replace it with a mini-roundabout would be feasible for the same reasons listed above for the 12th Street intersection.

17th Street

Opportunities

- Close Center Street between 17th Street and Peralta Street
- Relocate southbound near-side bus stop at 16th Street to the far side of 17th Street
- Relocate northbound near-side bus stop to the far side
- Install a high visibility crosswalk on the northern leg of the intersection
- Install curb extensions north of the intersection

Constraints

- Curb extension is limited by need for 20-foot lane at transit stop north of the intersection

18th Street

Opportunities

- Install modern roundabout at intersection
- Constraints
- Right-of-way may be required to install a modern roundabout

West Grand Avenue and Mandela Parkway

Opportunities

- Locate a northbound far-side bus stop at existing cutout in Mandela Parkway.

Peralta Street, 24th Street, and Mandela Parkway

Opportunities

- Prohibit motor vehicle access to Peralta Street northbound from Mandela Parkway, diverting traffic to the Mandela Parkway & 24th Street intersection
- Install curb extensions at north leg of the intersection

Constraints

- 24th Street will need to be converted to two-way operations between Mandela Parkway and Peralta Street.
- The northbound right turning radius from northbound Mandela Parkway to eastbound 24th Street is tight. The turning radius and may need to be modified and right-of-way may need to be acquired to accommodate trucks.
- Peralta Street south of 24th Street will need to be converted to two-way operations
- Curb extension is limited by need for 20-foot lanes at transit stops

28th Street

Opportunities

- Install a modern roundabout to better accommodate this five-legged intersection
- Locate a northbound bus stop at the far-side of the intersection

Constraints

- Curb extension is limited by need for 20-foot lanes at transit stops
- Right-of-way may be required to install a modern roundabout

Poplar Street

Opportunities

- Relocate Poplar Street to connect to Peralta Street across from Helen Street
- Close Poplar Street north of 30th Street

Constraints

- Right-of-way acquisition will be required to relocate Poplar Street

LOUISE STREET

Opportunities

- Reconfigure the southbound lane on Louise Street to be adjacent to the northbound lane near the intersection
- Relocate northbound near-side bus stop to the far side
- Install a high visibility crosswalk on the northern approach to this intersection
- Install curb extensions at south leg of the intersection

Constraints

- Curb extension is limited by need for 20-foot lanes at transit stops

HOLLIS STREET

Opportunities

- Install curb extensions at all legs of the intersection

UNION STREET

Opportunities

- Close Union Street between 32nd Street and Peralta Street

34TH STREET

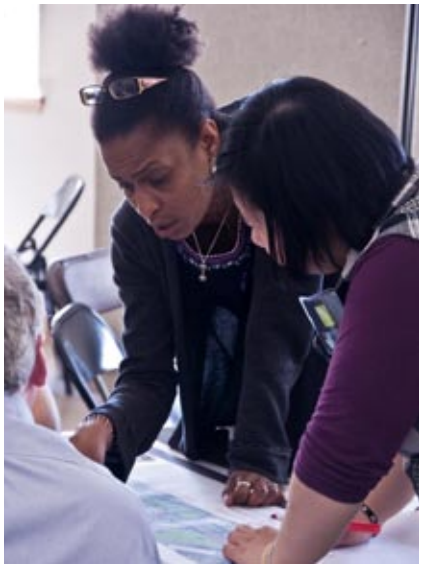
Opportunities

- Close 34th Street between Peralta Street and the Haven/Fitzgerald intersection

3.3 - Community Workshop

At the Peralta Street workshop, after a presentation by the consultant team, participants engaged in several exercises. The first exercise elicited opinions on what would constitute a successful project. Participant votes indicated the following as the most important success criteria:

- Creates an environment which feels safe
- Improvements are easy to maintain
- Deters undesirable activities
- Creates "green" ambiance (e.g. more trees, planted areas)
- Enhances residential areas
- "Fosters" ownership of street by local residents and businesses
- Creates an "clean, friendly neighborhood" impression
- Enhances pedestrian experience (pedestrian amenities e.g. lighting, seating, trash cans, etc.)
- Honors historic character



- Improves pedestrian safety (street crossings)
- Enhances bicycle safety/use
- Improves pedestrian circulation (sidewalk repairs, remove obstacles)
- Uses sustainable practices (e.g. minimize water use, filter stormwater, use native plants, use recycled materials)
- Enhances commercial areas
- Calms traffic

Participants broke into groups to weigh possible alternatives for the street, and to generate ideas. Each group presented their conclusions and discussions to the group as a whole. The areas of consensus that emerged included:

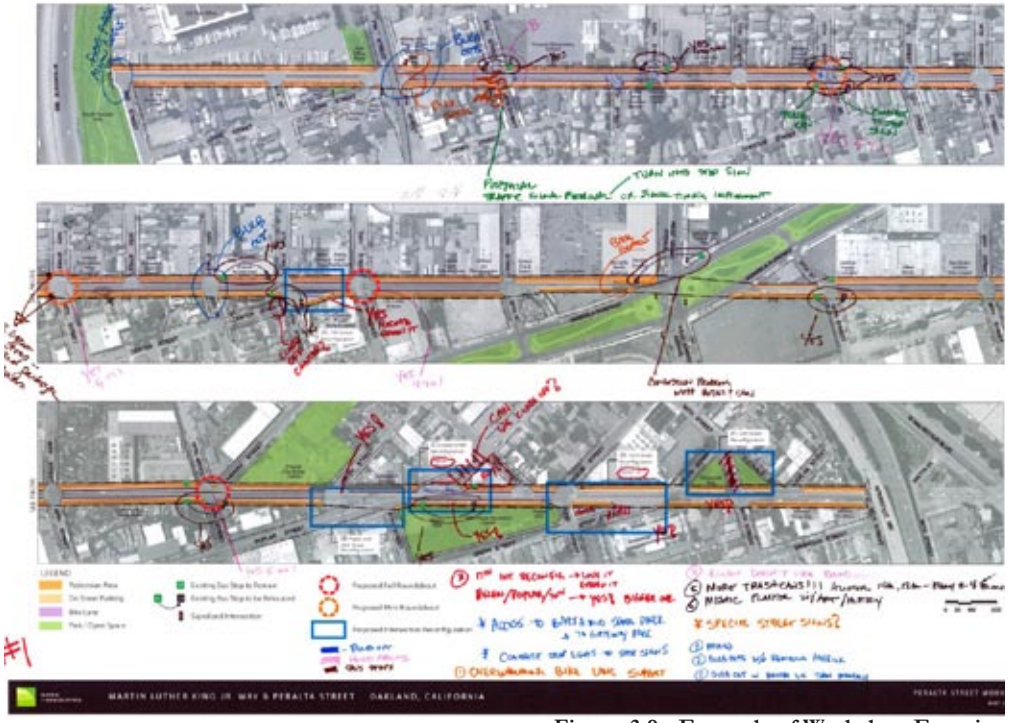


Figure 3.9 - Example of Workshop Exercise

- Add bike lanes
- Celebrate history of place
- Add street trees / make it green
- Repair sidewalks (comply with ADA)
- Underground existing utilities
- Reconfigure intersections to create more green and pedestrian spaces as shown at the following locations:
  - Popular Street/ 30th Street (Option B - develop as mini plaza / park)
  - Louise Street (Option 2 - relocate bus shelter, no pedestrian refuge in street)
  - 32nd Street (coordinate with Hollis bus route)
  - 34th Street (consider widening Fitzgerald; work with adjacent property owners)
  - 17th Street (need to work with adjacent property owners; consider narrowing or closing Center Street)
- Bulb-outs were supported if parking is not lost nor visibility obstructed
- Transit – proposed adjustments were supported except at West Grand
- Stormwater / Rain gardens - incorporate where possible if maintenance is addressed
- Roundabouts - there was a majority of support, but some participants were very opposed
- Stewardship –invite adjacent businesses and residents to participate in trash removal and maintenance of streetscape.

Priorities for improvements included the repairing sidewalks, improving intersections at Poplar Street, Louise Street and 17th Street, and planting of street trees.

Peralta Workshop

3.4 - Illustrative Plan

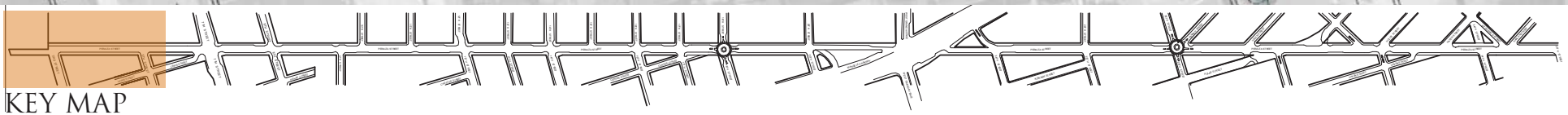
3.4.1 Vision and Goals

The Peralta Street Illustrative Master Plan that follows has been developed through a process of community involvement. It expresses a long term vision for improvements that enhance neighborhood quality and foster economic and neighborhood vitality.

Goals for Peralta streetscape improvements were articulated at the community workshop held in April 2011. Among the most important:

- Create an environment that feels safe and deters undesirable activities
- Create a green ambiance
- Enhance residential areas and create a clean, friendly neighborhood impression
- Foster ownership of the street by local residents and businesses
- Enhance the pedestrian experience
- Honor historic character
- Improve bicycle and pedestrian safety, and calm traffic

Figure 3.10 - Illustrative Plan



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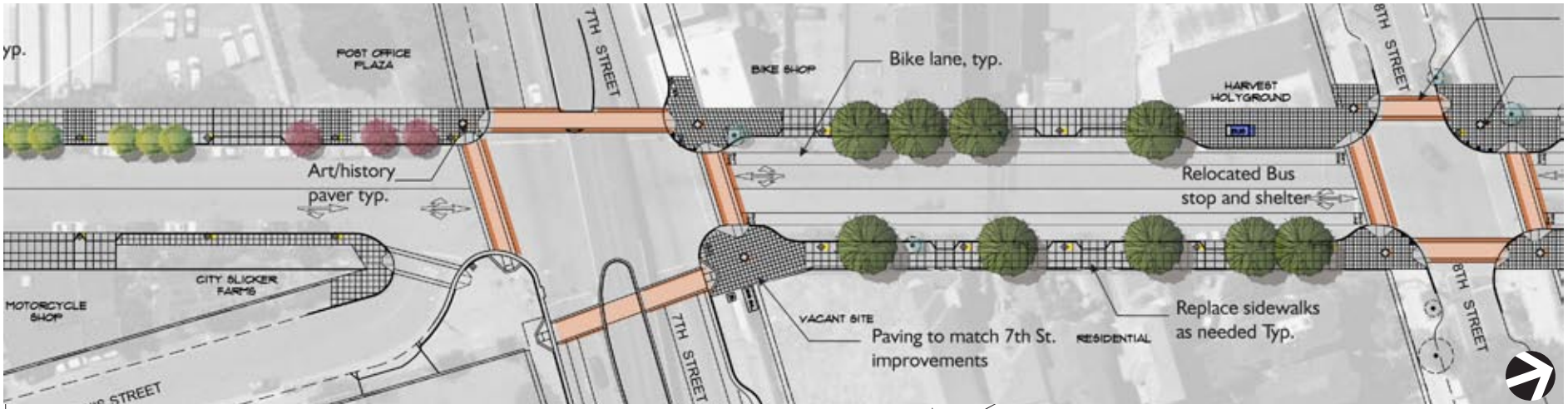

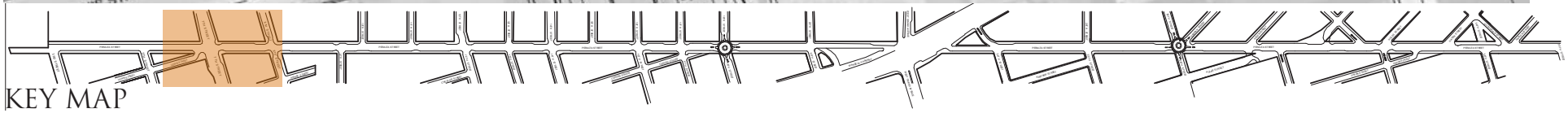

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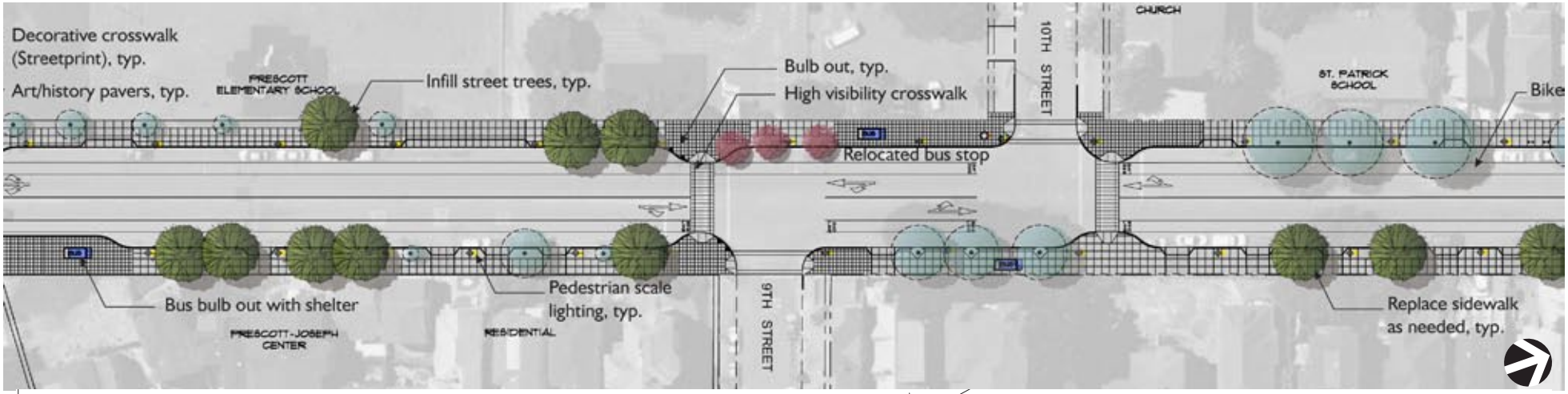

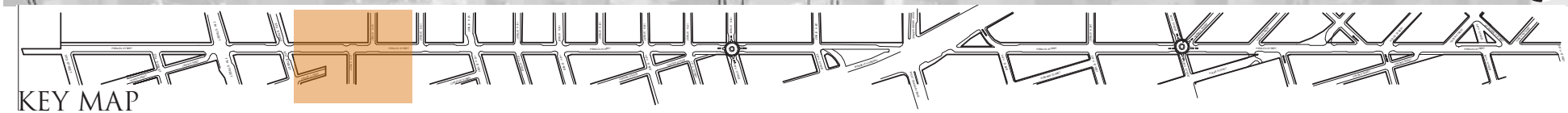

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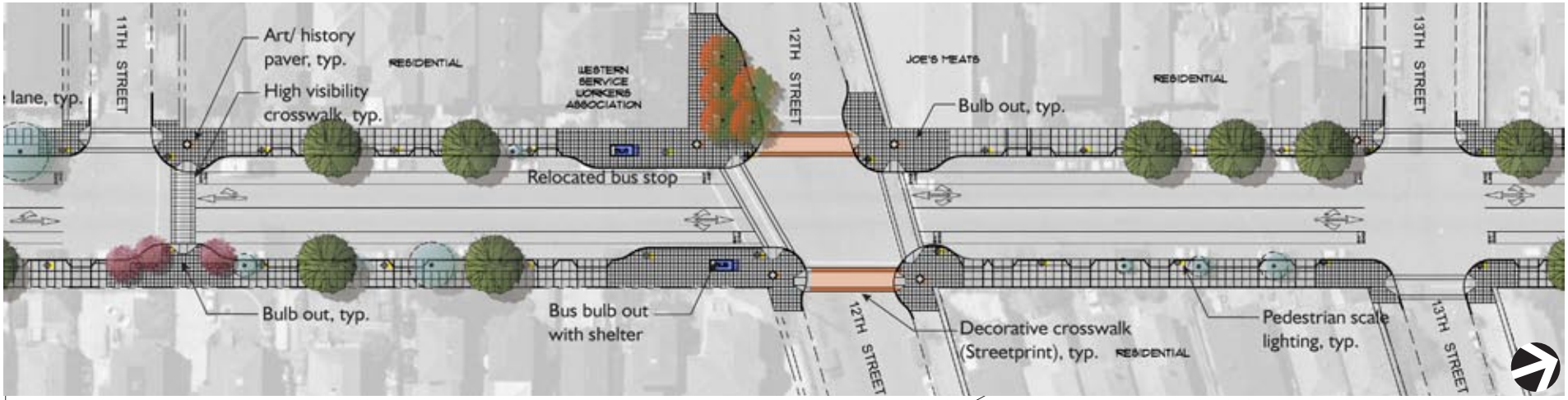

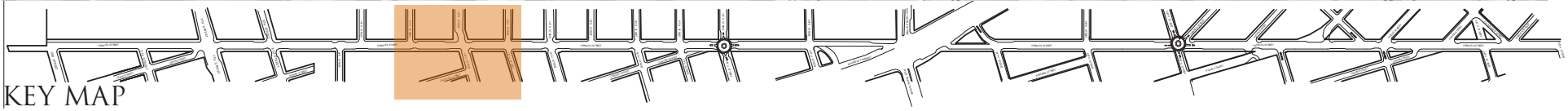

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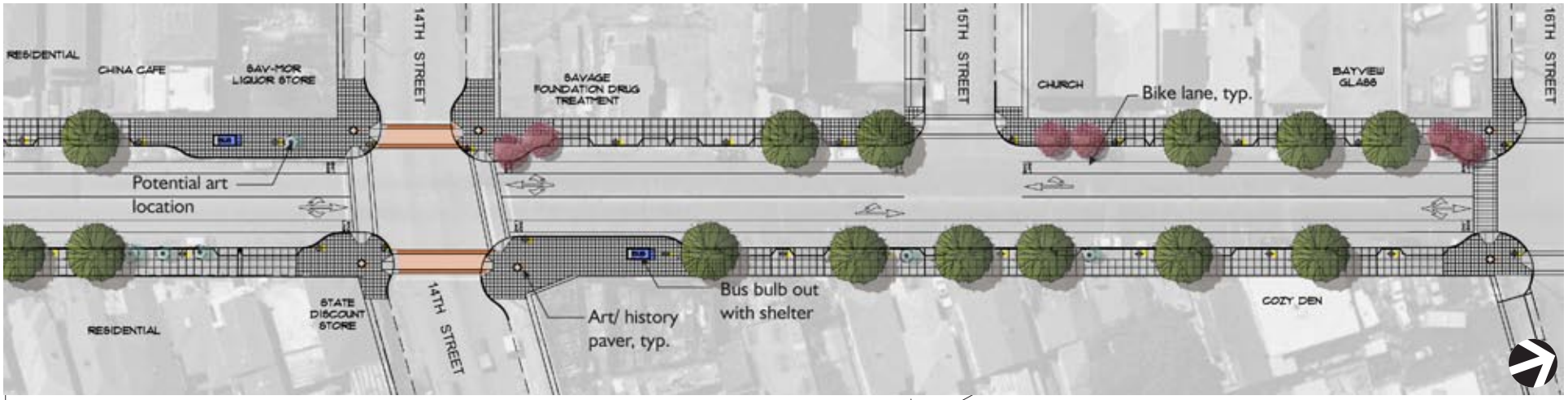

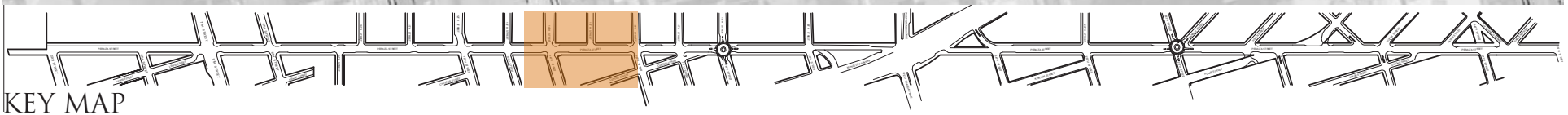

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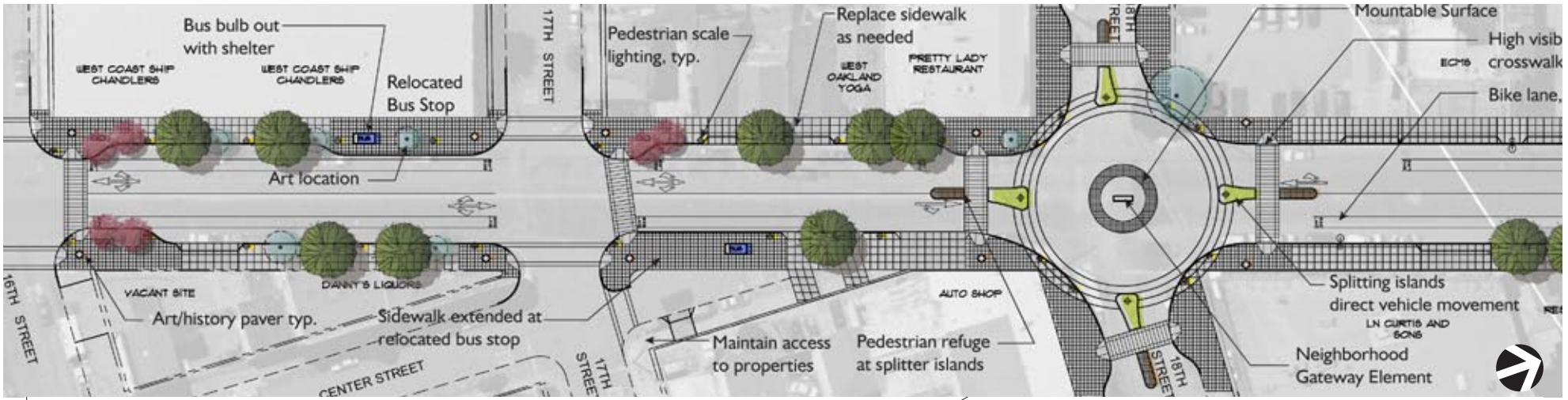

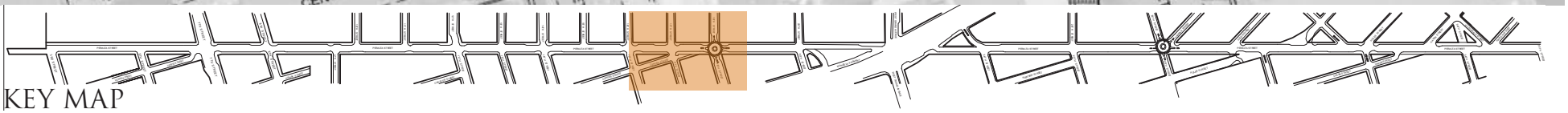

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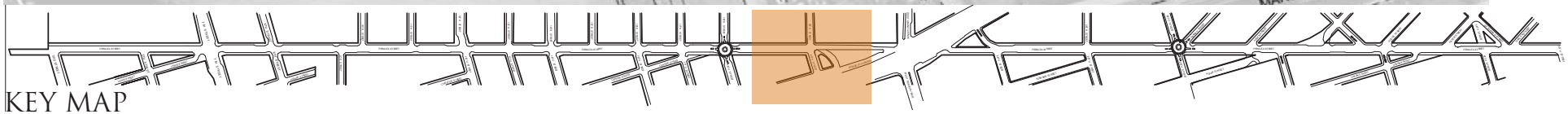

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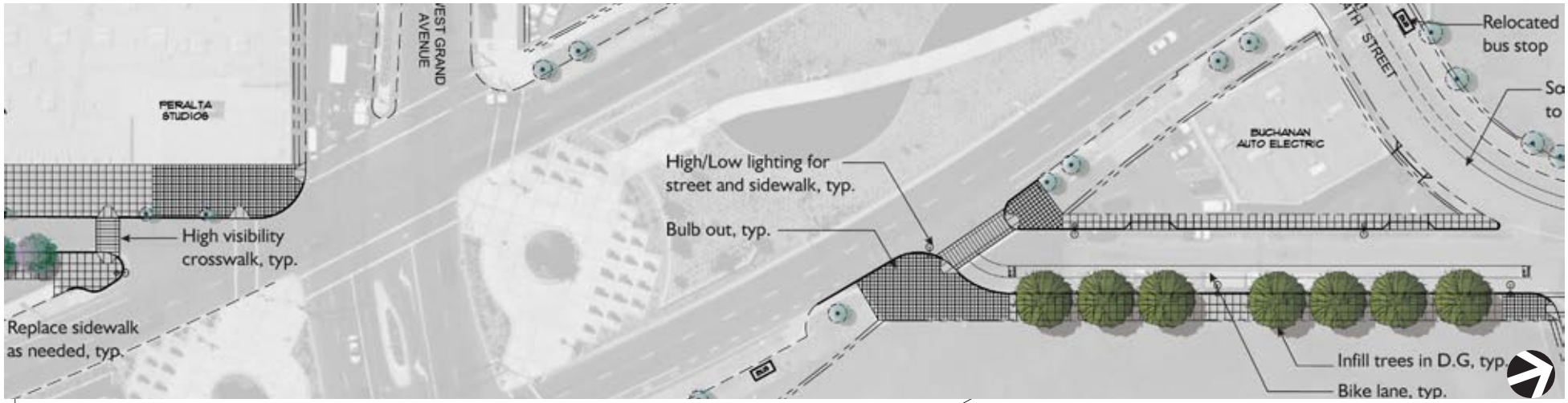

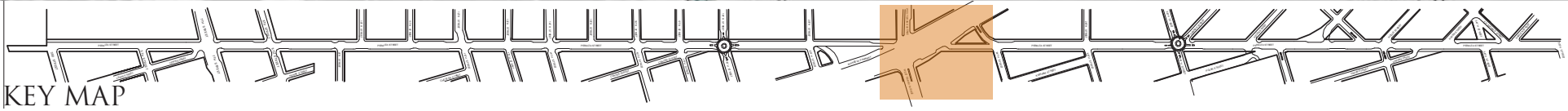

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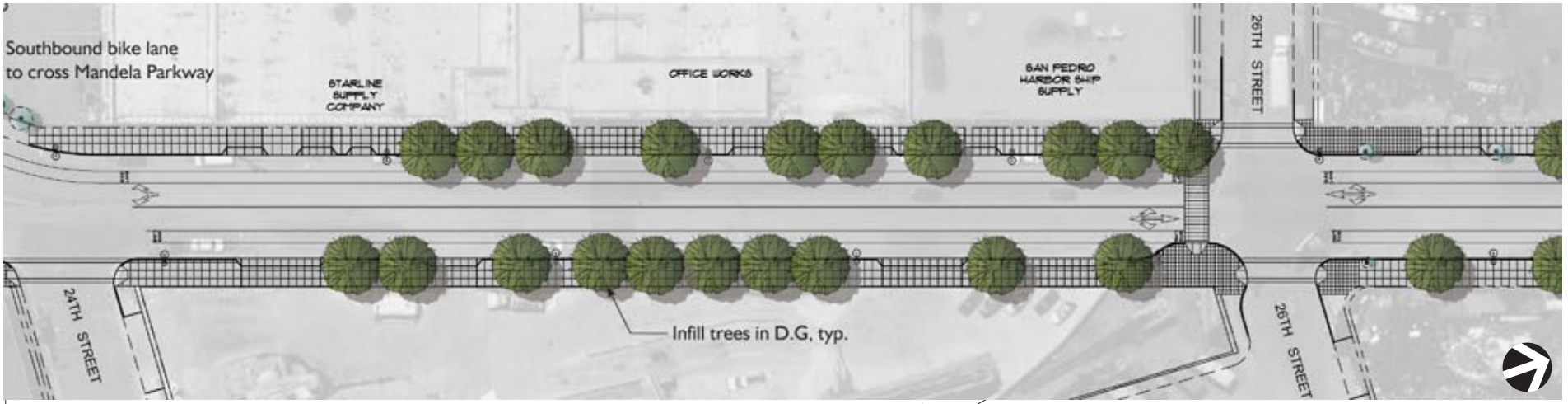

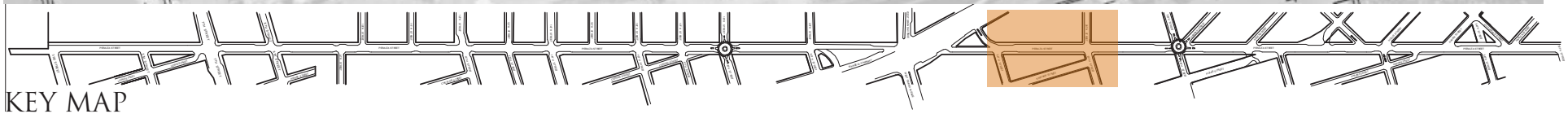

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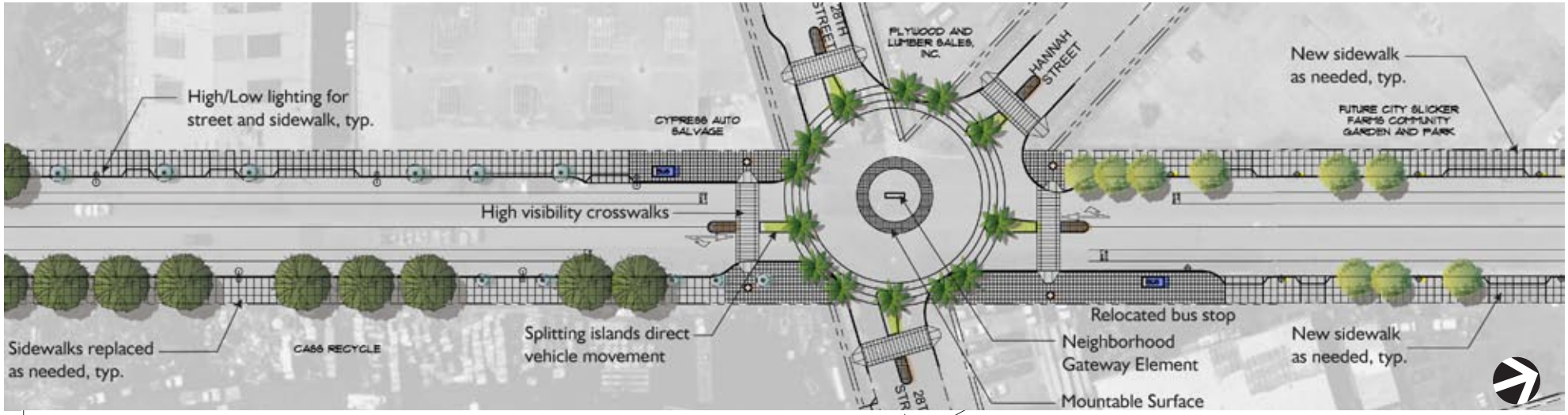

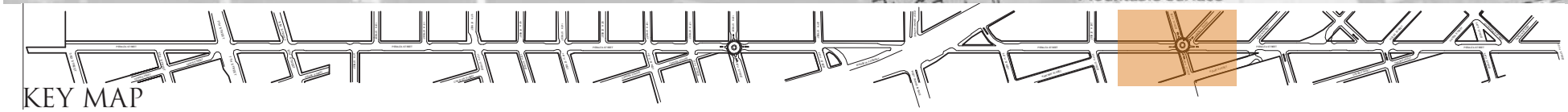

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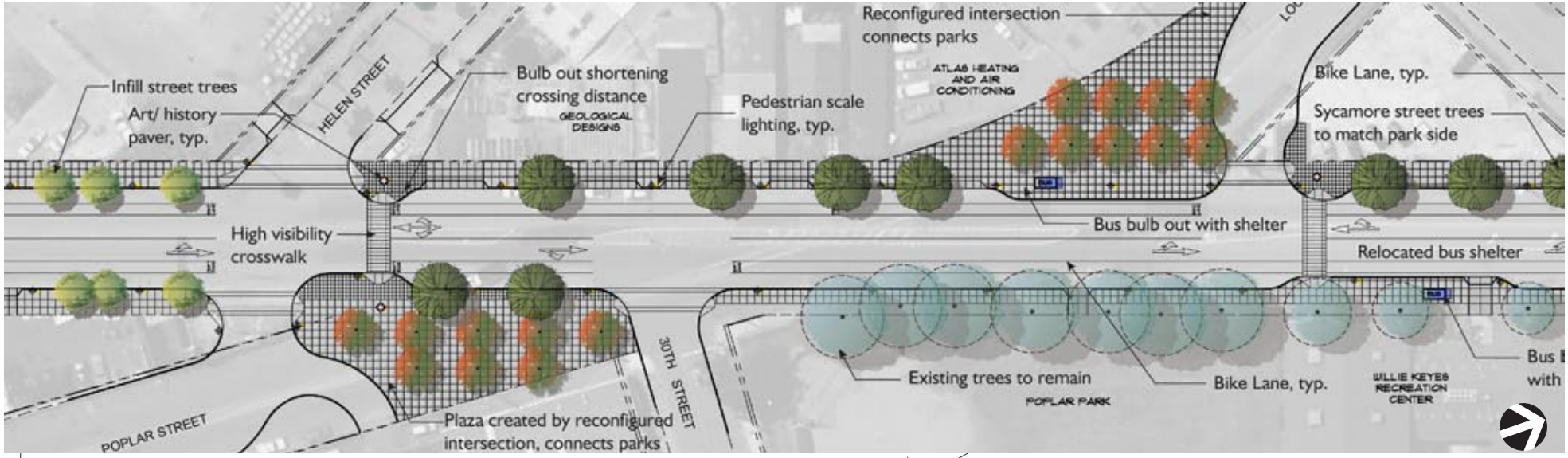

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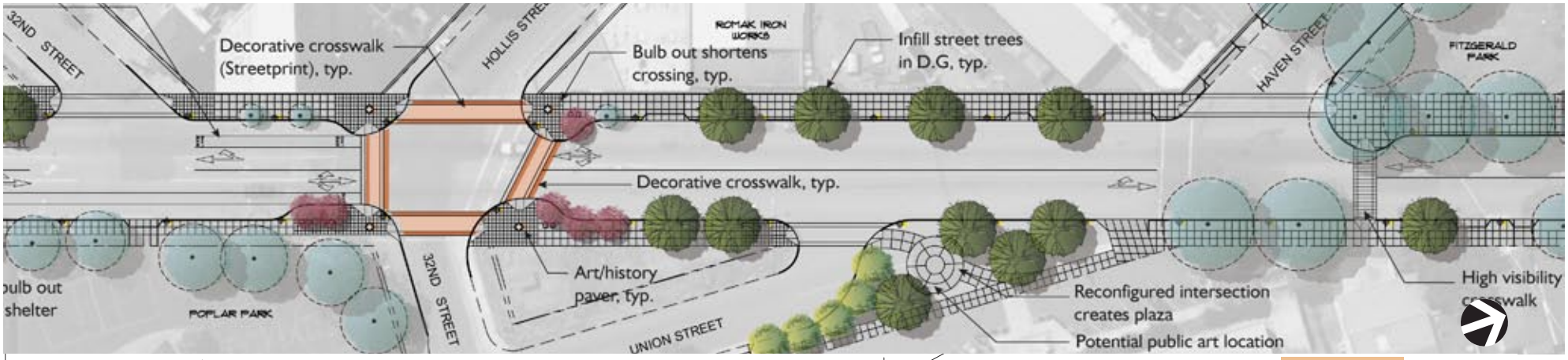

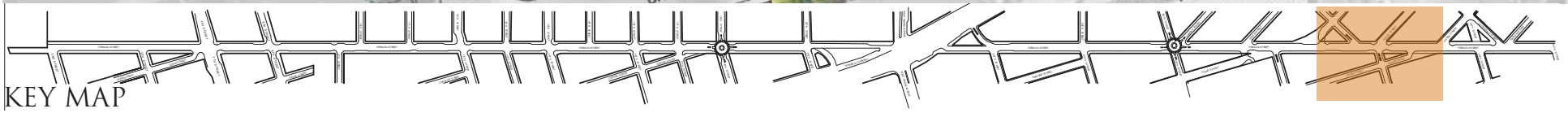

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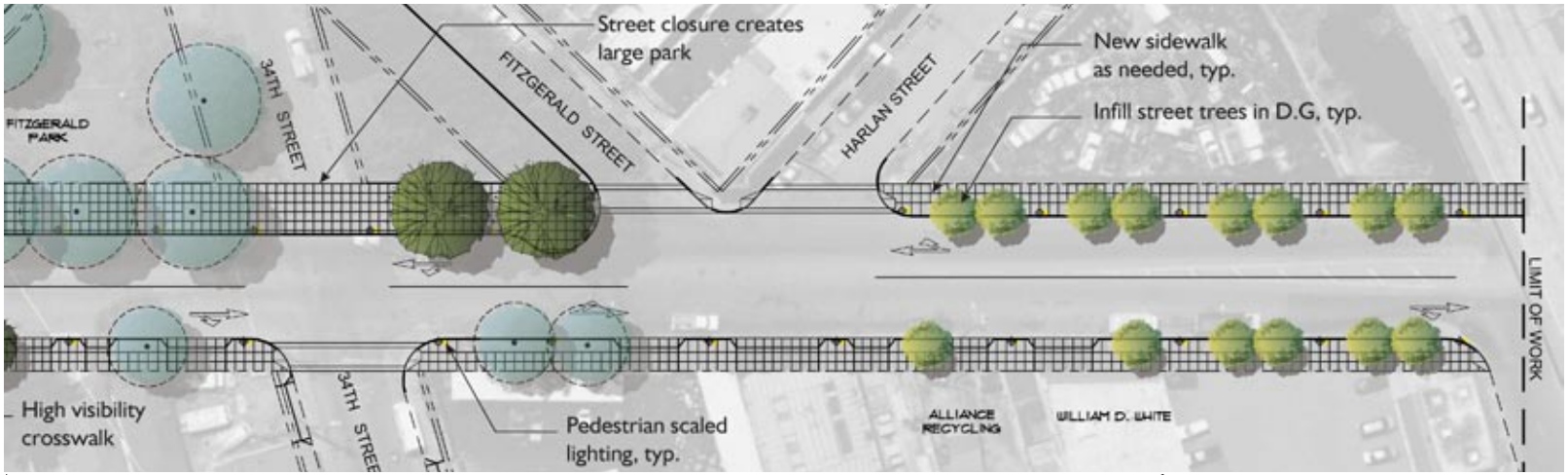
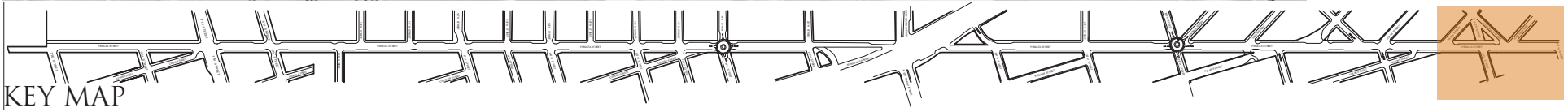




KEY MAP

3.4.2 Bike Lanes

Peralta Street is striped with Class 2 bicycle lanes from 7th Street to 32nd Street, in accordance with the City of Oakland Bicycle Master Plan (2007). The restriping does not require any change of curb location or reduction in parking or travel lanes.

3.4.3 Bulb-outs

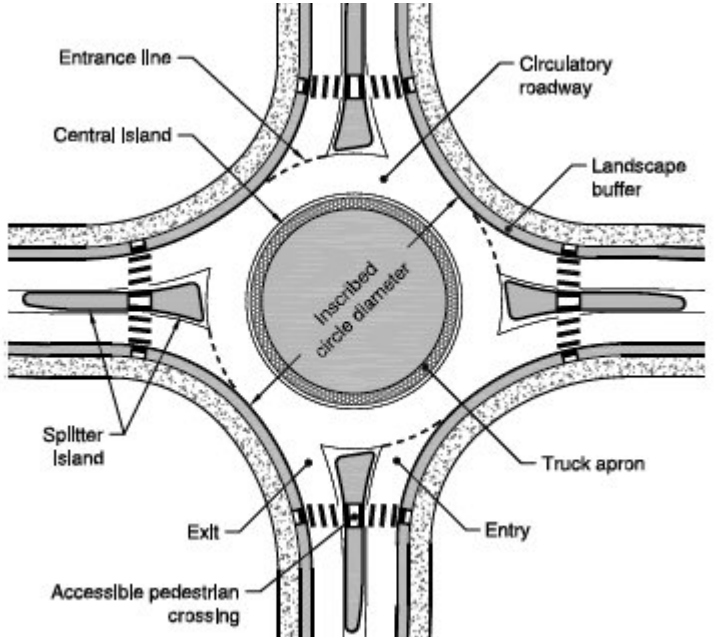
Bulb-outs serve several functions, the most important of which is to shorten the crossing distance to improve safety for pedestrians. Bulb-outs also create more space for the pedestrian, and for amenities such as benches, trash cans and news racks to be added when desired. A bulb-out emphasizes the pedestrian nature of the street, and can act as a visual focal point, especially when accent planting, a gateway element or public art is included. Bus-bulb outs provide a comfortable waiting area for transit users, as well as an efficient stopping zone for the busses.

Example of pedestrian bulb out

3.4.4 Roundabouts

The Master Plan includes roundabouts at two locations, 18th Street and 28th Street. These intersections mark transitions between neighborhoods and land uses along Peralta, and the roundabouts create "gateways" into the neighborhoods. At the center of each roundabout a vertical element such as a monolith, sculpture, large stone or specimen tree is a focal point visible from a great distance along the street.

Roundabouts have been shown to improve intersection safety for both pedestrians and vehicles. The roundabouts serve to slow vehicular traffic, but are compatible with bus and emergency vehicle movement. The center of the roundabout is edged with a mountable curb and drivable surface. Splitter islands provide pedestrian refuge areas which shorten the crossing distance.



Components of a roundabout

Large vehicles easily pass through roundabouts

3.4.5 Intersection Reconfiguration

Peralta Street runs at a diagonal between two distinct street grids, resulting in a number of intersections with acute angles, excessively large areas of asphalt, and very long crossing distances for pedestrians. The Master Plan reconfigures four of these intersections to make them safer, to create pedestrian spaces rather than fields of asphalt, and to shorten the crossing distances for pedestrians. Where acute angle intersections are shifted to become more perpendicular, sight distances are improved, creating safer conditions for vehicles, bicycles and pedestrians.

Although upper Peralta (north of West Grand) is designated a truck route, many intersections do not currently meet the WB-50 turning standard. Where there are acute angle intersections, there is typically an alternate access to that block. The reconfigurations in this Master Plan are intended to improve the angle of the intersections.

At 17th Street, the sidewalk is extended southward across Center Street to form a bus bulb out. Vehicle access to the properties along Center Street is maintained either from Center Street or from Peralta.

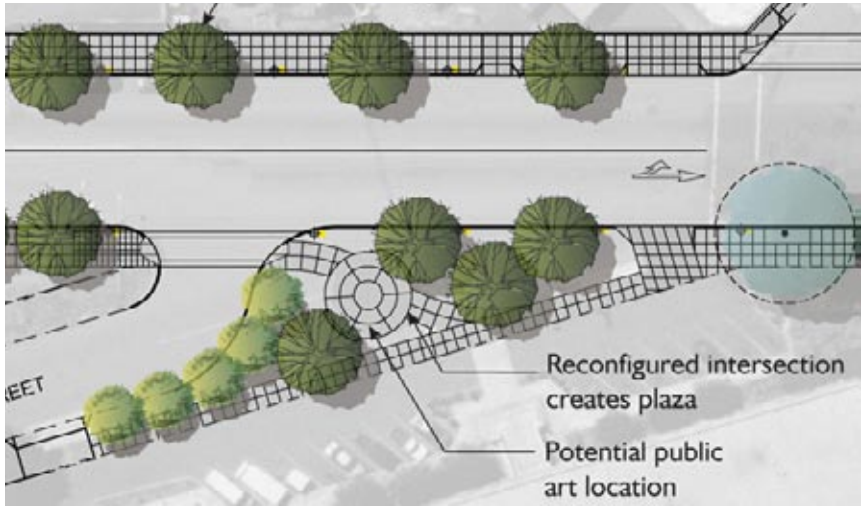
At their intersections with Peralta Street, Poplar, Louise and Union Streets are curved to meet Peralta at a right angle. In addition to creating safer intersections, these reconfigurations create pedestrian plaza areas which link the series of existing and planned parks along northern Peralta Street (Fitzgerald Park, Poplar Park, and future City Slicker Farms Community Farm and Park). These areas of former roadway may include seating areas, stormwater planting areas, mini-parks/greens, or plazas with public art.

The western leg of 34th Street is closed off, expanding the size of Fitzgerald Park.

Large canopy trees in reconfigured intersections tie together the string of parks

Existing mature trees at Poplar Park

Asphalt expanse at Peralta & Union (potential future plaza)

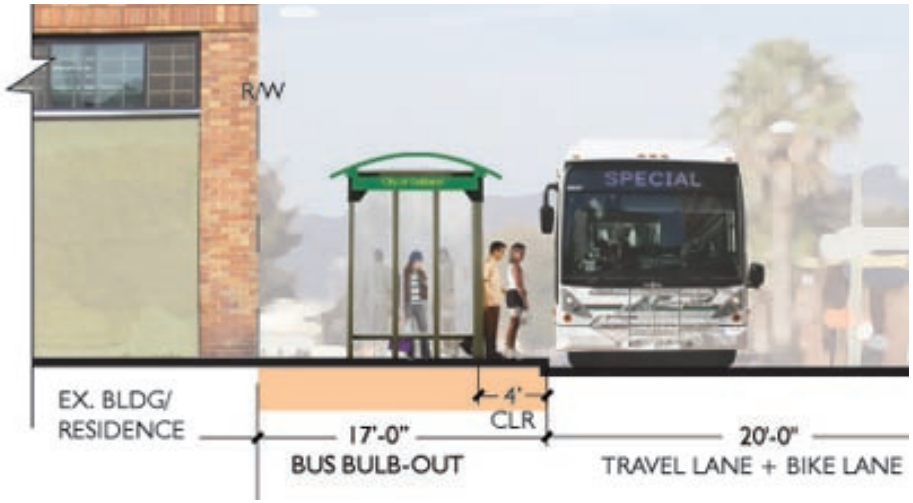


Reconfigured intersections give areas of roadway back to pedestrians

Asphalt expanse at Peralta & Union (potential future plaza)

3.4.6 Bus Stop Relocations

It is recommended that some bus stops are removed or relocated in order to improve the efficiency of bus service through the corridor. Typically, bus stops are relocated to the far side of intersections to allow for smoother traffic flow. Bus stops are retained at near side locations where there are gathering places such as schools or churches. Any proposed bus stop relocations shown on the Master Plan will involve a process of discussion between the City, AC Transit, and affected property owners.



Typical bus bulb-out

3.4.7 Lighting

Pedestrian scaled lighting is provided for the length of Peralta Street. In the residential neighborhoods on the north and south ends, fixtures on 14' poles are closely spaced to provide appropriate light levels on both the street and the sidewalk. The central zone, between 18th and 28th Streets, is anticipated to develop at a higher density, and is distinguished by a "high-low" combination light pole. Each pole supports a higher light fixture that illuminates the street, and a lower light fixture that illuminates the sidewalk at a pedestrian scale. At 7th Street and at West Grand Avenue, the historic Oakland twin-head lights are used to tie into the treatment on those streets, and to serve as gateway elements.

Washington fixture on 14' pole

High-low tear-drop lighting for sidewalk and street

Historic twin head candelabra

3.4.8 Undergrounding

All above ground utility poles are removed and the utility services are undergrounded.

3.4.9 Art Opportunities

Celebrating the history of this neighborhood was expressed as a high priority at the Community Workshop. The Illustrative Master Plan indicates potential locations for historic plaques, interpretive tiles or art tiles embedded in the sidewalk paving. The Plan also identifies potential locations for other public art elements, such as the roundabouts, mini-plazas, or bulb outs.

Enhanced crossings at 8th Street

3.4.10 Enhanced Crossings

Crosswalks are enhanced along Peralta Street to improve pedestrian safety and make crossings more visible. High visibility "ladder" crosswalks are used where there is no traffic control (signal or stop sign), to ensure that motorists are aware of those crossing locations. At selected intersections where there is traffic control, decorative crosswalks with stamped asphalt patterns are used to enhance neighborhood identity. Pedestrian countdown signals are added where there are signals.

3.4.11 Sidewalks and Paving

To achieve the uniform, scored pattern shown on the Illustrative Master Plan, sidewalks are replaced over time as necessary. Repaving on Peralta Street and removal of remnant railroad tracks improves conditions for cyclists as well as vehicles.

Neighborhood history in sidewalk paver insets

3.4.12 Planting

Regularly spaced street trees create a green canopy, shading the sidewalks and street, reducing heat island effect, and making a more pleasant environment. Street trees are a fundamental part of the streetscape improvements, highly desired by the community. Along Peralta Street, the preferred treatment is street trees in cutouts, with decomposed granite mulch, requiring less maintenance while allowing for infiltration of stormwater. Large stature street trees may be spaced at a greater distance, and will fill in to scale the street.

The West Oakland Reforestation Plan currently being developed by the West Oakland Green Initiative (WOGI) does not select street tree species for Peralta Street. As this is a long term plan, ongoing coordination with WOGI is recommended for future tree selection and planting. Timing of installation of street trees is highly dependent on the availability of maintenance funding. Trees should be planted with sufficient soil volume to support healthy growth.

The trees recommended in this Illustrative Master Plan have been selected to be compatible with the existing street trees and of appropriate size and form for their locations. Large scale street trees for Peralta include Sycamore (*Platanus acerifolia 'Columbia'*), Southern Magnolia (*Magnolia grandiflora*), Red Maple (*Acer rubrum*), Shumard Oak (*Quercus shumardii*), Chinese Pistache (*Pistacia chinensis*) and Red Horse Chestnut (*Aesculus x. carnea*). Accent tree include the Strawberry Tree (*Arbutus 'Marina'*) and Crape Myrtle (*Lagerstroemia indica*).

3.4.13 Site Furnishings

Site furnishings are chosen to be attractive, durable and vandal resistant. A protective coating is used for protection of site furnishings. Bike racks are be galvanized or stainless steel, and surface-mounted. Selection and placement of bike racks is coordinated with the City's Bicycle and Pedestrian Facilities Coordinator.

Forms & Surfaces trash receptacle, Model: Dispatch, SLDIS220

Iinverted "U" Bike Rack

Sycamore

Strawberry Tree

Chinese Pistache

Dumor Bench, Model: 160-60 6'

CHAPTER 4 - IMPLEMENTATION

4.0 - IMPLEMENTATION

4.1 - Long Term Plan

The Master Plan describes a long range vision for each project area - Martin Luther King, Jr. Way and Peralta Street. The Plan describes the vision in sufficient detail so that portions of the plan can be constructed incrementally, ultimately resulting in a coherent and unified streetscape. This allows for a wide ranging implementation strategy that can take advantage of opportunities as they arise. Construction of specific segments or elements may occur through City programs, grant funding, private development exactions, and partnerships. The Plan creates a framework under which opportunities and obstacles to construction of a given element can be evaluated.

4.2 - Coordination With Other Entities

Implementation of some portions of the Master Plans will require coordination with various entities. As several segments of Martin Luther King, Jr. Way are under or adjacent to Caltrans rights-of-way, coordination with Caltrans will be necessary. BART crosses Peralta at 7th Street, and any construction in that area will need to be coordinated with BART. A number of bus stop relocations are recommended in the Master Plans. The final parameters of these bus stop locations and configurations will need to be coordinated with AC Transit and with the affected property owners.

Rail lines cross Peralta at several locations. The Oakland Terminal railroad track that runs down Poplar and Louise Streets and crosses Peralta, as well as the railroad track on 26th Street between Wood and Poplar that crosses Peralta are both jointly owned by Union Pacific ("UP") and Burlington Northern Santa Fe ("BNSF"). The track on 20th St. from Wood to Poplar that crosses Peralta is owned by BNSF, and the track on 18th St. from Wood to Poplar that crosses Peralta is owned by UP. Prior to proceeding with construction drawings, rights-of-way and easements must be determined for coordination purposes with the railroad companies.

Finally, adjacent property owners will need to be involved in some instances. Implementation of some portions of Peralta's Master Plan will have direct impacts on access to adjacent properties, and several intersection reconfigurations will require minor property acquisition.

4.3 - Prioritization

Cost-benefit trade-offs will be major considerations in determining which elements of the Master Plan are constructed first. For example, locations of drain inlets impact the relative costs of proposed bulb-outs, and therefore will be major factors in determining which bulb-outs are built near term. Conversely, where an existing infrastructure problem such as poor drainage can be solved while implementing a part of the Master Plan, that added benefit would be a factor to consider in the prioritization process. It is the intent that in implementing the Master Plan, the City take advantage of any opportunities to combine projects in order to maximize the benefits on these streets.

Although street trees are a very high priority for the community, the City is currently faced with extreme shortage of maintenance funding and staff. Without a maintenance strategy or funding source, it is foreseeable that trees may become structurally unsound or cause damage to paving and surroundings within a relatively short period. Maintenance funding sources should be identified for any planting. Potential strategies include sponsorship/partnership arrangements, although long term stewardship has been problematic in the past. A Business Improvement District ("BID") or other identified funding source would ensure that trees receive proper care and remain assets to the community rather than problems.

4.4 - Pilot Projects as Catalysts

As an initial step, the WOPAC identified Phase I pilot projects for which construction documents will be prepared and grant funding will be sought. It was determined by the Core Committee that pilot projects should be pursued for both streets. A range of potential projects were proposed, with a construction budget target of $3,000,00 total for the pilot projects. The pro's and con's of the suggested projects were discussed at the Core Committee's meeting of October 24, 2011. (See meeting materials in Appendix C for the options discussed.) The issue was brought to the WOPAC at their

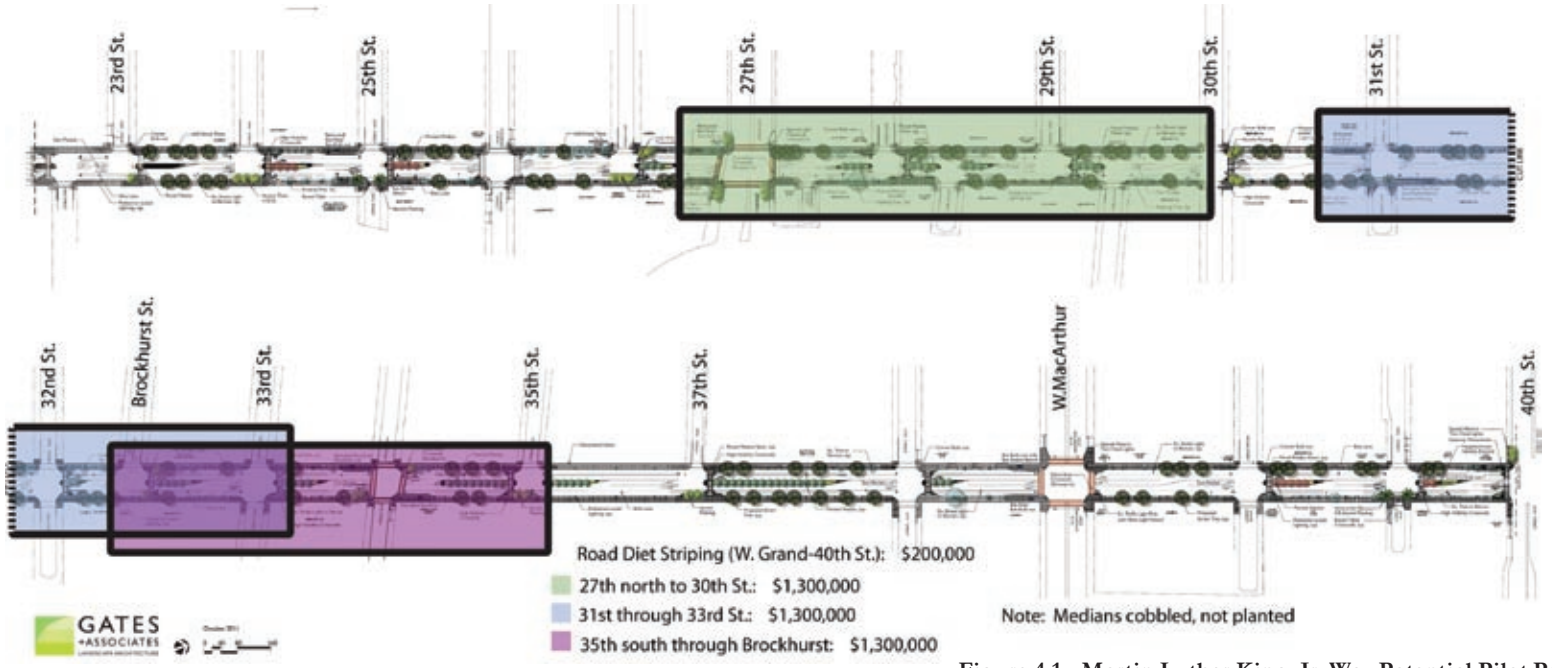


Figure 4.1 - Martin Luther King, Jr. Way Potential Pilot Projects

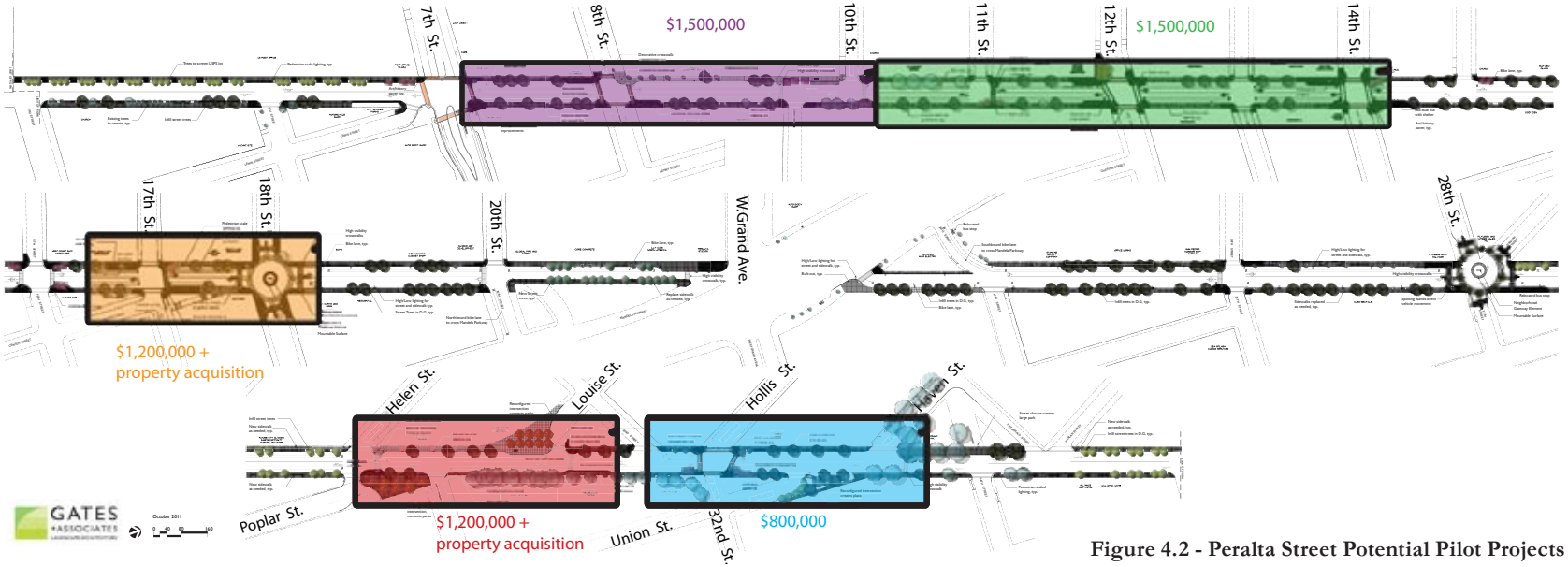


Figure 4.2 - Peralta Street Potential Pilot Projects

meeting on December 7, 2011. The Committee reviewed and discussed the options shown in Figures 4.1 and 4.2 - Potential Pilot Projects for Martin Luther King, Jr. Way and Peralta Streets.

Selection criteria included:

(1) "People" criteria: Which area will have the greatest good for the greatest number of people?

(2) "Catalyst" criteria: Which area is most likely to catalyze development of adjacent properties?

(3) "Visibility" criteria: Which area will be most noticeably changed (e.g., where will improvements have the most visual impact for the costs?)

(4) "Equity" criteria: How can projects be identified to equitably benefit all of the community?

MOTION was made by Hurwich and seconded by Parrott: To select "35th Street through Brockhurst", or as far as pass Brockhurst as possible, as Phase 1 for MLK Jr. Way. The motion passed by unanimously.

MOTION was made by Kidd and seconded by McFadden: To select "Hollis through Haven" and "7th through 10th" as Phase 1 for Peralta Street; and to prioritize "Hollis through Haven" and then the "8th through 10th" stretch of "7th through 10th" if construction funds are limited. The motion passed by roll call vote. Yes: 13

No: 2 (Hurwich, Wyrick-Parkinson).

4.5 - Funding

4.5.1 Grants

Funding for the initial phase of streetscape improvements will be sought from the One Bay Area Grant Program. This program and other potential grant sources are described below.

One Bay Area Grants

http://www.mtc.ca.gov/funding/onebayarea/

Sponsor: MTC, ABAG and ACTC

The One Bay Area Grant program is a consolidated transportation related grant program, which attempts to better integrate transportation planning with land use and housing needs planning. In Alameda County, the majority of funds will be allocated to Priority Development Areas, which include West Oakland. The Martin Luther King, Jr. Way and Peralta Street streetscape projects would qualify for this grant program. As of this writing, the One Bay Area Grant program is still in draft form, and is expected to be approved in May 2012.

Safe Routes to Schools (Federal)

http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm

Sponsor: FHWA, managed by Caltrans

Oakland Safe Routes Manger: Joe Want, TSD (jwang@oaklandnet.com)

The federal Safe Routes to Schools program funds projects that enhance safety for pedestrians and bicyclist, primarily students in grade K-12, who walk or bicycle to school. The Transportation Services Division identifies project sites and compiles an application each cycle. Infrastructure projects must be located within a two mile radius of a grade school or middle school. Several portions of the MLK and Peralta streetscape projects are within this radius. Grant maximum is $1 million. As of the date of this report, the continued existence of this program is in question, due to congressional action.

Safe Routes to Schools (State)

http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm

Sponsor: State of California, managed by Caltrans

Oakland Safe Routes Manager: Joe Wang, TSD (jwang@oaklandnet.com)

Like the federal program, the California Safe Routes to Schools program funds projects that enhance safety for pedestrians and bicyclist, primarily students in grades K-12 who walk or bicycle to school.

The Transportation Services Division identifies project sites and compiles an application each cycle. Projects must correct an identified safety hazard or problem on a route that students use for trips to and from school. Up to 10 percent of the project's cost can fund a non-infrastructure component that supports the infrastructure project. Grant maximum is $900K. The program is on a two year cycle, with the next cycle applications due March 30, 2012.

Safe Routes to Transit

http://transformca.org/campaign/sr2t

Sponsor: Transform (via MTC)

The Safe Routes to Transit program provides grants for bike and pedestrian projects which close gaps in safe access to transit. Funds are available for both planning studies and capital projects. Capital grants generally range from $200K to $500K. The next grant cycle is in Summer, 2013.

Measure B Discretionary Bike and Pedestrian Grants

http://www.actia2022.com/app_pages/view/150

Sponsor: ACTIA

The Measure B Bicycle and Pedestrian Countywide Discretionary Fund is a competitive grant program funded out of the five percent of Measure B funds dedicated to bicycle and pedestrian programs. The grant program goal is to expand and enhance bicycle and pedestrian access, convenience, safety, and usage in Alameda County, focusing on projects and programs with countywide significance. Pedestrian and bicycle capital projects, programs and master plans are eligible to receive funds. Maximum grant award is $1 million. This grant source is generally available every two years, but due to the recession there has not been a grant cycle since 2008. The next is expected in 2012.

State Bicycle Transportation Account

http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Sponsor: Caltrans

Oakland Bicycle Program Manager: Jason Patton, IPPD (jpatton@oaklandnet.com)

This program funds bicycle facility construction for projects in a current adopted Bicycle Plan that improve safety and convenience for bicycle commuters. Peralta Street is designated as a proposed Class II Bikeway in the City's adopted Bicycle Master Plan, from 7th Street to Hollis Street. Maximum grant size in the last cycle was $1.2 million dollars. The next application is anticipated in March, 2012.

Highway Safety Improvement Program (HSIP)

http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm

Sponsor: FHWA via Caltrans

Oakland HSIP Manager: Wlad Wlassowsky (wwlassowsk@oaklandnet.com)

The HSIP program funds safety improvements on roadways with the goal to achieve a significant reduction in traffic fatalities and serious injuries. The emphasis is at locations that are data and strategically driven. Projects must identify a specific safety problem that can be corrected or be improved substantially. Projects typically funded include traffic signals, enhanced cross walks, bike lanes, and other traffic calming devices. The City's 2002 Pedestrian Master Plan indicated that there were 11 pedestrian/vehicle collisions in the Martin Luther King, Jr. Way project area from 1996 to 2000, and the 2007 Bicycle Master Plan indicated that there were 13 bicyclist collisions in the same area from 2000 to 2004. The traffic calming effect

of the road diet on Martin Luther King, Jr. Way could be considered under this program. On Peralta Street, south of West Grand, 4 pedestrian/vehicle collisions and 3 bicyclist collisions were indicated during those respective time periods. Maximum HSIP project size is $900K, with 12% local match required. The HSIP is generally awarded annually, and the next application call is anticipated to be in summer 2012.

4.5.2 Small Project / Specific Elements

It is may be possible to find funding for project elements that can stand alone (and build on one another) in the $50,000-200,000 range. There are funding sources for these smaller bread and butter projects, which would ultimately contribute to achieving the Master Plan vision. These types of projects could include sidewalk gap closures, ADA compliance, street crossing improvements, drainage improvements, and the like. Potential funding includes:

- MTC Lifeline Transportation Funding: Typical elements funded include crossing improvements, sidewalk widening for bus stop improvements, street re-striping, etc.
- Transportation Development Act Article 3 Funds: Approximately $300,000 is allocated per year, for pedestrian improvements in the City.
- Pedestrian CIP Projects: The City's Capital Improvement Program has included funding for pedestrian projects in the $50,000-100,000 range.
- Bus Shelters: Clear Channel installs and maintains the City's bus stops for advertising purposes. Clear Channel chooses their preferred locations, and installs their own standard shelters. The City cannot maintain bus shelters at this time, however, if there is a location where Clear Chanel would like to have a shelter, but the sidewalk is too narrow, City funds might widen the sidewalk.
- Street Resurfacing: 80% of the annual spending for street paving is designated for "optimal streets." Peralta Street from 32nd Street to Mandela Parkway is included in the City's 5-year paving plan, 2007 – 2012. Martin Luther King Jr., Way was resurfaced with a 2" overlay from West Grand Avenue to 27th Street in November 2007, and is on the paving moratorium list until November 2012. 20% of annual street paving funding is discretionary and could possibly be applied to the project area.
- Other possible programs for specific elements include:
    - Street Name Signage program (Citywide, to be completed over 10-20 years)
    - Traffic signal upgrade program (could install pedestrian count-downs)
    - Curb ramp / ADA compliance program
    - Sewer Inflow and Infiltration ("I & I") program (could be used to improve storm drainage in conjunction with streetscape improvements)
    - Utility undergrounding funds (could also be used in conjunction with private development funding of portions)
    - Sidewalk repair program
    - Bike rack program

4.5.3 Private Development

As properties are developed in the project areas, this Master Plan will serve as guidance for the public improvements that the City may require of the private developer. Improvements to the City's rights-of-way that occur by virtue of new development will have to conform to the Master Plan. Within the West Oakland Specific Plan Area, several locations with significant frontage on Peralta Street have identified as development opportunity sites. These include 2601 Peralta (1.7 acre), Peralta and West Grand (3.17 acre) and Custom Alloy Scrap Sales (CASS) (2.84 acres). Development of these sites could result in over 1,000 feet of streetscape improvements on Peralta Street.

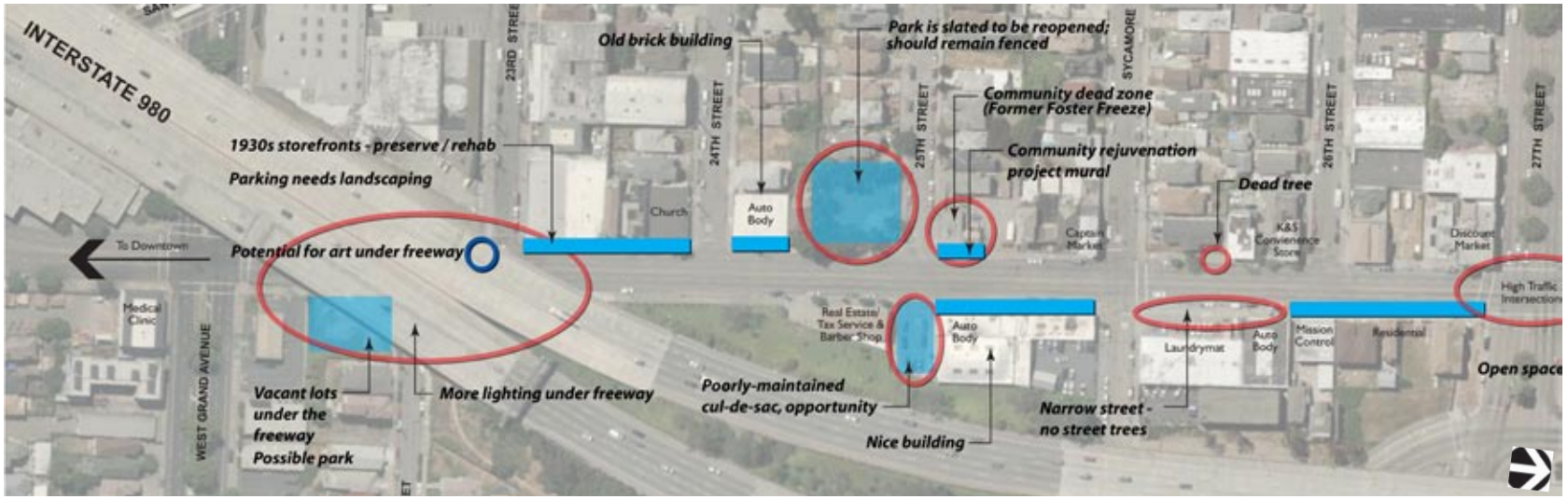
4.5.4 Partnerships

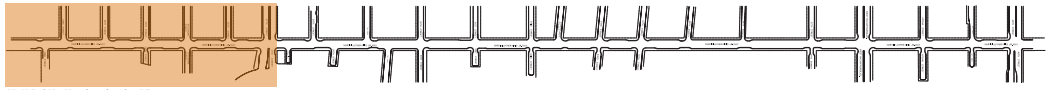
The people and organizations of the West Oakland Community are a source for potential partnerships for improvements such as street tree planting and maintenance, parklets, or art elements along the streets. Community engagement and involvement are important elements in the activation of the street, neighborhood image, and economic vitality.

APPENDIX A

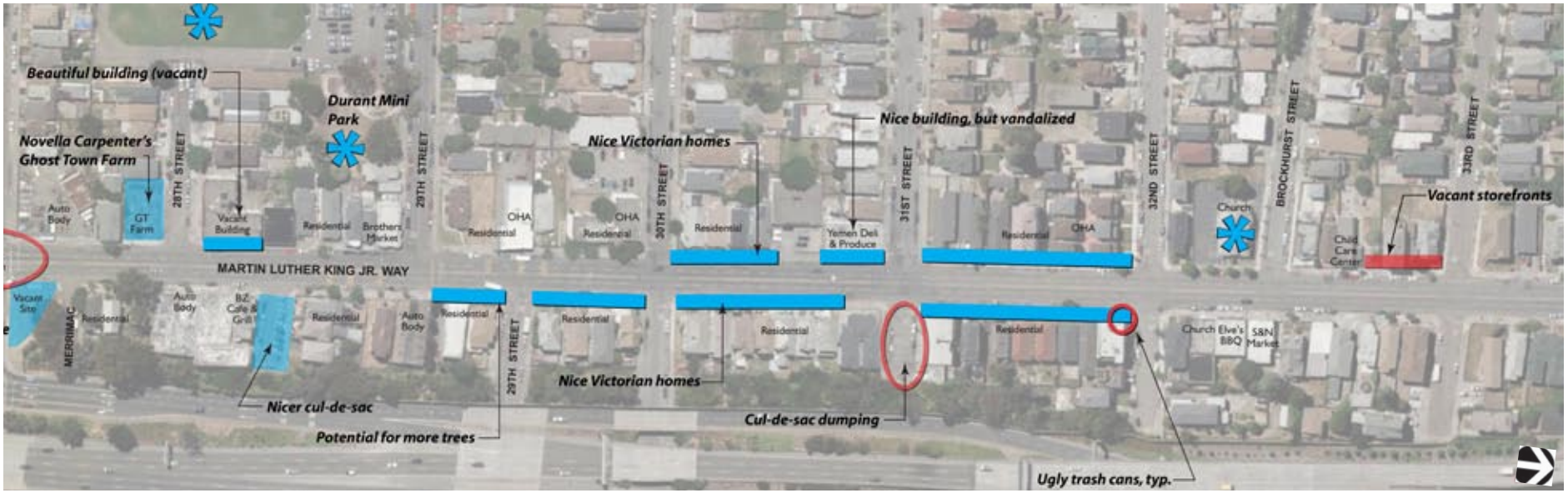
Appendix A - Martin Luther King Jr. Way

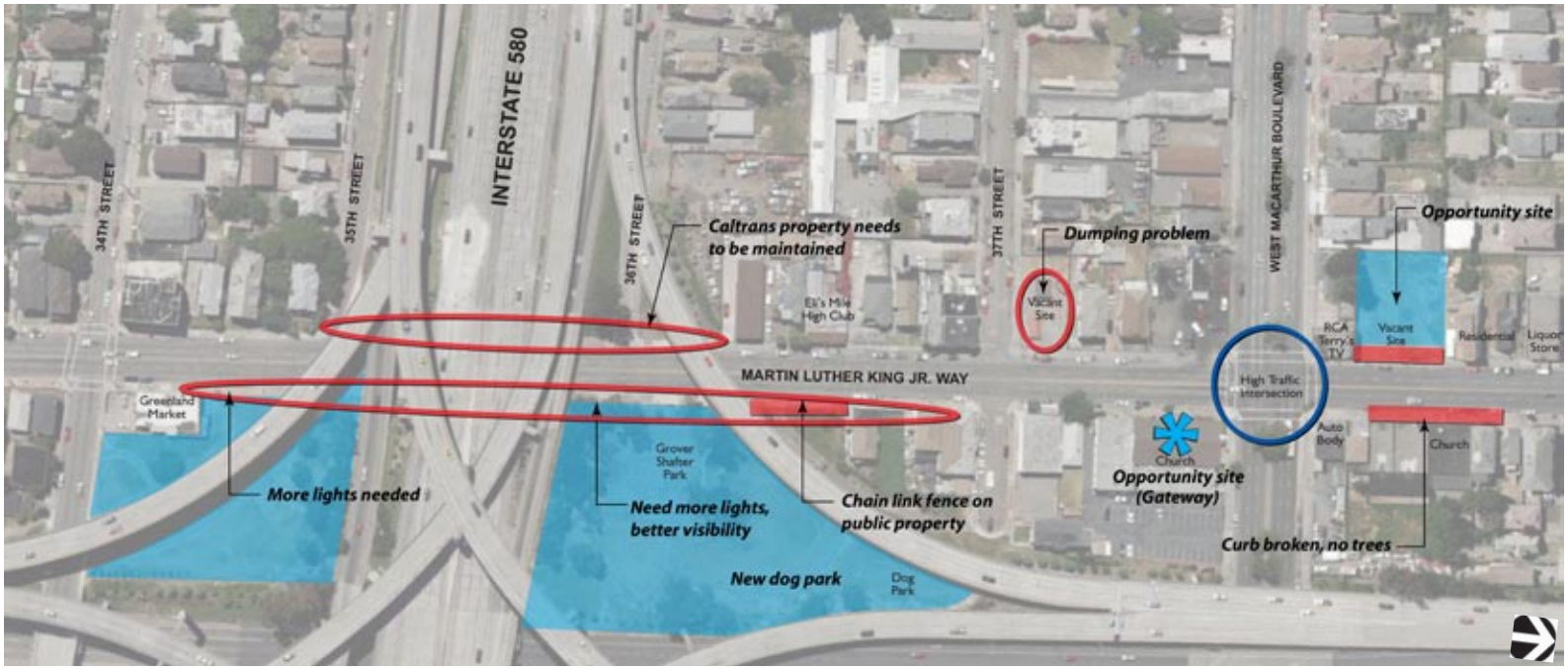
- Experiential Diagram
- Opportunities and Constraints Diagram
- Traffic Operations
- Workshop Summary


INTERSTATE 980
23RD STREET
24TH STREET
25TH STREET
26TH STREET
27TH STREET
SYCAMORE
Old brick building
Park is slated to be reopened; should remain fenced
Community dead zone (Former Foster Freeze)
Community rejuvenation project mural
Dead tree
1930s storefronts - preserve / rehab
Parking needs landscaping
Potential for art under freeway
To Downtown
Church
Auto Body
Captain Market
K&S Convenience Store
Discount Market
Medical Clinic
WEST GRAND AVENUE
Real Estate/ Tax Service & Barber Shop
Laundromat
Mission Control
Residential
High Traffic Intersection
Open space
Vacant lots under the freeway
Possible park
More lighting under freeway
Poorly-maintained cul-de-sac, opportunity
Nice building
Narrow street - no street trees



KEY MAP

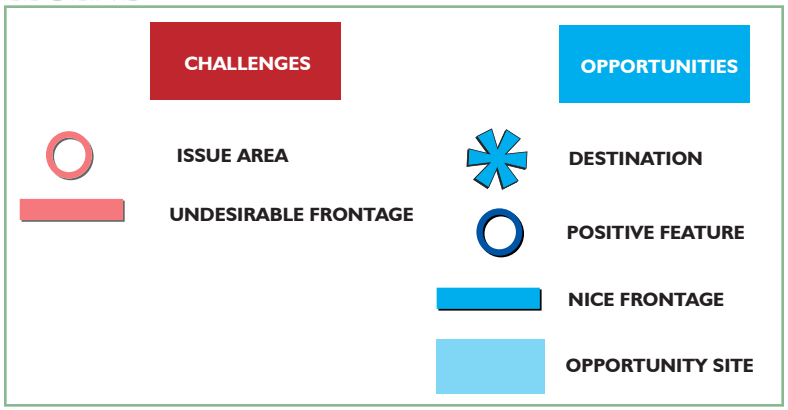

Beautiful building (vacant)
Durant Mini Park
Novella Carpenter's Ghost Town Farm
28TH STREET
29TH STREET
30TH STREET
31ST STREET
32ND STREET
33RD STREET
BROCKHURST STREET
Nice Victorian homes
Nice building, but vandalized
Vacant storefronts
Auto Body
GT Farm
Vacant Building
Residential
Brothers Market
OHA
Yemen Deli & Produce
Church
Child Care Center
MARTIN LUTHER KING JR. WAY
MERRIMAC
Vacant Site
BZ Cafe & Grill
Elve's BBQ
S&N Market
Nicer cul-de-sac
Potential for more trees
Nice Victorian homes
Cul-de-sac dumping
Ugly trash cans, typ.



KEY MAP

General:
- Entire stretch has a drug/prostitute issue
- Need to scale street width
- Street wide enough for bike lanes
- Underground all utilities
- Street wide enough for bike lanes

LEGEND

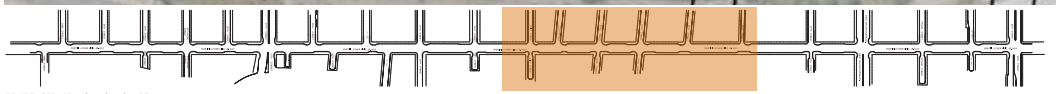


KEY MAP

LEGEND

- B — BUS STOP LOCATION
- ○ — EXISTING STREET TREE
- BULB-OUTS
- PEDESTRIAN REFUGE


32ND STREET
BROCKHURST STREET
33RD STREET
34TH STREET
35TH STREET
INTERSTATE 580
36TH STREET
OHA
Church
Child Care Center
Church
Elve's BBQ
S&N Market
Greenland Market
Improve crossing for access across I-980
Improve Lighting Opportunity for Art Decorative Fencing
Improve Interface Between Park and Street
Grover Shafter Park



KEY MAP


37TH STREET
WEST MACARTHUR BLVD
AGPAR STREET
39TH STREET
40TH STREET
MARTIN LUTHER KING JR. WAY
Eli's Mile High Club
Vacant Site
Important Node Potential Pedestrian Node at Church
RCA Terry's TV
Vacant Site
Residential
Liquor Store
Residential
Vacant Site
Gateway Opportunity/ Vertical Element
Auto Body
Cafe Dejena
Church
Auto Body
Church
Tahoe Discount Market
Potential Pedestrian Node at Marcus Books
MLK Cafe
Marcus Books
Vacant Site

Data Collection and Field Observations

The data collection tasks for the Martin Luther King Jr. Way corridor included collecting 24-hour machine counts, peak period intersection turn movement counts, and relevant roadway information.

Daily Traffic Volumes

Bidirectional 24 hour weekday traffic data were collected on Tuesday, January 25, 2011. There were a total of 3 count locations selected along Martin Luther King Jr. Way at the following locations:

- Martin Luther King Jr. Way South of 25th Street
- Martin Luther King Jr. Way South of 29th Street
- Martin Luther King Jr. Way South of 35th Street

The results of 24 hour tube counts at the 3 locations along Martin Luther King Jr. Way are shown in Exhibit 3 through Exhibit 5. As these graphs show, traffic is fairly evenly split between northbound and southbound travel. Only the area south of 25th Street shows a moderate directional difference in the AM and PM peak of around 75 vehicles. (Exhibit 3)

Exhibit 3 - Traffic Volumes on Martin Luther King Jr. Way South of 25th Street

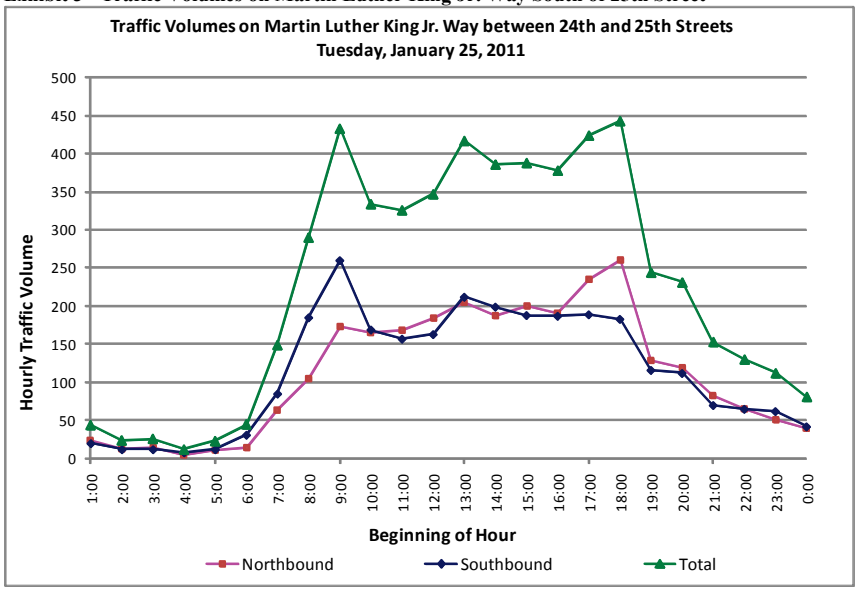


Exhibit 4 - Traffic Volumes on Martin Luther King Jr. Way South of 29th Street

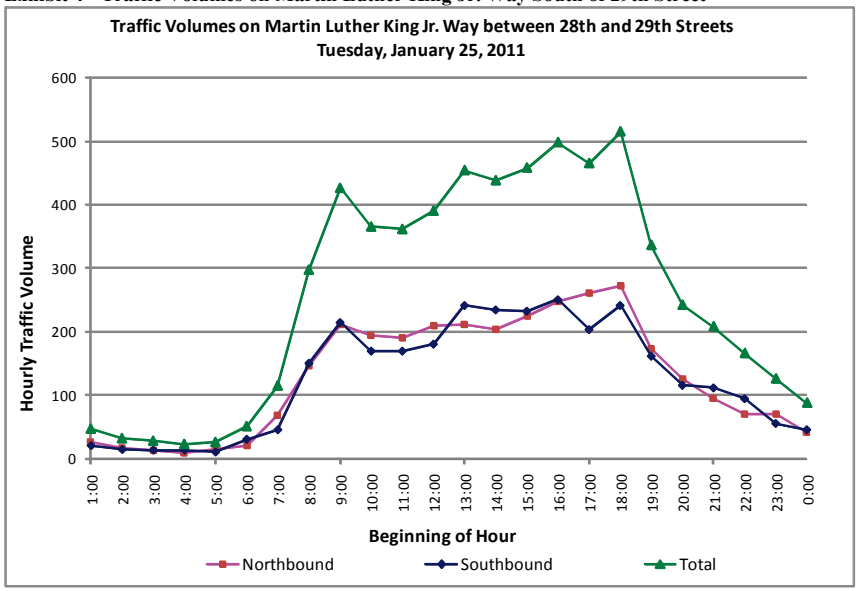
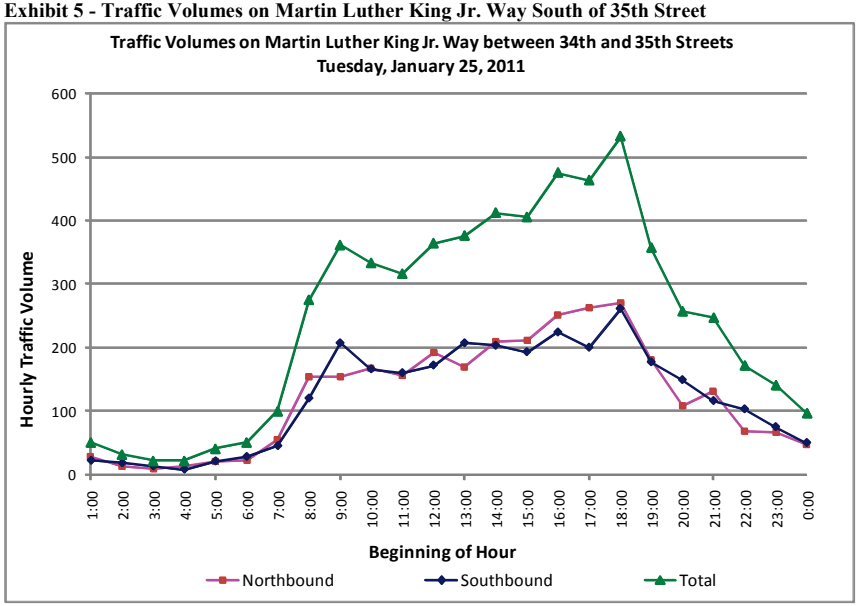


Exhibit 5 - Traffic Volumes on Martin Luther King Jr. Way South of 35th Street



Existing Peak Hour Intersection Turning Volumes

Intersection counts were performed on Tuesday, February 8, 2011 at 4 locations along Martin Luther King Jr. Way. Turn movement volumes for the AM peak period were collected between 7-9AM, while the PM counts were collected from 4-6PM. The locations of the 4 intersection turn movement counts were:

- Martin Luther King Jr. Way and West Grand Avenue
- Martin Luther King Jr. Way and 27th Street
- Martin Luther King Jr. Way and 29th Street
- Martin Luther King Jr. Way and 34th Street

In additions to these collected intersections, two additional intersections were analyzed using previous counts taken on Tuesday, June 20, 2006. These counts were performed for the MacArthur Transit Village EIR. The two intersections from the MacArthur Transit Village EIR were:

- Martin Luther King Jr. Way and West MacArthur Boulevard
- Martin Luther King Jr. Way and 40th Street
- Peak hour traffic volumes for existing conditions are shown in Exhibit 6.

2035 Peak Hour Intersection Turning Volumes

Future traffic forecast volumes were estimated from the official version of Alameda Countywide travel demand model, which reflects land uses from ABAG Projection 2007. The future forecast year was estimated for cumulative long term 2035. Along the Martin Luther King Jr. Way corridor, 2035 forecast estimated approximately 10-30% of growth for the minor streets. Larger streets like MacArthur Boulevard and 27th Street had significantly higher growths, especially in the eastbound and westbound direction. Future intersection volumes were developed using these model growth factors. Peak hour traffic volumes for 2035 are shown in Exhibit 7

Exhibit 6 - Intersection Turn Movement Volumes along Martin Luther King Jr. Way

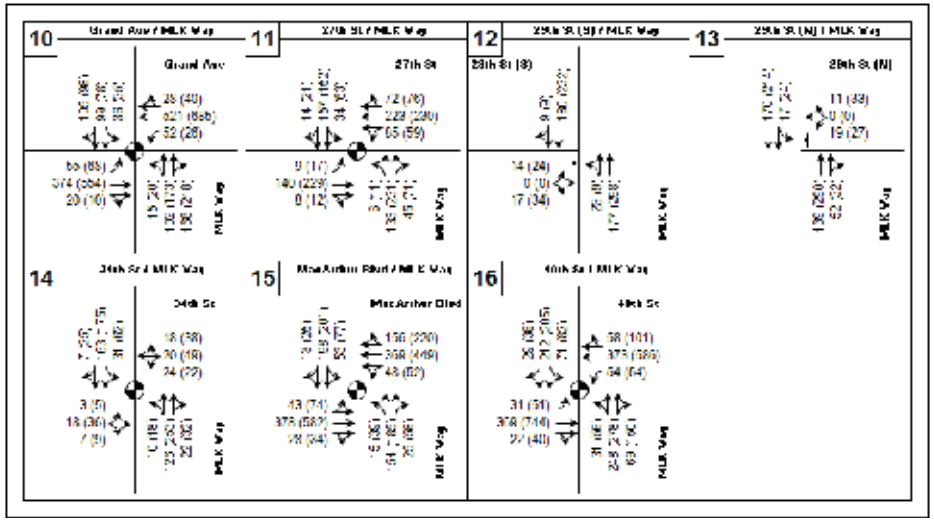
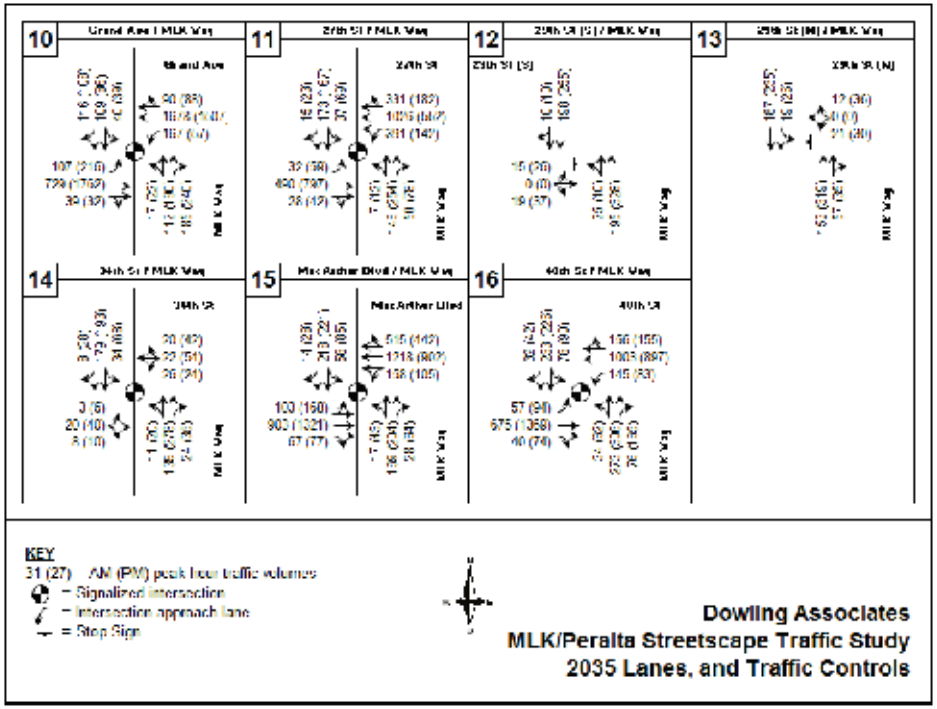


Exhibit 7 - Forecasted 2035 Volumes along Martin Luther King Jr. Way



Intersection Analysis

Traffic levels of service (LOS) at study intersections were analyzed for the A.M. and P.M. peak hours using methodologies described in the Highway Capacity Manual. The LOS for signalized and unsignalized intersections is defined in terms of delay. Delay is a complex measure and is dependent upon a number of variables. The most basic of these is the number of vehicles in the traffic stream, but for signalized intersections, delay is also dependent on the quality of signal progression, the signal cycle length, and the "green" ratio for each approach or lane group. The LOS criteria for signalized intersections are shown in Exhibit 8, and Exhibit 9 shows the criteria for unsignalized intersections.

Operational Analysis of Suggested Changes to Martin Luther King Jr. Way

The suggested changes along Martin Luther King Jr. Way that would impact traffic operations were all tested in SYNCHRO to determine the impact on existing and 2035 conditions. For the 2035 conditions it was assumed that signal timings would be optimized as a result of the construction of the suggested changes. A comparison of no project conditions with applying the suggested opportunities for existing and 2035 conditions are shown in Exhibit 10 and Exhibit 11, respectively. As these exhibits show, the suggested changes will not cause a significant impact.

Exhibit 8
Level of Service Criteria – Signalized Intersections

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 10	Very Low Delay: This level of service occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all.
B	> 10 and ≤ 20	Minimal Delays: This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.
C	> 20 and ≤ 35	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (to service all waiting vehicles) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	> 35 and ≤ 55	Approaching Unstable Operation/Significant Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume / capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55 and ≤ 80	Unstable Operation/Substantial Delays: These high delay values generally indicate poor progression, long cycle lengths, and high volume / capacity ratios. Individual cycle failures are frequent occurrences.
F	> 80	Excessive Delays: This level, considered unacceptable to most drivers, often occurs with over-saturation (that is, when arrival traffic volumes exceed the capacity of the intersection). It may also occur at nearly saturated conditions with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

Source: Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2000, pages 10-16 and 16-2.

Exhibit 9
Level of Service Criteria – Stop Controlled Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Source: Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2000, pages 10-16 and 16-2.

Exhibit 10 - Comparison of Existing Conditions and Existing Conditions with Opportunities along Martin Luther King Jr. Way

			Existing				Existing + Project			
			AM Peak		PM Peak		AM Peak		PM Peak	
	Intersection	Control	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
10	Grand Ave & MLK Way	Signal	B	12.2	B	12.4	B	12.2	B	12.4
11	27th St & MLK Way	Signal	B	13.0	B	14.8	B	14.2	B	15.3
12	29th St & MLK Way (S)	TWSC	A (B)	1.4 (10.3)	A (B)	1.3 (12.4)	A (B)	1.4 (10.8)	A (B)	1.4 (13.9)
13	29th St & MLK Way (N)	TWSC	A (B)	1.2 (10.3)	A (B)	1.7 (12.3)	A (B)	1.2 (10.7)	A (B)	1.8 (13.7)
14	34th St & MLK Way	Signal	A	9.8	B	10.3	A	8.8	A	9.5
15	MacArthur Blvd & MLK Way	Signal	B	12.8	B	14.5	B	14.0	B	14.2
16	40th St & MLK Way	Signal	B	13.5	B	14.1	B	14.2	B	15.1

Source: Dowling Associates, 2011

Notes:

Highlighted items indicate unacceptable LOS.

[1] LOS = Level of Service

[2] Average control delay in seconds per vehicle

[3] Stop-controlled intersections report both the intersection control delay/LOS and the worst approach control delay/LOS (in parenthesis)

Exhibit 11 - Comparison of 2035 Conditions and 2035 Conditions with Opportunities along Martin Luther King Jr. Way

			2035				2035 + Project			
			AM Peak		PM Peak		AM Peak		PM Peak	
	Intersection	Control	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
10	Grand Ave & MLK Way	Signal	B	14.8	D	39.6	C	21.6	D	48.1
11	27th St & MLK Way	Signal	C	22.9	C	26.4	C	23.7	B	16.9
12	29th St & MLK Way (S)	TWSC	A (B)	1.3 (11.6)	A (B)	1.4 (12.9)	A (B)	1.3 (12.5)	A (B)	1.5 (14.9)
13	29th St & MLK Way (N)	TWSC	A (B)	1.3 (11.0)	A (B)	1.8 (13.1)	A (B)	1.3 (11.7)	A (B)	1.9 (14.8)
14	34th St & MLK Way	Signal	A	9.9	B	10.5	A	8.8	A	9.7
15	MacArthur Blvd & MLK Way	Signal	B	16.3	B	15.8	B	16.0	B	18.4
16	40th St & MLK Way	Signal	B	19.0	B	19.8	B	19.4	C	20.5

Source: Dowling Associates, 2011

Notes:

Highlighted items indicate unacceptable LOS.

[1] LOS = Level of Service

[2] Average control delay in seconds per vehicle

[3] Stop-controlled intersections report both the intersection control delay/LOS and the worst approach control delay/LOS (in parenthesis)

Traffic Safety

Collision data were collected using the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) data base. This data was used to provide a generalized traffic safety assessment of Martin Luther King Jr. Way where there is an opportunity to perform a road diet. Collisions between January 1, 2005 and January 1, 2010 were therefore analyzed. Those occurring within 100 feet of the intersection were grouped as intersection related collisions while those greater than 100 feet were grouped as mid-block collisions. The results of this analysis are reported in a following section.

Collision reports for the proposed road diet area show that over a five year period (January 1, 2005 to January 1, 2010) there were a total of 227 collisions. The majority (212) of these collisions were at intersections while the remaining (15) were located somewhere mid-block. A breakdown of the collision locations is Exhibit 12. In addition to the collision locations, Exhibit 13 through Exhibit 15 show the types of collisions, collision factors, and the severity of injuries, respectively.

Exhibit 13 - Types of Collisions Occurring on Martin Luther King Jr. Way

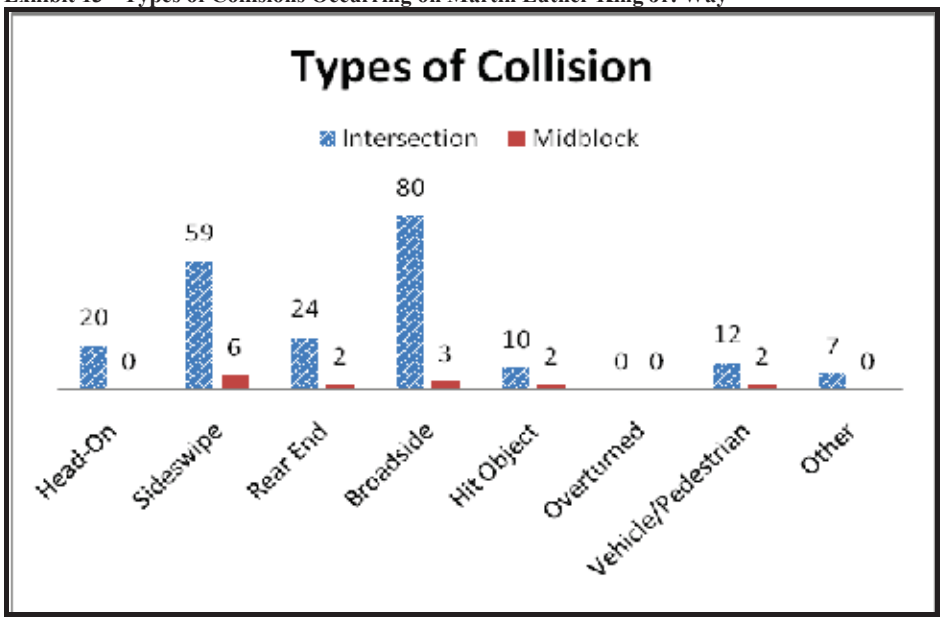


Exhibit 12 - Collision Locations along Martin Luther King Jr. Way

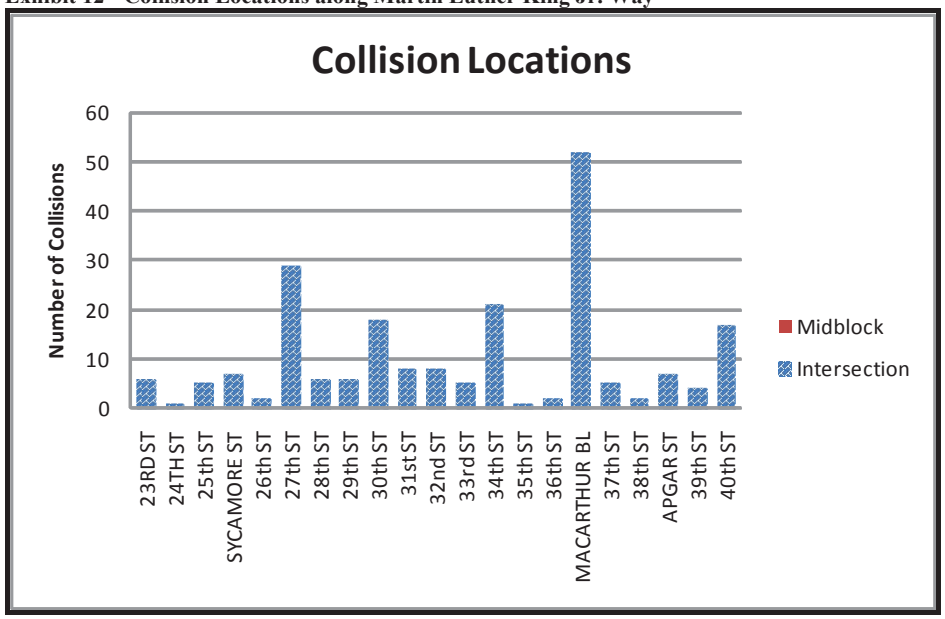
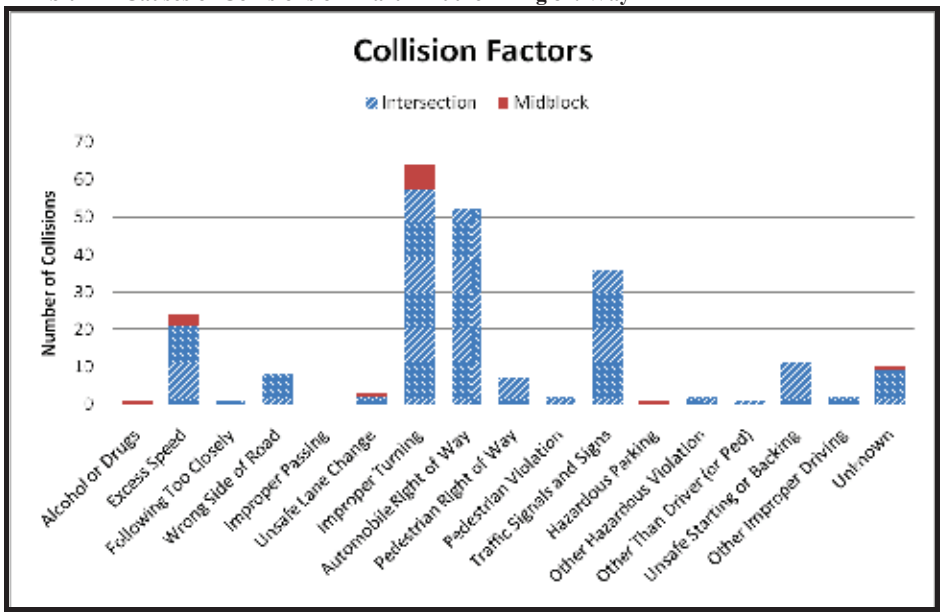


Exhibit 14 - Causes of Collisions on Martin Luther King Jr. Way

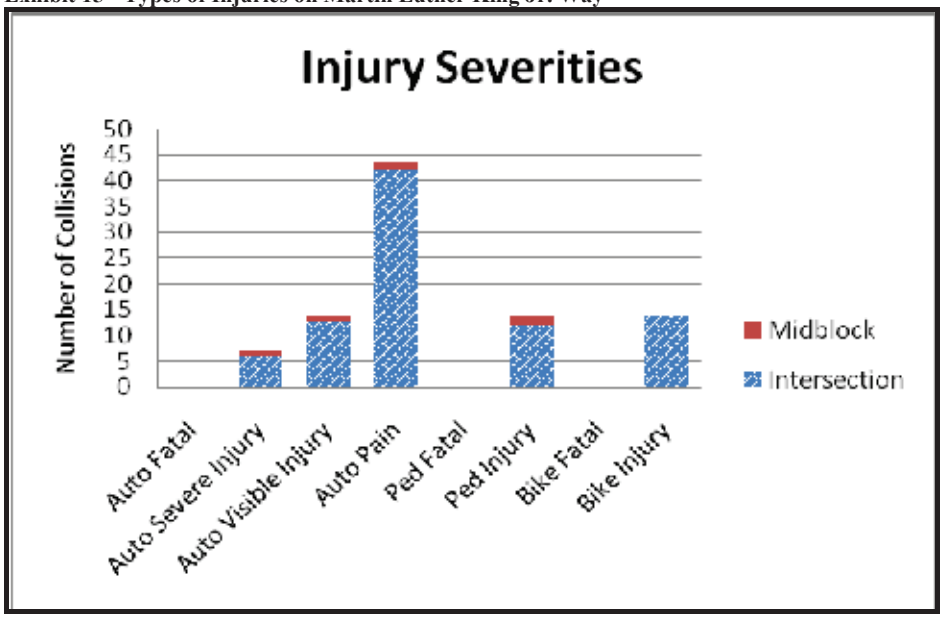


Potential Safety Effects of Suggested Changes

The 2006 Collision Data on California State Highways (Caltrans 2007) provides statewide average collision rates for various roadway facility types. The Caltrans data indicate that undivided 4-lane urban roads with speeds less than 45 mph have 4.95 collisions per million vehicle miles. Conventional 3-lane urban roads have a collision rate of 2.05 collisions per million vehicle miles. This information indicates that collisions are likely to be significantly reduced on Martin Luther King Jr. Way by conversion from a 4-lane road to a 3-lane road (road diet).

Similarly, urban signalized intersections have a collision rate of 0.43 collisions per million vehicle miles and two-way stop/yield controlled intersections have a collision rate of 0.22 collisions per million vehicle miles. This information indicates that if a traffic signal does not satisfy one or more traffic signal warrants, controlling the intersection with two-way stop controls would significantly reduce collisions.3

Exhibit 15 - Types of Injuries on Martin Luther King Jr. Way



CITY OF OAKLAND
AGENDA
MLK STREETSCAPE
April 16, 2011

Purpose: To create a shared vision for how the "street" should support desired neighborhood activities and character.

ITEM	WHO	TIME
1. Introduction A. Introductions B. Project overview X. Workshop expectations	Jeff Jeff Linda	**10:00 am- 10:15 am**
2. Opportunities & challenges of setting	David	**10:15 am- 10:30 am**
3. Criteria for success	Group	**10:30 am- 11:00 am**
4. Build Your Street	Table Group	**11:00 am- 12:00 pm**
5. What is your style/Break	Individual	**12:00 pm- 12:15 pm**
6. Sharing the big ideas	Table Representative	**12:15 pm- 12:45 pm**
7. Closing • Summary of shared vision • Next steps	Linda	**12:45 pm- 1:00 pm**

"SUCCESS CRITERIA" RANKING

MOST IMPORTANT

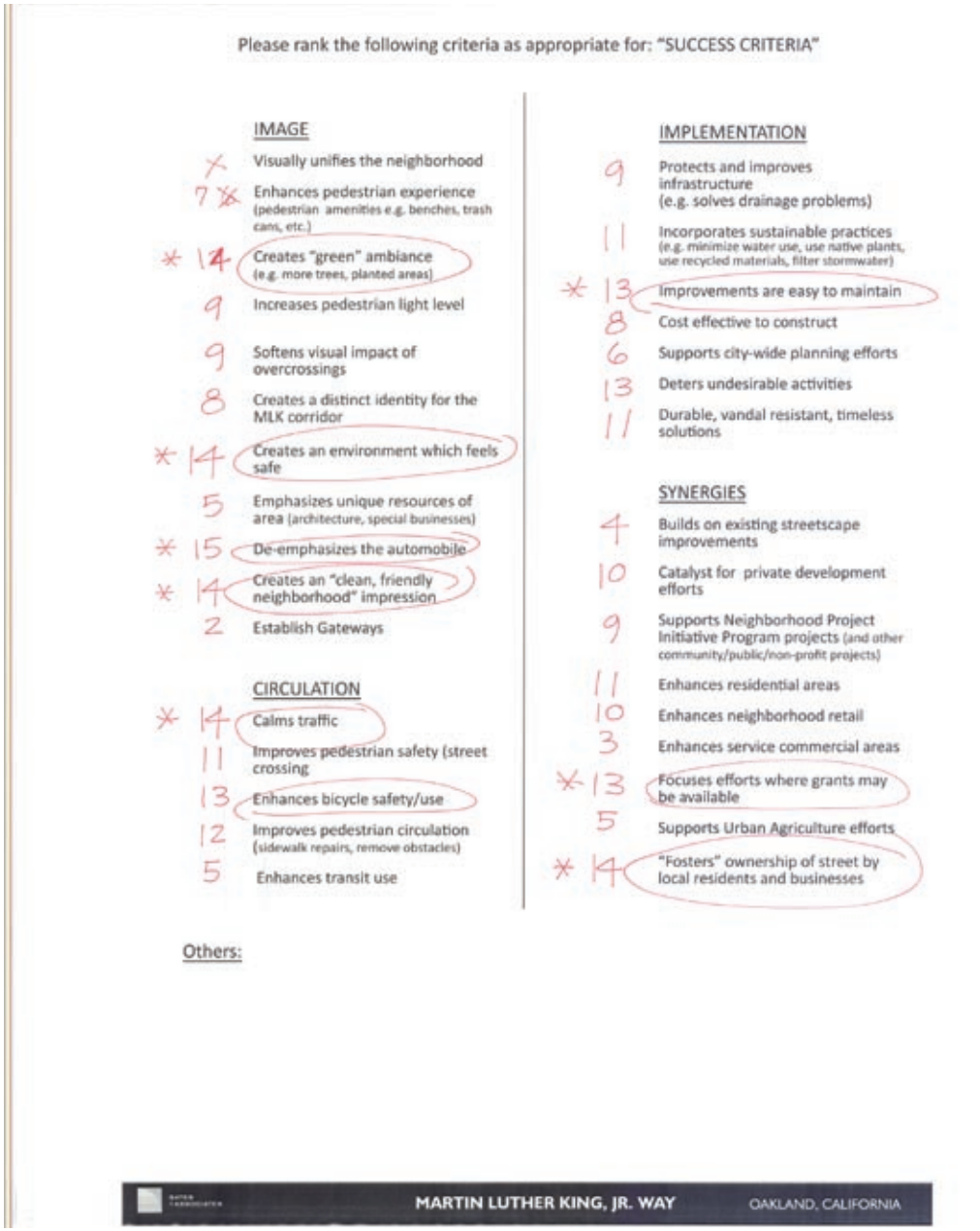
16	De-emphasizes the automobile
15	Creates "green" ambiance (e.g. more trees, planted areas)
15	Creates an environment which feels safe
15	Creates an "clean, friendly neighborhood" impression
15	Calms traffic
15	"Fosters" ownership of street by local residents and businesses
14	Enhances bicycle safety/use
14	Improvements are easy to maintain
14	Deters undesirable activities
13	Improves pedestrian circulation (sidewalk repairs, remove obstacles)
13	Focuses efforts where grants may be available
12	Improves pedestrian safety (street crossing
12	Incorporates sustainable practices (e.g. minimize water use, use native plants, use recycled materials, filter stormwater)
12	Durable, vandal resistant, timeless solutions

SOMEWHAT IMPORTANT

11	Catalyst for private development efforts
11	Enhances residential areas
10	Increases pedestrian light level
10	Softens visual impact of overcrossings
10	Protects and improves infrastructure (e.g. solves drainage problems)
10	Supports Neighborhood Project Initiative Program projects (and other community/public/non-profit projects)
10	Enhances neighborhood retail
9	Creates a distinct identity for the MLK corridor
9	Cost effective to construct
8	Enhances pedestrian experience (pedestrian amenities e.g. benches, trash cans, etc.) (8)

LEAST IMPORTANT

7 Supports city-wide planning efforts
6 Enhances transit use
5 Emphasizes unique resources of area (architecture, special businesses)
5 Builds on existing streetscape improvements
5 Supports Urban Agriculture efforts
3 Enhances service commercial areas
2 Establish Gateways
1 Visually unifies the neighborhood



MLK WORKSHOP
"BUILD YOUR STREET"
Instructions:

1. Identify a table chair to act as spokesperson to present recommendation/ideas to the whole group at end of exercise.
2. To facilitate:

Transit: AC Transit has suggested the consolidation of some bus stops and relocation of others to allow the transit system to respond more efficiently to user needs.

1. Review the proposed bus stop changes. Mark the changes you support with a check and those where you DISAGREE with an X.

Pedestrian Street Crossings:

Bulb-outs at corners can reduce the length of pedestrian street crossings, improve safety, and encourage pedestrian use.

1. Where bulb-outs are desired, draw a circle around the selected intersections.
2. Draw the type of bulb-outs desired at each identified location – which corners, which way/how long to bulb-out.

Road Diet: The travel lanes on MLK are shown as re-striped from 2 travel lanes in each direction to one travel lane in each direction with turn pockets / medians. *Does the group agree that this is OK to explore? (If not, stop here)*

Median Treatment:

If a Road Diet is desired, medians are shown where turn pockets are not needed.

1. Indicate the preferred treatment for each median:

Draw stripes for painted median
Draw green circles (trees) for landscaping
Fill with solid color for raised median with pavers/thematic hardscape

Extra Space Gained:

Reducing travel lanes gains 8 feet which can be used in other ways:

1. To use for Bike Lanes, draw stripes down the street at the sides of the travel lanes.
2. To use for Wider Sidewalks, draw thick line at curb for widening on one side only (8 feet), draw thinner lines at both curbs for widening on both sides (4 feet each side).
3. To use for Diagonal Parking, draw in parking stripes (one side of street only).

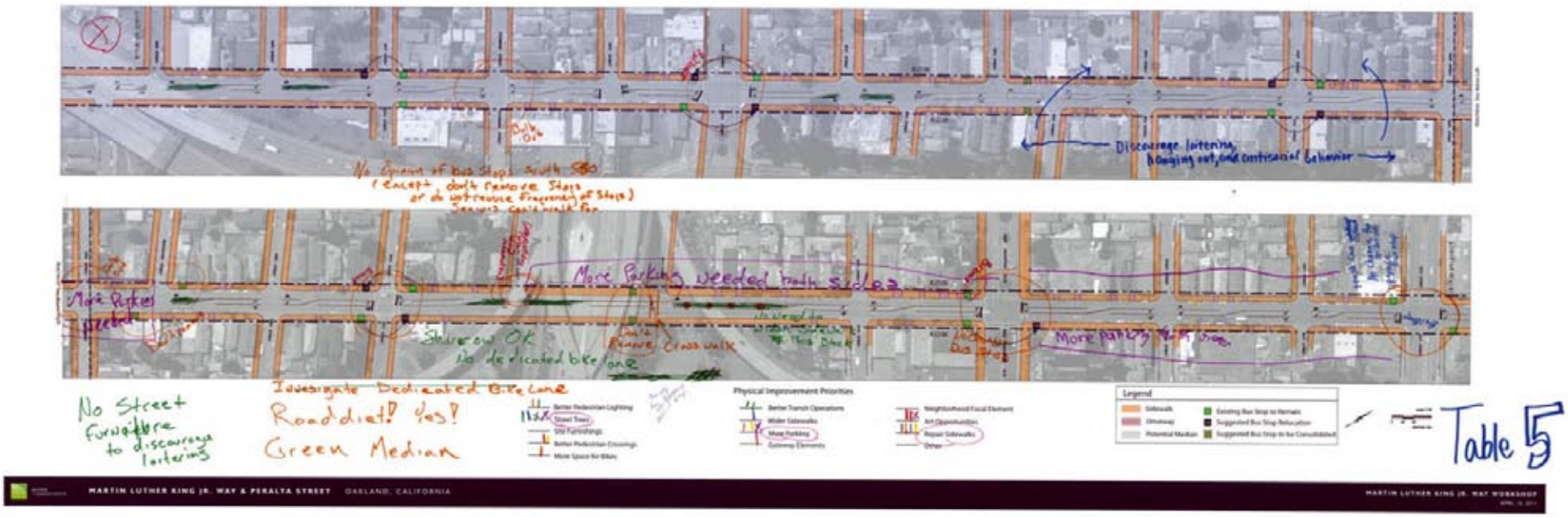
Inspiration / Ideas:

Add your insights and inspiration. Brainstorm additional improvements and features which you think would be important parts of the streetscape vision.

Prioritize: The Master Plan is a long lens vision. *Identify the top 3 improvements* you would like to see happen first.


TABLE 1
Physical Improvement Priorities
Legend
MARTIN LUTHER KING JR. WAY & PERALTA STREET OAKLAND, CALIFORNIA
MARTIN LUTHER KING JR. WAY WORKSHOP
Striped median.
BIKE LANE
3


TABLE 2
Physical Improvement Priorities
Legend
MARTIN LUTHER KING JR. WAY & PERALTA STREET OAKLAND, CALIFORNIA
MARTIN LUTHER KING JR. WAY WORKSHOP
MLK Mural
More green around parks
Lots of bulb-outs
Make cul-de-sacs parking areas
Narrow street under fwy to discourage dumping
Private property → drug parking
Bus stops should be at businesses not residences
Physical Improvement Priorities
Legend
MARTIN LUTHER KING JR. WAY & PERALTA STREET OAKLAND, CALIFORNIA
MARTIN LUTHER KING JR. WAY WORKSHOP
TABLE #4



MLK STREETSCAPE CHARETTE – Presentation Notes (by Table)

1- Road Diet
Pedestrian nodes. Commercial nodes @ 40th.
Emphasize parks @ freeway with median
Build on current activities
Bulb-outs, widened sidewalks, landscape, landmarks
Lighting

2- Roundabout @ 40th. Road Diet!
Patterns - coord bus stops with destinations
Residential feel
Markers/nodes along street. Understand traffic
Improve under freeway
Don't need turn pockets in all cases - Not appropriate in residential neighborhood
Widen sidewalks (both sides), sharrows not class II bike lanes
Create identity

3- No bus stop changes in location - consolidation OK
Road diet + bike lanes. Low maintenance until City can fund maintenance

4- Bulb-out nodes - Focus on centers rather than gateways
Bike lanes. Road diet!
Build on green spaces
Stripe first, test ideas

5- Problems @ 580 freeway - unsafe for bikes & pedestrians at cross stree
Sharrow/Road diets
Keep bus stops as is.
More parking! Especially @ business/churches
Bulb-outs @ major streets and through streets
Discourage loitering!

MLK STREETSCAPE CHARETTE
April 16, 2011
TOP PRIORITIES FROM BREAK-OUT TABLES

Votes	Improvements
4	Street Trees
3	Better Pedestrian Lighting
3	More Space for Bikes
2	More Parking
2	Repair Sidewalks
2	Other: Road Diet
1	Wider Sidewalks
1	Neighborhood Focal Elements
1	Art Opportunities
1	Other: Focus on Key Bulb-outs
0	Site Furnishings
0	Better Transit Operations
0	Gateway Elements

MLK STREETSCAPE CHARETTE
April 16, 2011
BREAK-OUT TABLES: AREAS OF CONSENSUS / OPTIONS / OTHER IDEAS

AREAS OF CONSENSUS

- Road Diet – re-stripe the street
- Enhance medians with trees
- Highlight key intersections with bulb-outs (27th, 40th, West MacArthur)
- Improve, control freeway under-crossings (MLK Mural)
- Avoid creating seating/lingering opportunities

OPTIONS

Option 1

- Create a series of nodes along the street. Add diagonal parking to define commercial areas, widen sidewalks near park or in residential areas.

Option 2

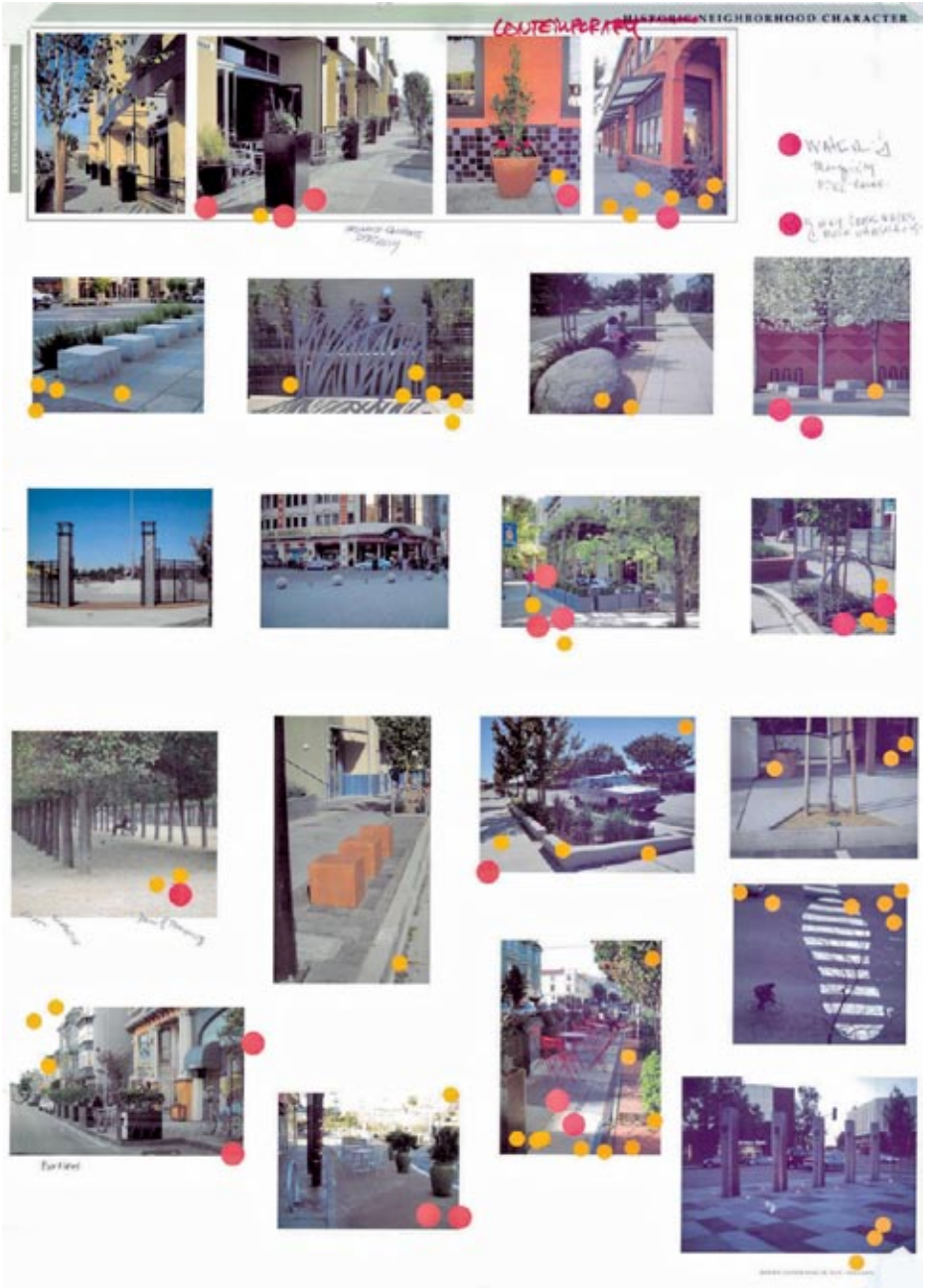
- Add bike lanes along the corridor. Add additional bulb-outs / crosswalks (31st, 34th, 36th)

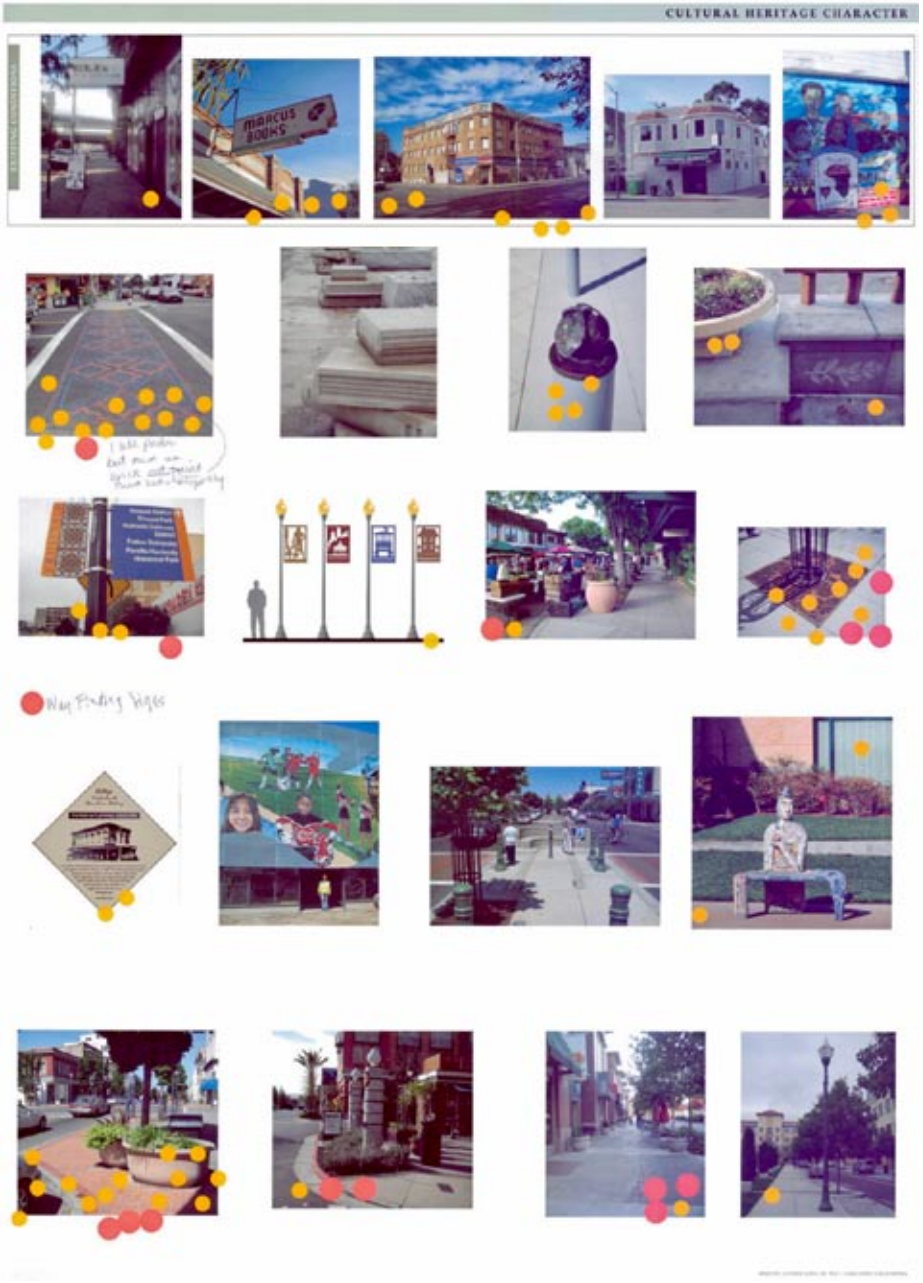
OTHER IDEAS

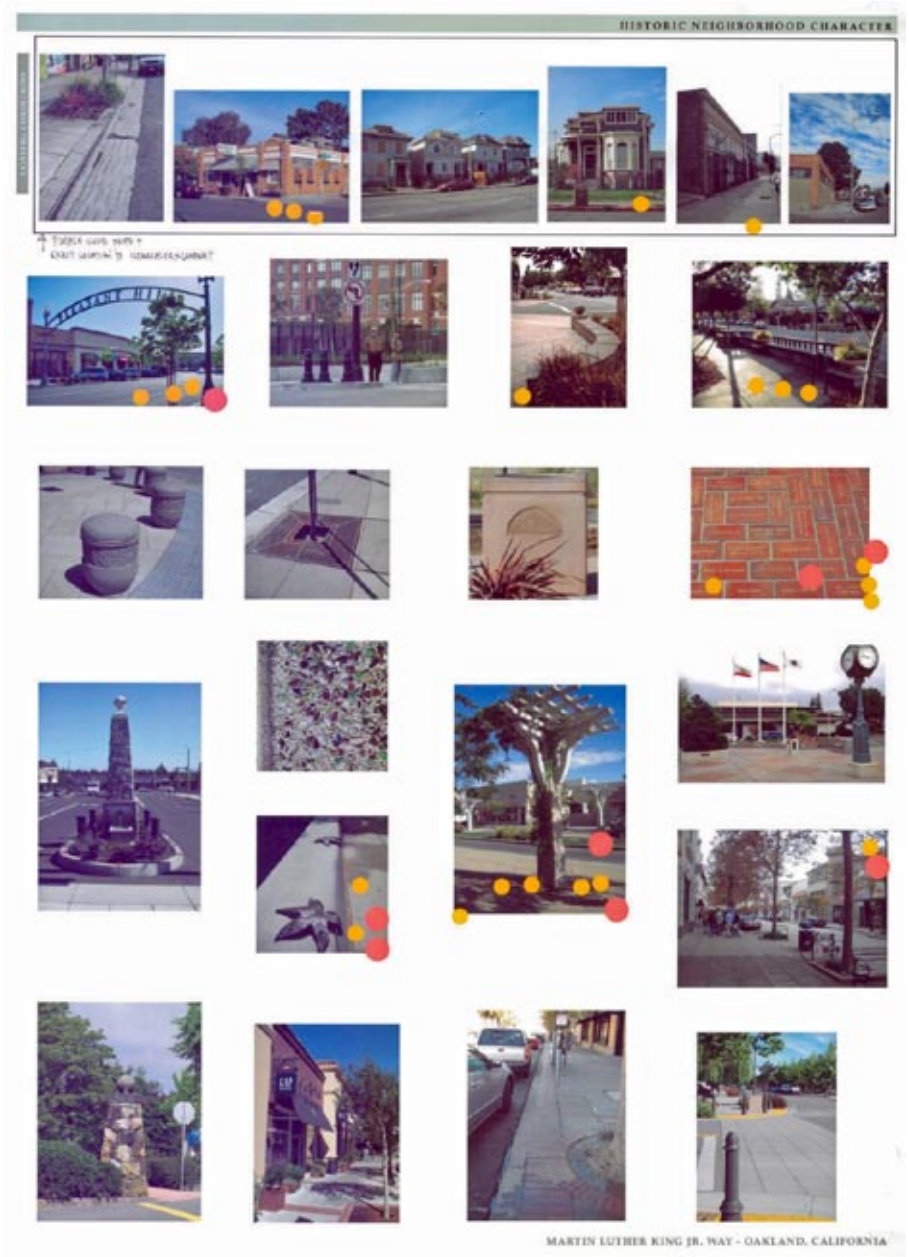
- Reduce left turn pockets where possible, to add median areas
- Add diagonal parking on stub streets
- Create gateway at 40th Street
- Additional crosswalks at all intersections
- Add bulb-outs, crosswalks and green around parks
- Convert 29th and 30th to one-way couplet with diagonal parking
- Extend limit of work under freeway
- Bulb-outs at Sycamore, 25th, 32nd and 34th
- Roundabout
- Add trash cans. Make merchants responsible for litter disposal & pickup
- Add crosswalks at 36th street
- Use sharrow, not dedicated bike lane

TRANSIT

- Coordinate bus stops with schools, churches
- Minimize walking distance for seniors
- Upgrade character of bus stops


CONTEMPORARY
NEIGHBORHOOD CHARACTER

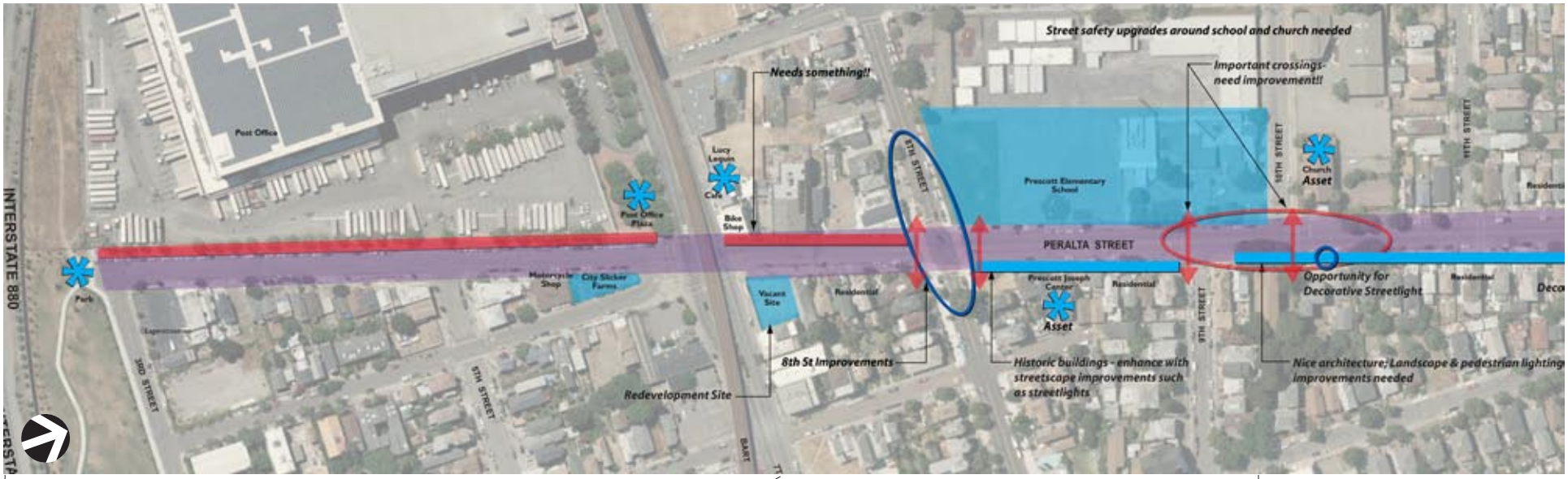

CULTURAL HERITAGE CHARACTER
MARCUS BOOKS


HISTORIC NEIGHBORHOOD CHARACTER
MARTIN LUTHER KING JR. WAY - OAKLAND, CALIFORNIA

APPENDIX B

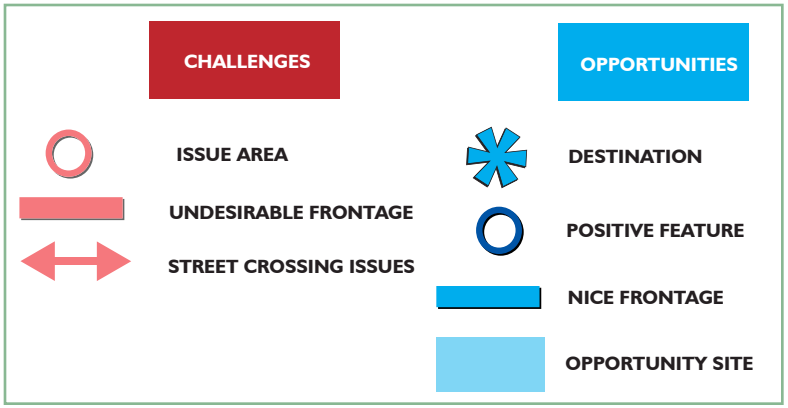
Appendix B - Peralta Street

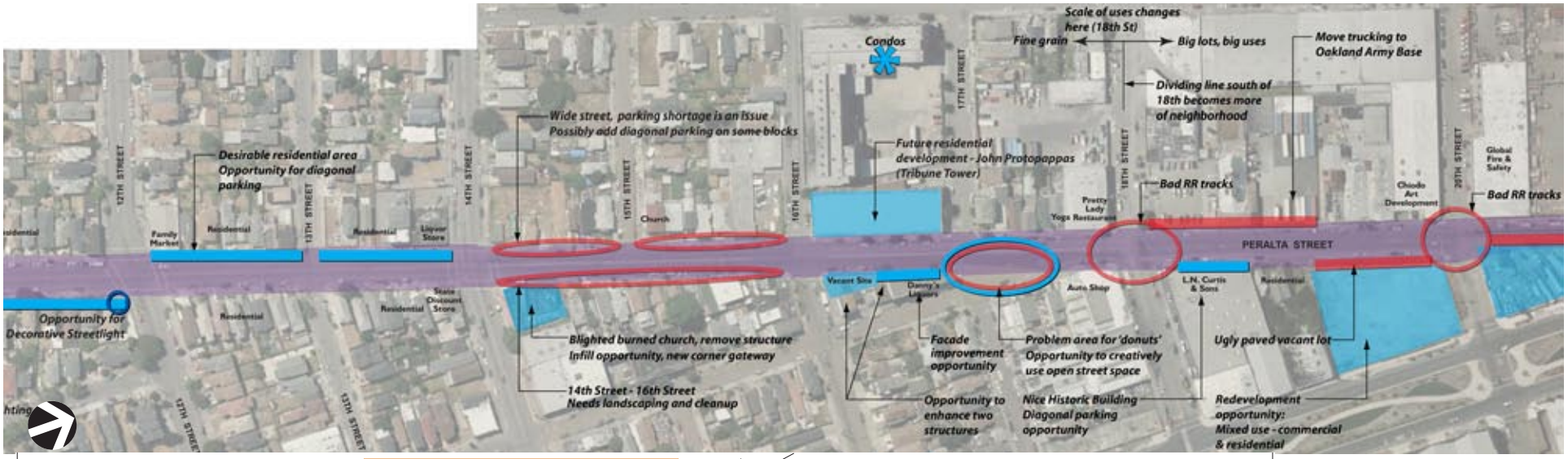
- Experiential Diagram
- Opportunities and Constraints Diagram
- Traffic Operations
- Workshop Summary



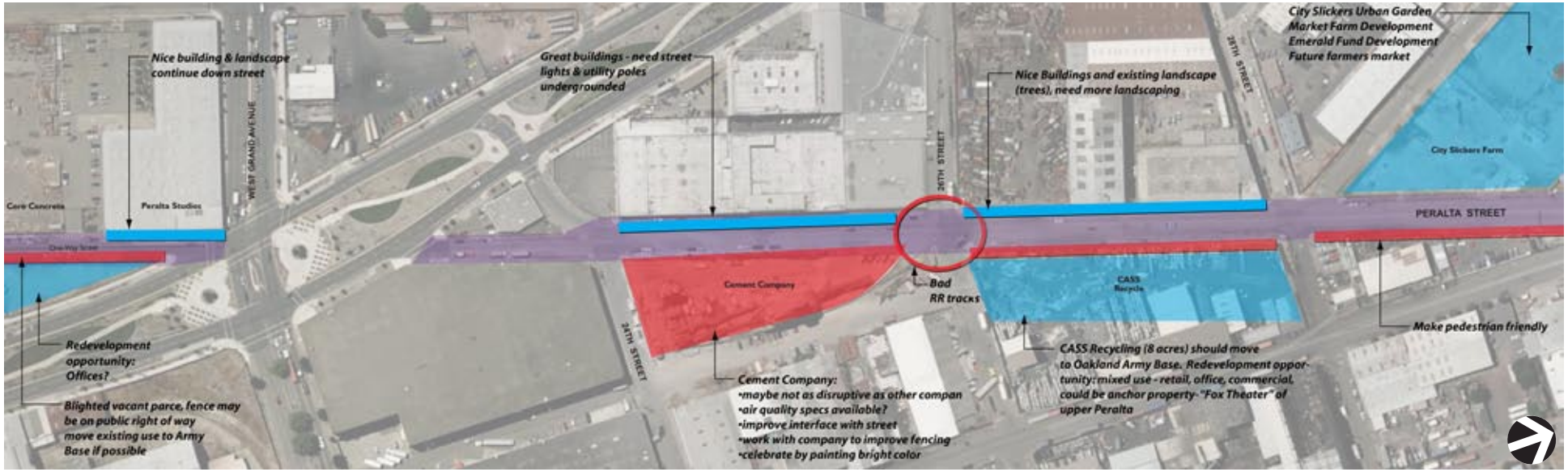
KEY MAP

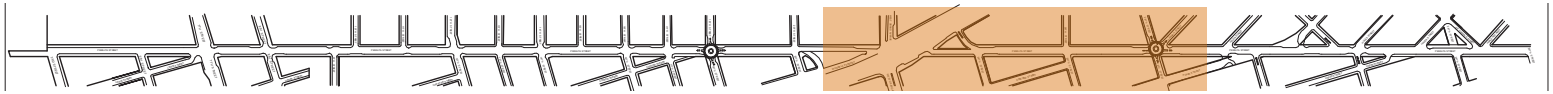
LEGEND

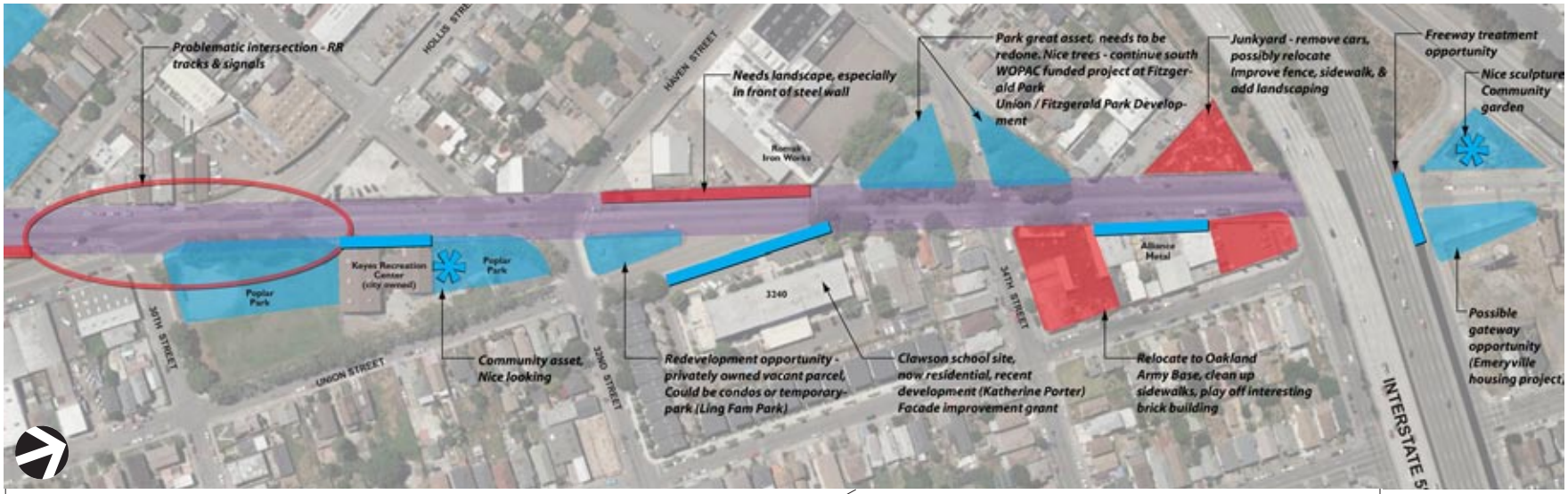



Scale of uses changes here (18th St)
Fine grain
Big lots, big uses
Move trucking to Oakland Army Base
Condos
Dividing line south of 18th becomes more of neighborhood
Wide street, parking shortage is an issue
Possibly add diagonal parking on some blocks
Future residential development - John Protopappas (Tribune Tower)
Desirable residential area
Opportunity for diagonal parking
Bad RR tracks
Bad RR tracks
PERALTA STREET
Opportunity for Decorative Streetlight
Blighted burned church, remove structure
Infill opportunity, new corner gateway
14th Street - 16th Street
Needs landscaping and cleanup
Facade improvement opportunity
Problem area for 'donuts'
Opportunity to creatively use open street space
Opportunity to enhance two structures
Nice Historic Building
Diagonal parking opportunity
Ugly paved vacant lot
Redevelopment opportunity:
Mixed use - commercial & residential

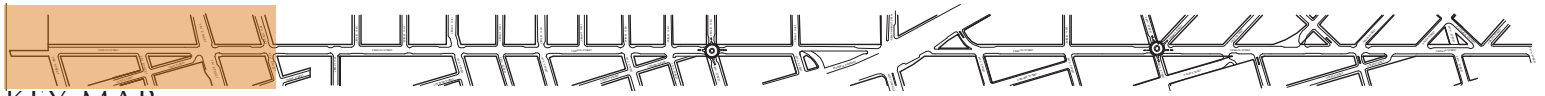
KEY MAP


Nice building & landscape
continue down street
Great buildings - need street lights & utility poles undergrounded
Nice Buildings and existing landscape (trees), need more landscaping
City Slickers Urban Garden
Market Farm Development
Emerald Fund Development
Future farmers market
PERALTA STREET
Bad RR tracks
Redevelopment opportunity:
Offices?
Blighted vacant parce, fence may be on public right of way
move existing use to Army Base if possible
Cement Company:
•maybe not as disruptive as other compan
•air quality specs available?
•improve interface with street
•work with company to improve fencing
•celebrate by painting bright color
CASS Recycling (8 acres) should move to Oakland Army Base. Redevelopment opportunity: mixed use - retail, office, commercial, could be anchor property- "Fox Theater" of upper Peralta
Make pedestrian friendly




Problematic intersection - RR tracks & signals
HOLLIS STREET
HAVEN STREET
Needs landscape, especially in front of steel wall
Park great asset, needs to be redone. Nice trees - continue south
WOPAC funded project at Fitzgerald Park
Union / Fitzgerald Park Development
Junkyard - remove cars, possibly relocate
Improve fence, sidewalk, & add landscaping
Freeway treatment opportunity
Nice sculpture
Community garden
Keyes Recreation Center (city owned)
Poplar Park
Poplar Park
Alliance Metal
3240
50TH STREET
UNION STREET
32ND STREET
54TH STREET
Community asset, Nice looking
Redevelopment opportunity - privately owned vacant parcel, Could be condos or temporary-park (Ling Fam Park)
Clawson school site, now residential, recent development (Katherine Porter)
Facade improvement grant
Relocate to Oakland Army Base, clean up sidewalks, play off interesting brick building
Possible gateway opportunity (Emeryville housing project)
INTERSTATE 5

KEY MAP

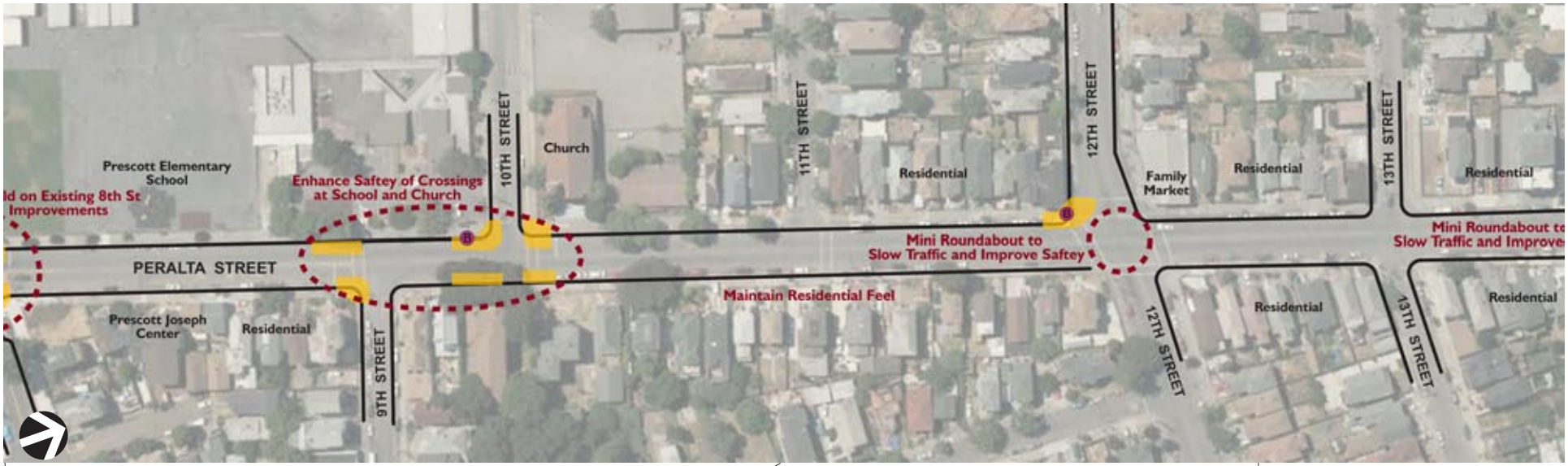


KEY MAP

LEGEND

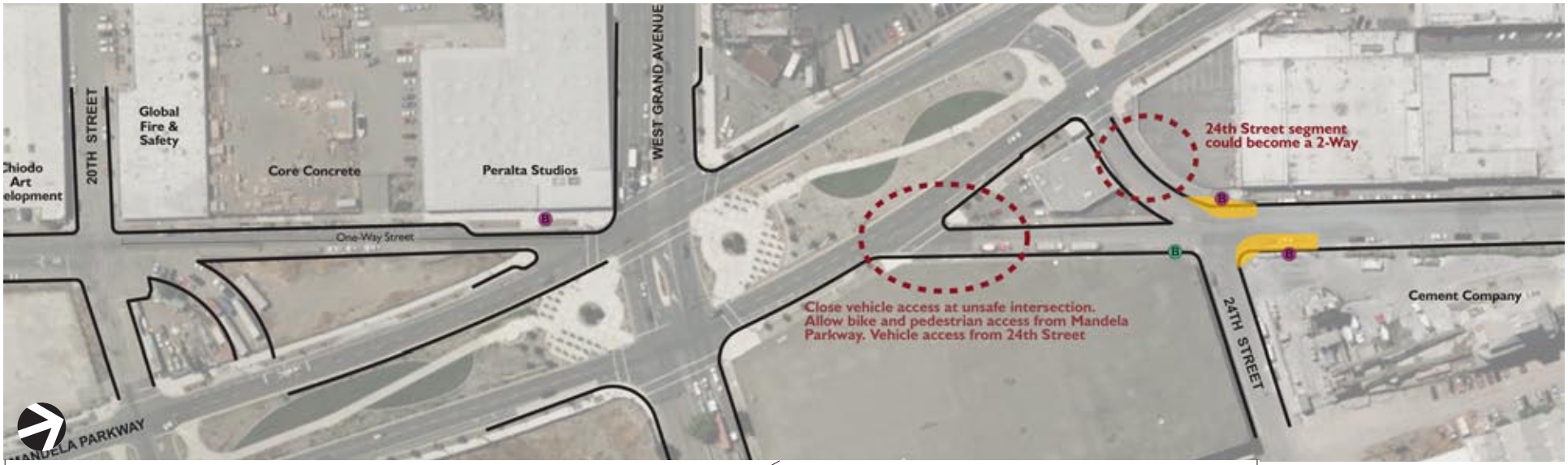
B BUS STOP LOCATION

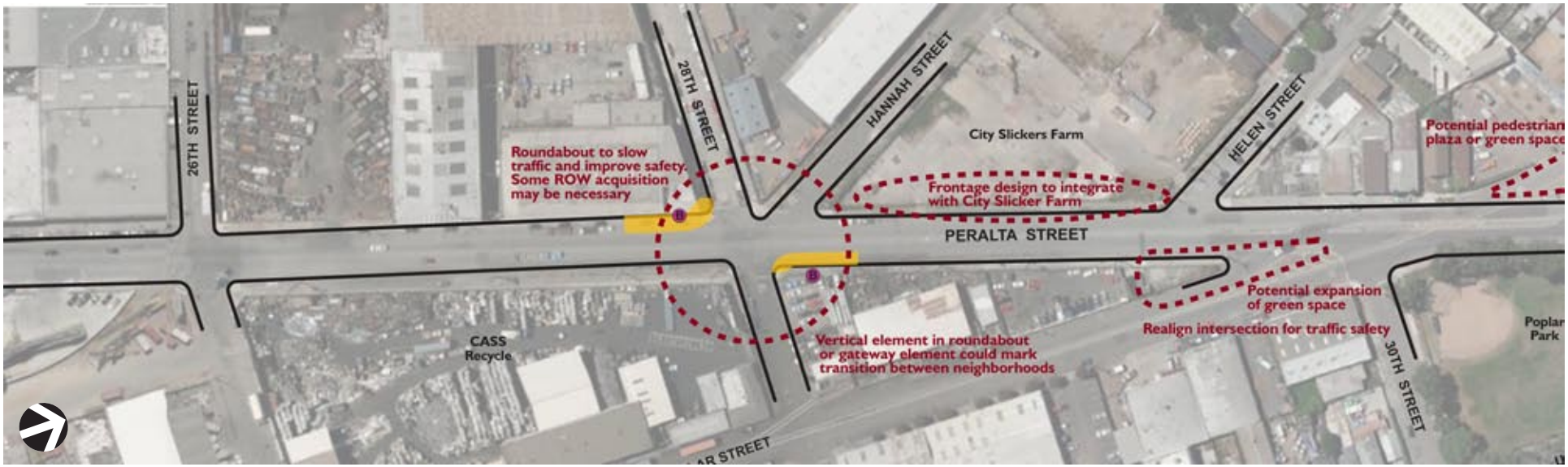
CURB EXTENSION

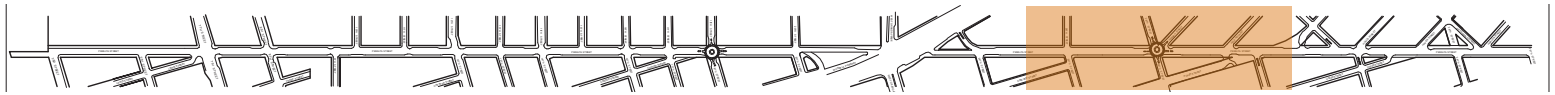



14TH STREET
15TH STREET
16TH STREET
17TH STREET
18TH STREET
Liquor Store
Church
Pretty Lady Yoga Restaurant
Roundabout to slow traffic and improve saftey. ROW aquisition may be necessary
PERALTA STREET
Saftey
State Discount Store
14TH STREET
Vacant Site
Danny's Liquors
Auto Shop
L.N. Curtis & Sons
Residential
Create pedestrian plaza or public space at expanded street area
Focal elements/ gateway to highlight transition between neighborhood

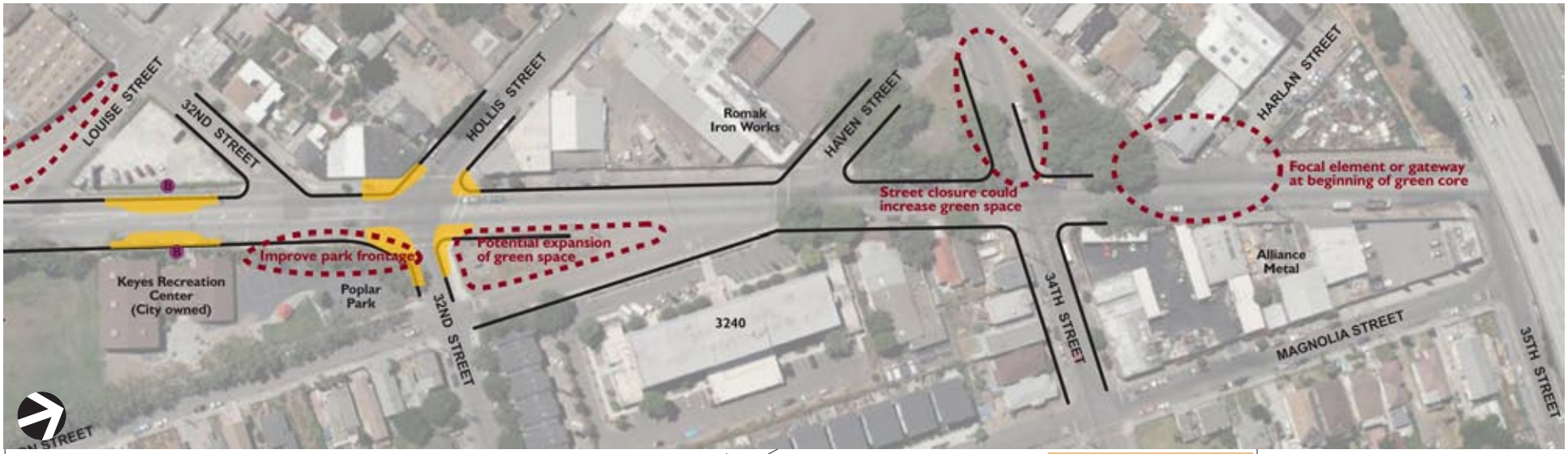
KEY MAP


20TH STREET
Global Fire & Safety
Core Concrete
Peralta Studios
WEST GRAND AVENUE
24th Street segment could become a 2-Way
One-Way Street
Close vehicle access at unsafe intersection. Allow bike and pedestrian access from Mandela Parkway. Vehicle access from 24th Street
24TH STREET
Cement Company
MANDELA PARKWAY


26TH STREET
28TH STREET
HANNAH STREET
City Slickers Farm
HELEN STREET
Potential pedestrian plaza or green space
Roundabout to slow traffic and improve safety. Some ROW acquisition may be necessary
Frontage design to integrate with City Slicker Farm
PERALTA STREET
Potential expansion of green space
Realign intersection for traffic safety
CASS Recycle
Vertical element in roundabout or gateway element could mark transition between neighborhoods
30TH STREET
Poplar Park



KEY MAP


LOUISE STREET
32ND STREET
HOLLIS STREET
Romak Iron Works
HAVEN STREET
HARLAN STREET
Focal element or gateway at beginning of green core
Street closure could increase green space
Improve park frontage
Potential expansion of green space
Keyes Recreation Center (City owned)
Poplar Park
32ND STREET
3240
34TH STREET
Alliance Metal
MAGNOLIA STREET
35TH STREET

2035 Peak Hour Intersection Turning Volumes

Future traffic forecast volumes were estimated from the official version of Alameda Countywide travel demand model, which reflects land uses from ABAG Projection 2007. The future forecast year was estimated for cumulative long term 2035. Along the Peralta Street corridor, 2035 forecast estimated approximately 25% of growth for the minor streets. Larger streets like Mandela Parkway and West Grand Avenue had significantly higher growths, especially in the eastbound and westbound direction. Future intersection volumes were developed using these model growth factors. These future volume calculations for 2035 are shown in Exhibit 21

Exhibit 19 - Traffic Volumes on Peralta Street North of 28th Street

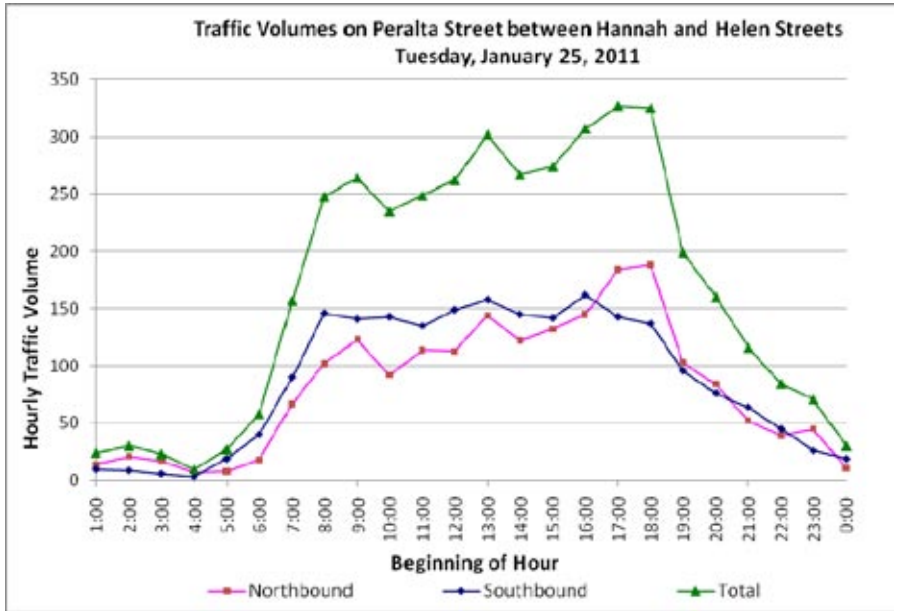


Exhibit 17 - Traffic Volumes on Peralta Street North of 10th Street

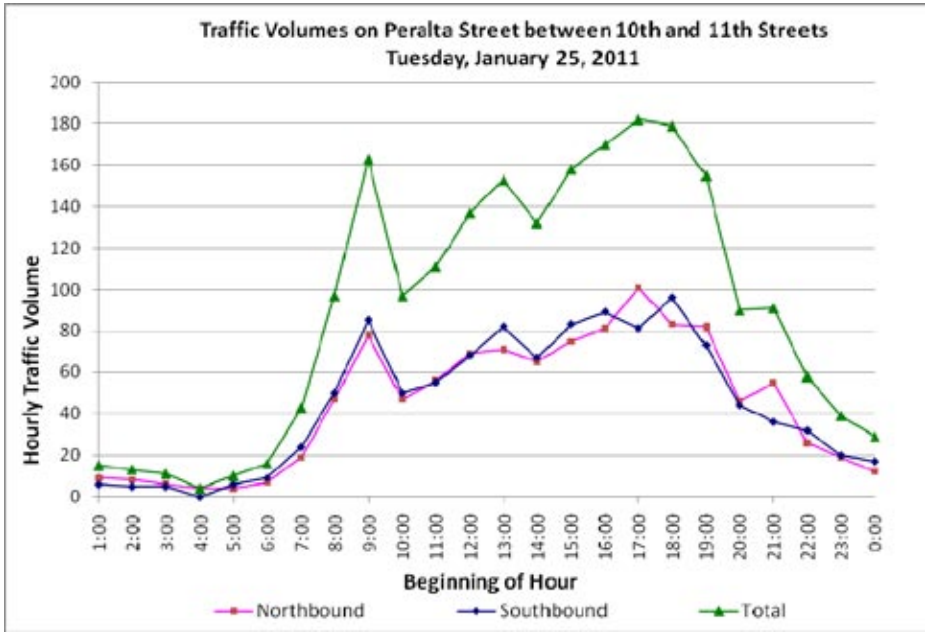
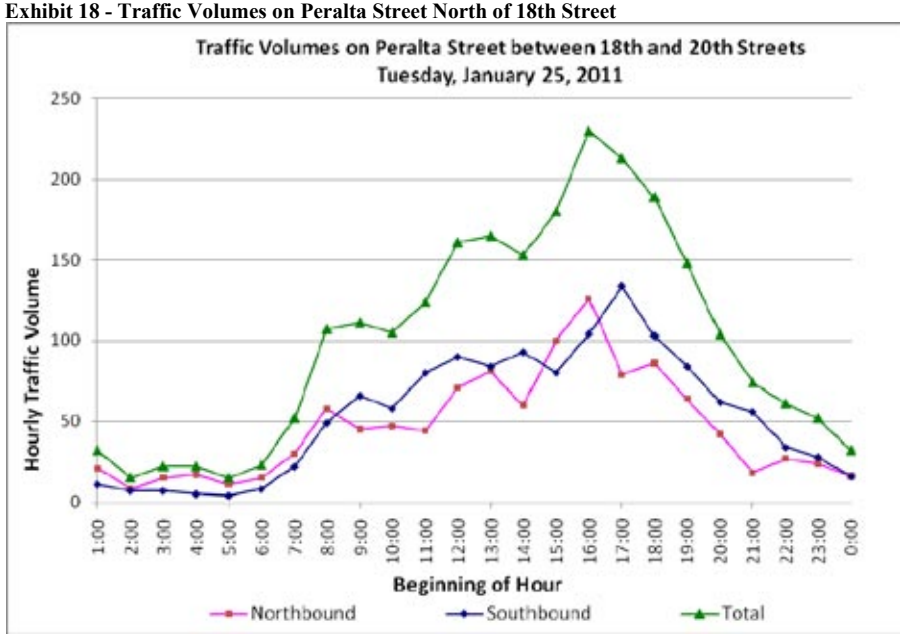


Exhibit 18 - Traffic Volumes on Peralta Street North of 18th Street



Martin Luther King Jr. Way & Peralta Street Traffic Study
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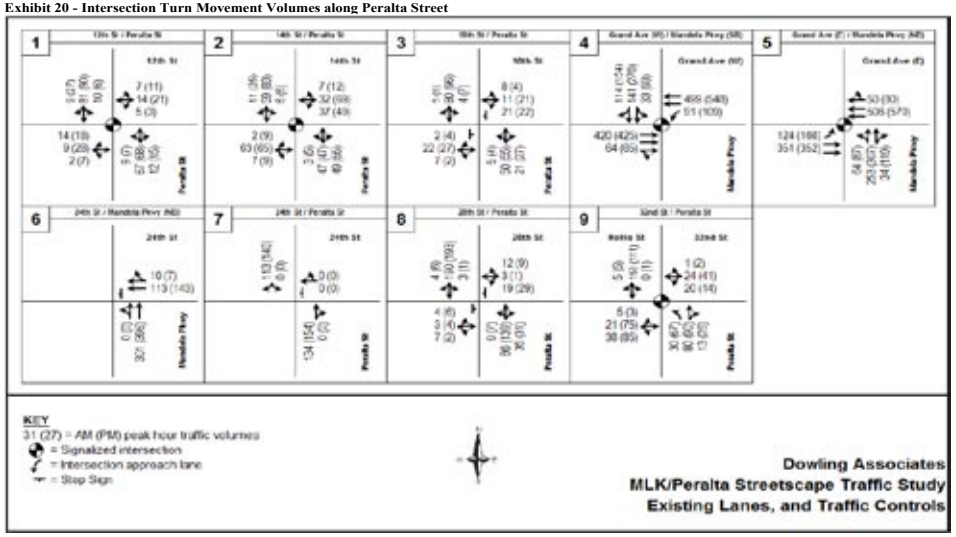
Exhibit 20 - Intersection Turn Movement Volumes along Peralta Street



Martin Luther King Jr. Way & Peralta Street Traffic Study
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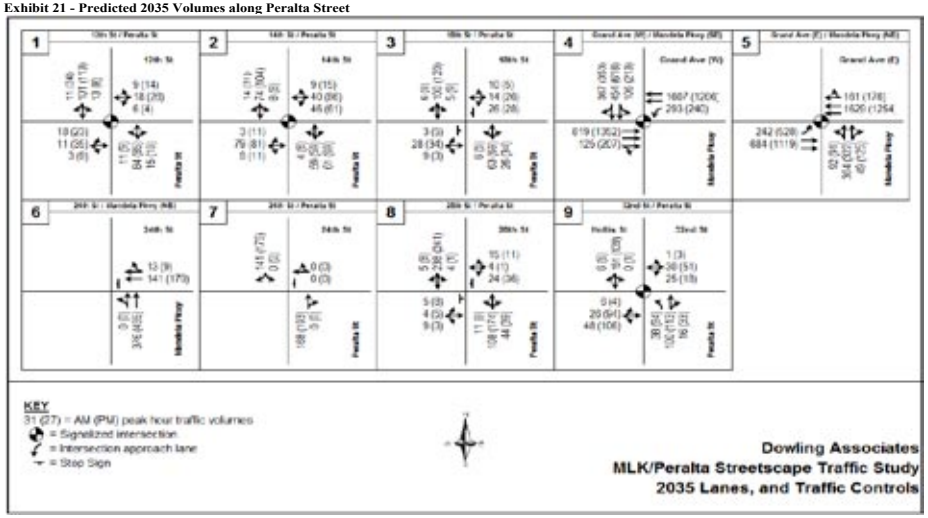
Exhibit 21 - Predicted 2035 Volumes along Peralta Street



Operational Analysis of Suggested Changes to Peralta Street

Intersection LOS was analyzed using the same criteria described in the Martin Luther King Jr. Way chapter which used Exhibit 8 and Exhibit 9. The proposed opportunities along Peralta Street that would impact traffic operations were all tested in SYNCHRO to determine the impact on existing and 2035 conditions. For the 2035 conditions it was assumed that signal timings would be optimized as a result of the construction of the proposed opportunities. A comparison of no project conditions with applying the suggested opportunities for existing and 2035 conditions are shown in Exhibit 22 and Exhibit 23, respectively. As these exhibits show, the proposed opportunities will not cause a significant impact and actually improve the Mandela Parkway and West Grand Avenue intersection in 2035 due to better signal timings.

The HCM 2000 methodology does not give and LOS score to roundabout operations but instead assigns a V/C ratio using both upper and lower bound numbers for critical gap and follow-up time. The four proposed roundabouts are all operating 30% volume to capacity ratio in the 2035 conditions so these roundabouts will function well.

Exhibit 22 - Comparison of Existing Conditions and Existing Conditions with Opportunities along Peralta Street

			Existing				Existing + Opportunities			
			AM Peak		PM Peak		AM Peak		PM Peak	
	Intersection	Control	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2] (V/C)[4]	LOS[1]	Delay[2] (V/C)[4]
1	12th St & Peralta St	Signal/Roundabout	A	8.5	A	9.4		(0.09 to 0.11)		(0.10 to 0.12)
2	14th St & Peralta St	Signal/Roundabout	A	9.0	A	9.1		(0.10 to 0.12)		(0.11 to 0.14)
3	18th St & Peralta St	TWSC/Roundabout	A (B)	3.7 (10.4)	A (B)	4.4 (11.2)		(0.08 to 0.10)		(0.09 to 0.11)
4	Grand Ave & Mandela Pkwy (W)	Signal	B	11.6	B	13.6	B	11.6	B	13.6
5	Grand Ave & Mandela Pkwy (E)	Signal	B	12.5	C	21.9	B	12.5	C	21.9
6	24th St & Mandela Pkwy	TWSC	A (B)	3.6 (12.0)	A (B)	3.8 (14.1)	A (B)	3.2 (13.8)	A (C)	3.8 (17.7)
7	24th St &Peralta St	TWSC	A (A)	1.0 (10.0)	A (B)	1.0 (10.7)	A (A)	1.0 (9.8)	A (B)	0.9 (10.1)
8	28th St & Paeralta St	TWSC/Roundabout	A (B)	1.8 (11.0)	A (B)	1.8 (12.8)		(0.17 to 0.20)		(0.17 to 0.21)
9	32nd St & Peralta St	Signal	A	8.1	A	8.7	A	8.2	A	9.0

Exhibit 23 - Comparison of 2035 Conditions and 2035 Conditions with Opportunities along Peralta Street

			2035				2035 + Opportunities			
			AM Peak		PM Peak		AM Peak		PM Peak	
	Intersection	Control	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2] (V/C)[4]	LOS[1]	Delay[2] (V/C)[4]
1	12th St & Peralta St	Signal/Roundabout	A	8.7	A	9.7		(0.12 to 0.14)		(0.13 to 0.16)
2	14th St & Peralta St	Signal/Roundabout	A	9.2	A	9.5		(0.13 to 0.16)		(0.14 to 0.17)
3	18th St & Peralta St	TWSC/Roundabout	A (B)	4.0 (11.1)	A (B)	4.8 (12.2)		(0.10 to 0.12)		(0.12 to 0.14)
4	Grand Ave & Mandela Pkwy (W)	Signal	D	48.8	F	86.1	B	17.5	C	29.0
5	Grand Ave & Mandela Pkwy (E)	Signal	F	158.7	F	527.4	C	30.8	D	45.8
6	24th St & Mandela Pkwy	TWSC	A (B)	4.0 (13.2)	A (C)	4.5 (16.5)	A (C)	4.1 (16.8)	B (B)	11.7 (12.1)
7	24th St &Peralta St	TWSC	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.9 (9.9)	A (B)	0.8 (10.2)
8	28th St & Paeralta St	TWSC/Roundabout	A (B)	2.0 (12.0)	A (B)	2.1 (14.6)		(0.22 to 0.26)		(0.22 to 0.26)
9	32nd St & Peralta St	Signal	A	8.3	A	9.0	A	8.3	A	9.5

Source: Dowling Associates, 2011

Notes:

Highlighted items indicates significant impact.

[1] LOS = Level of Service

[2] Average control delay in seconds per vehicle

[3] Stop-controlled intersections report both the intersection control delay/LOS and the worst approach control delay/LOS (in parenthesis)

[4] Roundabout V/C ratio using upper bound and lower bound values for critical gap and follow-up time

CITY OF OAKLAND
AGENDA
PERALTA STREETSCAPE
May 21, 2011

Purpose: To create a shared vision for how the "street" should support desired neighborhood activities and character.

ITEM	WHO	TIME
1. Check In		**10:00 am- 10:10 am**
2. Introduction A. Introductions B. Project overview X. Workshop expectations	 Jeff Jeff Linda	**10:10 am- 10:25 am**
3. Opportunities & challenges of setting	David / Mark	**10:25 am- 10:45 am**
4. Criteria for success	Group	**10:45 am- 11:00 am**
5. Build Your Street	Table Group	**11:00 am- 12:30 pm**
6. What is your style/Break	Individual	**12:30 pm- 12:45 pm**
7. Sharing the big ideas	Table Representative	**12:45 pm- 1:15 pm**
7. Closing • Summary of shared vision • Next steps	 Linda	**1:15 pm- 1:30 pm**

SUCCESS CRITERIA RANKING SUMMARY

MOST IMPORTANT

26 Creates an environment which feels safe
26 Improvements are easy to maintain
25 Deters undesirable activities
24 Creates "green" ambiance (e.g. more trees, planted areas)
24 Enhances residential areas
24 "Fosters" ownership of street by local residents and businesses
23 Creates an "clean, friendly neighborhood" impression
22 Enhances pedestrian experience (pedestrian amenities e.g. lighting, seating, trash cans, etc.)

IMPORTANT

21 Honors historic character
21 Improves pedestrian safety (street crossings)
21 Enhances bicycle safety/use
21 Improves pedestrian circulation (sidewalk repairs, remove obstacles)
21 Uses sustainable practices (e.g. minimize water use, filter stormwater, use native plants, use recycled materials)
20 Enhances commercial areas
19 Calms traffic

SOMEWHAT IMPORTANT

17 Catalyst for private development efforts
17 Supports Urban Agriculture efforts
16 Emphasizes unique resources of area (art, architecture, special businesses)
16 Enhances transit use
16 Protects and improves infrastructure (e.g. solves drainage problems)
14 Supports Neighborhood Project Initiative Program (and other community/public/non-profit projects)

LEAST IMPORTANT

10 De-emphasizes the automobile
7 Creates a distinct identity for the Peralta corridor
5 Reinforces distinct identities of the Peralta neighborhoods
1 Builds on existing streetscape improvements

Also mentioned: ADA compliance

The dsign of a streetscape can have multiple objectives. In thinking about Peralta Street, what do you think are the highest needs and how would you define a successful project? Please rank the following criteria as appropriate for: **"SUCCESS CRITERIA"**

1 = Most Important
5 = Least Important

Votes	Rank		Criteria
			IMAGE
7	1 2 3 4 5		Creates a distinct identity for the Peralta corridor
5 *	1 2 3 4 5		Reinforces distinct identities of the Peralta neighborhoods
22	1 2 3 4 5	*	Enhances pedestrian experience (pedestrian amenities e.g. lighting, seating, trash cans, etc.)
24	1 2 3 4 5	*	Creates "green" ambiance (e.g. more trees, planted areas)
26	1 2 3 4 5	*	Creates an environment which feels safe
16	1 2 3 4 5		Emphasizes unique resources of area (art, architecture, special businesses)
10	1 2 3 4 5		De-emphasizes the automobile
23	1 2 3 4 5	*	Creates an "clean, friendly neighborhood" impression
			CIRCULATION
19	1 2 3 4 5		Calms traffic
21	1 2 3 4 5	*	Improves pedestrian safety (street crossing
21	1 2 3 4 5	*	Enhances bicycle safety/use
21	1 2 3 4 5	*	Improves pedestrian circulation (sidewalk repairs, remove obstacles)
16	1 2 3 4 5		Enhances transit use
			IMPLEMENTATION
16	1 2 3 4 5		Protects and improves infrastructure (e.g. solves drainage problems)
21	1 2 3 4 5	*	Incorporates sustainable practices (e.g. minimize water use, filter stormwater, use native plants, use recycled materials)
26	1 2 3 4 5	*	Improvements are easy to maintain
25	1 2 3 4 5	*	Deters undesirable activities
			SYNERGIES
1	1 2 3 4 5		Builds on existing streetscape improvements
17	1 2 3 4 5		Catalyst for private development efforts
14	1 2 3 4 5		Supports Neighborhood Project Initiative Program (and other community/public/non-profit projects)
24	1 2 3 4 5	*	Enhances residential areas
20	1 2 3 4 5	*	Enhances commercial areas
17	1 2 3 4 5		Supports Urban Agriculture efforts
24	1 2 3 4 5	*	"Fosters" ownership of street by local residents and businesses

OTHERS?: * 21 • HISTORIC CHARACTERS
• ADA COMPLIANT (SIDEWALKS/BUS STOPS)

PERALTA STREET OAKLAND, CALIFORNIA

PERALTA STREET WORKSHOP
"BUILD YOUR STREET"

Instructions:

1. Identify a spokesperson to present recommendation/ideas to the whole group at end of exercise.

2. To facilitate:

1. <u>Bike Lane:</u> Peralta has been designated a Class 2 bikeway in the Citywide Bicycle Master Plan.

<u>Does the group agree a bike lane is appropriate for Peralta?</u>

2. <u>Pedestrian Street Crossings:</u> Bulb-outs at corners can reduce the length of pedestrian street crossings, improve safety, and encourage pedestrian use.

1. *Where bulb-outs are desired, draw a circle around the selected intersections.*
2. *Show areas where enhanced crosswalk paving/pattern is desired.*

3. <u>Intersection Reconfiguration:</u> In several areas reconfiguration of intersections can increase safety and provide additional space for other uses. There are 6 possible locations for intersection reconfigurations, shown on the plan as rectangles.

1. *Review 11 x 17 exhibits for each of the 5 locations. At 2 of the locations, alternative alignments are illustrated.*
2. *Discuss the various options and identify the preferred treatment, if any, for each location.*
3. *If possible, for the additional space created by the reconfiguration, identify a preferred use – which might include:*
   - expanded park / green;
   - small plaza area;
   - privately sponsored/maintained parklet;
   - community garden;
   - storm water treatment.

4. <u>Roundabouts</u>: Roundabouts can reduce auto speeds, reduce vehicle exhaust, and provide neighborhood identification opportunities. There are possible locations for 2 full and 2 mini-roundabouts identified on the large plan with circles. There are 11x17 enlargements of each type of round-about.

1. *Discuss the 4 roundabout locations. Where a roundabout is desired, circle the location on the plan. If it is not desired, cross it out.*

5. **Sidewalk Edge Treatment:** The pedestrian areas can be greatly enhanced with street lights and trees. Should these trees be in cut-outs in the sidewalk or should we provide continuous planting strips along the curb with breaks for people exiting parked cars?

    1. *Review 11 x 17 options, indicate on the plan which type of sidewalk treatment is appropriate to the various locations along the street.*

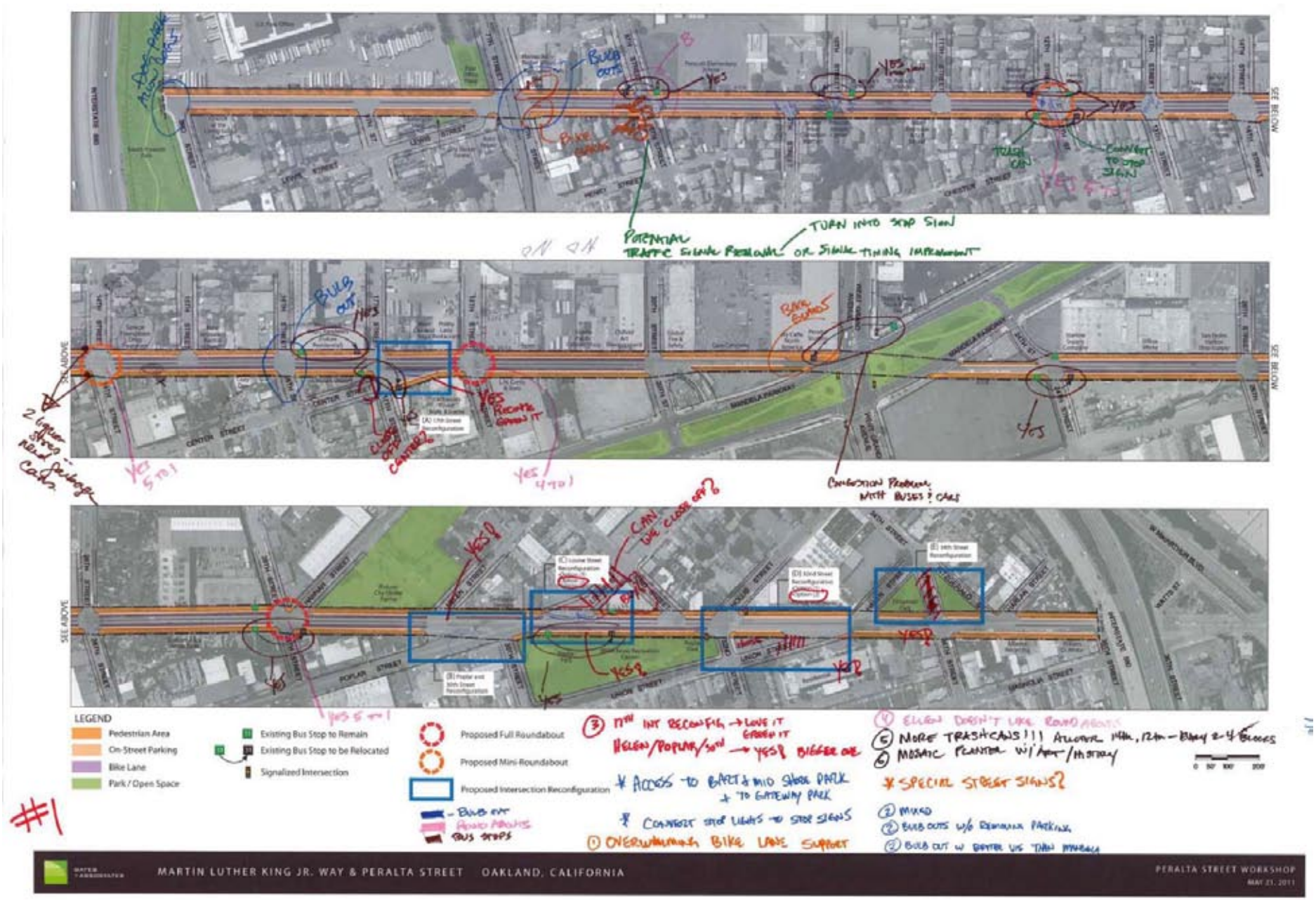
    2. *Discuss the character of the sidewalk area. Should there be storm water treatment? Brick bands or other decorative elements such as a row of bollards to distinguish the sidewalk for Peralta?*

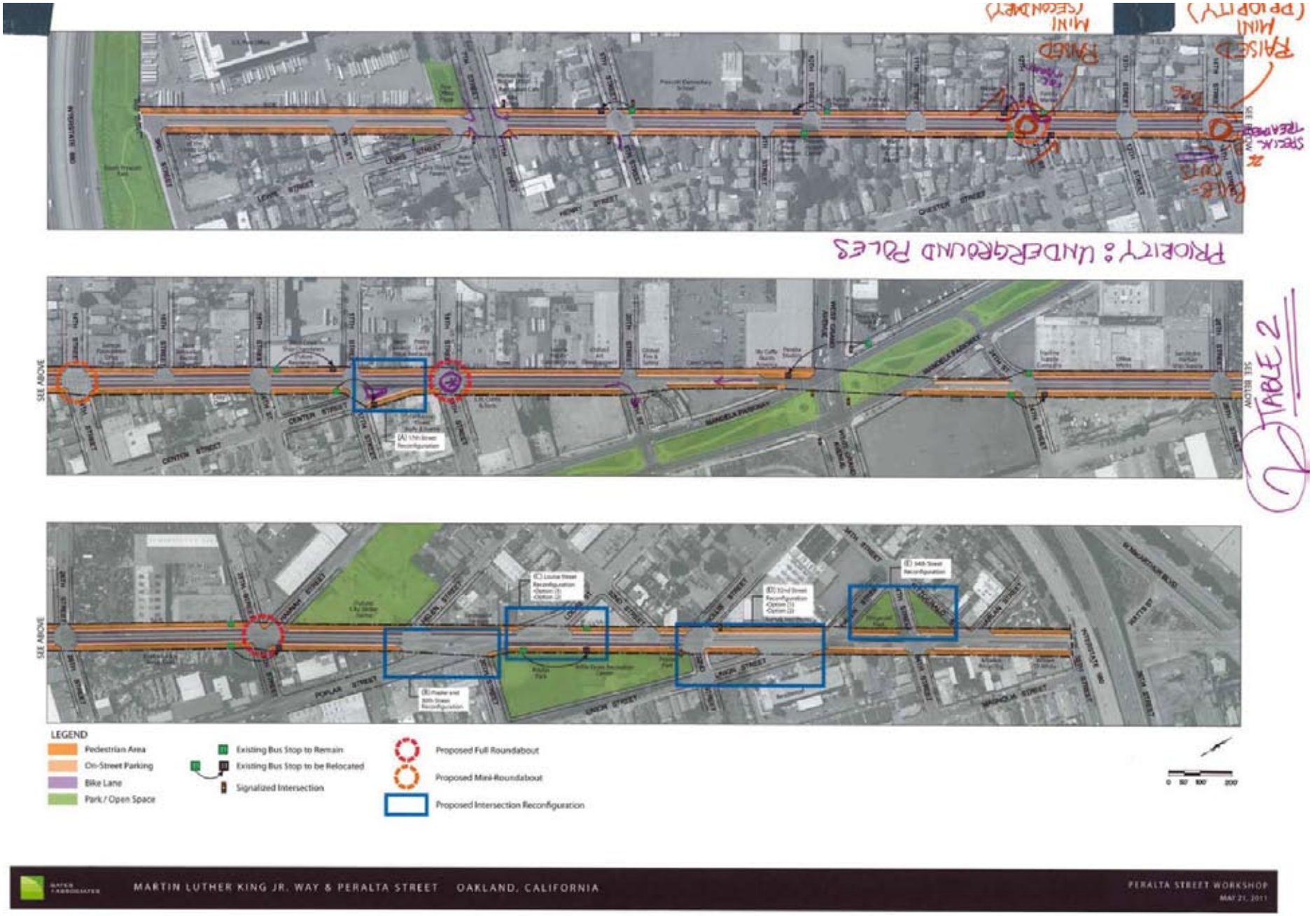
6. **Transit:** Bus stops may be safer and more efficient when located on the far side of an intersection. Potential relocation of several bus stops is shown on the plan.

    1. *Review the proposed bus stop changes. Mark the changes you support with a check and those where you DISAGREE with an X.*

7. **Inspiration / Ideas:** Add your insights and inspiration. Brainstorm additional improvements and features which you think would be important parts of the streetscape vision.

8. **Prioritize:** The Master Plan is a long lens vision. On the hand out sheet provided, *identify the top 3 improvements you would like to see happen first.*


LEGEND
Pedestrian Area
On-Street Parking
Bike Lane
Park / Open Space
Existing Bus Stop to Remain
Existing Bus Stop to be Relocated
Signalized Intersection
Proposed Full Roundabout
Proposed Mini-Roundabout
Proposed Intersection Reconfiguration
BULB OUT
ADDED ANGLES
BUS STOPS
#1
MARTIN LUTHER KING JR. WAY & PERALTA STREET OAKLAND, CALIFORNIA
PERALTA STREET WORKSHOP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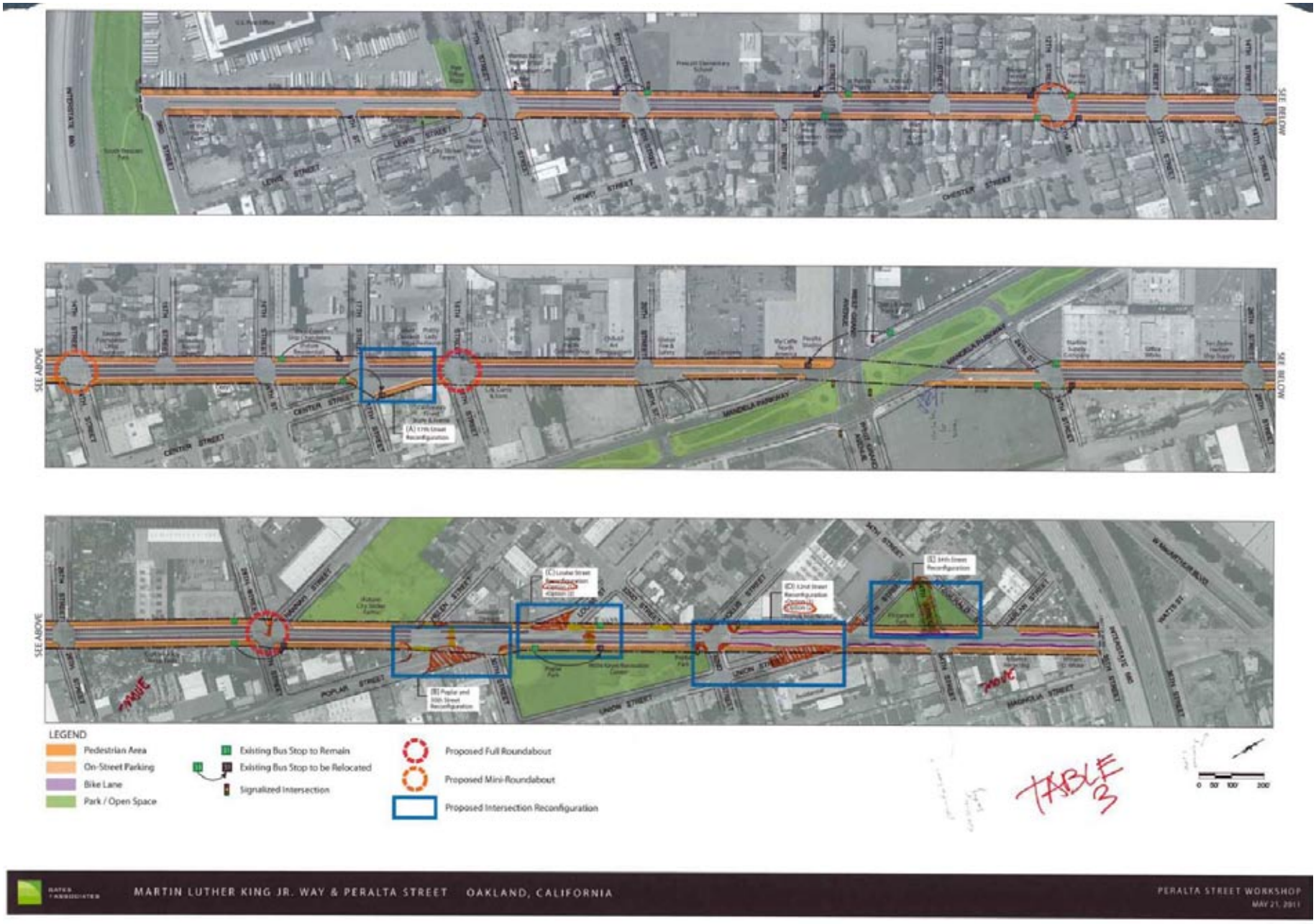
PERALTA STREET WORKSHOP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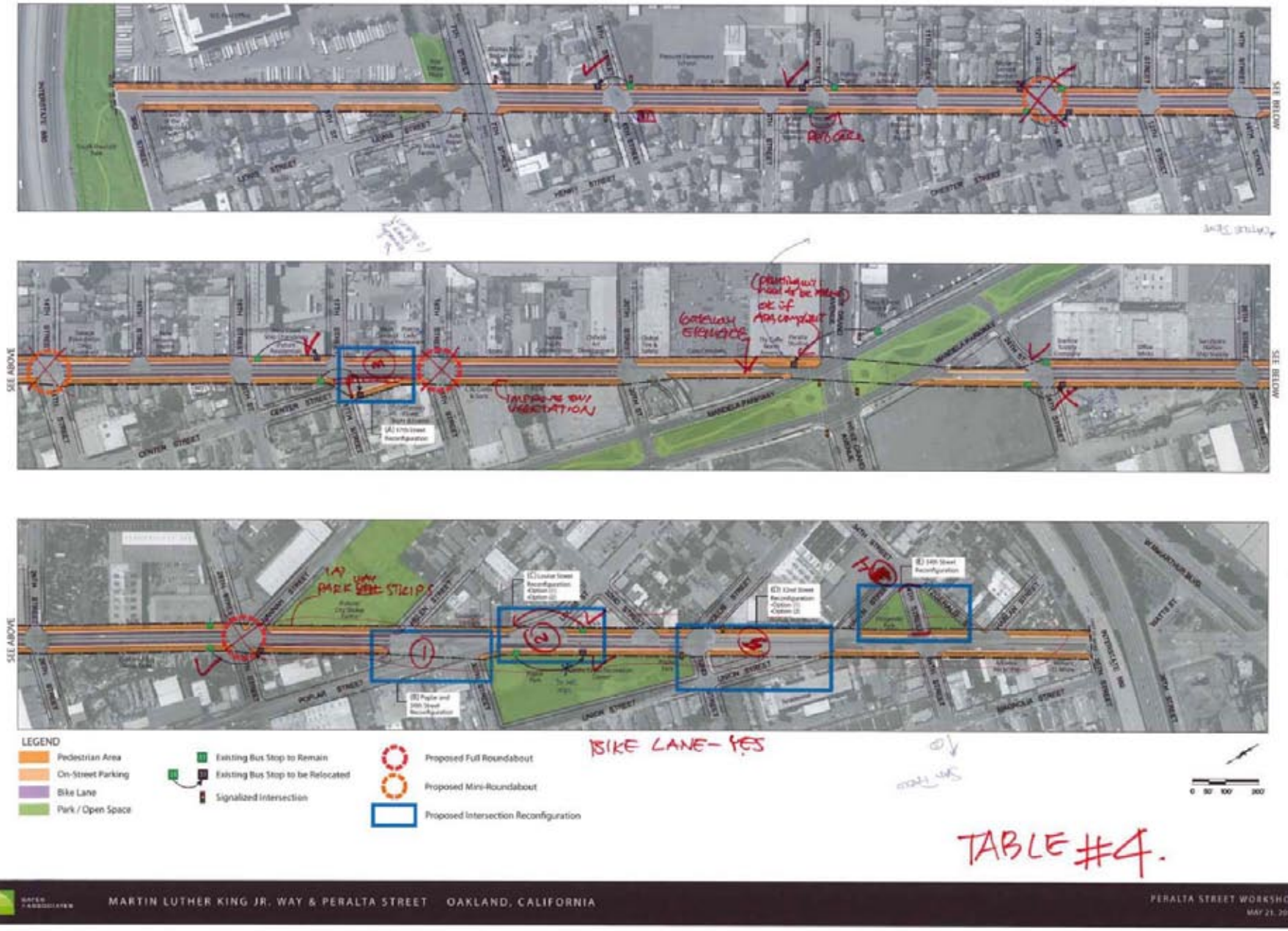
PERALTA STREET WORKSHOP
MAY 21, 2011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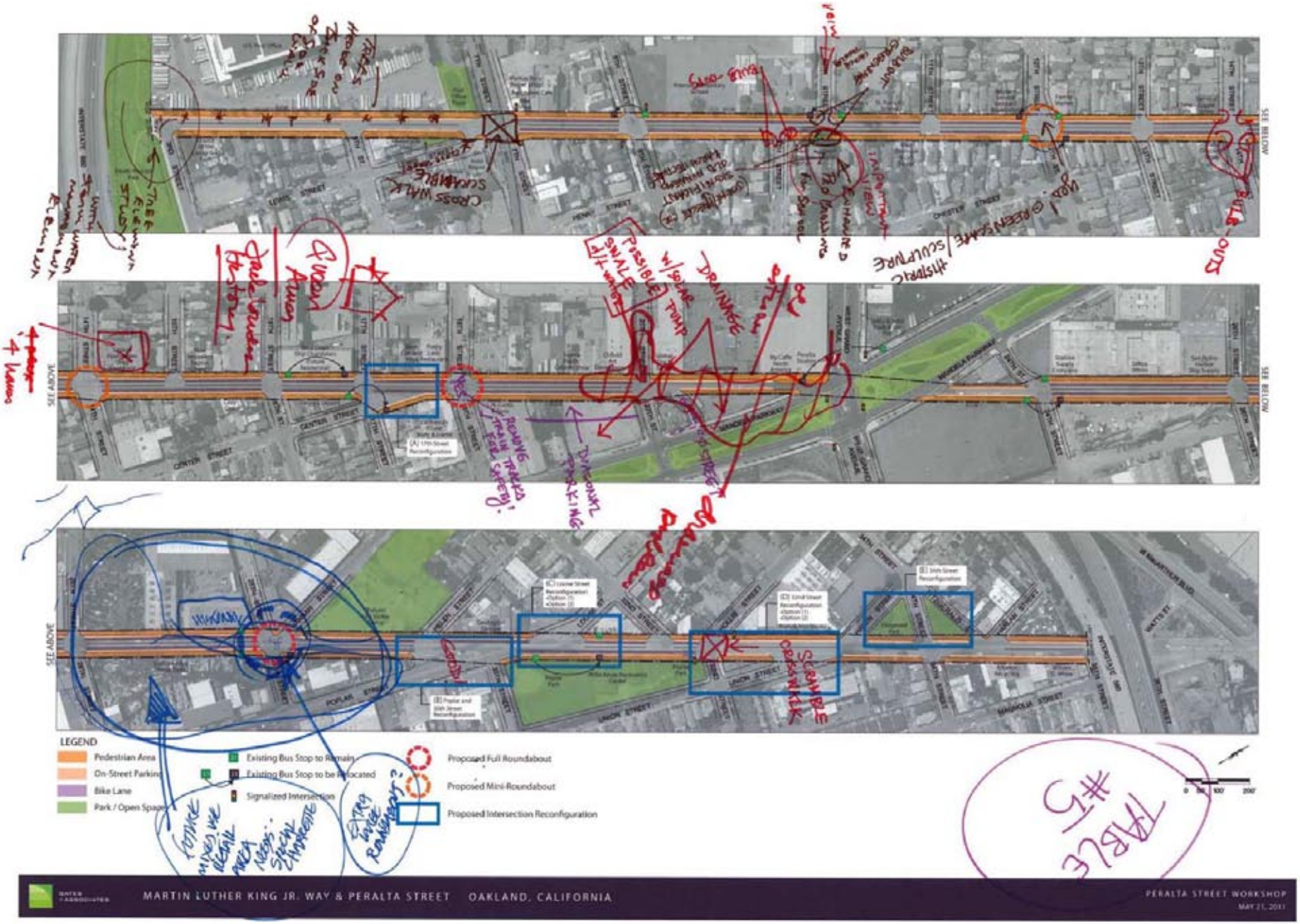
Proposed Full Roundabout
Proposed Mini-Roundabout
Proposed Intersection Reconfiguration
BIKE LANE- YES
TABLE #4.
MARTIN LUTHER KING JR. WAY & PERALTA STREET OAKLAND, CALIFORNIA
PERALTA STREET WORKSHOP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MARTIN LUTHER KING JR. WAY & PERALTA STREET OAKLAND, CALIFORNIA
PERALTA STREET WORKSHOP
MAY 21, 2011

SUMMARY - Priorities by Table, additional comments

TABLE #1:

- Trees / landscape
- Furnishings
- Bike lane / undergrounding

Yes to reconfigurations
Round-a-bouts @ 18th / 28th
Rain gardens @ storm drains
Bus stop moves OK except @ Grand / Peralta
Access to parks, mosaic art planters, history
Lots of trash cans!
Convert traffic signals
Mixed opinions on bulb-outs
Yes to bike lanes!

TABLE #2:
Southern Peralta

- Trees (no sycamores – dropping branches)
- Lighting
- Undergrounding wires
- Historic marker / art

17th St. triangle, not closure
Round-a-bouts @ 18th (full) 14th (mini) and 12th
Bike lanes, bulb-outs especially @ bus stops

TABLE #3:
Upper Peralta Group (assumes repaving and repair will occur)

- Low maintenance bioswales
- Low maintenance Art (E. Poplar, Louise, Union)
- Low maintenance trees / bamboo (slow growing)

Round-a-bout @ 28th St. – Historic Sculpture / Marker

- No consensus on 34th St. closure
- Take back space @ Poplar, Louise, Union

Stewardship agreements for landscape

TABLE #4:
Trees
Sidewalk repair
Intersection improvements
Poplar / 30th
Louise / Peralta
34th / expand Fitzgerald for parking)
17th Street (don't impact businesses
OPPOSED to bulb-outs and roundabouts

TABLE #5:
Phase 1:

- Repair sidewalks
- Roundabouts
- Intersections

Remove train tracks
Scramble x-walk @ 7th
Historic Architecture – highlight

Phase 2:

- Bulb-outs
- Street trees
- Art & history
- Storm water (20th & Peralta)
- Solar tester / pumps

PERALTA STREETSCAPE CHARETTE
May 21, 2011
SUMMARY OF TOP PRIORITIES

PRIORITIES LISTED BY MULTIPLE TABLES:

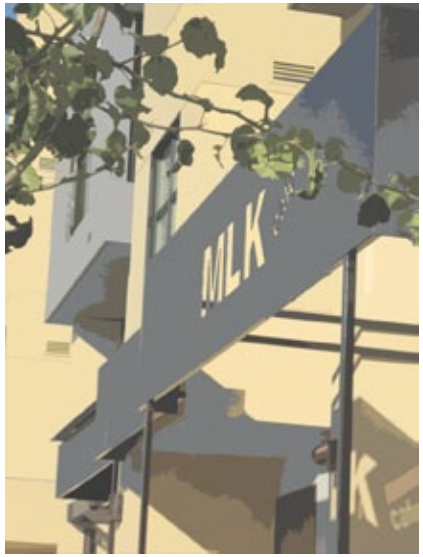
1. Repair sidewalk
2. Improve intersections:
   a. Poplar Street
   b. Louise Street
   c. 17th Street
3. Plant street trees

PRIORITIES LISTED BY ONLY ONE TABLE:

1. Treat stormwater
2. Underground utilities
3. Historic / art markers
4. Better pedestrian lighting
5. Neighborhood focal elements
6. Roundabouts

PERALTA WORKSHOP SUMMARY NOTES
Areas of Consensus:

1. Add Bike lanes
2. Celebrate history of place
3. Add street trees / make it green
4. Repair sidewalks (comply with ADA)
5. Underground utilities
6. Reconfigure intersection to create more green and pedestrian spaces
   - Popular / 30th (options B) develop as mini plaza / park
   - Louise (option 2) relocate bust shelter, do not add pedestrian refuge in street
   - 32nd Street need to coordinate with Hollis bus route
   - 34th Street may need to look at widening Fitzgerald
   - 17th would like to see but need to work with adjacent property owner; may want to narrow or close Center Street
7. Bulb-outs: support if parking is not lost nor visibility obstructed. Preferred locations:
   - 7th Street
   - 8th Street
   - 9th / 10 Streets (important to highlight Prescott Center and provide safe school route)
   - 14th
   - 16th
   - 32nd
8. Transit – proposed adjustments supported except at West Grand and possible obstruction in walk at 24th
9. Stormwater / Rain gardens - would like to see incorporated where possible into design if maintenance is addressed. Triangle at Mandela Parkway and area by 20th mentioned as desirable location for stormwater planters.
10. Round-a-bouts (majority supported) but some very opposed
    - 18th Full – highest support
    - 28th Full – with historic markers
    - 14th & 12th Mini – want to add green
11. Stewardship – need to invite adjacent business and residents in maintenance of streetscape and trash removal.



Appendix C - Meeting Notes & Materials

- Kickoff Meeting Notes: 2010-11-03
- First Page from Workbook-MLK and Workbook-Peralta
- 1st Core Meeting Agenda: 2010-12-13
- Goals and Objectives RATINGS: 2010-12-13
- Sections MLK and Peralta: 2010-12-13
- Meeting Notes: 2011-01-07
- Meeting Notes: 2011-01-19
- Meeting Notes: MLK TAC 2011-01-25
- Street Alternatives (4) MLK: 2011-01-25
- Draft Meeting Notes: Peralta TAC 2011-01-27
- Street Alternatives (4) Peralta: 2011-01-27
- Meeting Notes: 2011-02-03
- MLK-Peralta –AC Transit Comments: 2011-02-03
- Meeting Agenda: 2011-03-22
- PowerPoint Presentation: 2011-04-06
- Meeting Notes: 2011-04-26
- PowerPoint Presentation: 2011-05-04
- Meeting Notes: 2011-05-09
- Core Meeting Notes: 2011-06-07
- PowerPoint Presentation: 2011-06-07
- Oakland BPAC Draft Minutes: 2011-08-18
- MLK & Peralta Matrix – MLK page: 2011-10-24
- MLK & Peralta Matrix – Peralta page: 2011-10-31
- PowerPoint Presentation: 2011-11-02
- Phasing Diagram: MLK
- Phasing Diagram: Peralta

As the team developed preliminary alternative concepts for each street, ongoing coordination with the Technical Advisory committee identified potential issues and conflicts, and ensured that there were no 'fatal flaws' in concepts that would be carried forward.

Separate charettes were held for each street, with notification sent to property owners, residents, businesses, organizations, Council members and community representatives. Over 70 people participated in the workshops.

The participatory process is summarized in the table "Input and Review Meeting Summary".

Date	Group	Meeting Focus
11/3/2010	Core Committee	Kick-off. Discussed project expectations, outreach and community involvement, and preliminary observations.
12/3/2010	Core Committee	Committee members toured each street and recorded comments on field maps.
12/13/2010	Core Committee	Clarified goals and objectives for the project, reviewed field maps, looked at possible approaches to each street.
1/7/2011	Technical Advisory Committee (TAC)	Project introduction. City contacts, standards and review process discussed.
1/19/2011	TAC	Transportation. Review of City plans & policies.
1/25/2011	TAC	MLK, Jr. Way: Technical coordination regarding potential streetscape improvements; review of alterative preliminary concepts.
1/27/2011	TAC	Peralta Street: Technical coordination regarding potential streetscape improvements; review of alterative preliminary concepts.
2/3/2011	TAC	Preliminary coordination with AC Transit regarding potential streetscape improvements.
3/22/2011	Core Committee	Preview and discussion of MLK concepts, charette process and sample materials.
4/6/2011	West Oakland Project Area Committee (WOPAC) (Committee of the Whole)	Presentation of project overview & MLK opportunities & constraints; preview of MLK charette.
4/16/2011	MLK Community Charette	Public workshop to develop success criteria, to determine the community's preferred streetscape alternatives and elements, and priorities for improvements for MLK streetscape.
4/26/2011	Core Committee	Reviewed the outcomes of the MLK charette and made recommendations; previewed the Peralta charette.
5/4/2011	WOPAC (Committee of the Whole)	Reviewed the outcomes of the MLK charette and made recommendations; previewed the Peralta charette.
5/9/2011	TAC	Continuing coordination regarding potential roundabouts & intersection reconfigurations on Peralta Street.
5/21/2011	Peralta Community Charette	Public workshop to develop success criteria, to determine the community's preferred streetscape alternatives and elements, and priorities for improvements to Peralta Street.
6/7/2011	Core Committee	Reviewed the outcomes of the Peralta charette, gave further direction on improvements.
7/6/2011	WOPAC (Committee of the Whole)	Reviewed and discussed the Peralta charette outcomes.
8/18/2011	Bicycle and Pedestrian Advisory Committee (BPAC)	Reviewed and commented on draft master plans for both streets.
8/26/2011	TAC	Technical review of schematic streetscape design plans for each street.
10/24/2011	Core Committee	Discussion of potential Phase I projects for MLK.
10/31/2011	Core Committee	Discussion of potential Phase I projects for Peralta Street.
11/2/2011	WOPAC	Review of the Draft Master Plan and recommendations for potential Phase 1 projects for each street.
11/14/2011	Core Committee	Further discussions regarding potential Phase 1 projects.
12/7/2011	WOPAC	Recommendations and direction regarding Phase 1 projects for each street.

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
Kick-off Meeting Notes

Meeting Date: Wednesday, November 3, 2010, 4:00- 6:00 p.m.

Location: Willie Keyes Recreation Center, 3131 Union Street, Oakland

1. Introductions

   Members of the project's Core Group present at this meeting: WOPAC members Ellen Parkinson, Madeline Wells, Ray Kidd, Bill Vidor; CEDA Redevelopment Staff Jeff Chew, Sunny Nguyen; and consultants Gates + Associates - David Gates, Linda Gates, Kimmy Chen, Gail Donaldson

2. Project expectations

   Attendees briefly discussed their expectations for the project:

   Ellen Wyrick-Parkinson: Streetscape improvements are an incentive for improvements to private property. It would be good to get away from commercialization on Peralta, reduce or remove truck traffic. Medians are not desirable, as they are not maintained and look bad. Elimination of curb and gutter – making street and sidewalk one level – can help improve circulation. Trees and lighting are priorities.

   Jeff Chew: This should be a 15+ year vision for Peralta and MLK Streets, decided upon by the Community. It should serve as a road map for future improvements. As future funding becomes available, improvements can be made which have already been validated by the Community.

   Madeline Wells: The MLK planning and improvements should extend to 40th Street. Improvements should make the neighborhood more attractive to a range of people, supporting higher aspirations and a more positive outlook. Trees are essential, to help scale the street. Medians might be appropriate on MLK, or other measures to connect both sides of the street. Make these communities destinations, not housing of last resort.

   Ray Kidd: We need overall improvements to sidewalks, gutters, trees, lighting, and utility undergrounding. Infrastructure should be upgraded. Peralta is two different streets (north end and south end). Land use changes could be a big improvement, e.g. City Slicker Farms at vacant properties, moving the recycling center from 30th Street to the Army Base. Make the street more livable, and neighborhood friendly. Any extra available space in Peralta Street should be used for bike lanes. No speed bumps.

   Bill Vidor: Improvements must be maintainable. Costs are a huge issue. Housing must be improved. Education is needed so that people appreciate streetscape improvements and take care of them. Graffiti is a big problem.

3. Outreach and community involvement – preliminary charrette planning

   Time and location: Best time for charrette is generally Saturdays, from 1 – 3 p.m. One charrette for each street. For Peralta, the Senior Center on Adeline, or Willie Keys Recreation Center are possible locations. For MLK, possible locations are Rising Star Baptist Church (MLK & Brockhurst), California Hotel (San Pablo Ave) or Hoover School (Brockhurst Street)

   Team will begin to compile list of groups, events, etc. for outreach for charrettes. Sunny Nguyen can do a mailer to property owners along the streets. Other groups include NCPC Groups, Dogtown yahoo listserve, West Oakland Neighbors, McClymonds High School Groups, Prescott School parents. If you provide something for kids, the parents will attend. Dog Park will be opening on MLK in December, we should have at least a flyer for outreach at that event.

4. Comments regarding site opportunities and constraints on MLK and Peralta

   MLK: There have been problems around 24th & MLK. Auto body shops are unsightly and take up space with their parked cars. There may be a park opportunity at 29th Street. 25th Street park is being renovated. There are some attractive new buildings in the neighborhood, e.g. at Apgar & 39th, 37th & West. 2801 MLK is a building that should be preserved. Grove Shafter Park will have a Dog Park opening on December 10.

   Peralta: 14th Street is a major connection point, important corridor. Churches along Peralta make use of street for overflow parking.

5. Next Meeting: Monday, November 15, 2010 at 1:30. Site walk/drive of Peralta Street - meet at 3rd and Peralta at 1:30, outside Church of the Living God Faith.

First Page from MLK Workbook

MLK Workbook

Purpose:
The purpose of this Workbook is to assist the design team in understanding the conditions along the Peralta Street and Martin Luther King, Jr. Way. The design team can propose a wide range of options for improvements to these two streets, but community members' insights and knowledge will be what points the design team in the right direction. We will use this workbook to identify opportunity sites along the project streets, as well as areas where there are issues.

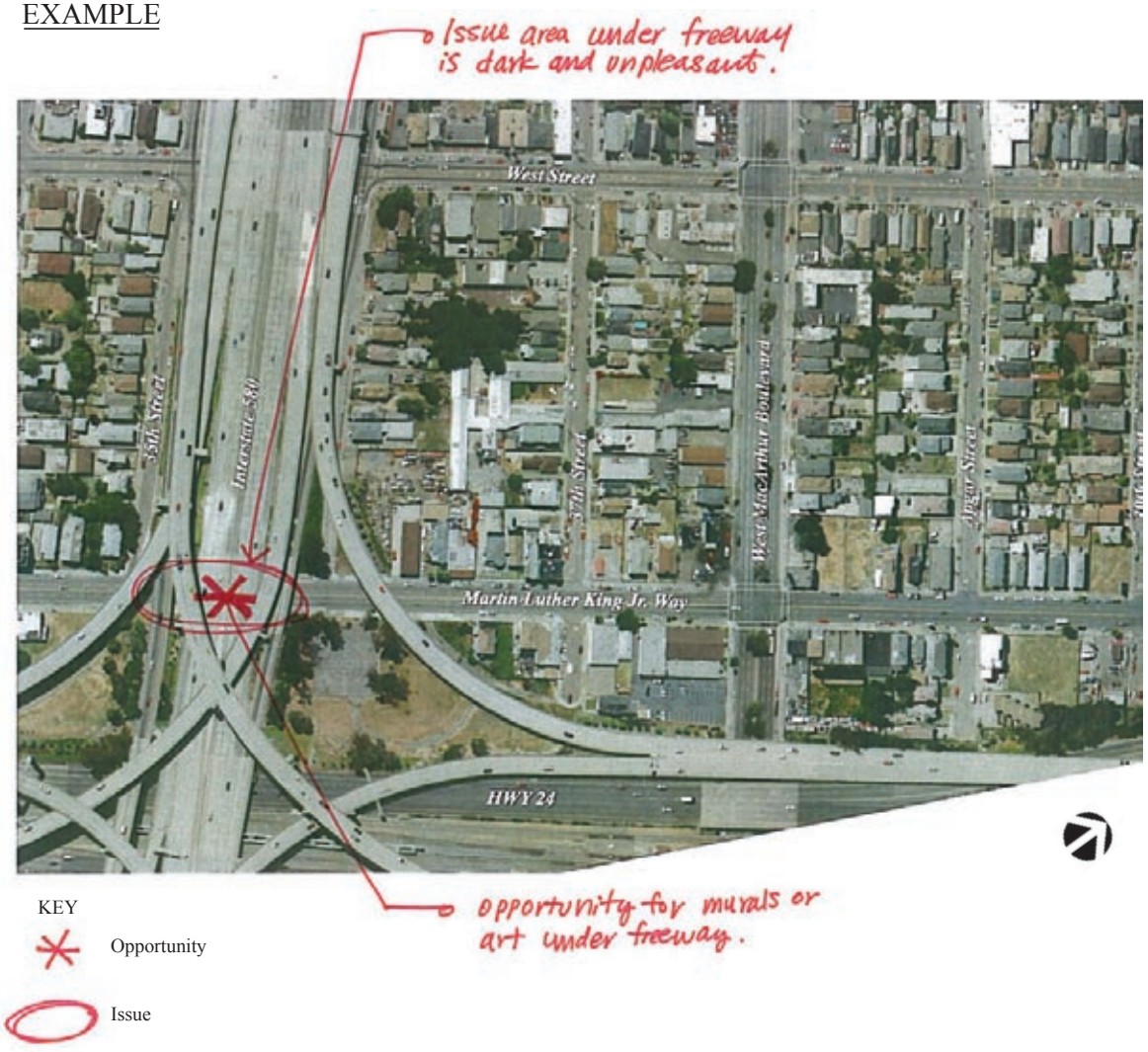
Opportunity Sites:
Use a star to mark opportunity sites on the map and write a short description
These are places that might become priorities for improvement because there is ample space on the street/sidewalk, the area is heavily used, the adjacent land uses would benefit from improvements, or potentially changing uses could make improvements more likely.

Examples of opportunity sites could be:
- Places where the City or property owners have improved their property, and the streetscape enhancements could build on their improvements
- Places of significance to the community (e.g. community center, historic location, local institution, etc.)
- Areas with high pedestrian use where there is room to widen sidewalks or create bulbouts
- Areas that are desirable for bicycle lanes
- Potential redevelopment sites
- Public spaces, such as parks or schools, that could better connect with the sidewalk
- Locations for public art (walls for murals, places where the sidewalk could be "bulbed out", etc.)
- Gathering places
- Important intersections (e.g. important routes to schools, parks, downtown, etc.)

Issue Areas:
Cirle the area on the map and write a short description
These are places where there are currently conflicts, problems or lack of adequate facililities.

Examples of issue areas could be:
- Difficult crossings for pedestrians
- Unsafe crossings near schools, recreation facilities, etc.
- Parking conflicts (e.g. where removing parking to improve pedestrian environment could be a problem)
- Areas with inadequate lighting
- Places where there are conflicts between bikes and cars, or pedestrians and cars
- Bad sidewalk conditions

EXAMPLE



First Page from Peralta Workbook

Peralta Workbook

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- Bad sidewalk conditions

EXAMPLES

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
1st Core Committee Meeting

Meeting Date: Monday December 13, 2010, 2:00- 4:00 p.m.

Location: Redevelopment Office, 250 Frank Ogawa, 5th Floor, Oakland

Attendees: Jeff Chew, Sunny Nguyen, Ellen Parkinson, Madeline Wells, Ray Kidd, Linda McFadden, Bill Vidor, David Gates, Kimmy Chen, Gail Donaldson

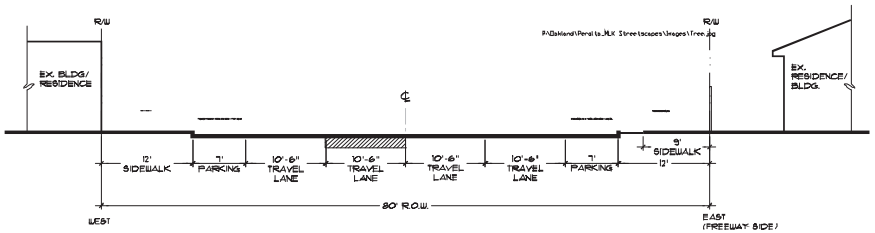
Agenda:

1. Clarify project goals, priorities and criteria to measure project success
2. Overview of project sites/Site Analysis
   - Site opportunities and issues (Experiential Opportunities and Challenges Diagram)
   - Existing site conditions (Conditions of Pedestrian Improvements Diagram)
   - Use patterns – important connections, events, destinations
3. Possible Street Configurations
   - Widened sidewalks (one or both sides)
   - Bike lanes
   - Reduced travel lanes
   - Turn lanes/medians
4. Next Steps / Schedule future meetings

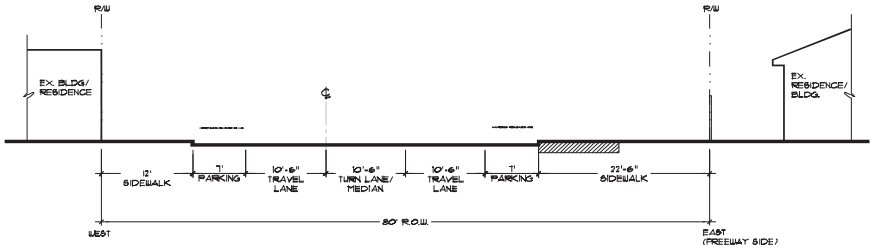
Goals and Objectives RATING

Please rank the following criteria as appropriate for:

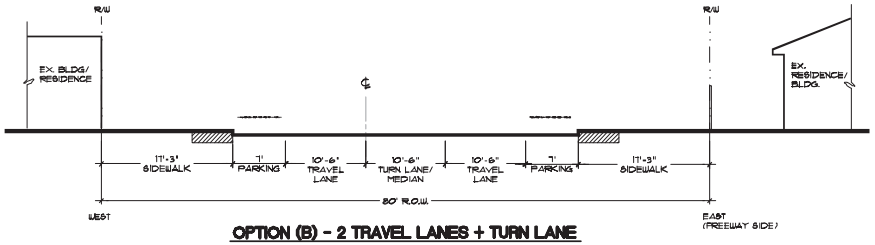
PERALTA STREET		MARTIN LUTHER KING JR. WAY	
VISUAL QUALITY		**VISUAL QUALITY**	
☆☆☆	Enhance community entry	☆☆☆☆	Enhance community entry
☆☆	Visually unify the community	☆☆☆	Visually unify the community
☆☆	Increase pedestrian amenities (e.g. benches, trash cans, etc.)	☆	Increase pedestrian amenities (e.g. benches, trash cans, etc.)
☆☆☆	Increase "green" areas (e.g. more trees, planted areas)	☆☆☆	Increase "green" areas (e.g. more trees, planted areas)
PEDESTRIAN/BICYCLE SAFETY		**PEDESTRIAN/BICYCLE SAFETY**	
☆☆	Calm traffic	☆	Calm traffic
☆☆☆	Improve pedestrian safety	☆☆☆☆	Improve pedestrian safety
☆☆☆	Improve bicycle safety	☆☆☆	Improve bicycle safety
☆☆☆	Create bike lanes	☆☆☆☆	Create bike lanes
☆	Improve ADA access	☆☆	Improve ADA access
☆	Consistency with City Bike & Pedestrian Master Plans	☆☆	Consistency with City Bike & Pedestrian Master Plans
CONSTRUCTION		**CONSTRUCTION**	
☆☆	Protect and improve infrastructure (e.g. solve drainage problems)	☆☆☆	Protect and improve infrastructure (e.g. solve drainage problems)
☆	Incorporate sustainable practices (e.g. minimize water use, use native plants, use recycled materials, filter stormwater)	☆	Incorporate sustainable practices (e.g. minimize water use, use native plants, use recycled materials, filter stormwater)
☆☆☆	Make improvements that are easy to maintain	☆☆☆☆	Make improvements that are easy to maintain
SYNERGIES		**SYNERGIES**	
☆☆☆	Build on existing streetscape improvements	☆☆☆☆	Build on existing streetscape improvements
☆☆☆☆	Support private redevelopment efforts	☆☆☆☆☆	Support private redevelopment efforts
☆☆	Support Neighborhood Project Initiative Program projects (and other community/public/non-profit projects)	☆☆☆	Support Neighborhood Project Initiative Program projects (and other community/public/non-profit projects)
☆☆	Enchance residential areas	☆☆☆	Enchance residential areas
☆☆☆☆	Enchance commercial nodes	☆☆☆	Enchance commercial nodes
☆	Enchance industrial areas	☆	Enchance industrial areas
☆☆☆	Focus efforts where grants may be available	☆☆☆	Focus efforts where grants may be available
☆☆	Support Urban Agriculture	☆	Support Urban Agriculture



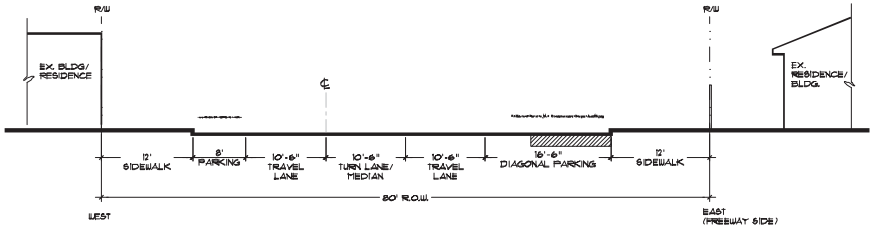
EXISTING STREET ELEVATION - 4 TRAVEL LANES
SCALE: 3/16"=1'-0"



OPTION (A) - 2 TRAVEL LANES + TURN LANE WITH 10.5' ADDED TO EAST SIDEWALK
SCALE: 3/16"=1'-0"

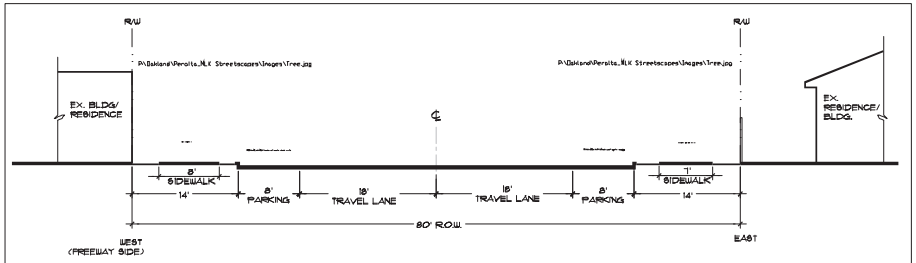


OPTION (B) - 2 TRAVEL LANES + TURN LANE WITH 5'-3" ADDED TO EACH SIDE
SCALE: 3/16"=1'-0"

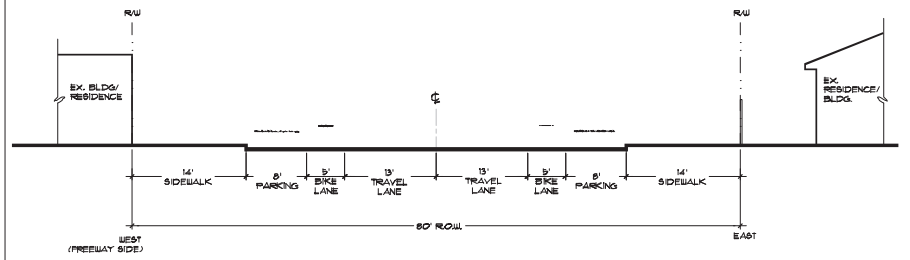


OPTION (C) - 2 TRAVEL LANES + TURN LANE WITH DIAGONAL PARKING ON ONE SIDE
SCALE: 3/16"=1'-0"

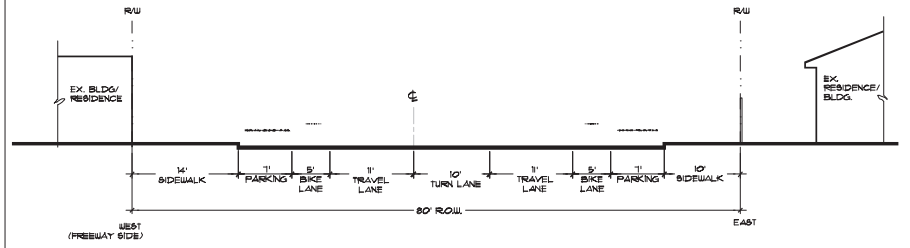
MARTIN LUTHER KING JR. WAY



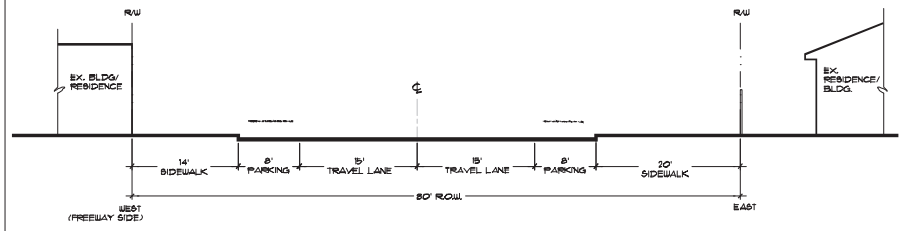
EXISTING STREET ELEVATION - 2 TRAVEL LANES
SCALE: 3/16"=1'-0"



OPTION (A) - ADD CLASS II BIKE LANES ON BOTH SIDES OF THE STREET WITHOUT TURN LANE
SCALE: 3/16"=1'-0"



OPTION (B) - ADD CLASS II BIKE LANES ON BOTH SIDES OF THE STREET + TURN LANE + MOVE CURB ON ONE SIDE
SCALE: 3/16"=1'-0"



OPTION (C) - WIDEN SIDEWALK
SCALE: 3/16"=1'-0"

PERALTA STREET

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
1st Technical Team Meeting

Meeting Date: January 7, 2011, 11:00 a.m. - 12:00 p.m.

Location: Broadway Conference Room - 250 Frank Ogawa Plaza, 4th Floor, Room 4304

Attendees: Jeff Chew, Sunny Nguyen, Hui Chang Li, Mohammad Barati, Joe Hu, Brian Carthan, Wladomir Wlassowsky, Si Lau, Jim Ryugo, Ade Oluwasogo, Linda Gates, Gail Donaldson, Jason Ling, Mark Bowman.

Purpose: To engage the technical committee in the process of developing an implementable streetscape master plan for Peralta Street and Martin Luther King, Jr. Way; to review the standards, and the technical review requirements of the City of Oakland; to coordinate on the process and the technical aspects of the streetscape master plan and construction documentation.

Meeting Notes:

Introductions: Attendees introduced themselves.

Project Overview: Consultants gave an overview of the project. Outcome is a community endorsed Master Plan for Streetscape Improvements which will be implemented over 10-20 years as funding may become available. Six priority areas are to be identified for pilot projects. From schematic design (35%) in late summer, it will be 8 months to completion of construction documents for the priority areas. Projected budget for these construction projects is $2-3 million.

Review Process: It may be useful to meet as a Technical Advisory Group as alternatives are developed. Key contacts for the Technical Advisory Group (or for City technical review) are Mohammed Barati (PWA, Engineering, Design and R.O.W.) and Wlad Wlassowsky (PWA, Transportation Services).

Other Planning Efforts: In March/April 2011, a one-year process will begin for a West Oakland Area Plan (Specific Plan) + EIR. Iris Starr is heading the efforts regarding having West Oakland designated as a Priority Development Area. Meeting will be scheduled with Consultants and Iris Starr, Jason Patton, and Bruce Williams regarding other planning efforts and grant opportunities. It looks likely that West Grand Avenue will be AC Transit's next BRT route. Must coordinate projects with AC Transit as early in the process as possible.

Project Approaches: Priority improvements may be developed as specific areas (locations) or as specific elements (e.g. unifying site furnishings) throughout the project areas. While there is a desire for strong identity statements/significant area improvements, consideration should also be given to "meat and potato" elements such as pedestrian countdown heads, sidewalk gap closures, or striped intersections. There are various City programs which might fund elements – e.g. signal modernization upgrades.

City Contacts for specific information:

- Alan Lau - I & I program (sewer replacement for Inflow & Infiltration)
- Jimmy Mach - pavement manager (5 year resurfacing plan)
- Marcel Uzegbu – sidewalk inventory and ADA transition plan (ramp replacement schedule)
- Jason Patton – Bicycle Master Plan
- Kevin Kashi – stormwater (also Mohammad)
- Joe Hu – streetlight guidelines manual (2010)
- Jim Ryugo – landscaping, street trees, Street Tree Plan for West Oakland

Specific comments on project:

- The project on MLK might include a road diet
- Bulb-outs should accommodate SU-30 truck turning template (Mohammad)
- Peralta is a designated truck route
- 25th Street Mini Park (at MLK) has been a crime magnet, and is now closed. Should meet with OPD on safety issues, especially on MLK.
- Street tree maintenance budget is slashed. Tree planting is very constrained due to heavy clay soils – sidewalks heave in short time. Expect $2-3,000 per tree to provide adequate soil to support root growth. Be realistic about adding landscaping – maintenance will be MINIMAL in foreseeable future.

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
Transportation Planning Meeting

Meeting Date: January 19, 2011, 10:00 a.m. – 11:30 p.m.

Location: Broadway Conference Room - 250 Frank Ogawa Plaza, 4th Floor, Room 4304

Attendees: Jeff Chew, Sunny Nguyen, Wladomir Wlassowsky, Joe Wang, Ferdinand Ciceron, Jason Patton, Iris Starr, Bruce Williams, Kimmy Chen, Gail Donaldson

Purpose: To ensure that proposed plans for streetscape improvements on Peralta Street and Martin Luther King, Jr. Way are in sync with the City's transportation and PDA planning efforts, adopted plans and current planning direction.

Meeting Notes:

Attendees introduced themselves.

Consultants gave an overview of the project: a community endorsed Master Plan for Streetscape Improvements to be implemented over time. Priority areas are to be identified for pilot projects to be constructed early 2012. Projected budget for these construction projects is $2-3 million.

Iris recorded planning documents that Consultant team has not yet gotten, and will try to provide them to Sunny.

AC Transit should be involved ASAP. Route 31 on Peralta is not a primary route, but Route 18 on MLK is an important route. Contact person is Corey Levine. Iris has been asking for quantification of time=money savings for AC busses – what is the dollar cost per minute of bus delay (cost to AC / cost to public). AC will be most concerned with:

- Reduction of travel lanes
- Short bulb-outs that do not accommodate bus stops
- Medians that could impede turning movements or cause bottlenecks
- Non-sync'd traffic signals

AC prefers far side bus stops, with ideal spacing of 800 – 1,000 feet. They would likely want to reduce frequency/consolidate bus stops.

Small project / specific element funding sources:

Jason suggested that we look for project elements that can stand alone (and build on one another) in the $50,000-200,000 range. There are funding sources for these smaller bread & butter projects, which would ultimately combine to make a much nicer pedestrian street. Types of projects could include sidewalk gap closures, ADA compliance, drainage, etc. Potential funding includes:

- *MT*C Lifeline Transportation Funding: crossing improvements, sidewalk widening for bus stop improvements, street re-striping, etc.
- Transportation Development Act Article 3 Funds: Approximately $300,000 per year, administered by Jason for pedestrian improvements
- Pedestrian CIP Projects: In the $50,000-100,000 range
- Bus Shelters: Clear Channel installs and maintains the City's bus stops for advertising purposes. They have their own standard shelter. There may be locations where Clear Chanel would like to have a shelter, but the sidewalk is too narrow – (their shelters are large – Denise Louie has shelter dimensions) – City funds might widen the sidewalk. Should check with Clear Channel as to whether they would want their shelter at any locations on our project streets (they declined to put any on 7th Street. The City cannot maintain bus shelters at this time.
- Street Resurfacing: 80% of the annual spending is designated for "optimal streets" and 20% is discretionary (could possibly be applied to our streets)
- Street Name Signage program (Citywide, to be completed over 10-20 years)
- Traffic signal upgrade program
- Curb ramp / ADA compliance
- Sewer I & I program
- Utility undergrounding funds
- Sidewalk repair program
- Bike Rack program

Contacts for specific information:

- Christine Calabrese – ADA planning / curb ramps
- Corey Levine – AC Transit. Coordination should be started ASAP. Sunny to contact.

- Denise Louie – has standard plans/dimensions for Clear Channel bus shelters
- Jimmy Mach – street resurfacing
- Wlad Wlassowsky – can get info on the sidewalk program, and the street name sign program
- Heather? – has EIR database – check planning website for Major Projects (for possible traffic counts)
- www.oaklandbikes.info – resources for bike master plan, also design guidelines & standards

Specific comments on project:

- Bike lanes on MLK – not a priority. An alternative approach is upgraded traffic signals with bike loops (Jason)
- Peralta is a Class II bike route from 7th Street to Emeryville. Traffic calming is important on Peralta. It should be easy to install a bikeway here, due to street width and lane configuration. Peralta is NOT and important connector for the regional system.
- Peralta @ 18th Street is an important bike/pedestrian node.
- Peralta as a truck route: 3 or 4 years ago there was a lengthy community process that designated the northern portion of Peralta as a truck route, rather than Mandela Parkway. Could consider switching back, but would have to involve the community in the decision process.
- West Grand will be an important connector. There is a plan for a pedestrian/ bike flyover to connect to the new Gateway Park and the Bay Bridge and Bay Trail.
- MLK Traffic Counts: Where a road diet is proposed, ALL signalized intersections should be counted. This is a CEQA threshold. If MLK is re-striped in our segment, it should be striped all the way to San Pablo Avenue for consistency. Same treatment may be appropriate north of 40th Street intersection. (These are out of our project area – north of 40th is Kathy Kleinbaum's project area. District 1 – Zack Wong)
- *Peralta Traffic Counts*: Jason receives complaints from bicyclists and pedestrians about vehicles speeding northbound from Mandela Parkway (soft right turn). Peralta @ 24th may be a good location.

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
Technical Team Meeting – MLK, Jr. Way

Meeting Date: January 25, 2011, 2:00 p.m. - 4:00 p.m.

Location: Broadway Conference Room - 250 Frank Ogawa Plaza, 4th Floor, Room 4304

Purpose: To continue technical coordination regarding potential streetscape improvements to Martin Luther King, Jr. Way. To review alternative concepts in order to identify potential benefits, constraints or issues. Identify areas where further coordination is needed. Identify ongoing City programs that could potentially support proposed improvements.

Attendees: Jeff Chew, Hui Chang Li, Mohammad Barati, Wladimir Wlassowsky, Ade Oluwasogo, Jaime Heredia, Mark Bowman, Jason Ling, Kimmy Chen, Gail Donaldson, David Gates

Meeting Notes:

Overview of MLK project, neighborhood concept and project goals.

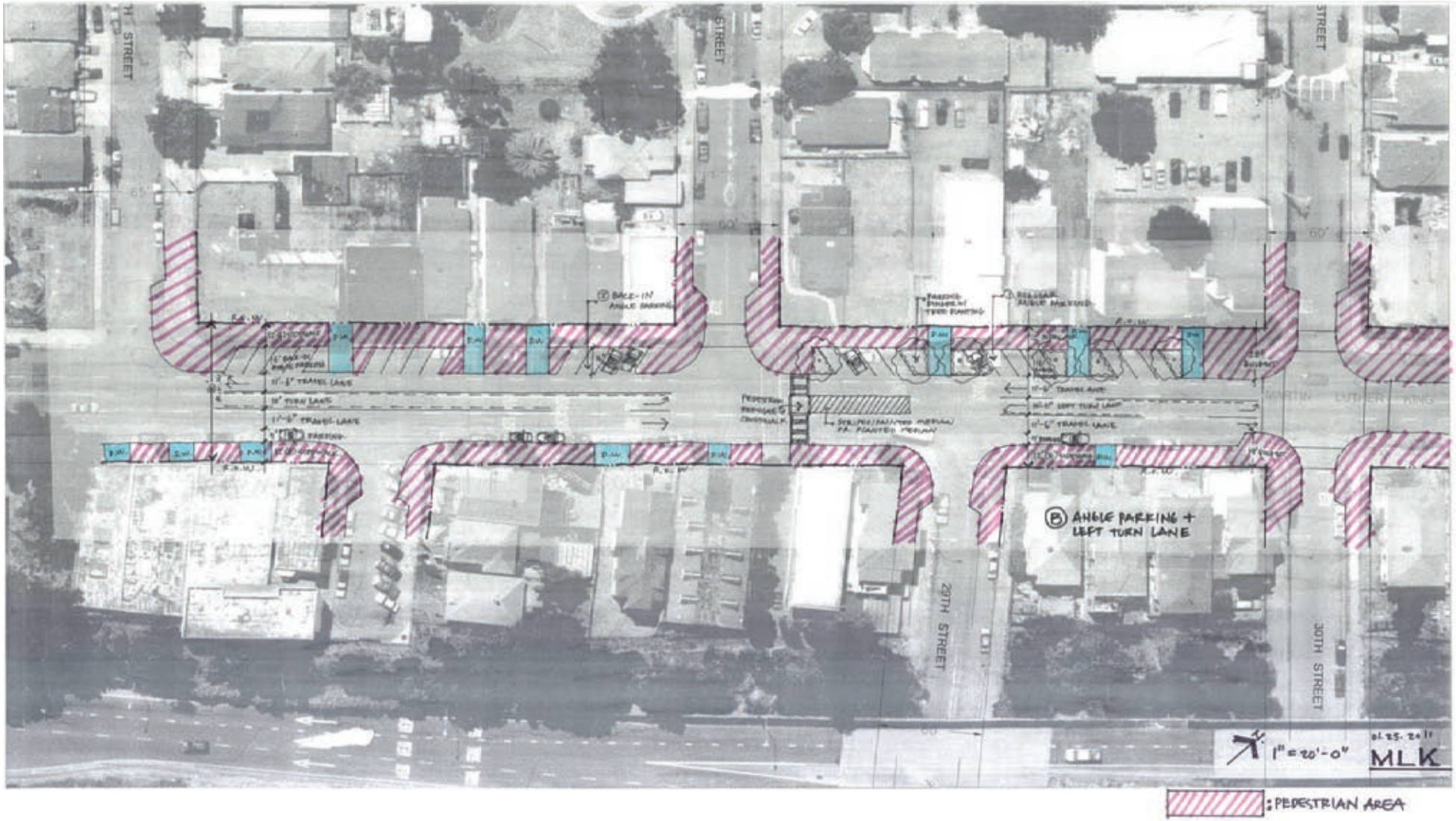
Overall concepts were supported – weighting pedestrian improvements to the "neighborhood" (west) side of the street. Ade noted that this is a pedestrian/transit oriented neighborhood, with destinations on MLK such as the Greyhound station and Social Security.

Alternatives review - specific comments

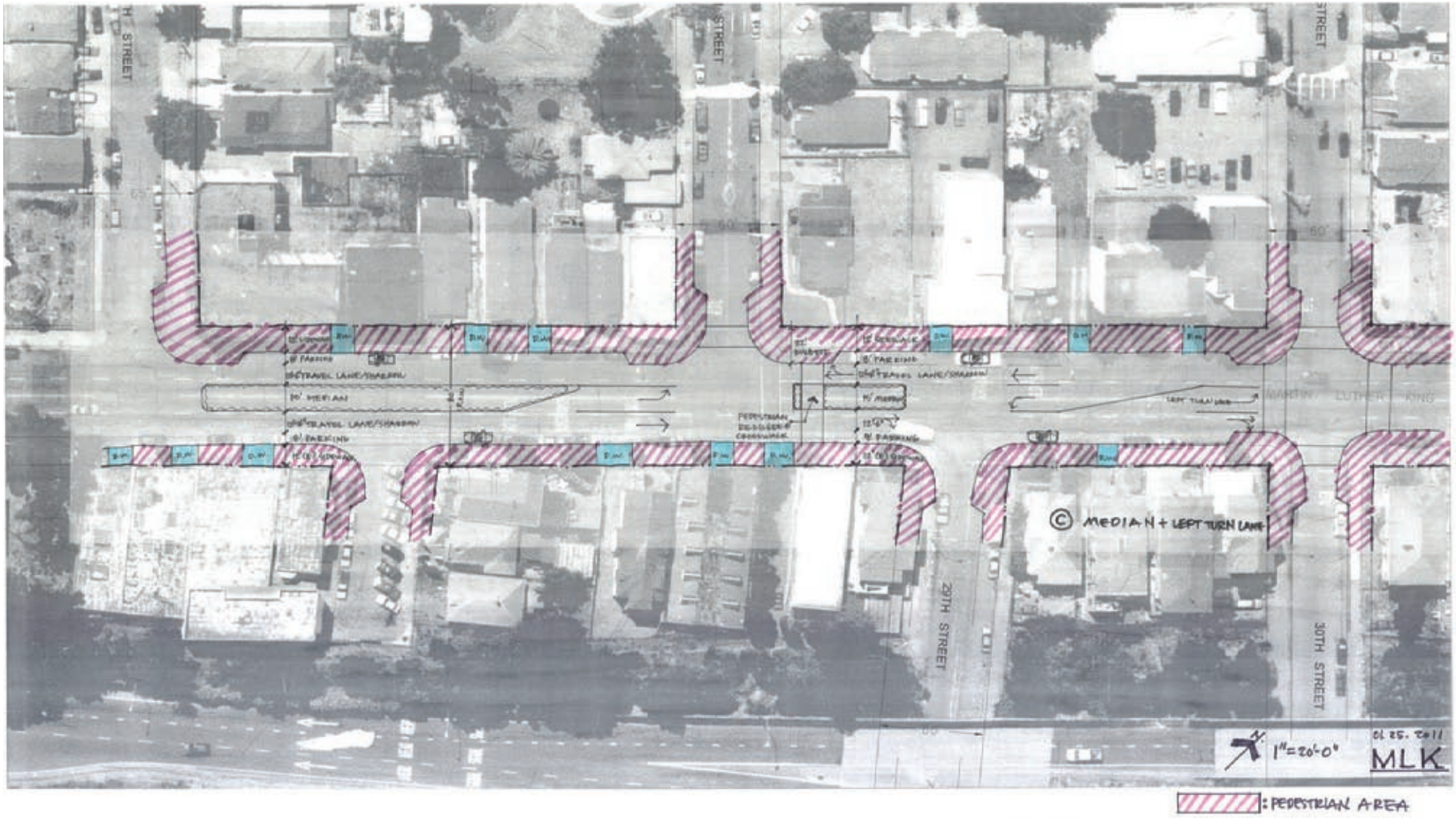
- *Pedestrian refuges* are encouraged.
- *Left turn lanes* are needed here.
- *Back-in angled parking* is being tried on E. 10th Street near the school administration building. Better for bikes, and actually easier/quicker than parallel parking (one movement compared to two).
- *Diagonal parking* needs a wider maneuvering lane (preferably 15') or an extra lane, for traffic flow. City has diagonal parking with wide lane at Lakeshore, Grand, Bancroft, and other locations. May be too many driveways here. Additional parking is not an issue in this area.
- *Pedestrian/bicycle safety*: PWA would like Dowling to include a basic safety study.
- *Speed humps / tables*: May be allowed on local streets, not on collector
- *Signals*: Ade says we need traffic data at all signal locations where lane reductions may occur. It may be necessary to include signal upgrades, or at least timing adjustments, for lane reductions.
- *Bike routes*: should accommodate bikes even though this is not a designated bike route. Optimal lane width for sharrows is 14'.
- *Bulb-outs*: Where curb reconfiguration is changed, drainage is likely an issue. An open channel between sidewalk and bulb-out may be considered a tripping hazard. Covered trench drains can be maintenance headaches – they get blocked. Road crown may cause drainage issues, or just grade conform issues. 20' radius is necessary for street sweeping.
- *Roundabouts*: City uses Federal Highway Guidelines for roundabout dimensions.
- *Special paving at crosswalks*: Street print in Chinatown has been holding up for 4-5 years. Special crossing treatments are ok, as long as they are easy to maintain. Stamped asphalt must consider ADA. Special paving only acceptable at signalized intersections – non-signalized locations must use "high visibility" markings such as ladder markings (for safety).
- *Rubberized sidewalks*: City has a pilot project study – some rubberized sidewalks have been in for 5 years. Mitigates pavement heaving by tree roots. Jaime Heredia can get us the pilot study.
- *Lighting / Banners*: City has policy for crosswalk lighting. Electrical Division (Joe Hu) would have guidelines for banners (height clearance 14'6") and City policies regarding LED streetlights and crosswalk lighting levels.
- *Curb ramps*: Type E ramp is the City standard. Preference is for directional ramps (over single ramps).
- *Truck turning radius*: Template used is SU-30 (e.g. garbage truck). Avoid encroachment into travel lane.
- Should talk with *maintenance* staff to see what they will agree to maintain – Jim Ryugo for landscape & trees, Dave Fergusson for street sweeping and other issues.
- *Materials*: choosing materials with long service life is important (e.g. in paving, street furniture, light poles, etc.)
- *Regulatory signs*: Must follow color protocol for signs - discussed possibilities of decorative or painted poles.

MLK Jr. Way ALT A - Bike Lane

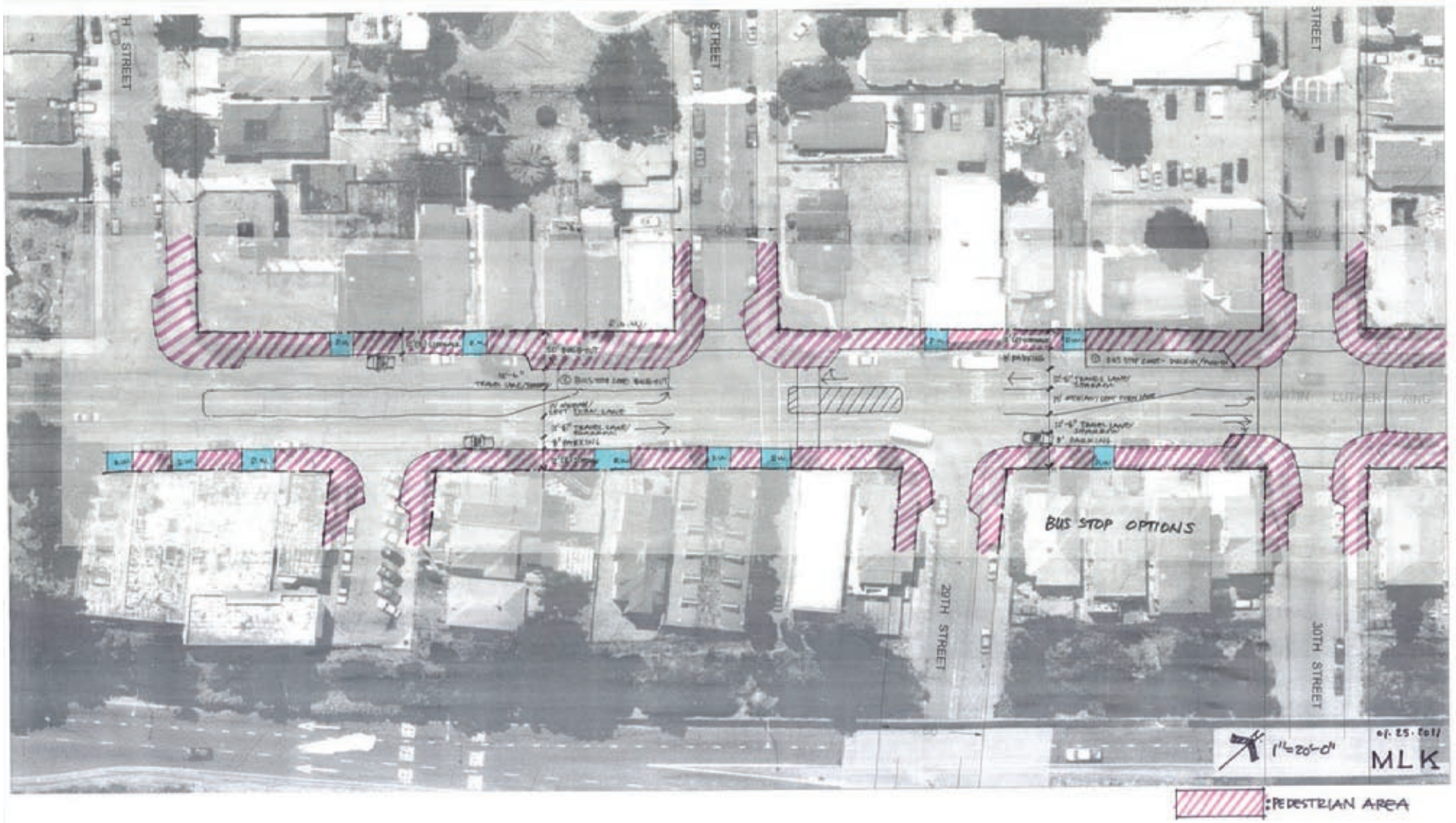
MLK Jr. Way ALT B - Angle Parking



MLK Jr. Way ALT C - Median



MLK Jr. Way ALT D - Bus Stop Options



CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
Technical Team Meeting – Peralta Street

Meeting Date: January 27, 2011, 1:00 p.m. - 3:00 p.m.

Location: Dunsmuir Conference Room - 250 Frank Ogawa Plaza, 5th Floor

Attendees: Jeff Chew, Sunny Nguyen, Mohammad Barati, Wladimir Wlassowsky, Ade Oluwasogo, Mark Bowman, Jason Ling, Kimmy Chen, Gail Donaldson, David Gates

Purpose: To continue technical coordination regarding potential streetscape improvements to Peralta Street. To review alternative concepts in order to identify potential benefits, constraints or issues. Identify areas where further coordination is needed. Identify ongoing City programs that could potentially support proposed improvements.

Meeting Notes:

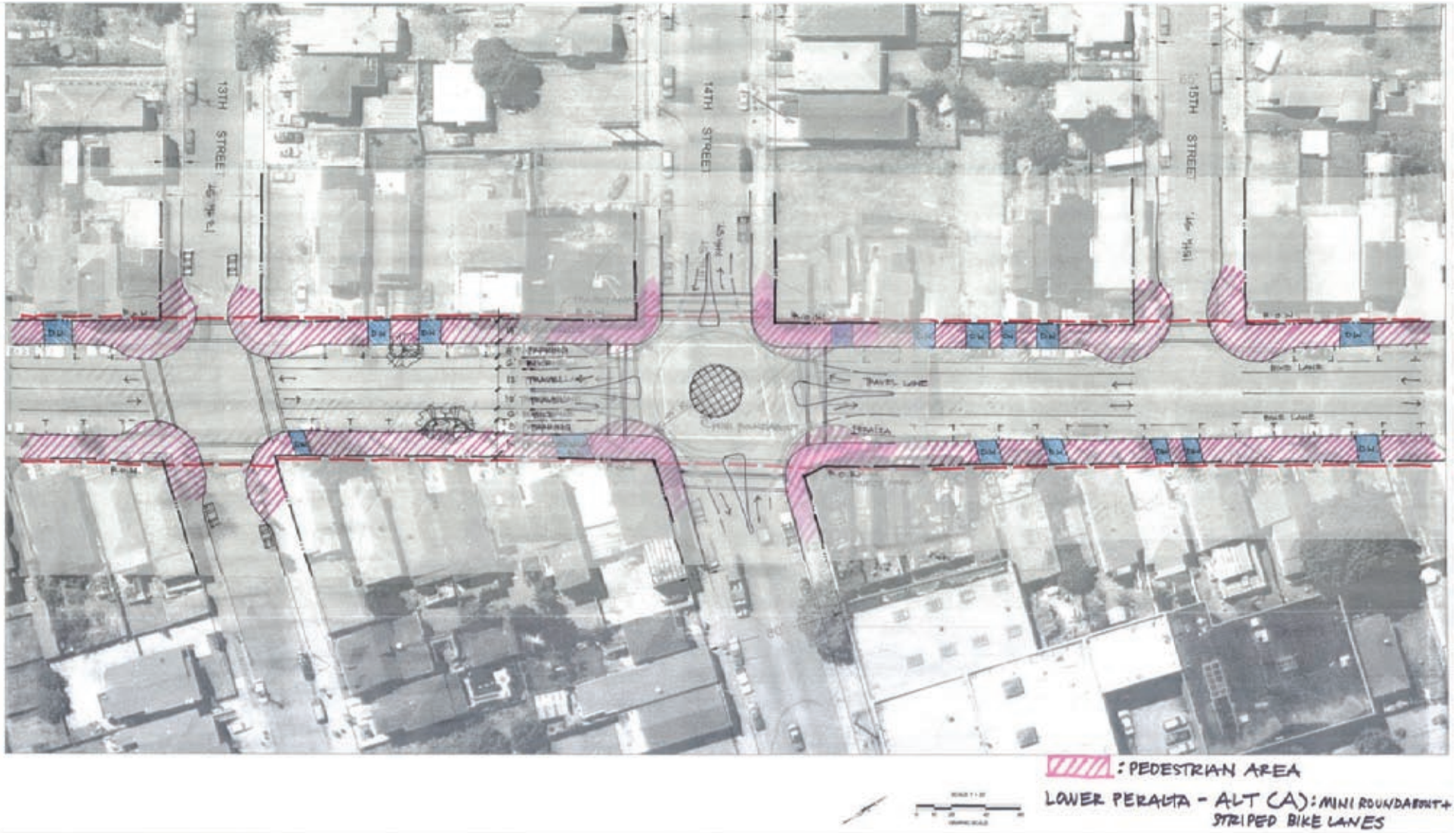
Overview of Peralta Street project and neighborhood concepts.

Alternatives review - specific comments

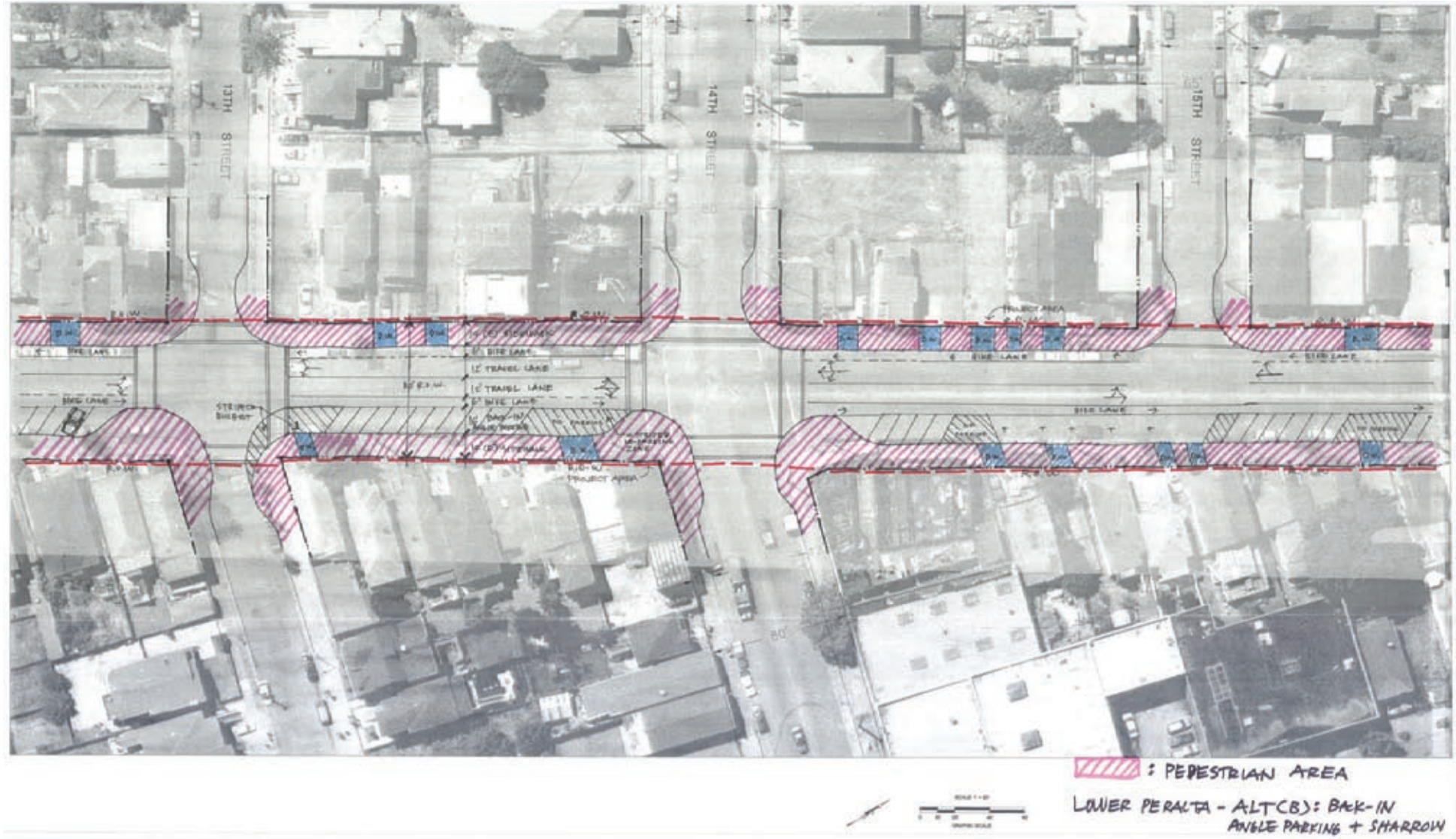
- *Back-in angled parking* – Wlad would like to see examples of other places where this is being done. It is being tried on E. 10th Street near the school administration building.
- *Charette* should list pros and cons of each option presented.
- *Mini-roundabouts*
  - *Traffic signal removal* – Mini-roundabouts are proposed in some cases to replace traffic signals. Removal of signals is a big liability issue. Need to follow a protocol for establishing the appropriateness of signal removal. Philadelphia has removed a lot of signals. A typical traffic signal costs $350,000, with $3,000 annual operating cost. On the issue of traffic signal removal, Mark Bowman will research:
    - Whether there is data showing whether roundabouts are safer than signals
    - Comparative costs for signal/roundabout
    - Protocol for signal removals

    Non-traditional solutions for currently signalized intersections may be ok, but there must be back-up data on the safety benefits of these solutions.
  - *Non*-signalized intersections – these are more acceptable. Creates potential for vertical elements, gateway statements.
  - Standard traffic circle – with planted area or other central feature, typically requires 90' radius – our R.O.W. is typically 80'. May be possible at some intersections with multiple legs.
  - Pros and *cons* - Need costs, added value in terms of safety and operations.
- Street closures (north end of Peralta) – Ade is ok with street closures, if there are no access requirements to properties. It simplifies the street pattern, reduces conflict points, and is cleaner. When a street is vacated, typically each adjacent property gets ½ (to the centerline) – IF they are willing to take (additional maintenance for them).
- Width minimums
  - Through lane – 10' if not bus route or truck route
  - Landscaped medians – 8' for maintenance safety
  - Pedestrian refuges – 6' minimum
  - Fire truck clearance – 26' minimum (e.g. between median and curb – consider mountable curbs)
- Diagonal parking on alternating sides of the street – meandering travel lane could be good traffic calming, and attractive. This is usually done on local streets, may be problematic with bus / truck route.
- Retrofit traffic signals – Consider retrofitting traffic signals / lights with more decorative poles. Example on Piedmont @ Linda Street.
- West Grand Avenue/Peralta/Mandela Parkway – Would be useful to have an interim study on traffic/safety at this location (5 year horizon), and a look at big picture ideas for future scenarios. Gates to send proposal.
- Traffic count locations – Mark will go ahead with the additional two locations (he has obtained recent traffic counts for MLK @ 40th and MLK @ W. MacArthur).

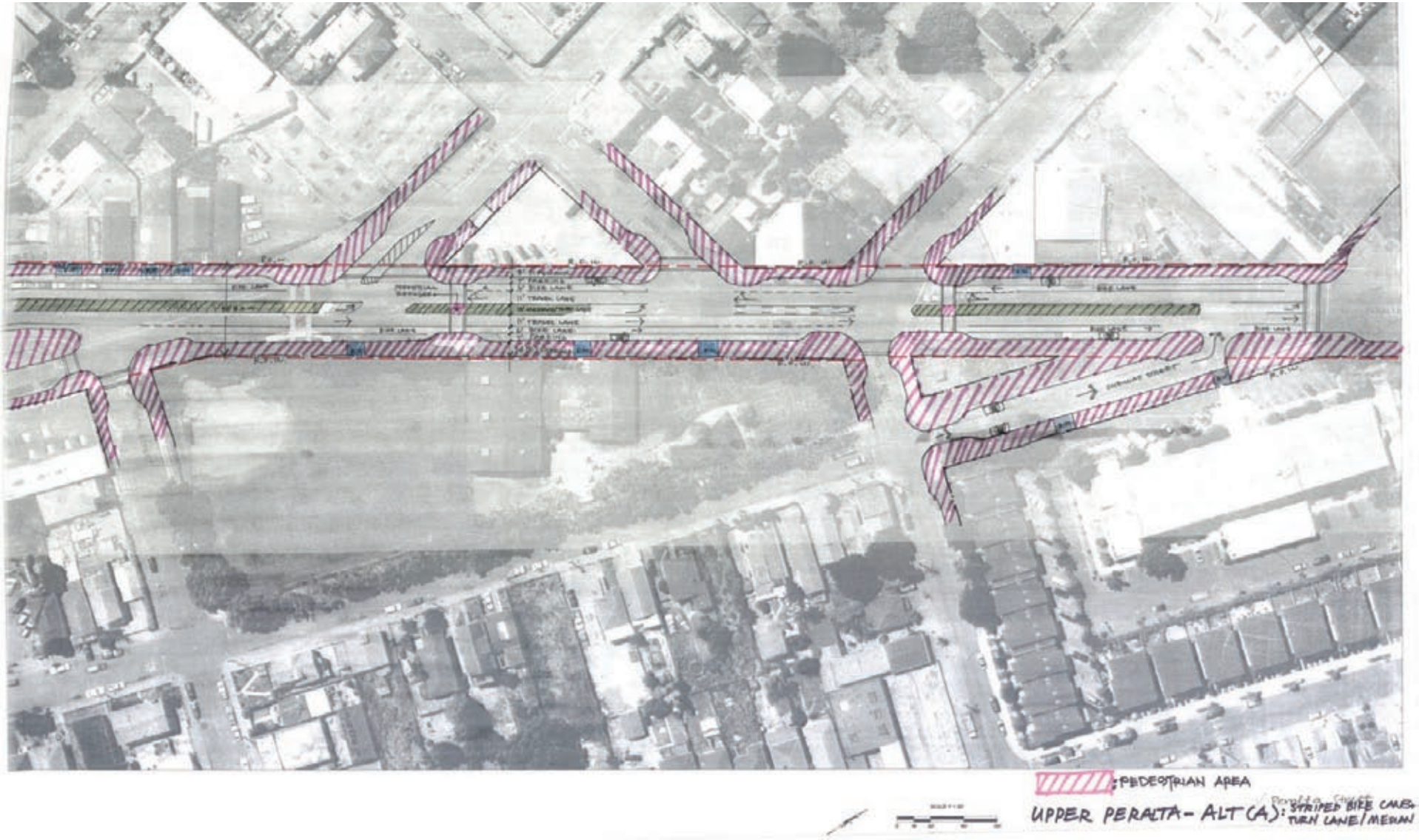
Lower Peralta ALT A - Mini Roundabout + Striped Bike Lanes



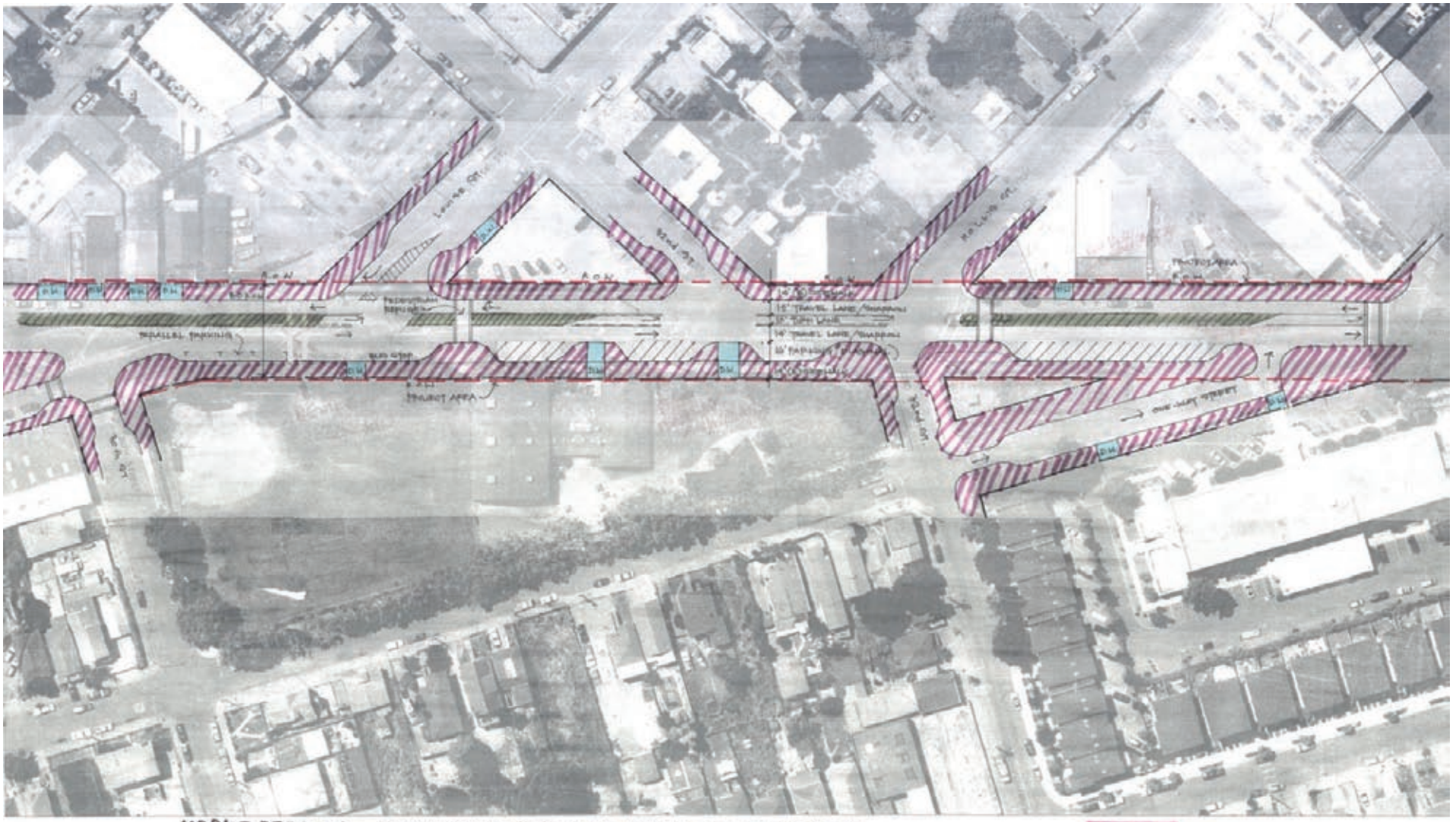
Lower Peralta ALT B - Back-In Angle Parking + Sharrow



Upper Peralta ALT A - Striped Bike Lanes + Turn Lane/Median



Upper Peralta ALT B - Angle Parking on Park Side (East) + Turn Lane + Sharrow - No Parking on West Side



CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
AC Transit Meeting

Meeting Date: February 3, 2011, 9:00 a.m. - 10:00 a.m.

Location: Westminster Conference Room - 250 Frank Ogawa Plaza, 4th Floor (Suite 4344)

Attendees: Jeff Chew, Sunny Nguyen, Gail Donaldson, Mark Bowman, Wladimir Wlassowsky, Cory LaVigne, Sean Diest Lorgion, Ajay Martin

Purpose: Preliminary coordination with AC Transit regarding potential streetscape improvement plan alternatives on Peralta Street and Martin Luther King, Jr. Way.

Meeting Notes:

Introductions were made, then an overview of the Peralta-MLK Master Plan project.

Initial comments

- Goal is to provide the best "complete streets" including transit service. Improve livability by providing for pedestrians, bikes AND transit.
- AC generally has reservations about "road diets". Slowing of transit service = additional expense, as well as less satisfactory transit service.

MLK alternatives - comments

- If goal is to densify over time, need to be very aware of implications of road diet or other changes that impede traffic movement. Keep future conditions in mind.
- #18 Bus Route is a heavily used trunk line – important route. This neighborhood has very high transit use. Many car-free households in West Oakland.
- *Alternative without turn lanes* – This alternative will back traffic up to unacceptable levels. Bike lanes are not called for in the Bicycle Master Plan.
- *Alternative with 15' median* – Could reduce width of median, add to travel lanes or sidewalk. If travel lane is oversized at bus bulb-out (20' width), then cars can get around a bus which is stopped.

Peralta alternatives - comments

- # 31 Bus Route is well used. Not a trunk route like the #18, but important to community. Generally runs 30' busses, although 40' busses are sometimes used, and may be appropriate in future.
- *Mini-roundabouts* – need AC traffic engineers to review. Not a lot of local examples, but it seems that with the likelihood of busses driving over them, they could easily be damaged or look beat-up within a short time. Need to look more closely at design and materials to ensure that they would hold up to bus travel. There are examples elsewhere that seem to stand up to long-term use. There is a roundabout in Maxwell Park at Kingsland & Walnut (Note: it is a curbed, cobble roundabout).
- *Replacing traffic signal with roundabout* –AC might actually prefer the roundabout – signals slow them down more
- *Diagonal parking on alternating sides of the street* –although AC does not prefer diagonal parking, the idea of shifting lanes does not seem to be a problem on Peralta, as long as it isn't extreme or confusing.

General comments re: Transit

- It appears to be desirable to consolidate stops, especially along MLK. Ideal stop spacing is 1,000' – range of stop spacing should be generally between 800' and 1,300'. (Currently on MLK and portions of Peralta, stops are 400'-600' apart.)
- AC prefers bus bulb-outs, rather than duck-ins. If there is sufficient clearance (20') for a car to get around a stopped bus, then bulb-outs can work well.
- Bulb-out template has been refined since "Designing with Transit" – Sean will send update. Should accommodate both 30' and 40' busses.
- If stops are to be relocated/consolidated, best to do it corridor wide rather than piecemeal. Stop relocation, especially piecemeal, often causes "turf wars" among neighbors, merchants, AC, etc.
- Preference for stops is on far side of intersection. Configure bulb-outs to avoid bus having to "cut in" to get to a bus stop (Do not place pedestrian bulb-out on far side in front of bus stop).
- If bus stops are consolidated, preference is to put them at controlled intersections.
- Lane widths – 12' is an ideal lane width for bus routes. 20' needed to get cars around a stopped bus.
- Parking configurations preferred by AC – parallel parking is 1st choice, if diagonal is desired, they prefer back-in reverse angle – avoids backing out into a bus.
- Concrete bus pads cost more as initial investments, but preserve street surface and save money in long run. More important on MLK, which is a trunk line, than on Peralta, which gets lighter use.
- Pedestrian refuges are desirable.

Next steps

- AC traffic engineer to comment on concepts, especially mini-roundabouts.
- AC to get us bus stop template (for current clearance requirements, etc.)
- As streetscape alternatives and stop locations are refined, send to AC to review. Need to be sure bus stops are clearly marked on proposed alternatives.

MLK/PERALTA STREETSCAPE, WEST OAKLAND
AC Transit Comments (February 3, 2011)

Gail

AC Transit appreciates the opportunity to comment on the preliminary concepts for the MLK and Peralta Streetscape Projects. In addition to our comments at the meeting, please review our comments below.

General Comments

AC Transit prefers to operate within 12' travel lanes. We will however operate on lanes as narrow as 11'.

Bus stops located outside of the travel lane should generally be placed on the far side of the intersection providing better visibility, unless there are compelling reasons to do otherwise.

While pedestrian bulbs do improve the visibility of pedestrians crossing the street, they also interfere with bus operations. Buses have difficulty pulling around pedestrian bulbs. Our preference is to create a bus bulb instead of a pedestrian bulb as long as additional visibility issues are not created. The distinction is that a bus bulb is long enough—at least 40 feet-for a bus to stop alongside. A bus cannot safely stop alongside a pedestrian bulb, because one or more doors would exit onto the street, a safety and ADA violation. If a bus bulb can not be accommodated, the ped bulb should be removed.

AC Transit prefers bus bulbs as long as they do not create a visibility issue. Visibility of passengers walking from behind the bus is critical with a far side stop. The advantages of a bus bulb are that the bus does not need to pull out of the travel lane. They also can reduce the number of parking spaces needs for a bus stop. A curbside stop without a bulb will typically require more space than with the bulb due to the additional space needed to pull out of the bus stop.

SHEET MLK: "B" Angle Parking & Left Turn Lane

AC Transit does not object to the idea of a road diet along Martin Luther King Jr. Way as long as left turn movements are accommodated sufficiently (turning pockets, two way left turn lane). Left turning vehicles within a single lane can cause delays to our buses.

As stated above, AC Transit prefers to operate within 12' travel lanes. We will still, however, operate on lanes that are 11' 6".

AC Transit would prefer that there was no parking adjacent to our bus stops. When parking is allowed, we've generally stated that parallel parking was preferred over normal angled parking due to increased visibility while pulling out of bus stops. Back-In angled parking does improve upon parallel parking in that it reduces delays caused by cars parallel parking. It also may improve visibility on some circumstances over parallel parking. While normal angled parking does not work in front of bus stops, back-in angled parking could work if placed properly.

We did notice that the lane adjacent to the angled parking was only 11'6" wide. This is a significantly narrower lane than what would typically be designed in this situation.

Dedicated left turn pockets can be used over two way center turn lanes adjacent to a single lane and parking lane if they are long enough to accommodate the expected volume of turning movements.

Bus stops located outside of the travel lane should generally be placed on the far side of the intersection providing better visibility.

SHEET: MLK- "C" Median & Left Turn Lane

AC Transit does not object to the idea of a road diet along Martin Luther King Jr. Way as long as left turn movements are accommodated sufficiently (turning pockets, two way left turn lane). Left turning vehicles within a single lane can cause delays to our buses.

Sharrows are designed to highlight a route as a bicycle travel corridor. AC Transit does not believe this is necessary or appropriate on MLK, since West Street (immediately parallel to MLK) has a bike lane.

The hard-scaped median proposed on this sheet does reduce the size of the turning pockets. If the queue of cars exceeds the turn pocket, our buses could be delayed. That said, the hard-scaped median could prohibit left turns from the side streets that could potentially cause conflicts with our buses as well are provide a safer situation for our riders when crossing the crosswalk.

SHEET: MLK- Bus Stop Options

AC Transit prefers bus bulbs as long as they do not create a visibility issue. Visibility of passengers walking from behind the bus is critical with a far side stop. The advantages of a bus bulb are that the bus does not need to pull out of the travel lane.

They also can reduce the number of parking spaces needs for a bus stop. A curbside stop without a bulb will typically require more space than with the bulb due to the additional space needed to pull out of the bus stop.

AC Transit does not recommend the use of a "duck-in" While the proposed "duck-in" provides many elements of a standard curbside bus stop (pulling out of the lane may improve visibility in some circumstances; reducing the potential for rear end collisions; the additional delay of having to pull back into traffic) it creates an additional problem for our operations by forcing the bus to pull around a ped bulb. In addition, a duck-in may create a larger loss of on –street parking.

SHEET: Lower Peralta – Alt (A): Mini Roundabout & Striped bike lanes

AC Transit does not consider a traversable round-a-bout a treatment that can work for areas that we have service. The repetitive weaving maneuver is not comfortable for our passengers. The maneuver is also more difficult for larger vehicles i.e. buses, and seems likely to cause damage to the buses

The proposal to create a "traversable" round-a-bout has issues operationally. The vertical deflection/un-even deflection tends to throw drivers out of controls. Some disabled people contend that vertical deflection can cause them further injury. They also would create delays for buses as they are designed to make vehicles operate slower around them.

Passengers who cross along the side streets, which are typically stop controlled, would lose this protection. This loss of a stop control may also affect bicyclists.

All pedestrian bulbs located on the far side of an intersection with a round-a-bout adjacent to a bus stop should be removed because it does not allow an adequate radius for the bus to maneuver around the roundabout

While pedestrian bulbs do improve the visibility of pedestrians crossing the street, they also interfere with bus operations. Buses have difficulty pulling around pedestrian bulbs. Our preference is to create a bus bulb instead of a pedestrian bulb as long as additional visibility issues are not created. The distinction is that a bus bulb is long enough—at least 40 feet-for a bus to stop alongside. A bus cannot safely stop alongside a pedestrian bulb, because one or more doors would exit onto the street, a safety and ADA violation. If a bus bulb can not be accommodated, the ped bulb should be removed.

As stated before, the bus bulb may reduce the on street parking impacts and provides the operational benefit of keeping the bus in the lane of traffic. The bus, however, will then briefly block the lane of traffic/bike lane. The typical boarding alighting time at a bus stop is 5-15 seconds.

At an uncontrolled intersection with a single travel lane and no turning pocket, as presented on this sheet, a near side bus bulb is an option. In order to eliminate any visibility issues by stopping on the near side, the bus bulb needs to be wide enough that the bus blocks the entire lane, not allowing vehicles to pass.

Sheet: Lower Peralta- Alt "B" Back-In Angled Parking & Sharrow

We don't recommend using striped bulb-outs. Pedestrians may cross at these locations without due caution.

Some angled parking spaces shown on this sheet seem to be too close to the intersection. Pulling into and out of parking spaces should not interfere with pedestrians crossing the intersection.

In the scenario presented on this sheet, a stop could appropriately be placed 1) on the near side, in the travel lane, 2) far side with a partial bulb with the bus pulled forward to provide better visibility or 3) on the far side without a bulb.

Sheet – Upper Peralta – Alt "A" Striped Bike Lanes & Turn Lane/Median

As stated above, AC Transit prefers to operate within 12' travel lanes. We will still, however, operate on lanes that are 11'.

Properly placed bike lanes should be encouraged along Peralta Street in order to reduce conflicts between bikes and buses.

Sheet: Upper Peralta – Alt "B" Angle Parking On Park-Side (East) & Turn Lane & Sharrow- No Parking on West Side

We do not recommend a plan that mixes angled parking and parallel parking on the same block-face, as it is likely to confuse drivers and potentially lead to unsafe maneuvers

We also prefer to have bike lanes as shown in previous sheet "***Upper Peralta – Alt "A" Striped Bike Lanes & Turn Lane/Median".***

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
2nd Core Committee Meeting – MLK

Meeting Date: Tuesday, March 22, 4:00 – 5:30 p.m.

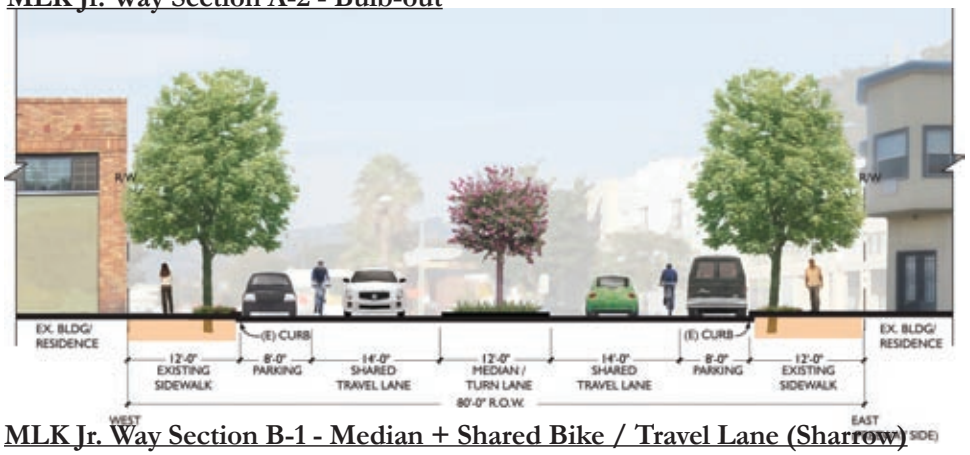
Location: Redevelopment Office, 250 Frank Ogawa, 5th Floor, Oakland: Dunsmuir Conference Room

Purpose: To preview and discuss MLK Charette process, concepts and sample materials.

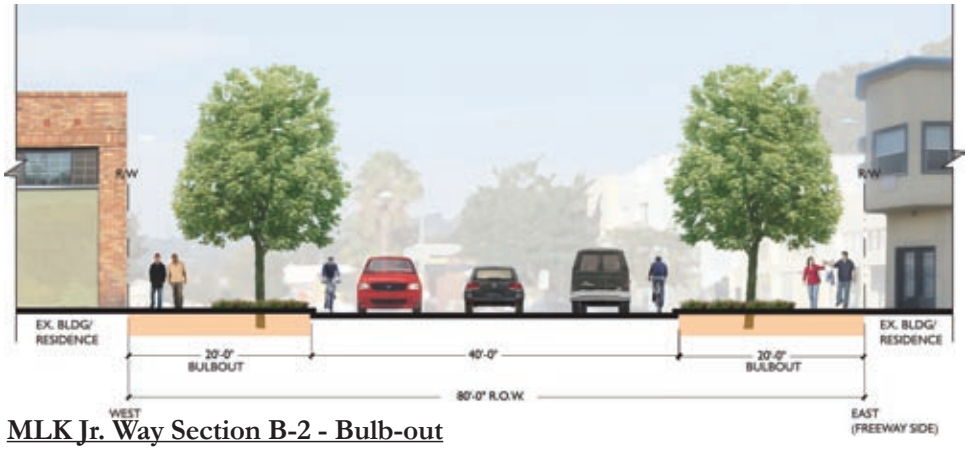
Agenda:

1. Charette Format
   - Possible street layouts
   - Preferred character elements
   - Criteria for Success
2. Logistics
   - Roles and materials
   - Outreach / publicity: who should be invited

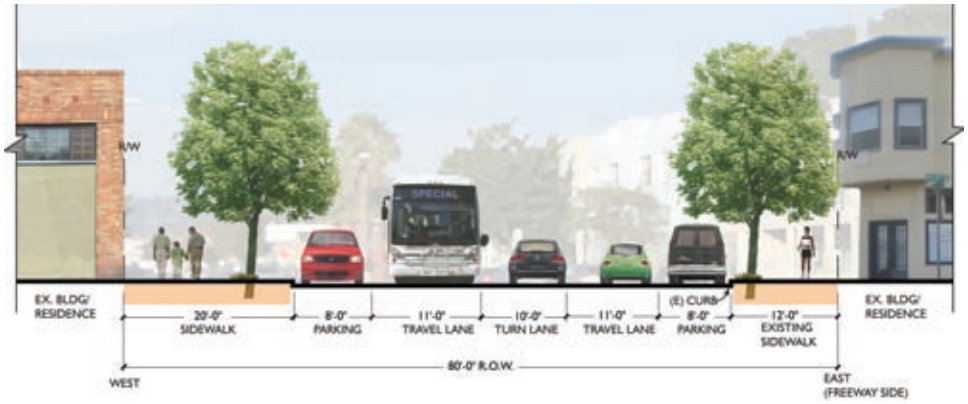
MLK Jr. Way Section A-2 - Bulb-out



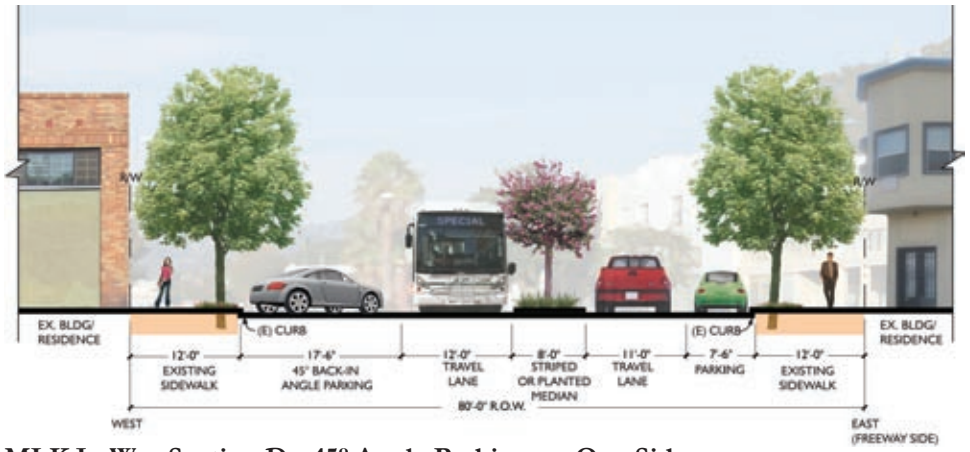
MLK Jr. Way Section B-1 - Median + Shared Bike / Travel Lane (Sharrow)



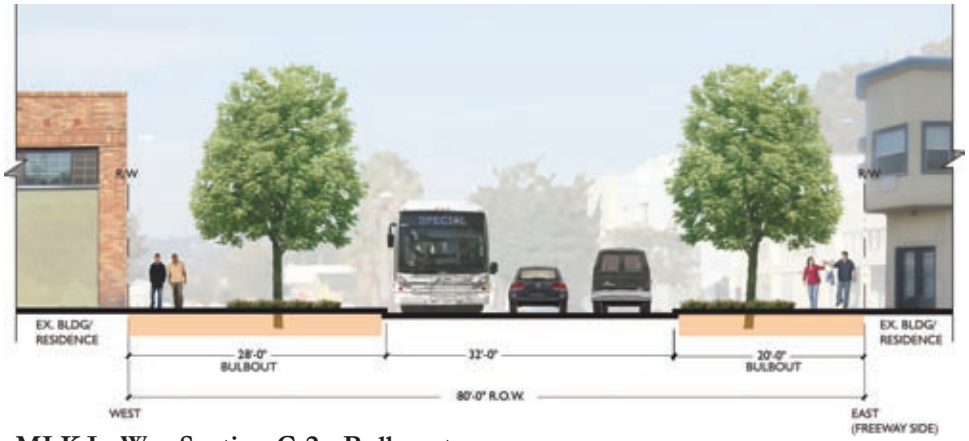
MLK Jr. Way Section B-2 - Bulb-out



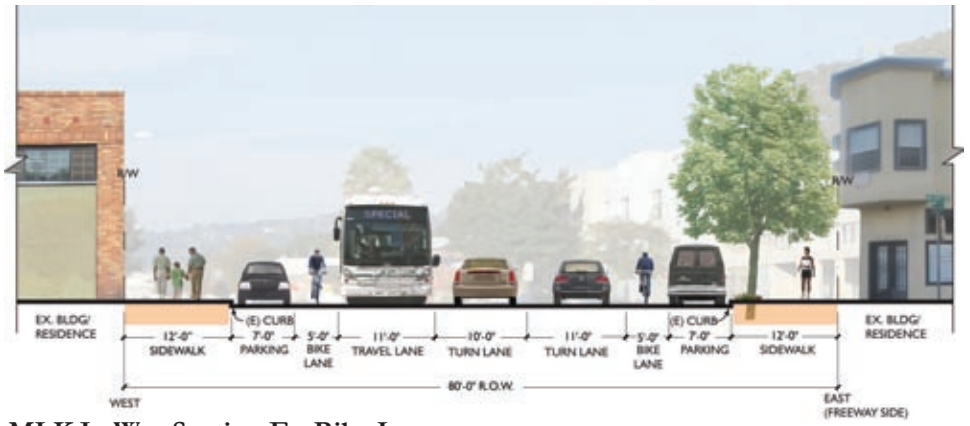
MLK Jr. Way Section C-1 - Widen Sidewalk on One Side



MLK Jr. Way Section D - 45º Angle Parking on One Side

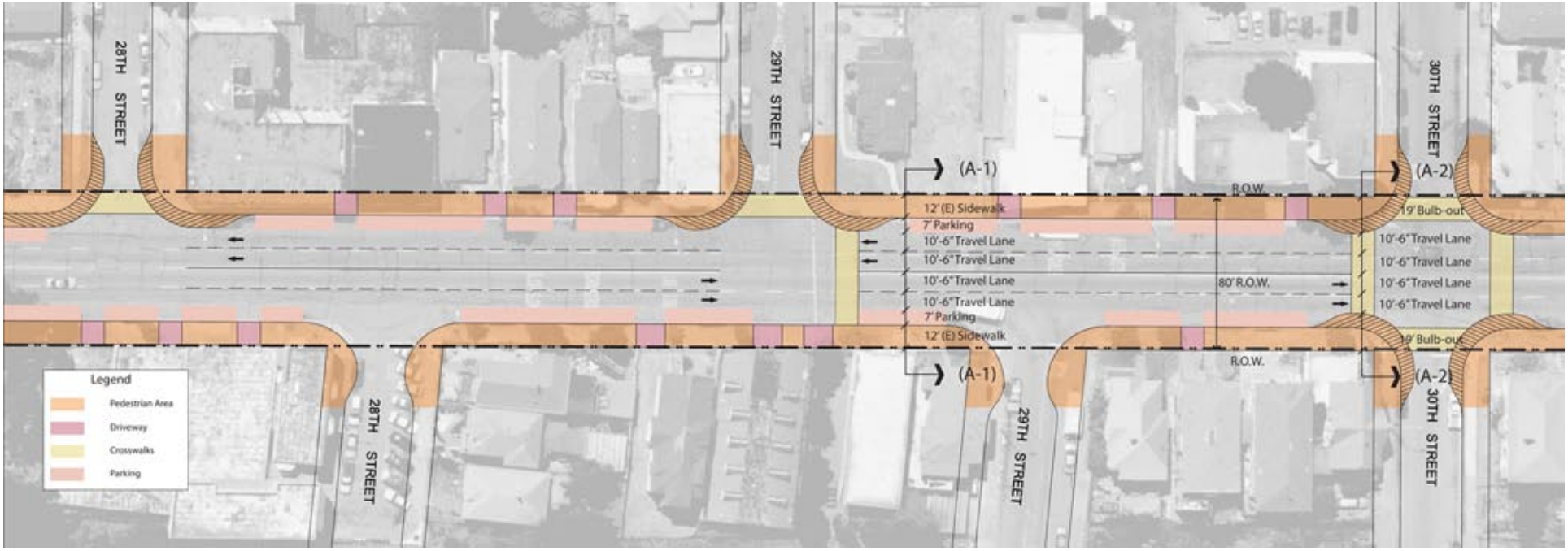


MLK Jr. Way Section C-2 - Bulb-out

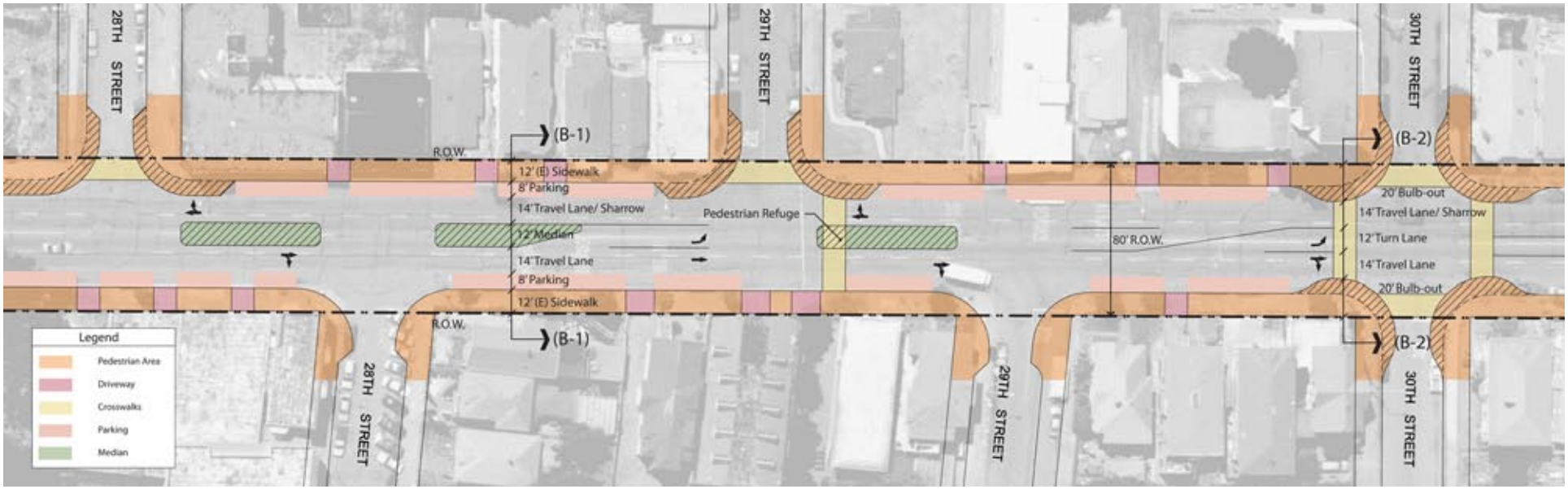


MLK Jr. Way Section E - Bike Lanes

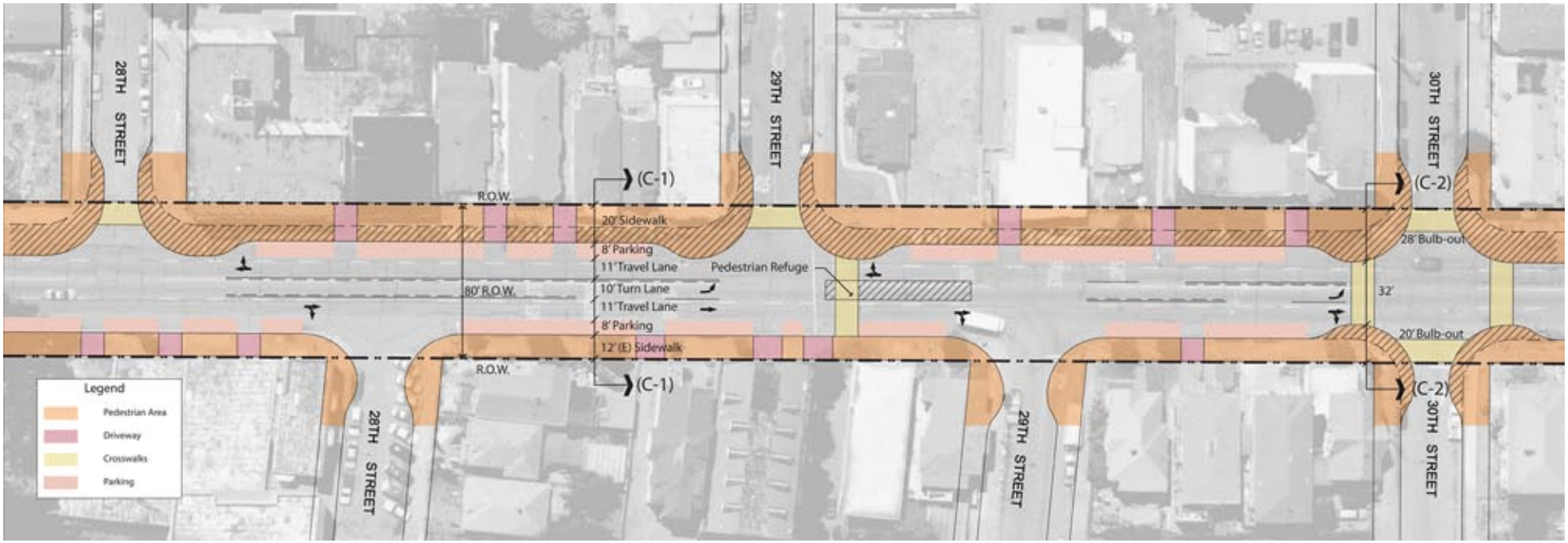
MLK Jr. Way Option A - Existing Condition + Bulb-out



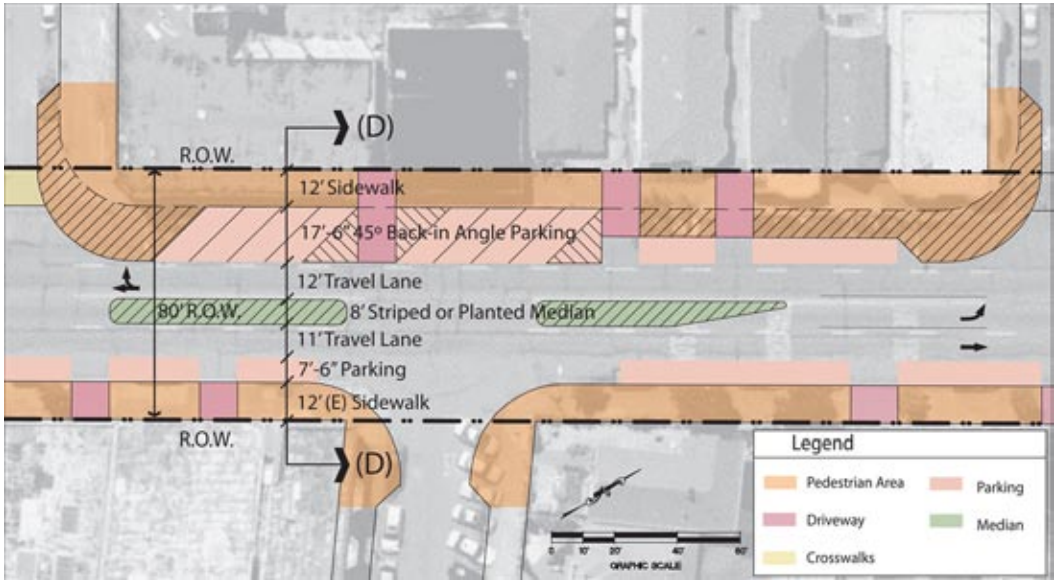
MLK Jr. Way Option B - Median + Shared Bike/ Travel Lane (Sharrow)



MLK Jr. Way Option C - Widen Sidewalk on One Side



MLK Jr. Way Option D - 45º Angle Parking on One Side



PowerPoint Presentation MLK Jr. Way - WOPAC Meeting - April 6 2011

Streetscape Improvement Project

Oakland, California

Project Location

Oakland, California

Project Team

Consultants:

- *Gates + Associates* – Landscape Architects, Urban Designers
- *Dowling & Associates, Inc.* – Traffic Engineers
- *Urban Design Consulting Engineers* – Civil Engineers
- *Zeiger Engineers* – Electrical Engineers

City Staff:

- Sunny Nguyen, Project Manager, CEDA
- Jeff Chew, West Oakland Area Manager, CEDA

Core Advisory Group:

- Ray Kidd
- Bill Vidor
- Madeline Wells
- Ellen Wyrick-Parkinson

Oakland, California

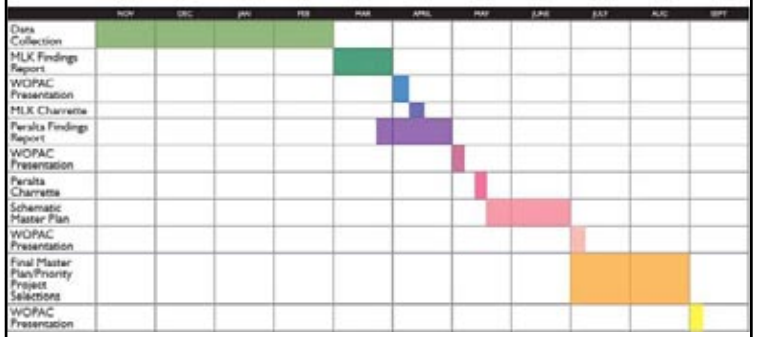
Technical Advisory Team

TAC (Technical Advisory Committee)

- PWA Engineering Design
- PWA Transportation Services
- PWA Electrical Division
- PWA Maintenance Division
- PWA Park and Building Maintenance (Landscaping)
- AC Transit Planning & Operations

Oakland, California

Project Schedule



Oakland, California

Urban Fabric Context

Oakland, California

Existing Conditions

Oakland, California

Existing Conditions

- Sidewalk Condition
- Driveways
- Lighting
- Street Trees
- Utilities & Drainage

Oakland, California

Pedestrian Safety

- Safe Street Crossings

Oakland, California

Pedestrian Safety

- Bulb-outs shorten crossing distance
- Traffic analysis looked at locations
  - Best promote pedestrian safety
  - Opportunities for pedestrian refuges
- Verify turning movements
- Look at possible parking loss

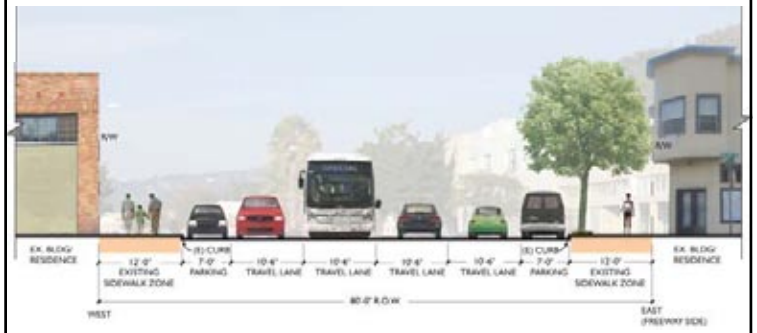
Oakland, California

Transit

- Well-used bus line (Route 18)
- Consolidating stops improves service time

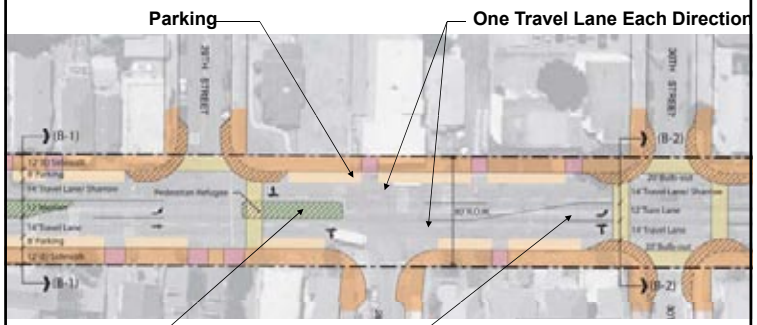
Oakland, California

Excess Capacity



Oakland, California

Road Diet



Oakland, California

Capacity Opportunities

Widened Sidewalk

Bike Lanes

Diagonal Parking

Oakland, California

Martin Luther King Jr. Way

Streetscape Workshop

April 16th

Inviting Participation

1. Invited Council Members Nadel, Brunner and Kaplan
2. Mailed invitation to property owners along MLK
3. Emailed invitation neighborhood contacts and groups
4. Flyers distributed
5. Announced on City Website

Oakland, California

Workshop

Focus on the Public Realm

PROJECT OBJECTIVES

PREFERRED STREET CONFIGURATION

DESIRED CHARACTER & AMENITIES

Oakland, California

1. Project Objectives

- Definition of success
- Priorities
- Primary concerns

Oakland, California

2. Street Configuration

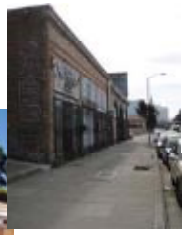
- Transit
- Pedestrian Crossings
- Road Diet

Oakland, California

3. Desired Character

Modern

Historic Neighborhood



Cultural Heritage

Oakland, California

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
3rd Core Committee Meeting

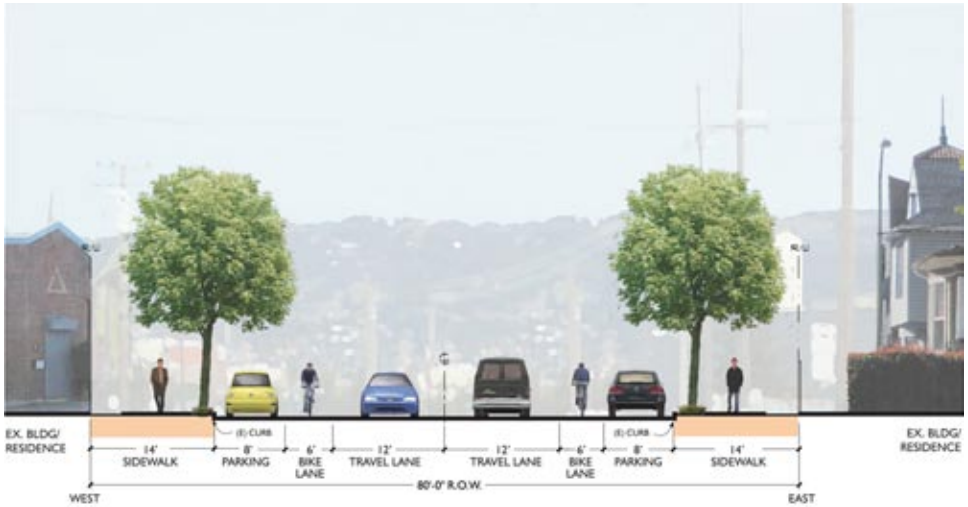
Meeting Date: April 26, 2011, 4:00 p.m. to 5:30 p.m.

Location: Dunsmuir Conference Room, CEDA Office, Oakland

Attendees: Ellen Wyrick-Parkinson, Ray Kidd, Madeline Wells, Bill Vidor, Sunny Nguyen, Gail Donaldson, Mark Bowman

Meeting Notes:

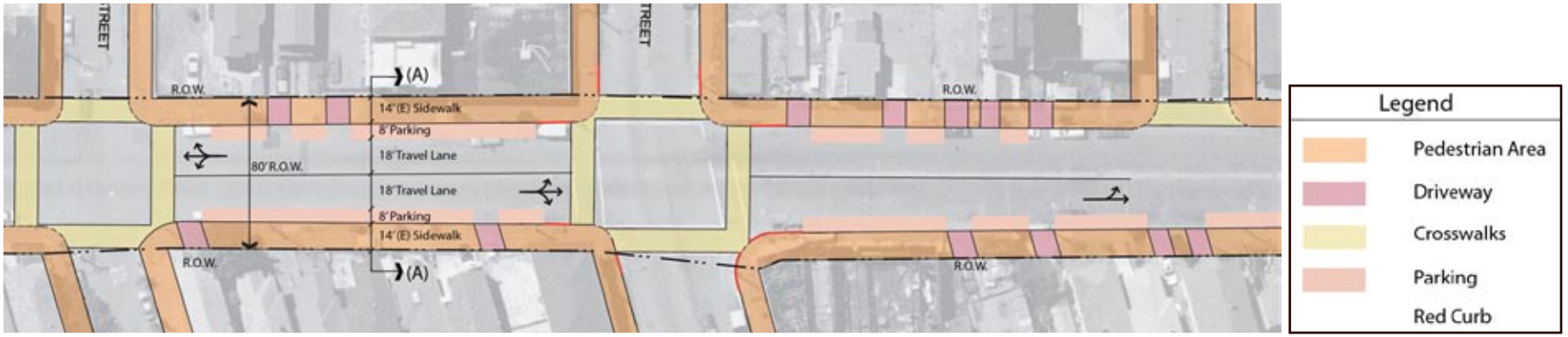
1. Peralta Charette planning
   - Workshop format: lessons learned from MLK Charette
     - Re-order discussion – talking about the relocation of AC Transit stops took up too much time at the beginning of the table exercised.
     - Change the Goals sheet to show rankings 1-5
   - Opportunities and Constraints
     - Find out about any existing housing plans and proposed street closures
   - Possible street layouts
     - Bike lanes – find out whether we even have the option to remove them (they are in the Citywide Bicycle Master Plan)
     - Possible diagonal parking with meander (north end at parks – need to verify lane width requirements) - should give workshop participants a choice besides bike lanes
     - Possible roundabouts
     - Intersection reconfigurations (@ 17th, 24th, 30th , 32nd, Louise, and 34th)
2. MLK Charette Summary
   - Reviewed and confirmed consensus items shown in handouts (goals, priorities and table exercises)
   - Reviewed 2 road configuration options, and the Committee voted (3-1) for Option 2 – adding bike lanes along the entire MLK corridor.
   - Other Ideas from Breakout Table Discussions were discussed, and the Committee confirmed:
     - Reduce left turn pockets where possible, to add median areas
     - Create gateway at 40th Street
     - Additional crosswalks at all intersections (work with TAC)
     - Add bulb-outs, crosswalks and green around parks
     - Bulb-outs at Sycamore, 25th, 32nd and 34th
     - Roundabout or other gateway statement – work with TAC
     - Add trash cans. Make merchants responsible for litter disposal & pickup
     - Add crosswalks at 36th street
     - Coordinate bus stops with schools, churches
     - Minimize walking distance for seniors and disabled
     - Upgrade character of bus stops
   - The committee noted the following ideas as positive, but out of the project scope
     - Add diagonal parking on stub streets
     - Convert 29th and 30th to one-way couplet with diagonal parking
     - Extend limit of work under freeway



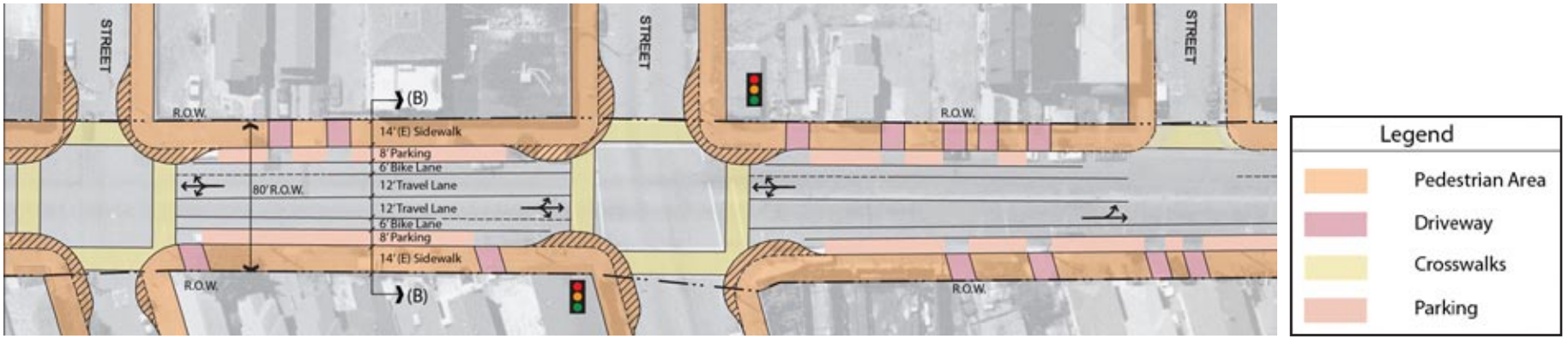
Peralta Street - Bike Lanes

Peralta Street - Existing Street Elevation - 2 Travel Lanes

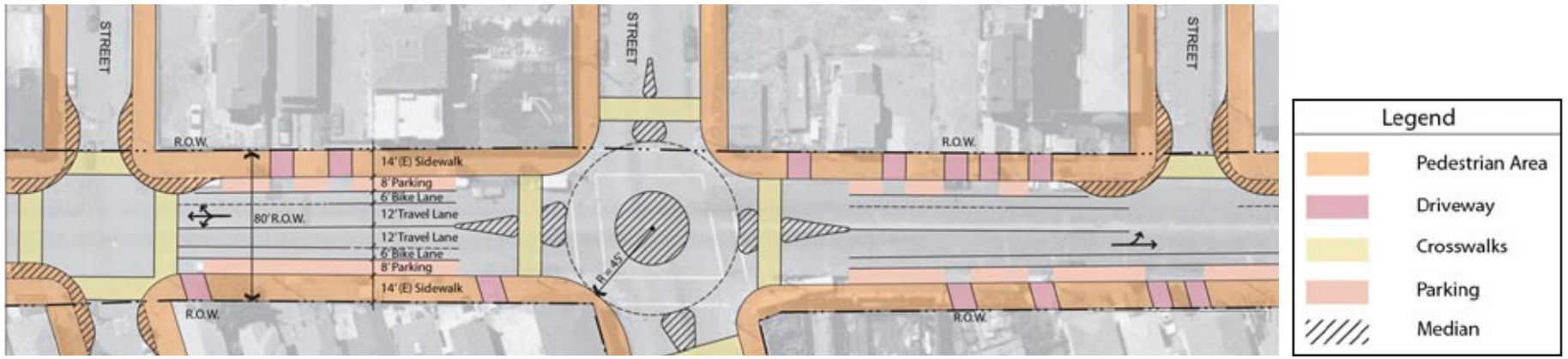
Lower Peralta Option A - Existing Condition

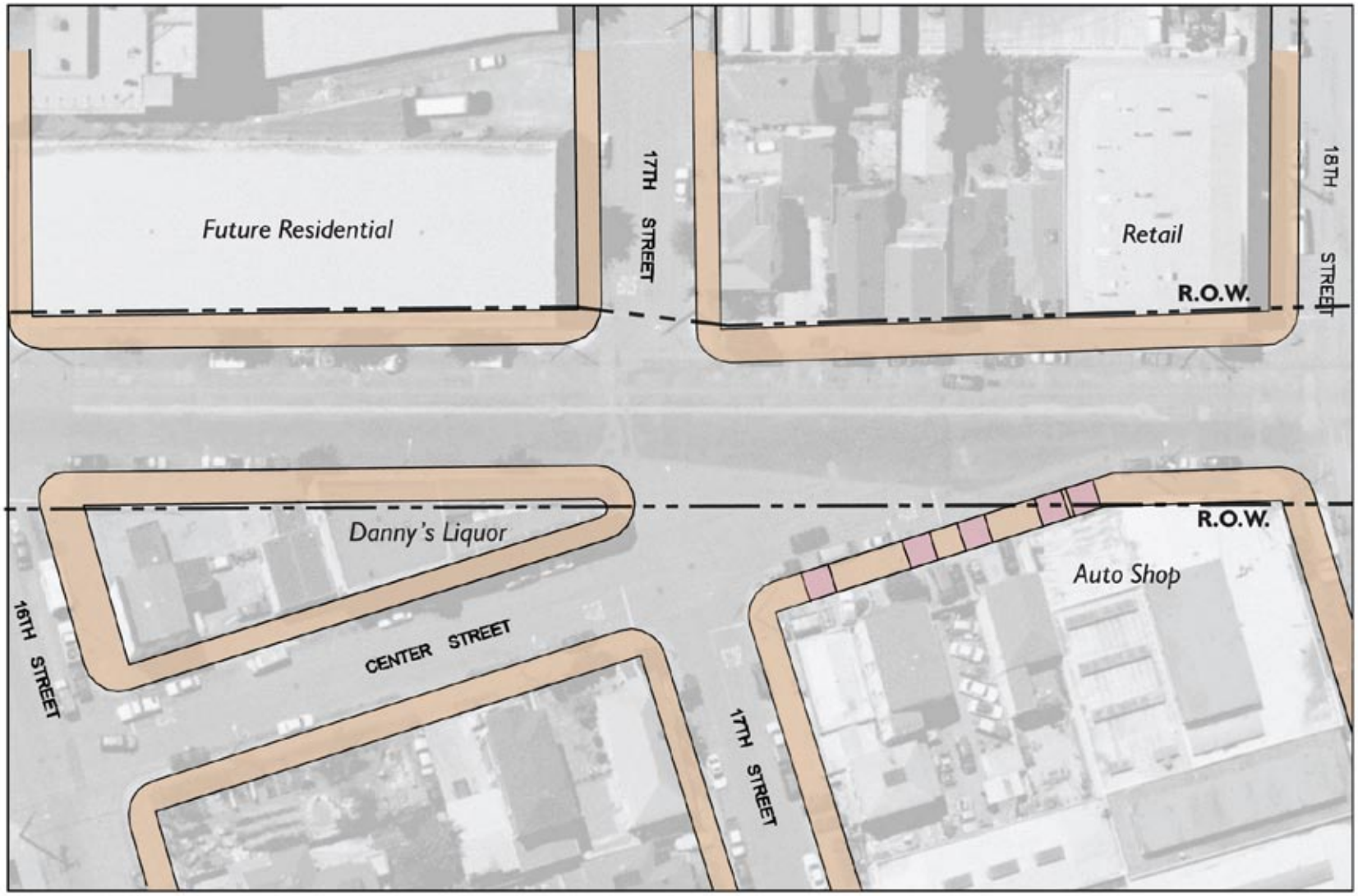


Lower Peralta Option B - Bike Lanes + Bulb-outs



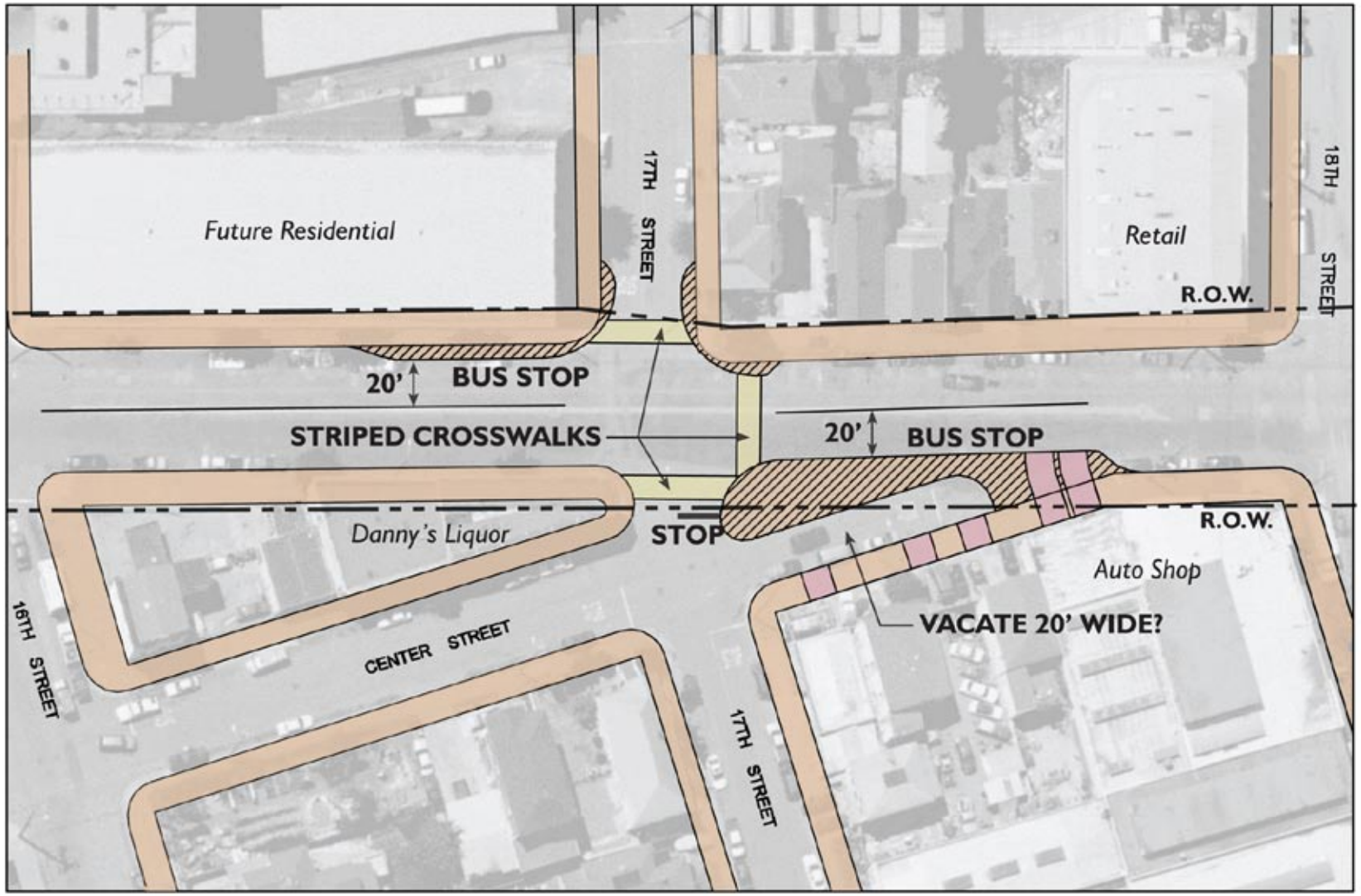
Lower Peralta Option C - Mini Roudabout

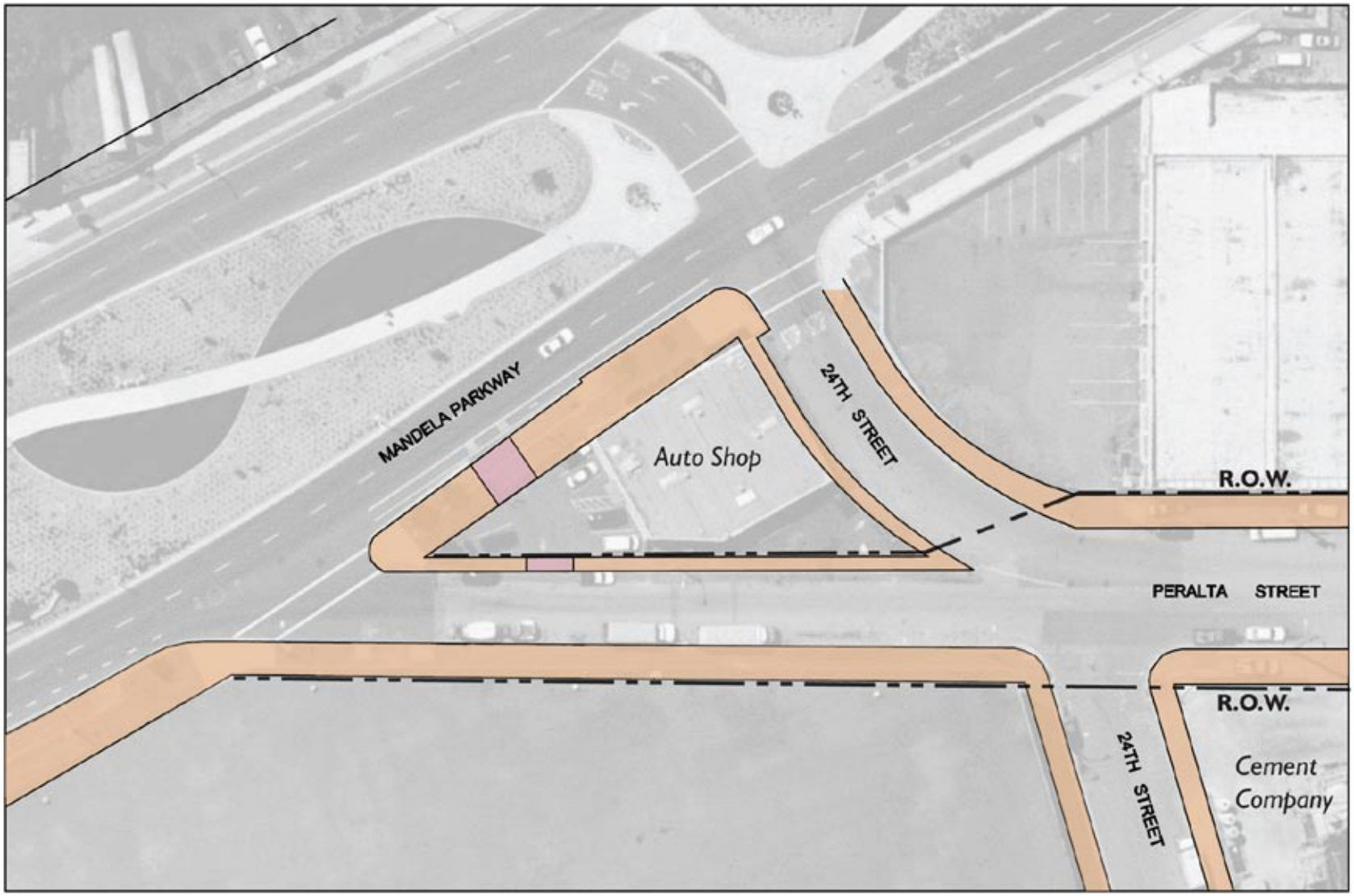




EXISTING

PERALTA STREET RECONFIGURATION - 17TH STREET


Future Residential
17TH STREET
Retail
18TH STREET
R.O.W.
20'
BUS STOP
STRIPED CROSSWALKS
20'
BUS STOP
Danny's Liquor
STOP
R.O.W.
Auto Shop
VACATE 20' WIDE?
16TH STREET
CENTER STREET
17TH STREET
LEGEND
Pedestrian Area
Driveway
Crosswalks
Parks
PROPOSED
0
30'
60'
120'



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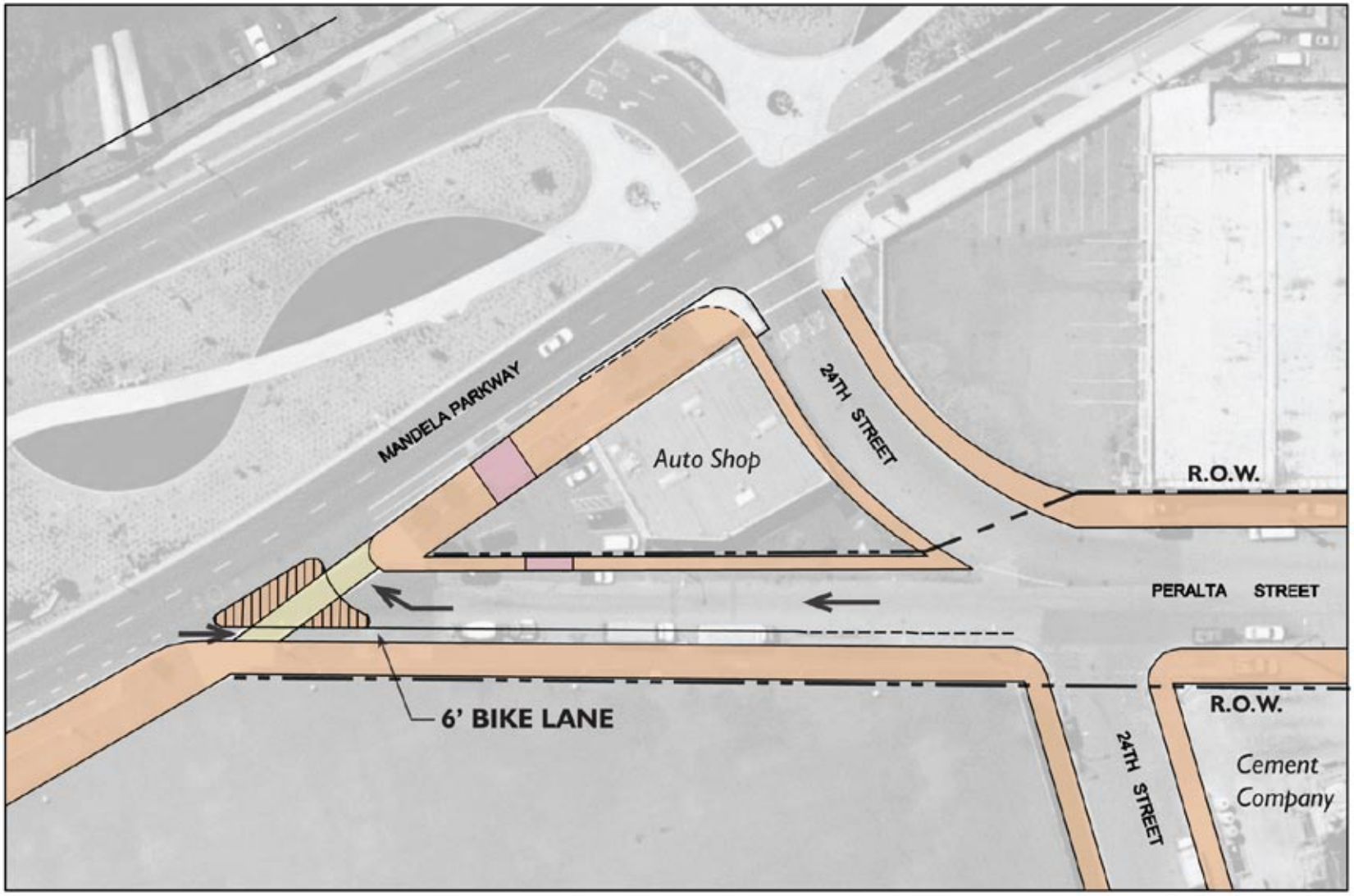
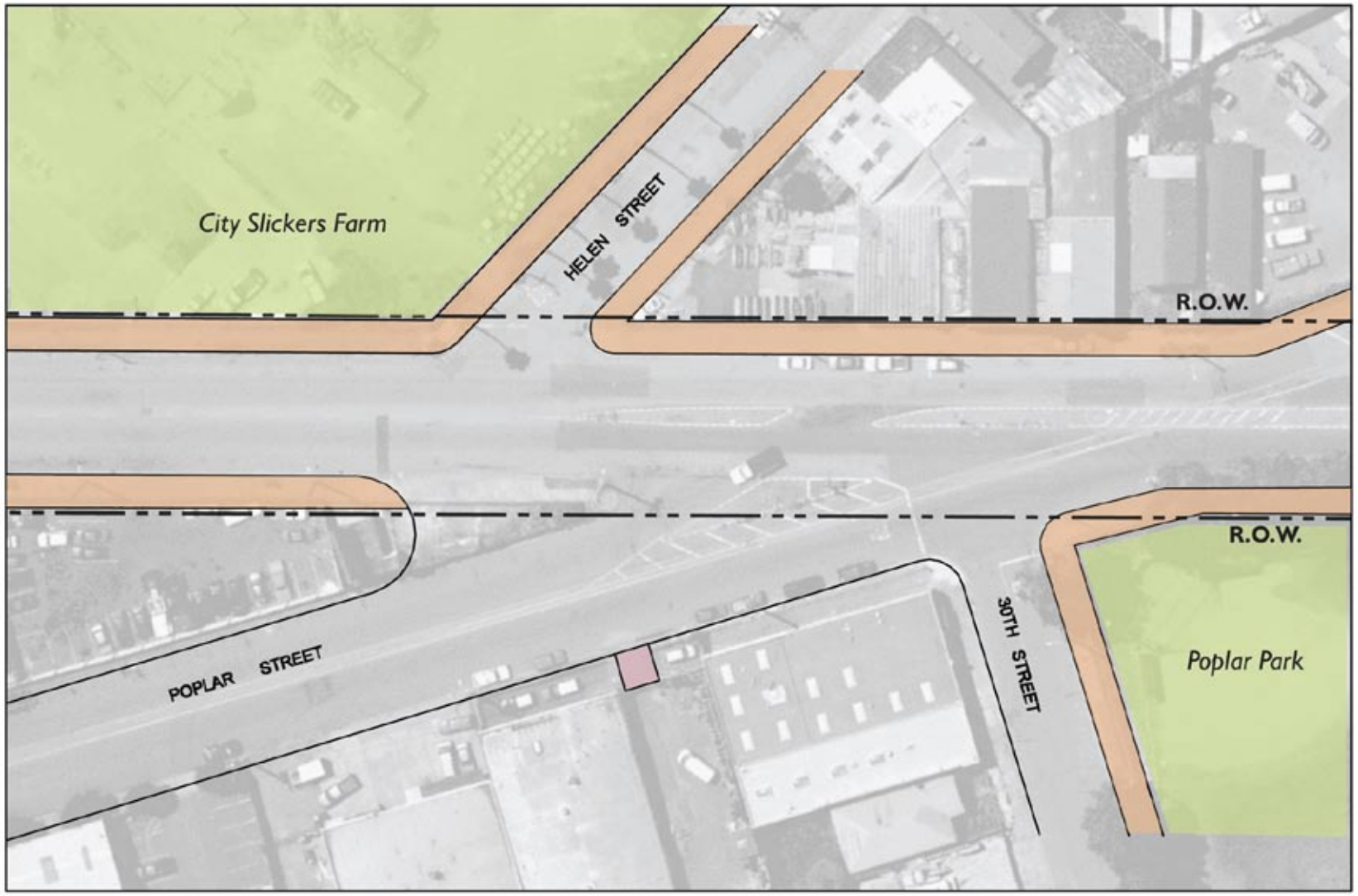
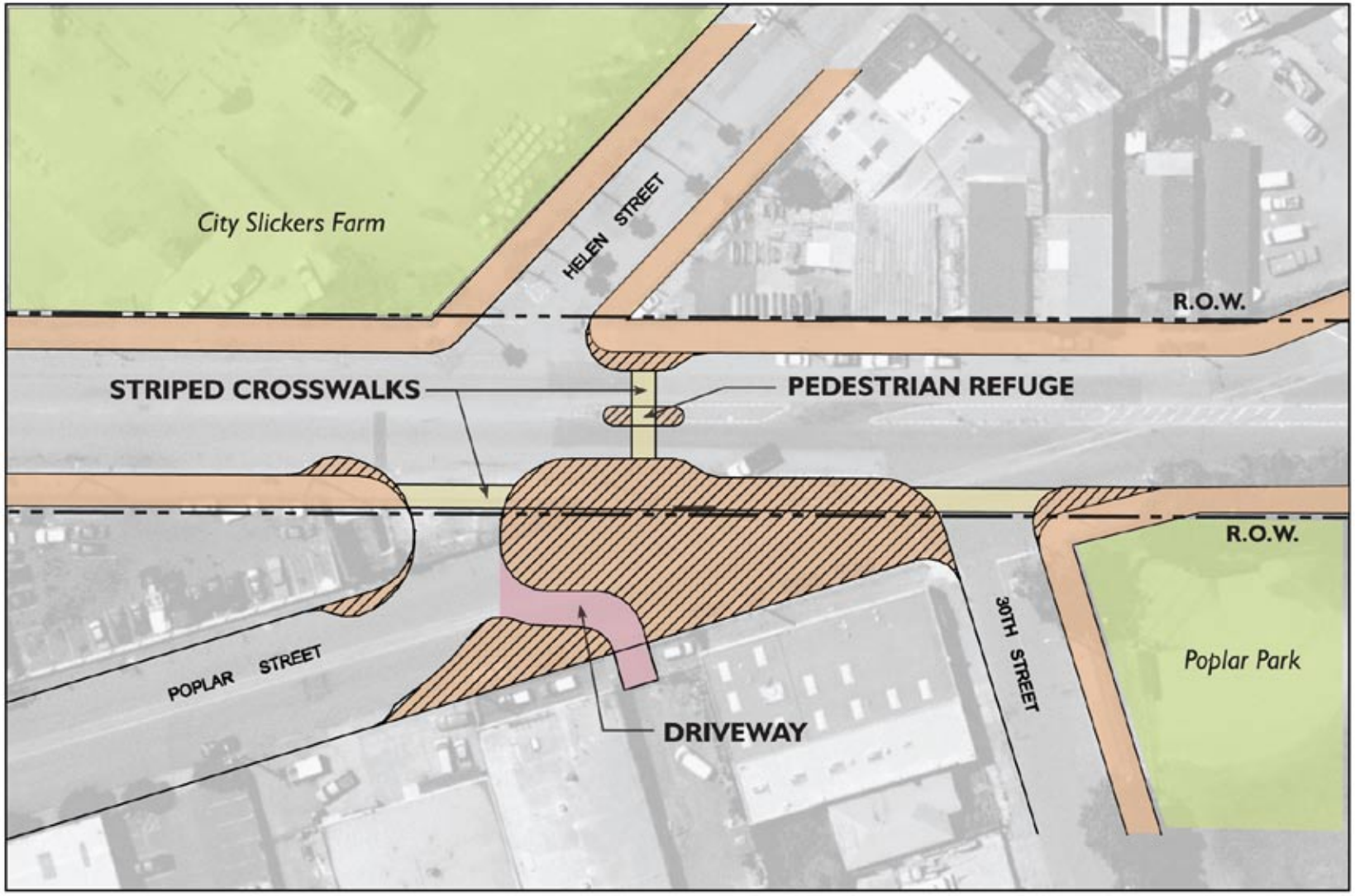
PERALTA STREET RECONFIGURATION - 24TH STREET

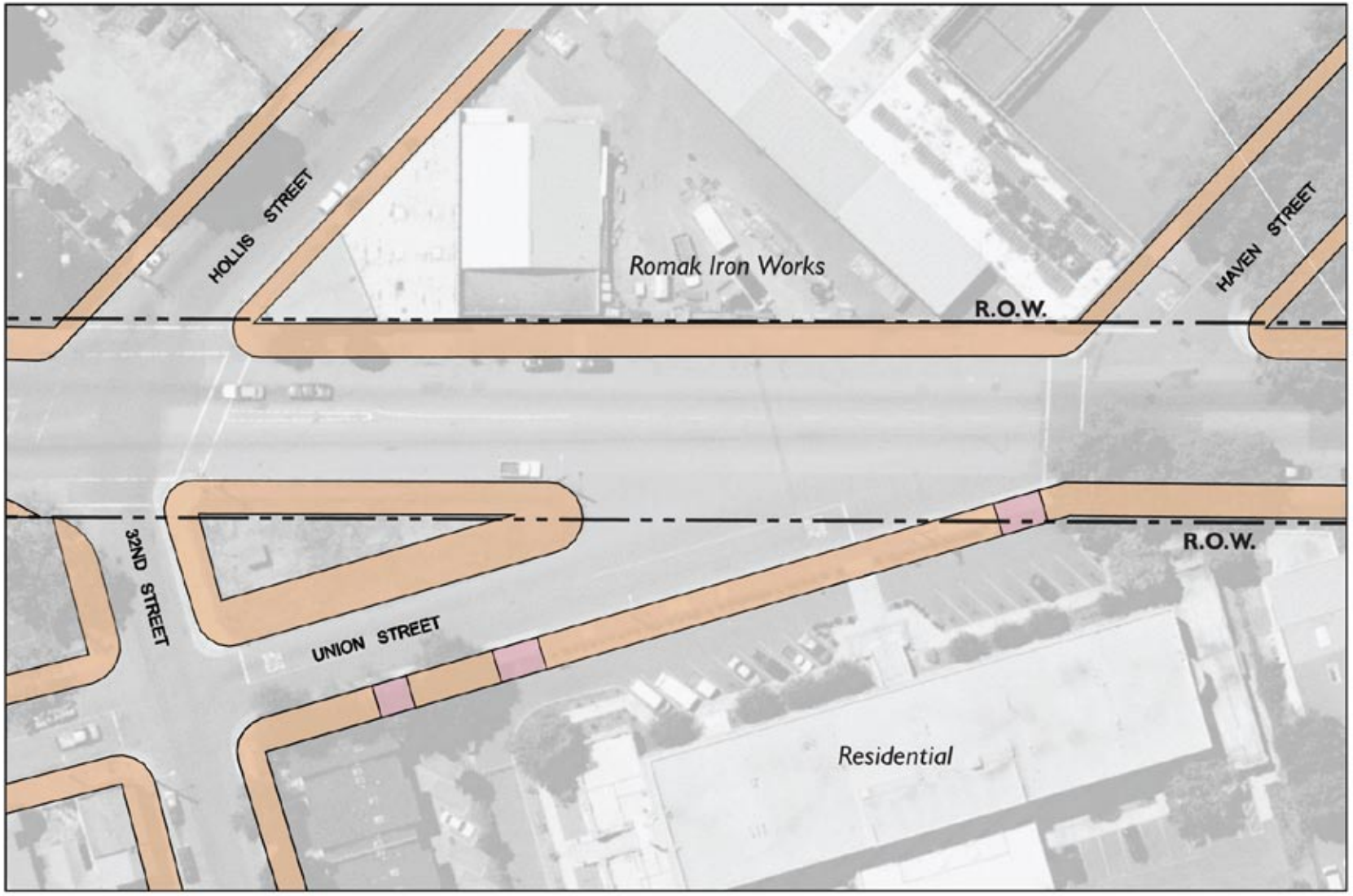

MANDELA PARKWAY
Auto Shop
24TH STREET
R.O.W.
PERALTA STREET
6' BIKE LANE
R.O.W.
24TH STREET
Cement Company
LEGEND
Pedestrian Area
Driveway
Crosswalks
Parks
PROPOSED
0
30'
60'
120'



EXISTING

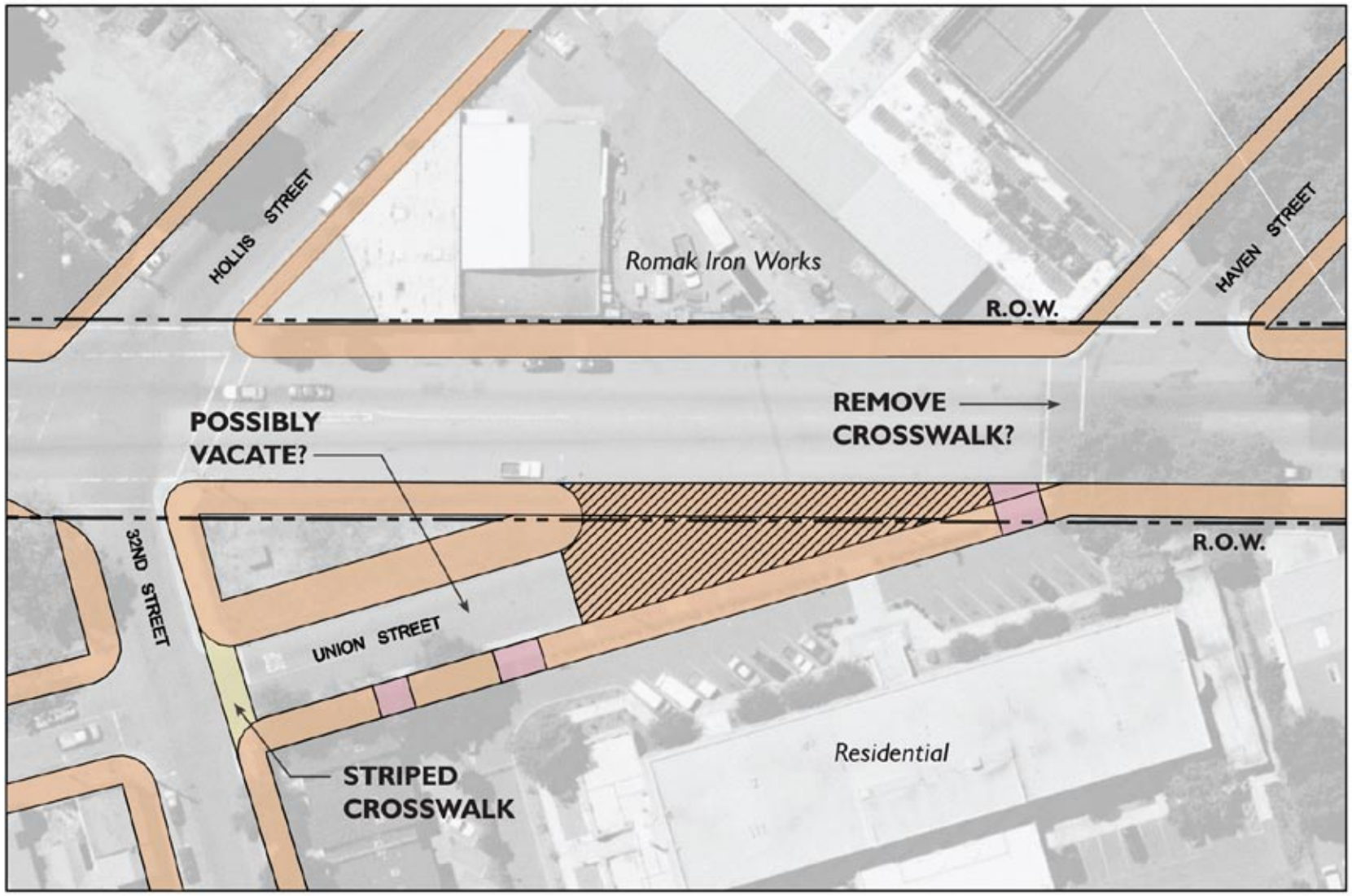
PERALTA STREET RECONFIGURATION - 30TH STREET

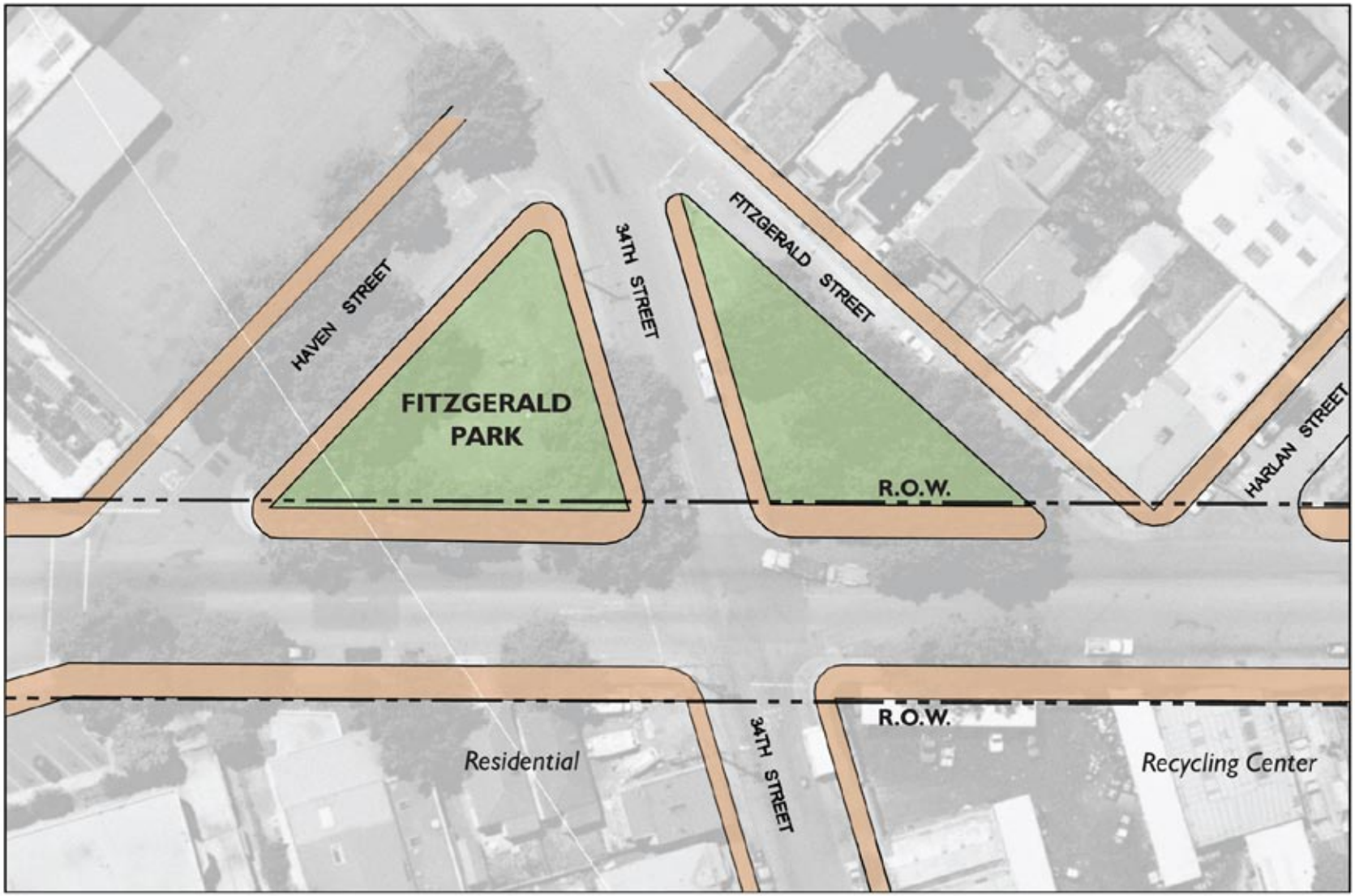

City Slickers Farm
HELEN STREET
R.O.W.
STRIPED CROSSWALKS
PEDESTRIAN REFUGE
R.O.W.
POPLAR STREET
30TH STREET
Poplar Park
DRIVEWAY
LEGEND
Pedestrian Area
Driveway
Crosswalks
Parks
PROPOSED
0
30'
60'
120'



EXISTING

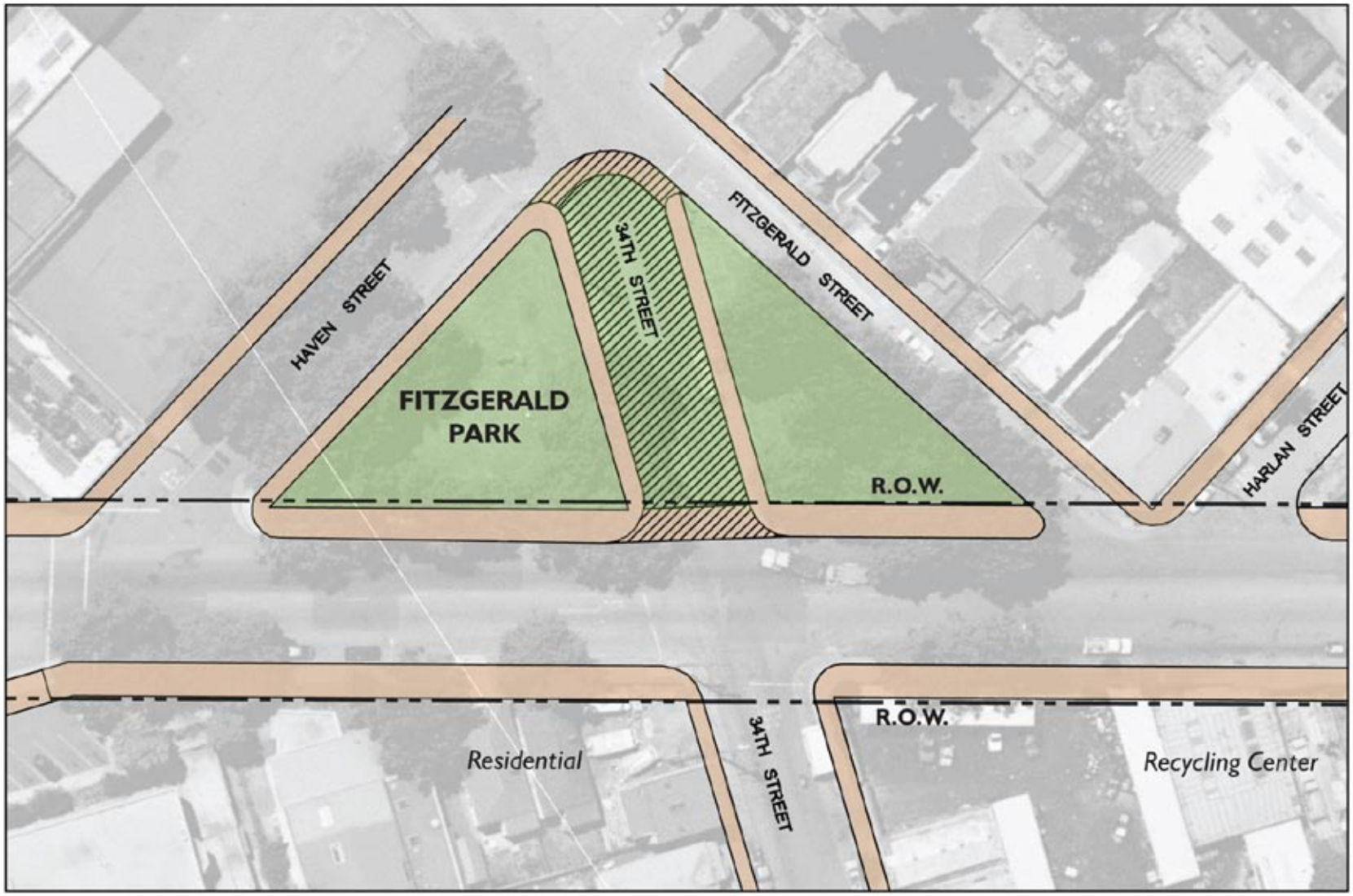
PERALTA STREET RECONFIGURATION - 32TH STREET

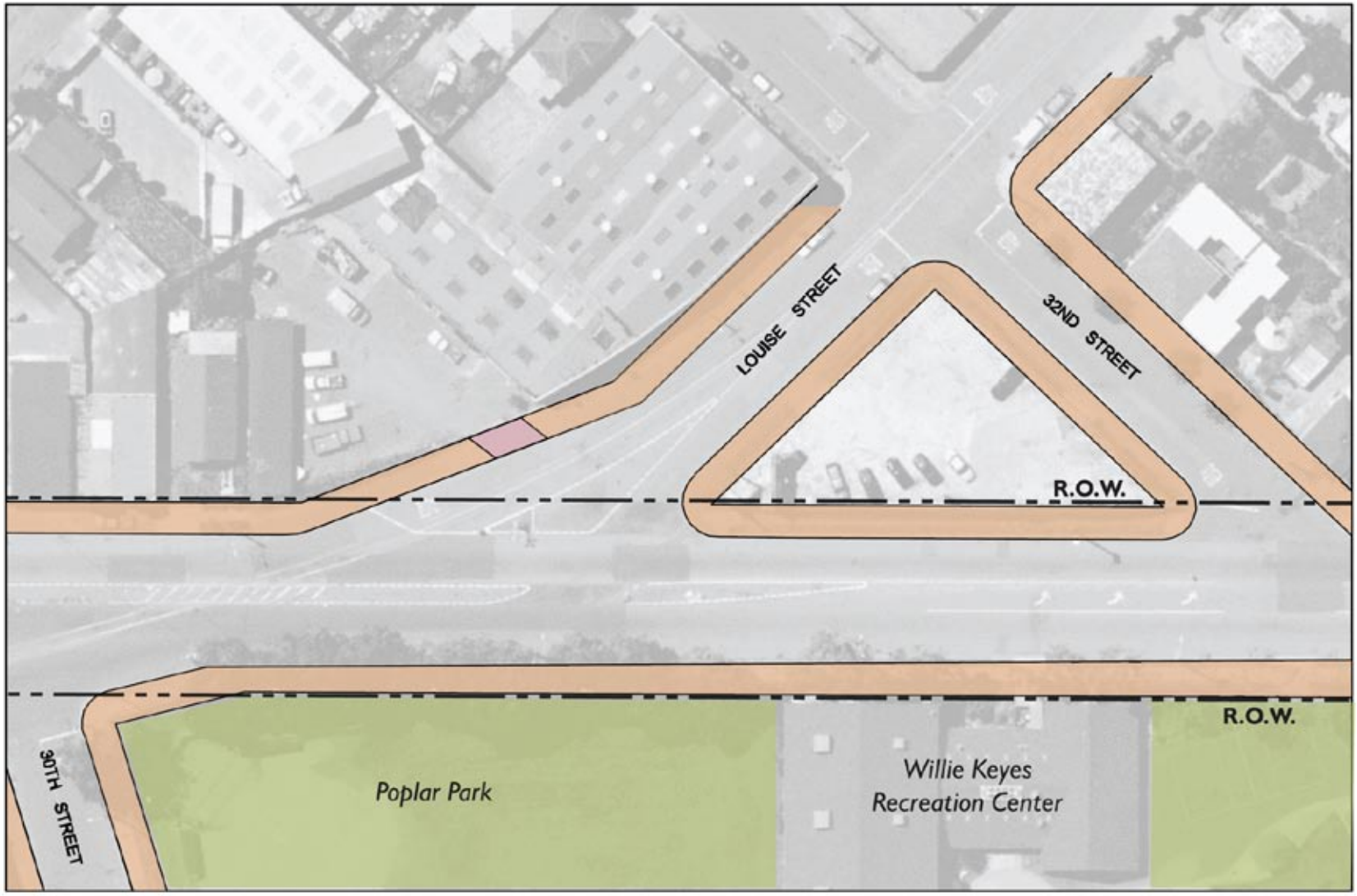

HOLLIS STREET
Romak Iron Works
R.O.W.
HAVEN STREET
REMOVE
CROSSWALK?
POSSIBLY
VACATE?
32ND STREET
UNION STREET
R.O.W.
Residential
STRIPED
CROSSWALK
LEGEND
Pedestrian Area
Driveway
Crosswalks
Parks
PROPOSED
0
30'
60'
120'



EXISTING

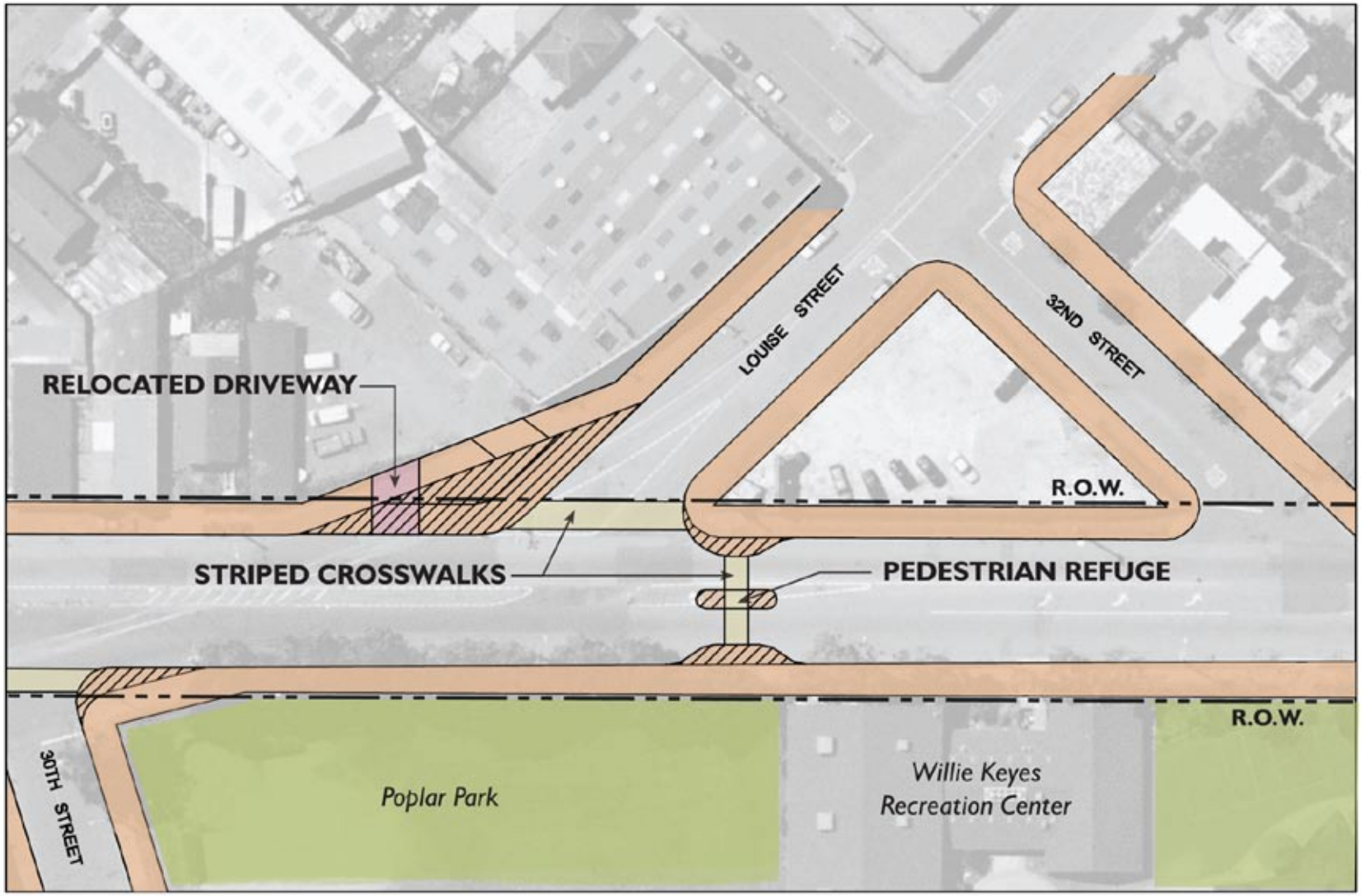
PERALTA STREET RECONFIGURATION - 34TH STREET

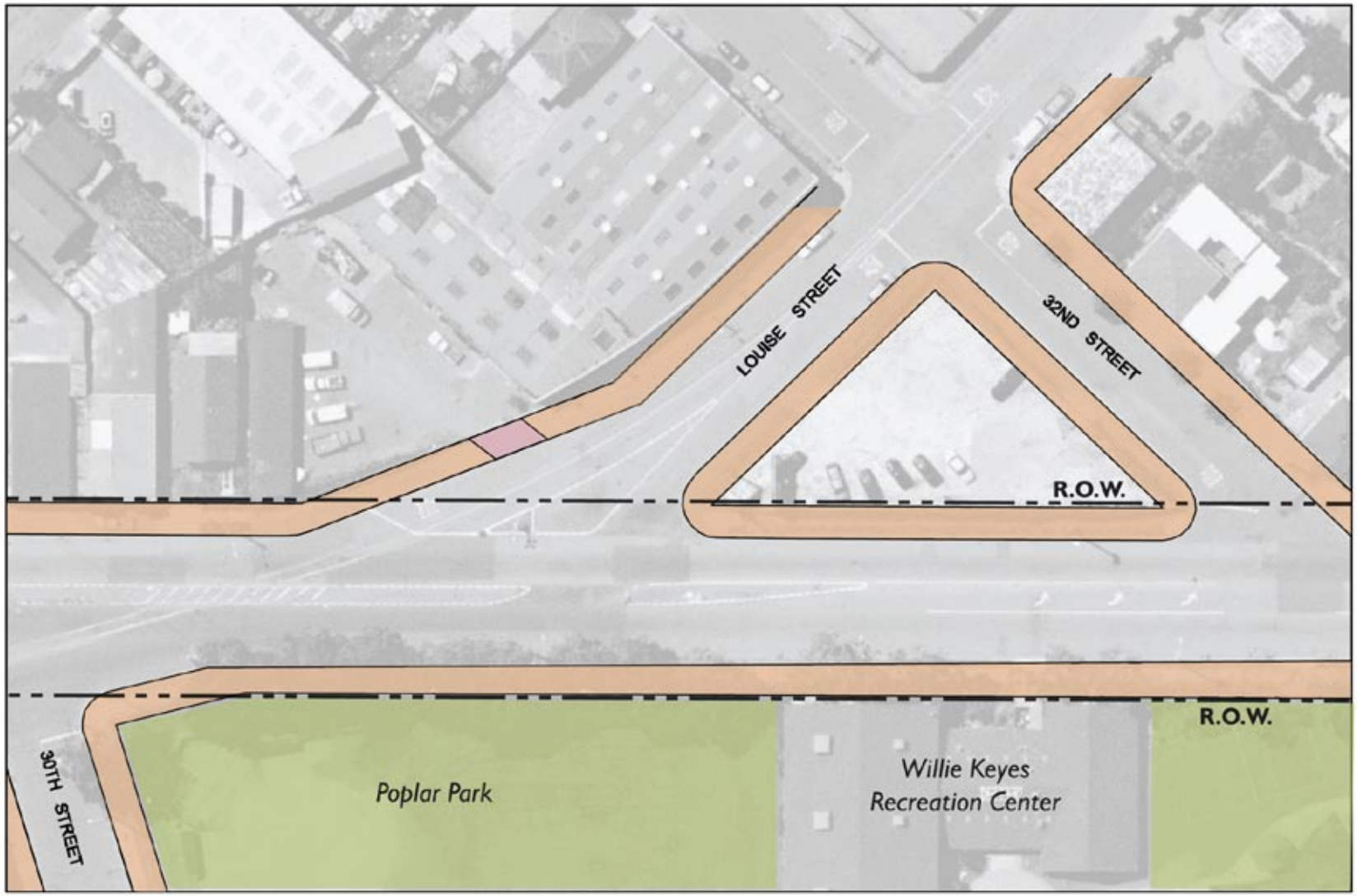

HAVEN STREET
34TH STREET
FITZGERALD STREET
FITZGERALD PARK
R.O.W.
HARLAN STREET
R.O.W.
Residential
34TH STREET
Recycling Center
LEGEND
Pedestrian Area
Driveway
Crosswalks
Parks
PROPOSED
0
30'
60'
120'



EXISTING

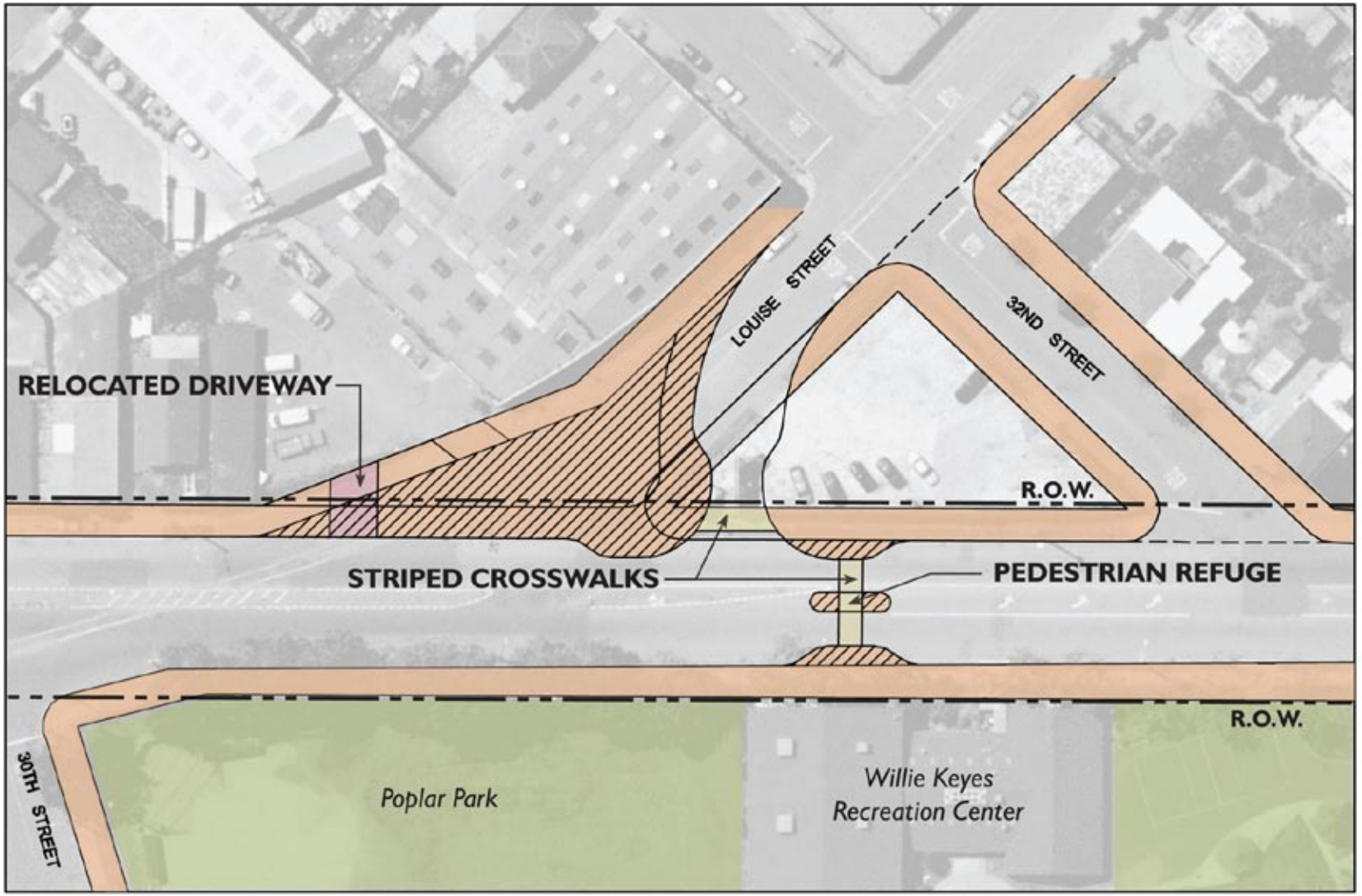
PERALTA STREET RECONFIGURATION - LOUIS STREET (Option 1)


RELOCATED DRIVEWAY
LOUISE STREET
32ND STREET
R.O.W.
STRIPED CROSSWALKS
PEDESTRIAN REFUGE
R.O.W.
30TH STREET
Poplar Park
Willie Keyes
Recreation Center
LEGEND
Pedestrian Area
Driveway
Crosswalks
Parks
PROPOSED
0
30'
60'
120'



EXISTING

PERALTA STREET RECONFIGURATION - LOUIS STREET (Option 2)


RELOCATED DRIVEWAY
LOUISE STREET
32ND STREET
R.O.W.
STRIPED CROSSWALKS
PEDESTRIAN REFUGE
R.O.W.
30TH STREET
Poplar Park
Willie Keyes
Recreation Center
LEGEND
Pedestrian Area
Driveway
Crosswalks
Parks
PROPOSED
0
30'
60'
120'

PowerPoint Presentation MLK Jr. Way + Peralta Street WOPAC Meeting - May 4 2011

Streetscape Improvement Project

Oakland, California

Project Location

Oakland, California

Martin Luther King, Jr. Way Charrette April 16, 2011

About 30 Community Members
Councilmember Nadel
City Staff
AC Transit Staff
Consultants

Oakland, California

Success Criteria

1. De-emphasizes the automobile
2. Creates “green” ambiance (e.g. more trees, planted areas)
   Creates an environment which feels safe
   Creates an “clean, friendly neighborhood” impression
   Calms traffic
   “Fosters” ownership of street by local residents and businesses
3. Enhances bicycle safety/use
   Improvements are easy to maintain
   Deters undesirable activities
4. Improves pedestrian circulation (sidewalk repairs, remove obstacles)
   Focuses efforts where grants may be available
5. Improves pedestrian safety (street crossing)
   Incorporates sustainable practices
   Durable, vandal resistant, timeless solutions

Oakland, California

Break-Out Tables: Consensus

Road Diet – re-stripe the street

Oakland, California

Break-Out Tables: Consensus

Enhance medians with trees

Oakland, California

Break-Out Tables: Consensus

Highlight key intersections with bulb-outs (27th, 40th, West McArthur).
Avoid creating seating / lingering opportunities.

Oakland, California

Break-Out Tables: Consensus

Improve, control freeway under-crossings

Oakland, California

Break-Out Tables: Two Approaches

Option 1

Create a series of nodes along the street. Add diagonal parking to define commercial areas, widen sidewalks near park or in residential areas.

Oakland, California

Break-Out Tables: Two Approaches

****Option 2 – Endorsed by Core Committee**

- Add bike lanes along the corridor. Add additional bulb-outs / crosswalks (31st, 34th, 36th)

Oakland, California

Break-Out Tables: Lots of Ideas

Reduce left turn pockets where possible, to add median areas

- Create gateway at 40th Street
- Additional crosswalks at all intersections
- Add bulb-outs, crosswalks and green around parks
- Extend limit of work under freeway
- Bulb-outs at Sycamore, 25th, 32nd and 34th
- Add crosswalks at 36th street
- Add trash cans. Make merchants responsible for litter disposal & pickup

Oakland, California

Break-Out Tables: Transit

- Coordinate bus stops with schools, churches
  - Minimize walking distance for seniors
    - Upgrade character of bus stops

Oakland, California

Break-Out Tables: Project Priorities

TOP

Road Diet
Focus on Key Bulb-outs
Street Trees
Better Pedestrian Lighting
More Space for Bikes

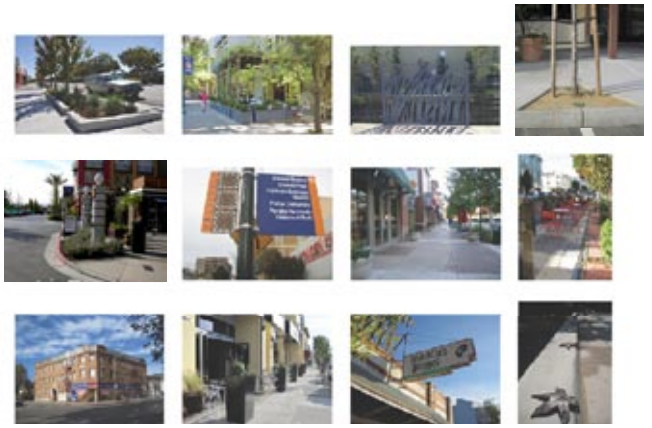
More Parking
Repair Sidewalks
Wider Sidewalks
Neighborhood Focal Elements
Art Opportunities

LOW

Site Furnishings
Better Transit Operations
Gateway Elements

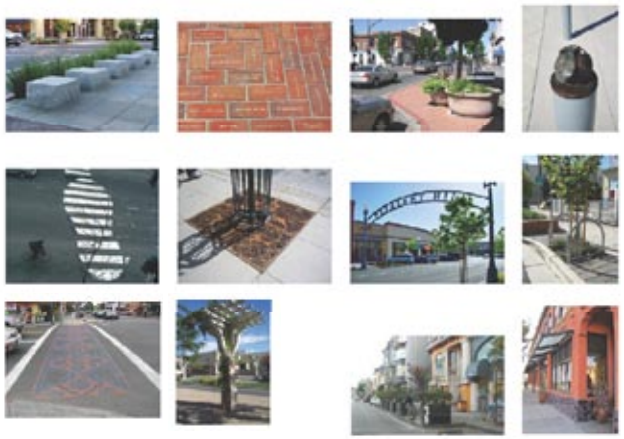
Oakland, California

Community Character



Oakland, California

Community Character



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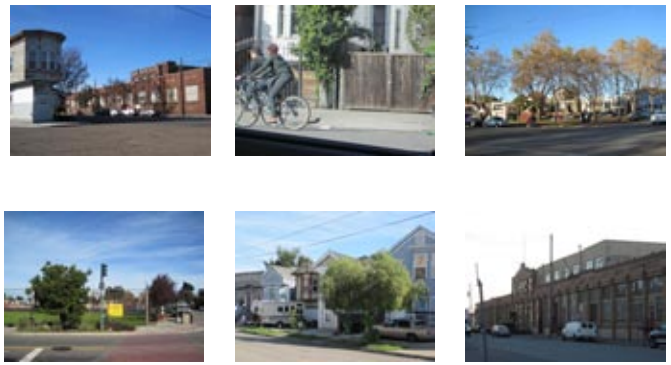
Peralta Street



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Existing Conditions

- Sidewalk Condition
- Driveways
- Lighting
- Street Trees
- Utilities & Drainage

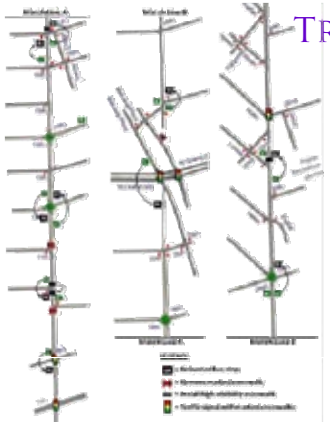
Oakland, California

Pedestrian Safety

- Bulb-outs shorten crossing distance
- Traffic analysis looked at locations
  - Best promote pedestrian safety
  - Opportunities for pedestrian refuges
- Verify turning movements
- Look at possible parking loss

Oakland, California

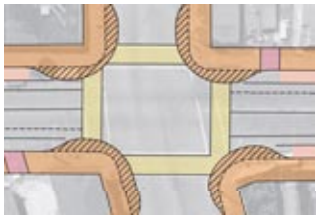
Transit



- AC Transit Line 31
- Consolidating stops improves service time
- Far side stops may be safer

Oakland, California

Bulb-Outs



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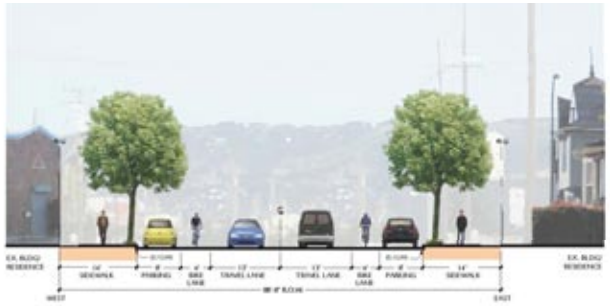
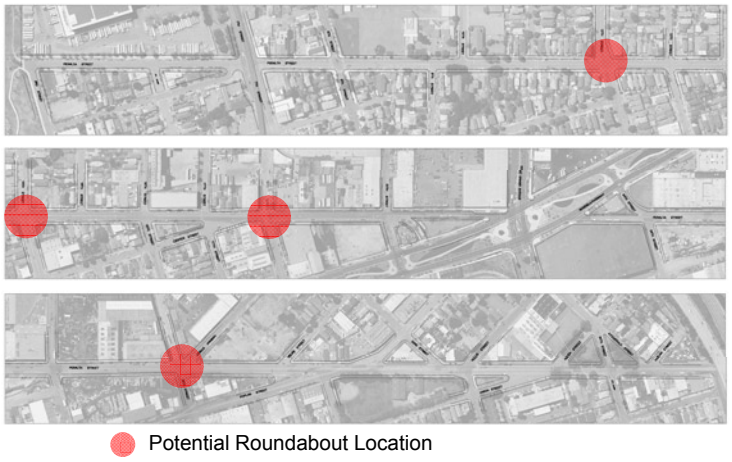
Bike Lanes



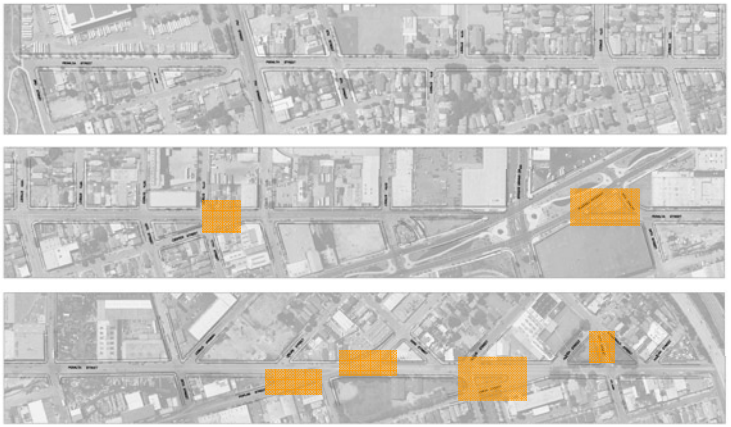
Oakland, California



Oakland, California

Roundabouts

Oakland, California



Oakland, California

Changed Intersections

Oakland, California

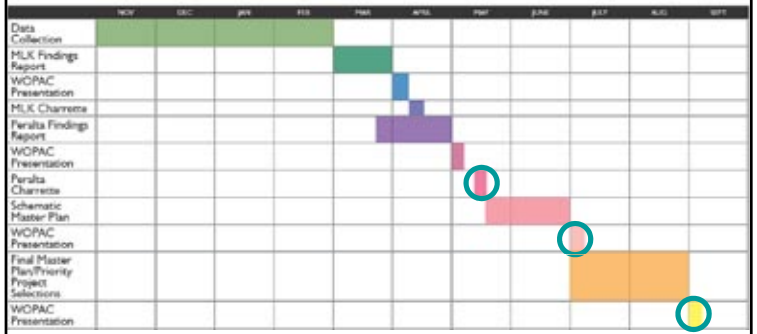
PERALTA

Peralta Street

Streetscape Workshop

May 21st

Project Schedule



Oakland, California

PERALTA

CITY OF OAKLAND
MLK/PERALTA STREETSCAPE, WEST OAKLAND
TAC Meeting: Meeting Notes

Meeting Date: May 9, 2011, 3:00 p.m. - 4:30 p.m.

Location: Dunsmuir Conference Room - 250 Frank Ogawa Plaza, 4th Floor (Suite 4344)

Attendees: Sunny Nguyen, Gail Donaldson, Mark Bowman, Mohammad Barati, Ferdinand Ciceron, Ajay Martin

Purpose: Continuing coordination regarding potential roundabouts and intersection reconfigurations on Peralta Street.

Meeting Notes:

General comments

- DPW has been compiling GIS files, which may be available to the team.
- Coordination needed with Fire Department, especially regarding roundabouts. We need to run a turning radius to confirm that the roundabouts would work for fire trucks.
- If any property acquisition is needed, it will take time – typically well over one year.
- Coordination also needed with Maintenance Division and Police Dept.
- Bulb-outs need a 15' radius for street sweeping.
- Need to find out who controls the various RR rights of way.

Roundabouts

- Roundabouts are becoming increasingly popular. They are well-accepted in France and the U.K.
- These need to be drawn more accurately, to confirm that there is sufficient space.
- There should be no need for property taking for mini-roundabouts – those are used for less than a 90' inscribed radius.
- Graphic example of 18th & Peralta mini-roundabout keeps existing corners locations – turning radii appear to work. Yield signs would be the appropriate control.
- Standard roundabout may require some property acquisition – radius is typically 90' or greater. 18th Street could be either mini or standard. 28th Street must be standard due to 5-legged intersection.
- Bus stops would probably be best on the near sides of roundabouts. There may be a bus stop re-located to 14th Street in order to facilitate transfers with Route 26.
- Ajay noted that there is a traffic circle/roundabout (?) at Kingsland & Walnut, on the 47 bus line, which is very problematic for the busses. Mark noted that this is not actually designed as a roundabout. Proper design should be manageable for busses.

Peralta intersection reconfigurations

- Need to show R.O.W. lines for affected streets.
- *17th Street Intersection:* Need 26' width for fire access. If closure is more than 150', fire truck needs a turnaround. This closure would be less than 150'. Adjust by moving the sidewalk off Center Street, creating a bus stop bulb-out along Peralta. If a segment of Center Street is to be vacated, City Council must approve.
- *Peralta / Mandela / 24th Street Intersection*: Where we propose to re-route vehicles from Peralta to 24th Street, need to run bus and truck turning templates. Even if we remove the newly built bulb-out on Mandela, the turns may not work. Changes to Mandela will require Caltrans permitting. It would require removal of a recently installed bulb-out on Mandela.
- *Poplar/30th Street intersection*: Verify dimensions for clearance at pedestrian refuge. No driveways are blocked at building on Poplar/ 30th Street.
- *Louise Street Intersection*: Check clearance for pedestrian refuge. Need 50' minimum (60' preferred) for bus bulb. Bus stops are better on the far side of uncontrolled intersections. Ajay and Mark prefer Option 2, which is safer, but it would require property acquisition.
- *32nd / Union Street Intersection:* Add a second option which shows Union Street remaining open. Closing street may be fire access problem, if more than 150 feet to buildings.

CITY OF OAKLAND

MLK/PERALTA STREETSCAPE, WEST OAKLAND

4th Core Committee Meeting

Meeting Date: June 7, 2011, 3:00 p.m. – 4:30 p.m.

Location: Dunsmuir Conference Room, CEDA Office, Oakland

Attendees: Ellen Wyrick-Parkinson, Ray Kidd, Madeline Wells, Bill Vidor, Sunny Nguyen, Gail Donaldson, Jeff Chew

Meeting Notes:

It was noted that the Master Plan is a long range vision, a statement of the desired end state. We recognize that the maintenance and budget constraints that exist now may be alleviated in the future, so the plan should speak to the ultimate vision. The maintenance/budget constraints can be addressed in the phasing and implementation strategy.

The Committee reviewed the summaries from the Peralta Streetscape workshop of May 21st, gave direction and made comments as follows:

If the project expresses the history of Peralta Street, it needs to be inclusive, all the way back to the Native Californians. Caltrans has a lot of historical information.

We should look at attractive alternatives to planting, such as brickwork, in light of current maintenance considerations. Maintenance must be given careful consideration. Trees may be cared for by volunteers, planted by West Oakland Green.

We need to accommodate complete streets, including car movement.

The Committee reviewed the findings from the workshop.

AREAS OF CONSENSUS FROM THE PERALTA STREETSCAPE WORKSHOP:
(with Committee comments in Red)

1. Add bike lanes
2. Celebrate history of place *– make sure to cover the entire spectrum*
3. Add street trees / make it green *– consider maintenance, keep it low maintenance at this time, address this through implementation strategy*
4. Repair sidewalks (comply with ADA)
5. Underground utilities
6. Reconfigure intersection to create more green and pedestrian spaces
   - Poplar / 30th (Option B) develop as mini plaza / park *– would City Slicker Farms take over the added area?*
   - Louise (Option 2) relocate bus shelter, do not add pedestrian refuge in street - *Sunny will speak to Bob Tuck, owner of the adjacent triangle and properties.*
   - 32nd Street need to coordinate with Hollis bus route *– no street closure, need vehicle access*
   - 34th Street may need to look at widening Fitzgerald - *need to discuss further with immediate neighborhood, 34th Street does go all the way through to Mandela Parkway*
   - 17th would like to see but need to work with adjacent property owner; may want to narrow or close Center Street *– prefer the island configuration here*
7. Bulb-outs: support if parking is not lost or visibility obstructed. Preferred locations:
   - 7th Street, 8th Street, 9th / 10 Streets (important to highlight Prescott Center and provide safe school route), 14th Street, 16th Street, and 32nd Street
8. Transit – proposed adjustments supported except at West Grand and possible obstruction in walk at 24th – *need to consider the parking trade-offs*
9. Stormwater / Rain gardens - would like to see incorporated where possible into design if maintenance is addressed. Triangle at Mandela Parkway and area by 20th mentioned as desirable location for stormwater planters.
10. Round-a-bouts (majority supported) but some very opposed
    - 18th Full – highest support
    - 28th Full – with historic markers *– this is important for trucks (at this time), and needs to be explored more fully. A fountain here would be nice!*
    - 14th & 12th Mini – want to add green *– only if it is beautiful*
11. Stewardship – need to invite adjacent business and residents in maintenance of streetscape and trash removal.

OTHER IDEAS FROM THE PERALTA WORKSHOP:

- Gateway element or marker at intersection with Mandela Parkway - *NO*
- Change signal to stop sign @ 8th- *NO*
- Trash receptacles 14th, 12th, and every 2 blocks (Merchants maintain) *– and at every bus stop*
- Buy triangle of underused property at Louise and 32nd Streets- *NO*
- Way-finding for access to BART, Middle Harbor Shoreline Park and (future) Gateway Park

- Mosaic / Art to celebrate history
- Special street signs for “branding”
- Don’t lose parking or visibility for bulb-outs
- Add storm water element by South Prescott Park by reconfiguring Peralta terminus *– isn’t this a superfund site?*
- Screen views of post office *– not a priority, do this as a future phase*
- Crosswalk scramble at 7th Street- *NO*
- Close Lewis Street- *NO*
- Enhance pedestrian crossing at 10th Street for school
- Remove train tracks *– need to look at this on a case by case basis – don’t want to remove something that might be useful later*
- Develop storm water area in triangle by Mandela to address drainage problem.

PowerPoint Presentation Peralta Street WOPAC Meeting - July 6 2011

Streetscape Improvement Project

Oakland, California

Project Location

Oakland, California

Project Team

Consultants:

- *Gates + Associates* – Landscape Architects, Urban Designers
- *Dowling & Associates, Inc.* – Traffic Engineers
- *Urban Design Consulting Engineers* – Civil Engineers
- *Zeiger Engineers* – Electrical Engineers

City Staff:

- Sunny Nguyen, Project Manager, CEDA
- Jeff Chew, West Oakland Area Manager, CEDA

Core Advisory Group:

- Ray Kidd
- Bill Vidor
- Madeline Wells
- Ellen Wyrick-Parkinson

Oakland, California

Peralta Street Workshop May 21, 2011

- Over 40 Community Members
- City Staff
- AC Transit Staff
- Consultants

Oakland, California

Success Criteria

MOST IMPORTANT

Creates an environment which feels safe

Improvements are easy to maintain

Deters undesirable activities

Creates "green" ambiance (e.g. more trees, planted areas)

Enhances residential areas

"Fosters" ownership of street by local residents and businesses

Creates an "clean, friendly neighborhood" impression

Enhances pedestrian experience (pedestrian amenities e.g. lighting, seating, trash cans, etc.)

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Success Criteria

IMPORTANT

Honors historic character

Improves pedestrian safety (street crossings)

Enhances bicycle safety/use

Improves pedestrian circulation (sidewalk repairs, remove obstacles)

Uses sustainable practices (e.g. minimize water use, filter stormwater, use native plants, use recycled materials)

Enhances commercial areas

Calms traffic

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Consensus - Bike Lanes

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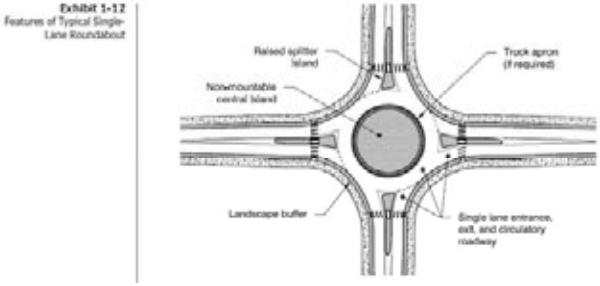
Roundabouts – Mixed Opinions

Full Roundabout at 18th Street – most support

Full Roundabout at 28th Street – also supported



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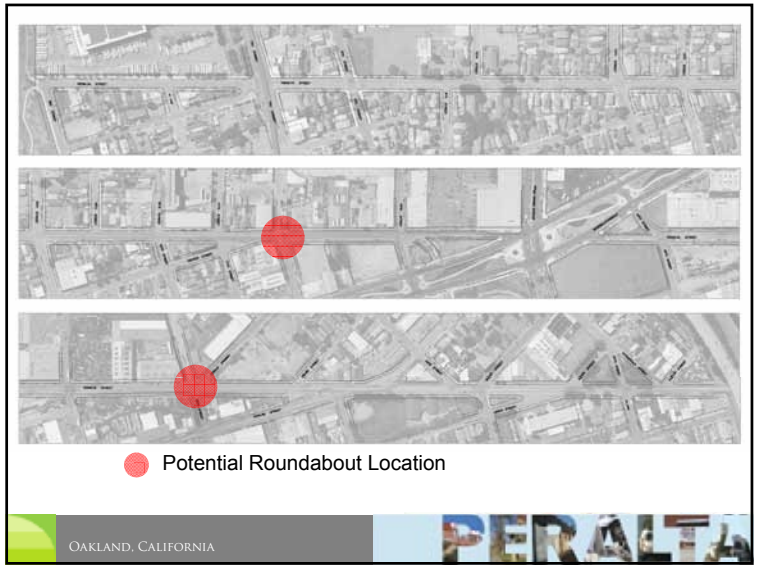
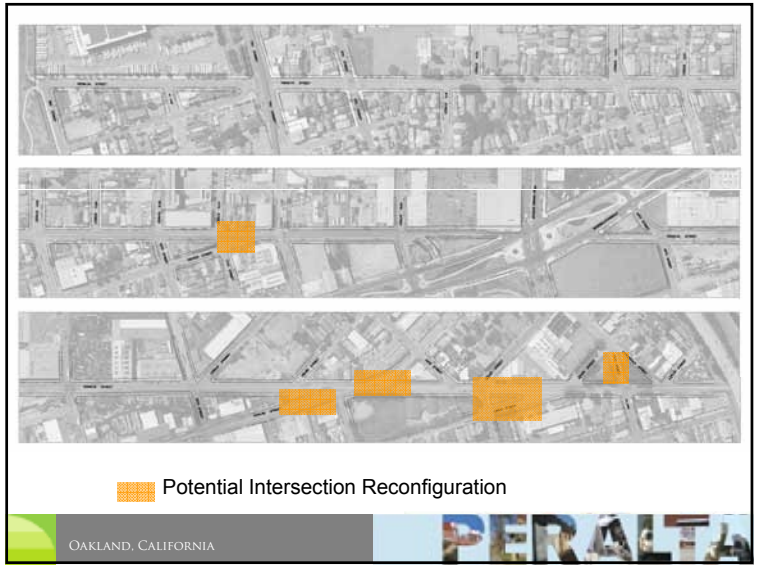


Intersection Reconfiguration

1. Do you want to change this intersection?
2. If so, how would you use the space?



Peralta, Poplar & 30th Street

Develop as mini park or plaza.

Would like to see City Slicker Farms take over the added area

Peralta & Louise Street

Create more space & relocate bus stop.

Need to talk to triangle property owner (Bob Tuck).

No pedestrian refuge in the street.

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Peralta, Union & 32nd Street

Need vehicle access

Oakland, California

Peralta & 34th Street

Street closure needs to be discussed with immediate neighbors.

34th Street now goes through to Mandela

Oakland, California

Peralta & 17th Street

May want to narrow Center Street – Preference is for an Island rather than closure

Oakland, California

Sidewalk Improvements

Oakland, California

Stormwater

Incorporated where possible if maintenance addressed (Triangle at Mandela Parkway and area by 20th)

Oakland, California

Transit

- Proposed adjustment supported
- Except at West Grand
- Possible obstruction in walk at 24th

Oakland, California

1st Tier Priorities

- Celebrate Community History
- Street Trees
- Repair Sidewalks
- Bulb-Outs if no Parking Loss
- Improve intersections:
  - Poplar Street
  - Louise Street
  - 17th Street

Oakland, California

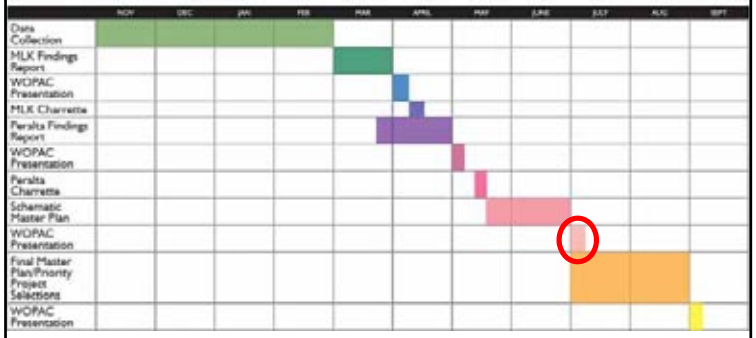
2nd Tier Priorities

ALSO IMPORTANT (to one table)

- Treat stormwater
- Underground utilities
- Historic / art markers
- Better pedestrian lighting
- Neighborhood focal elements
- Roundabouts

Oakland, California

Project Schedule



Oakland, California

Oakland Bicycle and Pedestrian Advisory Committee
Draft Minutes – August 18, 2011

Meeting was called to order at 5:35 pm

Attendees: Ann Killebrew, Brian Toy, Carol Levine, Chris Hwang, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley, Midori Tabata, Rebecca Saltzman, Robert Prinz, Christina Ferracane, Sunny Nguyen, Christopher Kidd, Ronnie Spitzer, Lauren McFall, Gail Donaldson, Kate Jones, Michael Jones, Ken Lowney, Joel Tena

Minutes of July meeting approved

Peralta/Martin Luther King Jr Streetscape Project

This item was presented by Gail Donaldson of Gates + Associates and Sunny Nguyen of CEDA Redevelopment. This project consists of two separate streets with two different concepts. These streets were selected with direction from the community. MLK is designated as a citywide pedestrian route but is not included in the bike plan. Peralta is a neighborhood pedestrian route and also designated as Class 2 in bike plan. Community workshops have been held for each street. MLK is overly wide for the traffic volumes that are carried. A road diet was suggested with varying options to reduce road width. The community is most interested in adding bike lanes to narrow the street. This would result in 7' parking lane and 5' bike lanes. The BPAC was concerned that this was too narrow to keep bicyclists safely outside the 'door zone' and that bicyclists may be better served with a sharrow treatment. City staff stated that this configuration is not optimal but it is the same as what was installed on nearby West and Market Sts.; this configuration was selected to avoid the potential that this road space might be give to other uses (such as wider median) if bike lanes are not striped. Other areas of concern for MLK are the freeway overpasses. It is proposed that these sections be improved with better lighting and possibly some art. Improvements were prioritized to be implemented as funds are available. The road diet is #1 priority with the community.

At the Peralta workshop there was consensus among attendees for bike lanes. There is adequate road space to provide these. There was also interest in roundabouts in several locations as well as reconfiguring the awkward intersections resulting from the angled orientation of Peralta. Thoughts were to narrow pedestrian distances and use extra road space to add green areas. The top priorities for the Peralta corridor were to celebrate community history, add street trees and repair/add sidewalks.

The draft plan is expected next month. Comments/questions from BPAC include:

- Does MLK project go all the way Grand? YES
- Concern that on MLK a 7' parking/5' bike lane is too narrow, that a minimum 6' bike lane is necessary. Suggestion to have a more ample bike lane only in one direction with other part of couplet on West St. Or can the center lane be eliminated?
- Commented that landscaping on roundabouts needs to be maintained so as not to create a hazard
- There is a need to focus on merging Peralta with the regular grid system.
- Crossing of Peralta and Mandela Pkwy needs to be treated
- Neither of these streets are in the bike plan priority list for the next bikeways to implement that was shared with the BPAC last month. There was expressed concern that other higher priority projects will be bumped. Jason explained that other priorities (particularly resurfacing) influence what work will come next, and that the bike plan priority list works on a parallel track.

Core Committee - October 24 2011

PILOT PROJECT POSSIBILITIES - MARTIN LUTHER KING, JR. WAY

Project	Key Success Criteria	Input from Charette	Costs	Pros	Cons
Re-stripe street for road diet	De-emphasizes automobile Environment that feels safer Calms traffic Enhances bike safety/use Easy to maintain	Consensus in favor Was high priority (both "more space for bikes" and "road diet")	$170,000	Cost effective (big change, low cost) Easy to maintain Could be implemented quickly Possible MTC funding relating to MacArthur BART development Improves safety	Lower visibility
Enhance crossings (decorative and high visibility, restripe basic, add ped. countdowns)	Environment that feels safer Clean, friendly neighborhood impression Fosters ownership Easy to maintain Improves pedestrian safety	Raised as an important issue	$200,000	Improves safety Defines neighborhood Low cost/low maintenance	Lower visibility
Option 1: Complete all of the improvements between 40th and West MacArthur	Environment that feels safer Clean, friendly neighborhood impression Calms traffic Easy to maintain Improves pedestrian circulation / safety	40th and West MacArthur improvements had consensus in favor	$1,280,000 (without planted median)	Creates art / gateway elements 40th is important transit intersection Minimal parking loss (-1) Builds on BART Village improvements Possible MTC funding Highly visible change Encourages public / private partnerships Catalyzes blighted sites, attracts people	No improvements south of I-580 overcrossing, unless paired with re-striping and crossing enhancements

Project	Key Success Criteria	Input from Charette	Costs	Pros	Cons
Option 2: Complete the intersection improvements at 27th Street, West MacArthur, and 40th Street	(same as above)	These three intersections had consensus as priority intersections	$1,150,000 (including crosswalk enhancements)	Community entries at 3 important intersections – highly visible Minimal parking loss (-1) Builds on BART Village improvements Possible MTC funding Improvements are distributed	
Option 3: A: Complete improvements from 27th Street to 30th Street B: Complete improvements from 27th Street to 34th Street	(same as above)		A: $1,500,000 B: $3,000,000	Central to the community Improvements needed here	Funding more challenging Planted medians = higher cost
Pedestrian Lighting	Environment that feels safer Clean, friendly neighborhood Pedestrian safety	Identified as a priority	$1,920,000	Highly visible nighttime improvement Improves safety Visually unifies neighborhood Attracts people	Very expensive No identified funding source
Street trees	Green ambiance Clean, friendly neighborhood Sustainable practices	Identified as a priority	$270,000	Possible public/private partnerships Some grant funding may be available	Need to resolve maintenance issues
Improve area under freeway	Environment that feels safer Clean, friendly neighborhood Deters undesirable activities	Consensus in favor	$170,000	Mitigate blight Improve safety Possible Caltrans partnership Easy to implement Mural project could proceed independently	Coordination with Caltrans can slow process

PILOT PROJECT POSSIBILITIES - PERALTA STREET

Project	Key Success Criteria	Input from Charette	Costs	Pros	Cons
Stripe for bike lanes	Improvements easy to maintain Enhances bicycle safety/use Calms traffic	Consensus in favor	$120,000	May combine with planned repaving (in 5-year paving plan) Easy to implement, minimal delays	Not highest priority
Enhance Crosswalks	Easy to maintain Clean, friendly neighborhood impression Calms traffic Improves pedestrian experience / circulation / safety		$210,000	May combine with planned repaving (in 5-year paving plan) Easy to implement, minimal delays Discretionary City funding may be available for some improvements	Not highly visible
Option 1: **A:** Complete improvements from 7th Street to 10th Street **A:** Complete improvements from 7th Street to 14h Street	(same as above)	Consensus in favor	A: $1,500,000 B: $3,000,000	Serves schools/churches Possible Safe Routes to Schools funding Builds on 7th Street improvements and BART Transit Village Improves transit operations	Less visibility compared to other options
Option 2A: 18th Street Roundabout to 17th Street reconfigured intersection	Easy to maintain (without trees) Calms traffic Improves pedestrian experience / circulation / safety	This was identified as highest priority roundabout, but some strong opposition to roundabouts in general was expressed Consensus and priority for 17th Street reconfiguration	$1,240,000 + property acquisition	Highly visible improvement Gateway to neighborhood Improves intersection configuration Improves transit operations Art / history opportunities Possible MTC funding as link to Central Station development	Involves minor property acquisition Need buy-in from property owners Need coordination with railroad Parking loss: 10

Project	Key Success Criteria	Input from Charette	Costs	Pros	Cons
Option 2B: 28th Street Roundabout	(same as above)	Strong support expressed, along with some strong opposition Opportunity for historic markers	$970,000 + property acquisition	Highly visible improvement Gateway to neighborhood Improves awkward intersection (5-way) Art opportunity Builds on City Slicker Farms improvements	Involves minor property acquisition Parking loss: 3 on Peralta and 7 on side streets
Option 3: Complete all of the improvements between Helen Street an northern limit	Easy to maintain (without trees) Clean, friendly neighborhood impression Calms traffic Improves pedestrian experience / circulation / safety		$2,120,000 + property acquisition	Creates central green neighborhood spine Catalyst for blighted properties Builds on City Slicker Farms improvements Could implement a individual parts of these improvements (see below)	Coordination required with adjacent property owners for some improvements Property acquisition required for Louise Street improvement Need coordination with railroad Trees would need maintenance agreements
Poplar/30th (reconfiguration)	Easy to maintain (without trees) Clean, friendly neighborhood impression Calms traffic Improves pedestrian experience / circulation / safety	Consensus in favor Identified as a priority	$370,000	Parking loss: 0 Create plaza connecting Poplar Park to City Slicker Farms project Improve intersection configuration Art / history opportunity	Coordination required with adjacent property owner and Railroad
Louise Street (reconfiguration)	(same as above)	Consensus in favor Identified as a priority	$360,000 + property acquisition	With or without trees	Preferred alternative involves property acquisition
17th Street (reconfiguration)	(same as above)	Consensus in favor Identified as a priority	$190,000	With or without trees	Need buy-in from property owners Parking loss: 4
9th/10th Streets (bulb-outs, bus stop relocations)	(same as above)	Consensus in favor – important to highlight Prescott Center and school	$460,000	Possible Safe Routes to School funding Serves schools/churches Improves transit operations	

Project	Key Success Criteria	Input from Charette	Costs	Pros	Cons
18th Street Roundabout only	(same as above)	Was preferred roundabout location (see above)	$760,000	Improve intersection configuration Create neighborhood gateway Art / history opportunities	Involves minor property acquisition Parking loss: 6
Repair sidewalks	Clean, friendly neighborhood impression Enhances residential areas Fosters ownership of street Easy to maintain Improves pedestrian safety	Consensus in favor Identified as high priority	$1,550,000*	Some areas lacking sidewalks altogether Need ADA compliance Can prioritize by need Improves safety Improves blighted properties / catalyze potential development Possible public / private partnerships	Low visibility
Pedestrian Lighting	Environment that feels safer Clean, friendly neighborhood Pedestrian safety	Identified as high priority	$3,200,000	Improves safety and uniformity along street Can be combined with undergrounding Portions may be implemented as development occurs, or as part of other improvements	Very expensive
Street trees	Green ambiance Clean, friendly neighborhood Sustainable practices	Consensus in favor Identified as high priority	$310,000	Possible public/private partnerships Some grant funding may be available	Need to resolve maintenance issues
Develop art/history project	Enhances residential and commercial areas, and pedestrian experience Fosters ownership of street Clean, friendly neighborhood impression Honors historic character	Consensus in favor Identified as high priority		Flexible implementation Opportunity for community participation/local art Attracts people Could combine with other projects	

*Note: The figure for sidewalk repair assumes complete sidewalk replacement for the entire street (without a contingency adjustment). Cost would vary according to extent of repair needed.

PowerPoint Presentation MLK Jr. Way + Peralta Street WOPAC Meeting - November 2 2011

Streetscape Improvement Project

Oakland, California

Project Location

Oakland, California

Project Team

Consultants:

Gates + Associates – Landscape Architects, Urban Designers
Dowling & Associates, Inc. – Traffic Engineers
Urban Design Consulting Engineers – Civil Engineers
Zeiger Engineers – Electrical Engineers

City Staff:

Sunny Nguyen, Project Manager, CEDA
Jeff Chew, West Oakland Area Manager, CEDA

Core Advisory Group:

Ray Kidd
Bill Vidor
Madeline Wells
Ellen Wyrick-Parkinson

Oakland, California

Urban Fabric Context

Oakland, California

Existing Conditions

- Sidewalk Condition
- Driveways
- Lighting
- Street Trees
- Utilities & Drainage

Oakland, California

Existing Conditions

- Sidewalk Condition
- Driveways
- Lighting
- Street Trees
- Utilities & Drainage

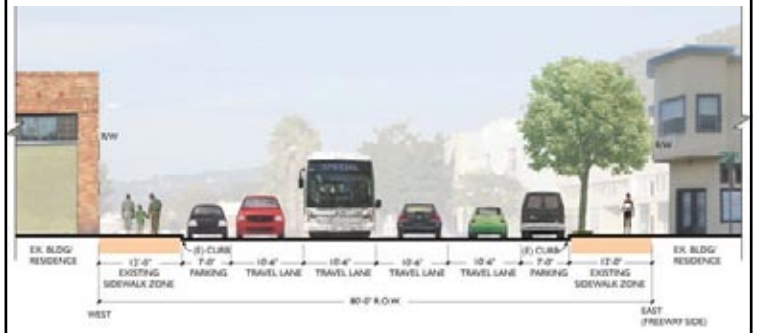
Oakland, California

Pedestrian Safety

- Bulb-outs shorten crossing distance
- Traffic analysis looked at locations
  - Best promote pedestrian safety
  - Opportunities for pedestrian refuges
- Verify turning movements
- Look at possible parking loss

Oakland, California

Excess Capacity



Oakland, California

Intersection Reconfiguration

Oakland, California

Martin Luther King, Jr. Way Charrette April 16, 2011

About 30 Community Members
Councilmember Nadel
City Staff
AC Transit Staff
Consultants

Oakland, California

Peralta Street Workshop May 21, 2011

Over 40 Community Members
City Staff
AC Transit Staff
Consultants

Oakland, California

Success Criteria

Areas of Consensus

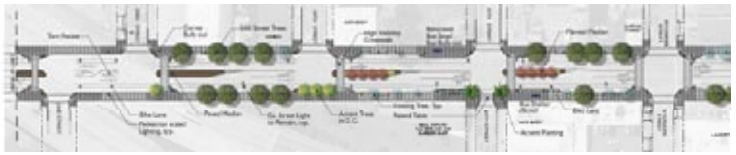
priorities

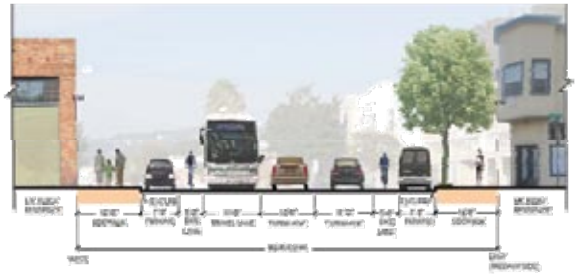
Oakland, California

Martin Luther King, Jr. Way

Oakland, California

Martin Luther King, Jr. Way



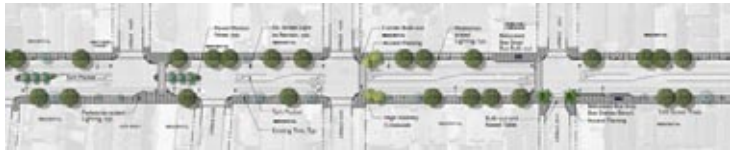


Oakland, California

Martin Luther King, Jr. Way

Oakland, California

Martin Luther King, Jr. Way



Oakland, California

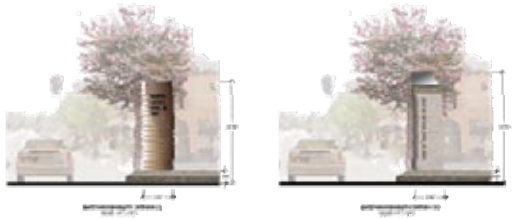
Martin Luther King, Jr. Way

Oakland, California

Martin Luther King, Jr. Way

Oakland, California

Martin Luther King, Jr. Way



Oakland, California

Median Monument

Oakland, California

Peralta Street

Oakland, California

Peralta Street

Oakland, California

Peralta Street

Oakland, California

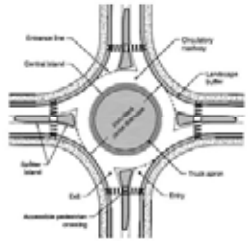
Peralta Street

Oakland, California

Peralta Street

Oakland, California

Peralta Street

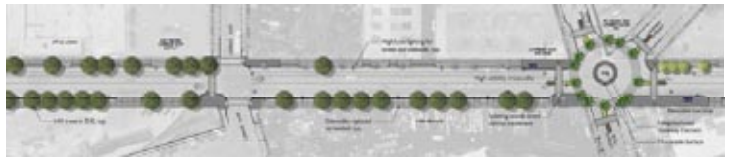


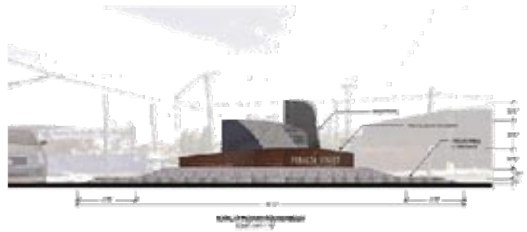
Oakland, California

Peralta Street

Oakland, California

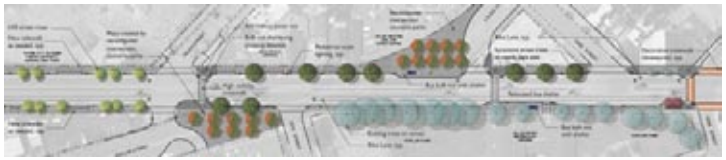
Peralta Street





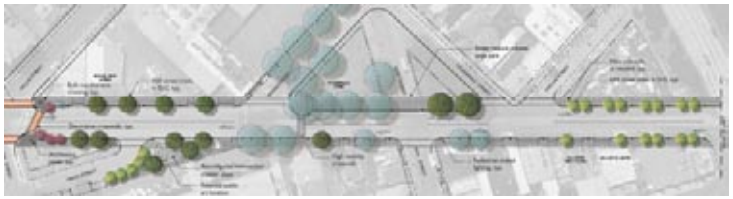
Oakland, California

Peralta Street



Oakland, California

Peralta Street



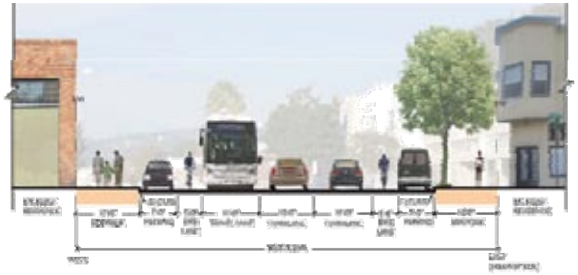
Oakland, California

Potential Priority Projects

$3 million budget

Oakland, California

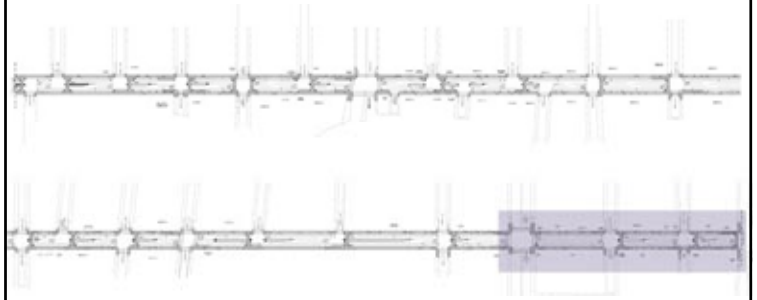
MLK – Striping for Road Diet



$200,000 for entire project area

Oakland, California

MLK - Option 1

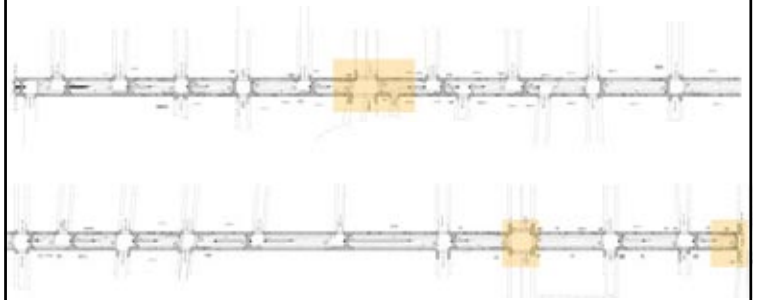


Complete Improvements Between 40th and West MacArthur

$1,280,000 (without planted median)

Oakland, California

MLK - Option 2

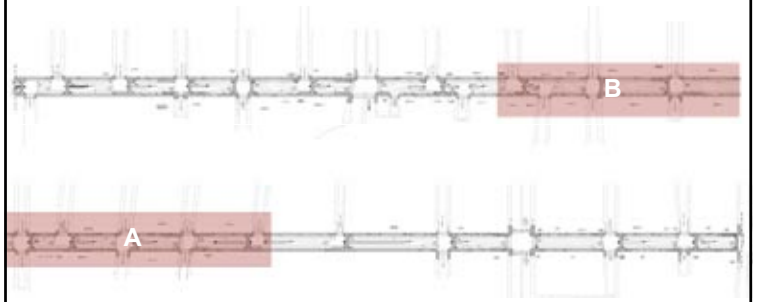


Complete the Intersection Improvements at 27th Street, West MacArthur Blvd. and 40th Street

$1,150,000 (Including crosswalk enhancements)

Oakland, California

MLK - Option 3



A: Complete Improvements from 35th Street south to 32th Street

$1,500,000

B: Complete Improvements from 35th Street south to 29th Street

$3,000,000

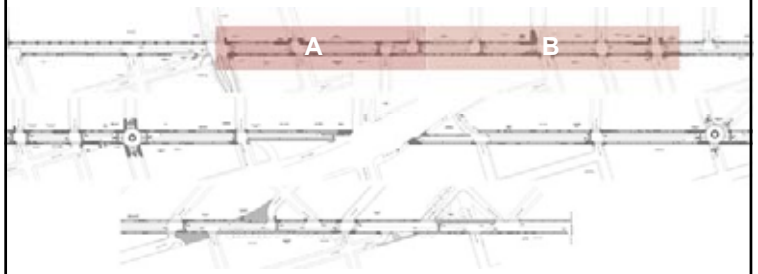
Oakland, California

Peralta – Striping & Crosswalks

$300,000

Oakland, California

Peralta - Options 1A & 1B



A: Complete Improvements from 7th Street to 10th Street

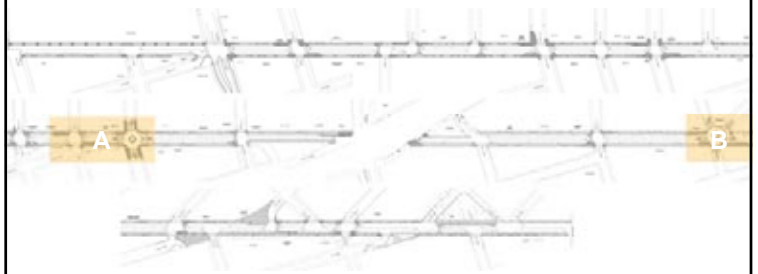
$1,500,000

B: Complete Improvements from 7th Street to 14th Street

$3,000,000

Oakland, California

Peralta - Options 2A & 2B



A: 18th Street Roundabout to 17th Street reconfiguration

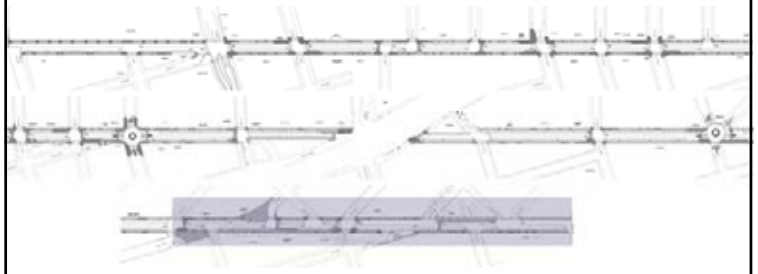
$1,240,000 + Property Acquisition

B: 28th Street Roundabout

$970,000 + Property Acquisition

Oakland, California

Peralta - Option 3



Complete all of the improvements between Helen Street and northern limit

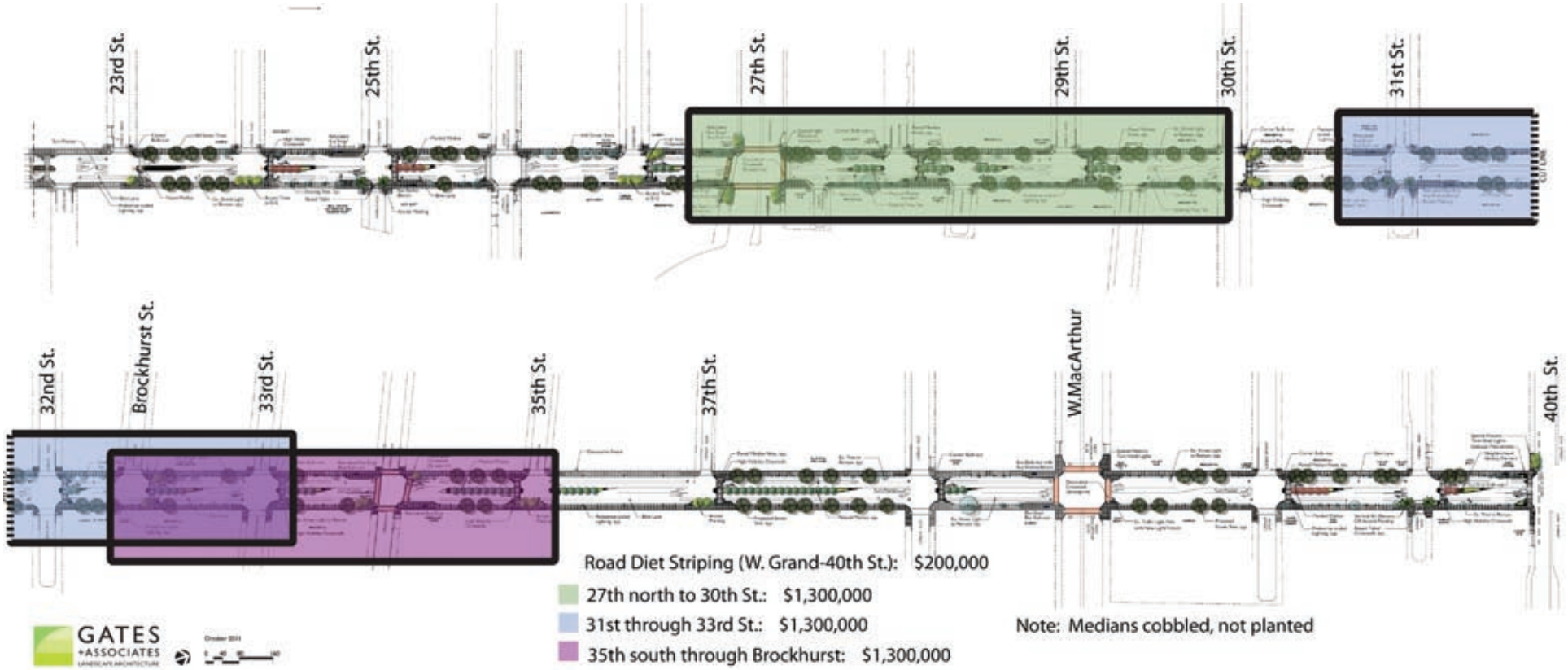
$2,120,000 + Property Acquisition

Oakland, California

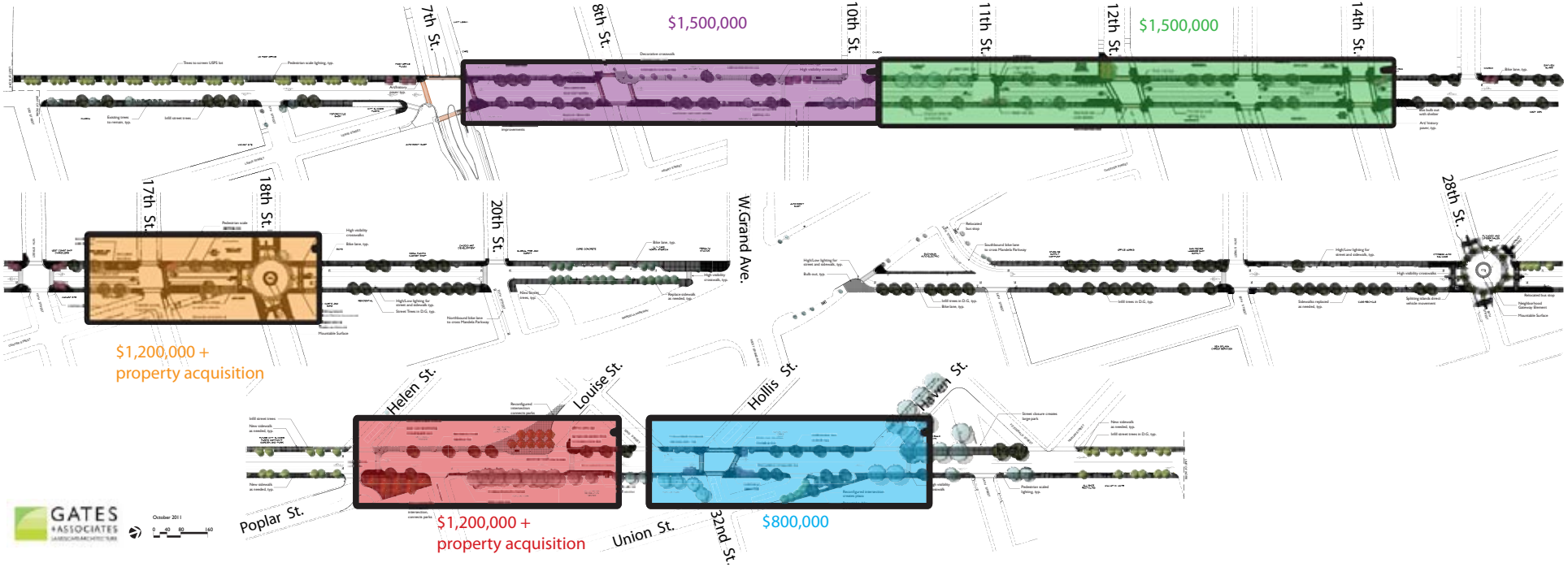
Next Steps

Oakland, California

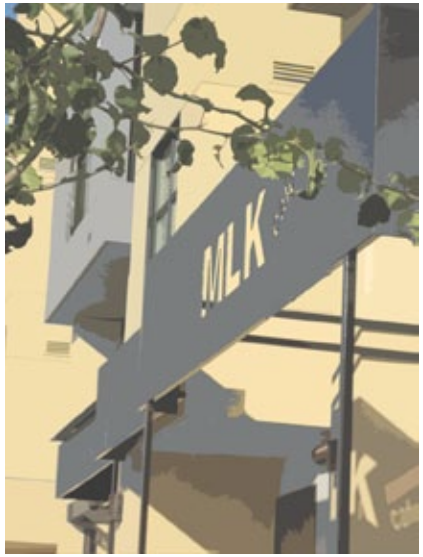
Marthin Luhter King Jr. Way - Phasing Diagram



Peralta Street - Phasing Diagram



APPENDIX D



Appendix D - Schematic Designs and Costs

- Martin Luther King Jr. Way - Schematic Design Plans
- Martin Luther King Jr. Way - Order of Magnitude Cost Estimate
- Peralta Street - Schematic Design Plans
- Peralta Street - Order of Magnitude Cost Estimate

CALL BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
800-227-2600

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS AGENCY AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF UNDERGROUND FACILITIES.

CITY OF OAKLAND
PUBLIC WORKS AGENCY
PROJECT PLANS FOR
MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS
FROM 23RD STREET TO 40TH STREET

CITY PROJECT NO. XXXX

INDEX OF DRAWING

LOCATION MAP

LIMIT OF WORK
NOT TO SCALE

CITY OF OAKLAND
DEPARTMENT OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA
SUITE 4314
OAKLAND, CA 94612
(510) 238-3437
FAX (510) 238-7227

ENGINEERING DESIGN AND RIGHT-OF-WAY DIVISION
PRINCIPAL CIVIL ENGINEER

PROJECT DELIVERY
DIVISION MANAGER

STREETS AND STRUCTURES
SUPERVISING CIVIL ENGINEER

CIVIL ENGINEER
RCE NO. _____ EXP. _____

CITY ADMINISTRATOR'S OFFICE
CITY ADA COORDINATOR

PWA INFRASTRUCTURE AND OPERATIONS
ASSISTANT DIRECTOR

PWA FACILITIES & ENVIRONMENT
ASSISTANT DIRECTOR

TRANSPORTATION SERVICES DIVISION
PRINCIPAL CIVIL ENGINEER

CHECKED BY

DESIGNED BY

DRAWN BY

No.	BY	DATE	REFERENCE

PROJECT NO.

SCALE: AS SHOWN
DATE: 07/21/2011

SHEET NO. T-1

LAYOUT LEGEND

CONCRETE SIDEWALK
COLOR: T.B.D. FROM STANDARD DAVIS COLORS
FINISH: MEDIUM BROOM, PERPENDICULAR TO THE DIRECTION OF TRAVEL.
CONTRACTOR TO DO (2) FIELD MOCK-UPS OF 4'X4' PANELS OF THE COLOR AND FINISH FOR REVIEW AND APPROVAL.

ACCENT CONCRETE PAVING
COLOR: T.B.D. FROM STANDARD DAVIS COLORS, (800) 356-4848
FINISH: MEDIUM SANDBLAST
CONTRACTOR TO DO (2) FIELD MOCK-UPS OF 4'X4' PANELS OF COLOR AND FINISH FOR REVIEW AND APPROVAL.

VEHICULAR INTEGRAL COLOR CONCRETE PAVING AT HIGH VISIBILITY CROSSWALKS
COLOR: DAVIS COLORS, (800) 356-4848
COLOR (1): T.B.D.
COLOR (2): T.B.D
FINISH: LIGHT SANDBLAST
CONTRACTOR TO DO (2) FIELD MOCK-UPS OF 4'X4' PANELS OF EACH COLOR/FINISH FOR REVIEW AND APPROVAL.

4"x4" COBBLED PAVING AT MEDIAN NOSE

DECOMPOSED GRANITE PAVING

VEHICULAR CONCRETE AT DRIVEWAY

BIKE RACK:
MFR: T.B.D.
MODEL: T.B.D.
COLOR: BLACK POWDERCOAT
MOUNTING: EMBEDMENT

(T) TRASH RECEPTACLE
MFR: T.B.D.
MODEL: T.B.D.
COLOR: T.B.D.

(R) RECYCLE TRASH RECEPTACLE
MFR: T.B.D.
MODEL: T.B.D.
COLOR: T.B.D.

(B) BOLLARD
MFR: T.B.D.
MODEL: T.B.D.
COLOR: T.B.D.
INSTALL PER MFR'S SPECS AND DETAILS

SEAT PAD (24"X24" OR 30"X30")

CONCRETE SEATWALL

DECORATIVE METAL FENCING

MONOLITH/ GATEWAY ELEMENT

DECTECTABLE WARNING SURFACE
MFR: T.B.D.
MODEL: T.B.D.

PEDESTRIAN STREET LIGHT

30'H TWIN HEAD STREET LIGHT

EXISTING COBRA LIGHT

EJ EXPANSION JOINT
LOCATE AS SHOWN, AT ALL JOINTS BETWEEN PAVING & WALLS, AND AT ALL CHANGES IN PAVING MATERIAL.

SCORELINE

MB MEDIUM BROOM
LSB LIGHT SANDBLAST
MSB MEDIUM SANDBLAST
LOW LIMIT OF WORK
TBD TO BE DETERMINED
SP SPACING
POINT OF BEGINNING
F.O.B. FACE OF BUILDING
TYP. TYPICAL
EQ. EQUAL
CONT. CONTINUOUS
S.C.D. SEE CIVIL'S DRAWINGS
S.E.D. SEE ELECTRICAL'S DRAWINGS
SIM SIMILAR
R RADIUS - ALL RADII GIVEN FOR WALLS ARE DIMENSIONED TO OUTSIDE OF WALLS.
ALIGN
℄ CENTER LINE
PROPERTY LINE
E/S EQUAL SPACING
R.O.W. RIGHT OF WAY
PA PLANTING AREA

LAYOUT NOTES

1. CONTRACTOR SHALL VERIFY ALL GRADES, EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD PRIOR TO COMMENCING WORK. ALL DISCREPANCIES OR QUESTIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.
2. ALL WRITTEN DIMENSIONS SUPERSEDE ALL SCALED DISTANCES AND DIMENSIONS. DIMENSIONS SHOWN ARE FROM THE FACE OF THE BUILDING, WALL, FACE OF CURB, EDGE OF WALK, PROPERTY LINE, OR CENTERLINE OF COLUMN UNLESS OTHERWISE NOTED ON THE DRAWINGS.
3. ALL DIMENSIONS AT BUILDING ARE TO FACE OF BUILDING. ALL DIMENSIONS AT ROADWAY ARE TO FACE OF CURB.
4. ALL ANGLES ARE 45 DEGREE, 90 DEGREE, OR 135 DEGREE UNLESS OTHERWISE NOTED.
5. ALL CURVES AND ALL TRANSITIONS BETWEEN CURVES AND STRAIGHT EDGES SHALL BE SMOOTH.
6. SEE IRRIGATION SCHEMATIC FOR GENERAL SYSTEM REQUIREMENTS AND FOR LOCATION OF IRRIGATION MAINLINE PIPING. SLEEVES TO ACCOMMODATE IRRIGATION PIPING, SIZED AS NEEDED, SHALL BE IN PLACE UNDER AND THROUGH SLABS AND WALLS, PRIOR TO POURING.
7. SCORE LINES IN SIDEWALKS SHALL BE SPACED TO EQUAL THE WIDTH OF THE WALKWAY, UNLESS OTHERWISE SHOWN. EXPANSION JOINTS IN SIDEWALKS SHALL BE 20' ON CENTER MAXIMUM.
8. EXPANSION JOINTS IN CONCRETE WALLS SHALL BE AT 100' O.C. MAXIMUM. CONTRACTION JOINTS SHALL BE AT 25' O.C. MAXIMUM.
9. BUILDING LAYOUT AND LOCATION, SIDEWALK, CURB AND GUTTER, GRADING AND DRAINAGE IS BASED ON DRAWINGS PREPARED BY THE LANDSCAPE ARCHITECT AND THE CIVIL ENGINEER.
10. SEE ELECTRICAL DETAILS AND LIGHTING PLAN FOR ADDITIONAL INFORMATION.

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE NOTES AND LEGEND

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
5871 ERON CANYON RD, SAN RAMON, CA. 94582
TEL. 925.735.8175 FAX 925.838.8581
WWW.GGATES.COM

PROJECT NO.

SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

SHEET NO.
L-0.1

TREE PROTECTION NOTES:

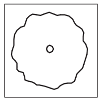
1. PRIOR TO INITIATING ANY CONSTRUCTION ACTIVITY IN THE AREA, INCLUDING GRADING, TEMPORARY PROTECTIVE FENCING SHALL BE INSTALLED AT EACH SITE TREE WHENEVER POSSIBLE. FENCING SHALL BE LOCATED AT OR BEYOND THE CANOPY DRIP LINE SO THAT 100% OF THE DRIP LINE WILL BE PROTECTED BY FENCING. TO REDUCE SOIL CAMPACTION FROM EQUIPMENT, A MULCH OF 1-2 INCH SIZED WOOD CHIPS SHALL BE PLACED AT A DEPTH OF 4 INCHES WHERE NO EXCAVATION IS TO OCCUR IN THE VICINITY OF THE TREES TO BE PROTECTED. HAND-TRENCH WITHIN THE DRIPLINE OF EXISTING TREES.
2. TREE PROTECTIVE FENCING CAN BE REMOVED TEMPORARILY DURING CONSTRUCTION OF ADJACENT NEW PAVING AT EXISTING TREES.
3. THE TREE PROTECTION FENCE SHALL BE 6' HIGH CHAIN LINK WITH IMMOVABLE POSTS. THE FENCING SHALL FORM A CONTINUOUS BARRIER WITHOUT ENTRY POINTS AROUND EACH TREE.
4. LOW HANGING LIMBS OF SAVED TREES SHALL BE PRUNED PRIOR TO GRADING, OR ANY EQUIPMENT MOBILIZATION ON SITE. THE PURPOSE OF THIS REQUIREMENT IS TO AVOID TEARING LIMBS BY HEAVY EQUIPMENT. ALL LIMBS TO BE PRUNED SHALL BE SUPERVISED BY THE ARBORIST OF RECORD FOR THE JOB.
5. THE PROTECTIVE FENCING SHALL SERVE AS A BARRIER TO PREVENT DRIP LINE ENCROACHMENT OF ANY TYPE OF CONSTRUCTION ACTIVITIES AND EQUIPMENT. NO OILS,, GAS, CHEMICALS, LIQUID WASTE, SOLID WASTE CONSTRUCTION MACHINERY OR CONSTRUCTION MATERIALS SHALL BE STORED OR ALLOWED TO STAND FOR ANY PERIOD OF TIME WITHIN THE DRIP LINE OF THE TREE. FURTHER, NO ONE SHALL ENTER THE FENCE PERIMETER FOR ANY REASON EXCEPT FOR THE PURPOSE OF MONITORING THE HEALTH OF THE TREE. ACCIDENTAL DAMAGE TO BARK, ROOT CROWN, OR LIMBS MAY INCREASE POTENTIAL FOR FUTURE DECLINE.
6. CONTRACTORS AND SUBCONTRACTORS SHALL DIRECT ALL EQUIPMENT AND PERSONNEL TO REMAIN OUTSIDE THE FENCED AREA AND AT ALL TIMES UNTIL PROJECT IS COMPLETE, AND SHALL INSTRUCT EMPLOYEES AS TO THE PURPOSE AND IMPORTANCE OF FENCING.
7. A WARNING SIGN SHALL BE POSTED AT EACH TREE INDICATING THE PURPOSE OF THE FENCING.
8. THE DESIGNATED REPRESENTATIVE FOR THE JOB OR THE CITY ARBORIST SHALL BE RESPONSIBLE FOR INSPECTION AND APPROVAL OF THE FENCING PRIOR TO ANY GRADING OPERATIONS.
9. FENCING MUST REMAIN IN PLACE AND SHALL NOT BE REMOVED UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETED. THIS SHALL INCLUDE GRADING AND COMPACTION ACTIVITIES, INSTALLATION OF UNDERGROUND, ALL CONSTRUCTION ACTIVITIES AND ANY OTHER CONSTRUCTION OR ACTIVITY WHICH IS SCHEDULED PRIOR OR LANDSCAPE INSTALLATION.
10. ROOTS OF SINGLE STANDING TREES OFTEN EXTEND UP TO THREE TIMES THE DISTANCE OF THE ACTUAL DRIP LINE AND FUNCTION PRIMARILY IN THEY UPTAKE OF NUTRIENTS AND WATER. THE DRIP LINE IS ARBITRARILY ESTABLISHED AS THE MINIMUM ROOT AREA GENERALLY REQUIRED TO PRESERVE TREE HEALTH. AS MUCH AREA AROUND THE CIRCUMFERENCE OF THE TREE SHOULD HAVE MINIMUM INTRUSION TO FURTHER INSURE TREE SURVIVAL AND HEALTH.
11. UNAUTHORIZED TREE REMOVAL OR SIGNIFICANT CONSTRUCTION DAMAGE TO A CITY TREE WHICH REQUIRES REMOVAL OF TREE IS SUBJECT TO IN-KIND REPLACEMENT EQUAL TO THE MATURE RESOURCE LOST, AS DETERMINED BY THE CITY OF OAKLAND AT NO COST TO THE CITY.
12. THE CONTRACTOR IS REQUIRED TO WATER, FERTILIZE AND TEND TO OTHER MAINTENANCE NEEDS OF EXISTING TREES AS NEEDED PER ARBORIST'S RECOMMENDATIONS TO MAINTAIN HEALTHY GROWTH THROUGHOUT THE CONSTRUCTION PERIOD. SIX FEET DIAMETER, MINIMUM, BY SIX INCH TALL EARTH BERMS SHALL BE CONSTRUCTED AT THE BASE OF EACH TREE TO FUNCTION AS TEMPORARY WATERING BASINS DURING THE CONSTRUCTION PERIOD. TREES SHALL BE WATERED ACCORDING TO WEATHER AND TREE REQUIREMENTS.
13. CONSULT SPECIFICATIONS CONCERNING TREE PROTECTION AND MAINTENANCE.
14. HAND TRENCHING SHALL ONLY OCCUR WITHIN THE TREE PROTECTION ZONE.

PLANTING NOTES

1. ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH PLANTING WORK AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN.
2. THE LANDSCAPE CONTRACTOR IS TO PROVIDE AN AGRICULTURAL SUITABILITIES ANALYSIS FOR ON-SITE AND IMPORTED TOPSOIL. RECOMMENDATIONS FOR AMENDMENTS CONTAINED IN THIS ANALYSIS ARE TO BE CARRIED OUT BEFORE PLANTING OCCURS.
3. PLANT COUNT IS FOR THE CONVENIENCE OF THE CONTRACTOR. IN CASE OF DISCREPANCIES, THE PLAN SHALL GOVERN.
4. PLANT MATERIAL LOCATIONS SHOWN ARE DIAGRAMMATIC AND MAY BE SUBJECT TO CHANGE IN THE FIELD BY THE CITY ENGINEER OR DESIGNATED REPRESENTATIVE. PLANT LOCATIONS ARE TO BE ADJUSTED IN THE FIELD AS NECESSARY TO SCREEN UTILITIES BUT NOT TO BLOCK WINDOWS, SIGNS NOR IMPEDE ACCESS.
5. ALL TREES ARE TO BE STAKED AS SHOWN ON THE TREE STAKING/GUYING DIAGRAMS. BRANCHING HEIGHT OF TREES SHALL BE A 6'-0" MINIMUM ABOVE FINISH GRADE. ALL TREES IN A FORMAL GROUP PLANTING SHALL BE MATCHING IN SIZE AND SHAPE. ALL STREET TREES TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY. CITY ENGINEER OR DESIGNATED REPRESENTATIVE SHALL BE CONSULTED REGARDING ORIENTATION OF TREES PRIOR TO PLANTING AND/OR BACKFILLING.
6. PLANT TREES 3'-0" MINIMUM FROM FACE OF CURB AT PARKING, AND FROM EDGES OF PAVING. ALL TREES WITHIN 5' OF PAVING AREAS SHALL HAVE DEEP ROOT BARRIERS INSTALLED. SEE ROOT BARRIER DETAIL. DEEP ROOT BARRIER MODEL NO. UB.24.2. (415) 344-1464. INSTALL PER MANUFACTURER'S SPECIFICATIONS. ADD ROOT BARRIERS UNDER TREE ROOT BALLS WHEN OVER EXISTING WATERLINES.
7. ON GRADE PLANTING BACKFILL MIX SHALL CONSIST OF 2 PARTS NATIVE TOPSOIL AND 1 PART NITRIFIED REDWOOD SOIL CONDITIONER.
8. ALL PLANTING AREAS SHALL BE TOP-DRESSED WITH 3" LAYER OF MULCH PER SPECIFICATIONS. SUBMIT SAMPLE TO CITY ENGINEER OR DESIGNATED REPRESENTATIVE FOR APPROVAL PRIOR TO ORDERING.
9. EACH PLANT SHALL RECEIVE AGRIFORM SLOW RELEASE PLANT TABLETS: 20-10-5 COMPOSITION. APPLY PER MANUFACTURER'S SPECIFICATIONS. PLACE NEAR ROOTBALL;

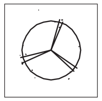
   6 FOR 24" BOX TREES - 2 BELOW AND 4 ON SIDES OF ROOTBALL.
   5 FOR 15 GALLON CAN TREES - 1 BELOW AND 4 ON SIDES OF ROOTBALL.
   4 FOR 5 GALLON CAN TREES - 1 BELOW AND 3 ON SIDES OF ROOTBALL.
10. GROUNDCOVER SHALL BE PLANTED AS SHOWN ON THE PLAN.
11. CONTRACTOR SHALL EXCAVATE ALL LIME TREATED SOIL AND REPLACE WITH TOPSOIL PER GEOTECHNICAL REPORT.
12. CONTRACTOR TO REVIEW PLANS FOR CONFLICTS WITH ALL SITE STRUCTURES AND UTILITIES. NOTIFY CITY ENGINEER OR DESIGNATED REPRESENTATIVE FOR ANY CONFLICTS PRIOR TO CONSTRRUCTION FOR DIRECTION.
13. SPECIFIC DAYLILIES ARE AVAILABLE FROM GREENWOOD DAYLILIES, 1-562-494-8944. www.greenwoodgardens.com
14. ALL PLANTING AREAS THAT ARE COMPACTED SHALL BE DECOMPACTED TO THE FOLLOWING DEPTHS; PLANTERS LESS THAN 3' WIDE TO A DEPTH OF TWO FEET. PLANTER WIDER THAN THREE FEET WIDE SHALL BE DECOMPACTED TO A DEPTH OF 18".

TREE LEGEND



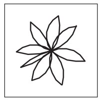
STREET TREE:

PLATANUS ACERIFOLIA 'COLUMBIA'/ SYCAMORE
ULMUS PARVIFOLIA/ EVERGREEN ELM
MAGNOLIA GRANDIFLORA/ SOUTHERN MAGNOLIA

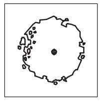


MEDIAN TREE:

PYRUS CALLERYANA 'CHANTICLIEER'/ FLOWERING PEAR
PRUNUS SP.
MALUS SP.

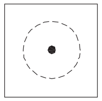


PALM TREE AT DEAD END STREET



ACCENT TREE:

LAGERSTROEMIA INDICA/ CRAPE MYRTLE
PRUNUS CERASIFERA/ PURPLE LEAF PLUM
ARBUTUS 'MARINA'



EXISTING TREES TO REMAIN, TYP.

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE NOTES AND LEGEND

LANDSCAPE ARCHITECT	
RCE NO. 1550	EXP. 05/31/2013
CHECKED BY	K. CHEN
DESIGNED BY	D. GATES, K. CHEN
DRAWN BY	A. TRUONG

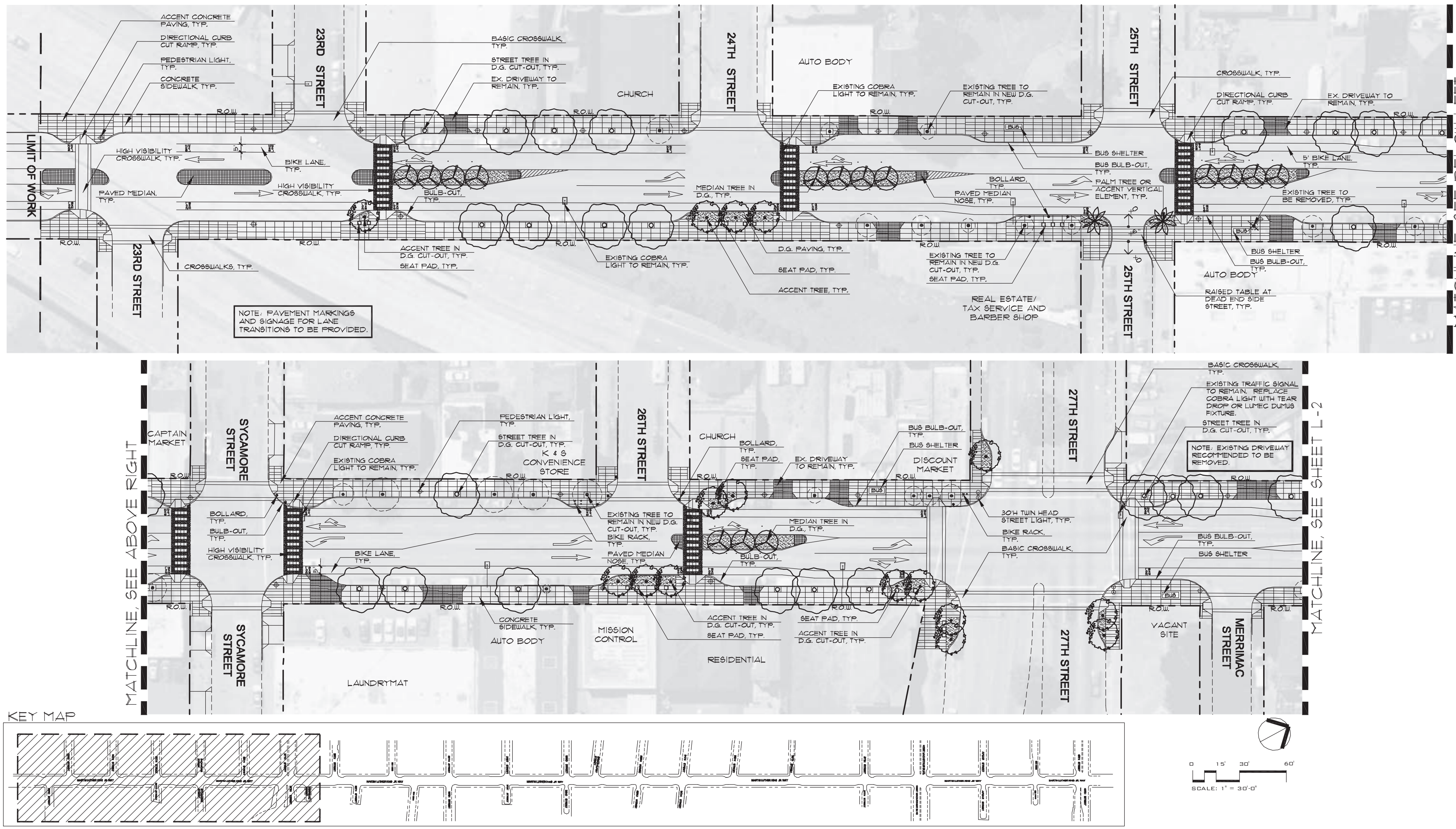
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2671 CROW CANYON RD, SAN RAMON, CA. 94583
TEL 925.736.8176 FAX 925.838.8901
WWW.DGATES.COM

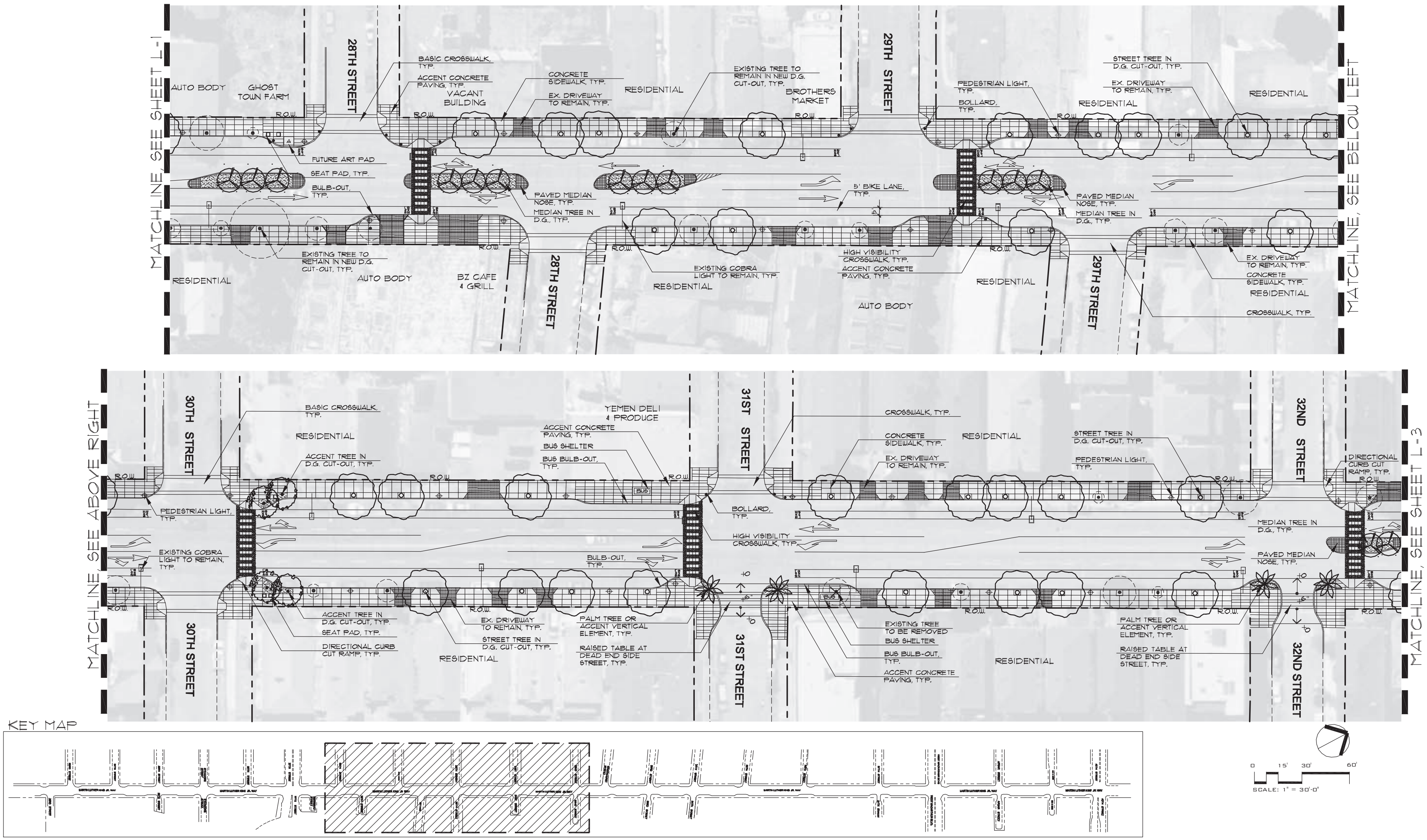
PROJECT NO.

SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

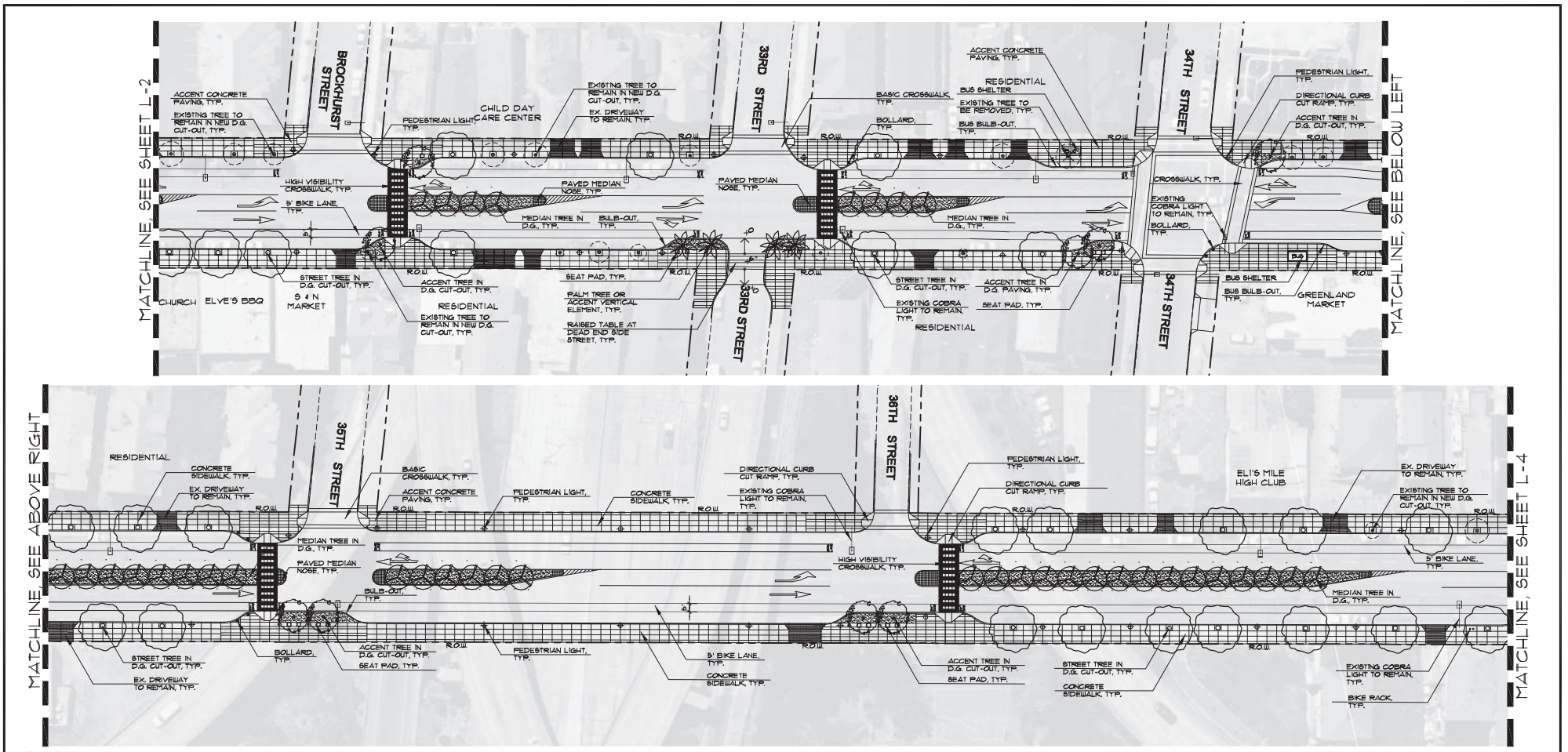
SHEET NO.
L-0.2



CITY OF OAKLAND DESIGN AND CONSTRUCTION SERVICES DEPARTMENT 250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612 (510) 238-3437 * FAX (510) 238-7227	MARTIN LUTHER KING JR. WAY STREETSCAPE SCHEMATIC DESIGN PLANS	LANDSCAPE PLAN	LANDSCAPE ARCHITECT RCE NO. 1550 EXP. 05/31/2013 CHECKED BY K. CHEN DESIGNED BY D. GATES, K. CHEN DRAWN BY A. TRUONG	No. / DATE / BY / REFERENCE	GATES & ASSOCIATES LANDSCAPE ARCHITECTURE LAND PLANNING URBAN DESIGN 2671 CROW CANYON RD, SAN RAMON, CA. 94583 TEL 925.736.8176 FAX 925.838.8901 www.dgates.com
PROJECT NO.	SCALE: AS SHOWN HOR: VERT: DATE: 07/21/2011	SHEET NO. L-1			



CITY OF OAKLAND DESIGN AND CONSTRUCTION SERVICES DEPARTMENT 250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612 (510) 238-3437 * FAX (510) 238-7227	MARTIN LUTHER KING JR. WAY STREETSCAPE SCHEMATIC DESIGN PLANS	LANDSCAPE PLAN	LANDSCAPE ARCHITECT RCE NO. 1550 EXP. 05/31/2013 CHECKED BY K. CHEN DESIGNED BY D. GATES, K. CHEN DRAWN BY A. TRUONG	No. / DATE / BY / REFERENCE	GATES & ASSOCIATES LANDSCAPE ARCHITECTURE LAND PLANNING URBAN DESIGN www.dgates.com	PROJECT NO. SCALE: AS SHOWN HOR: VERT: DATE: 07/21/2011 SHEET NO. L-2



CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND, CA. 94612
(510) 238-3437 * FAX (510) 238-7227

MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE PLAN

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

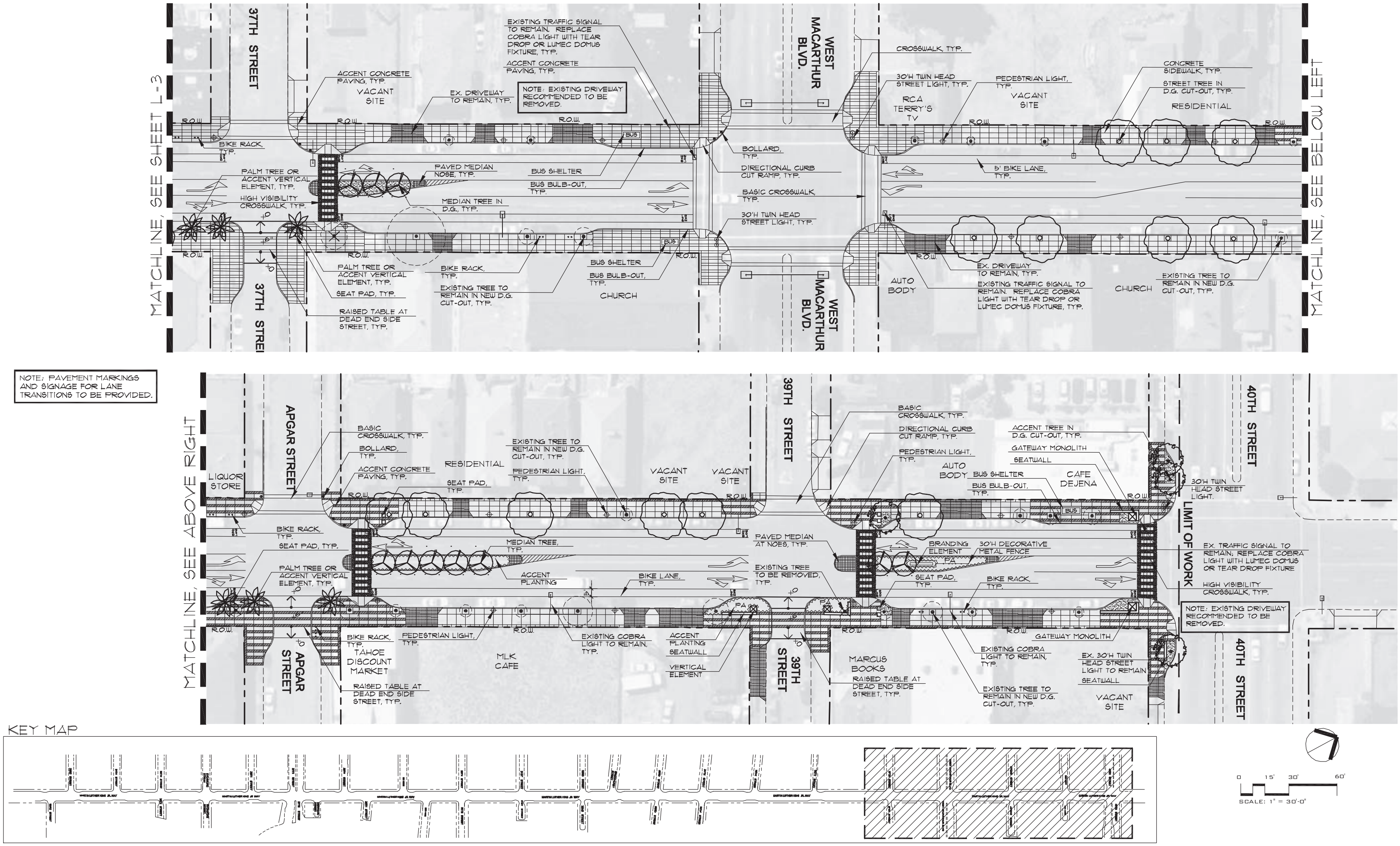
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
5971 SNOW CANYON RD, SAN RAMON, CA. 94583
TEL 925.735.8175 FAX 925.866.0501
WWW.DGATES.COM

PROJECT NO.

SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

SHEET NO. L-3

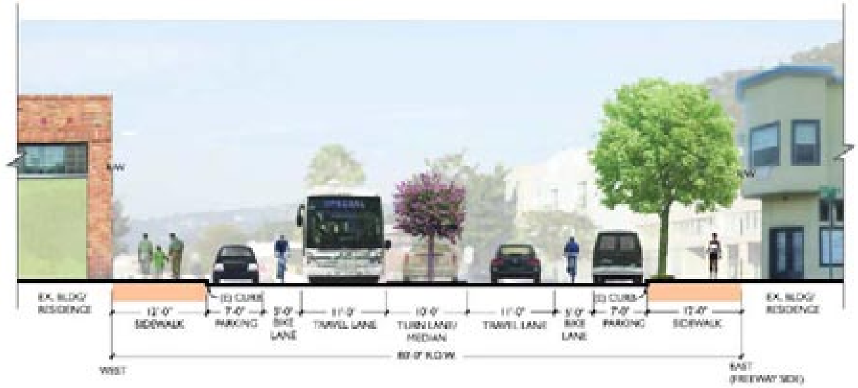


CITY OF OAKLAND DESIGN AND CONSTRUCTION SERVICES DEPARTMENT 250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612 (510) 238-3437 * FAX (510) 238-7227	MARTIN LUTHER KING JR. WAY STREETSCAPE SCHEMATIC DESIGN PLANS	LANDSCAPE PLAN	LANDSCAPE ARCHITECT RCE NO. 1550 EXP. 05/31/2013 CHECKED BY K. CHEN DESIGNED BY D. GATES, K. CHEN DRAWN BY A. TRUONG

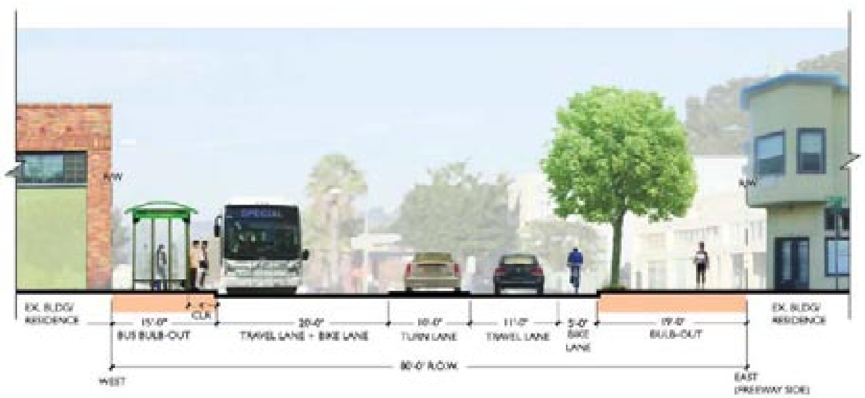
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2671 CROW CANYON RD, SAN RAMON, CA. 94583
TEL 925.736.8176 FAX 925.838.5901
www.dgates.com

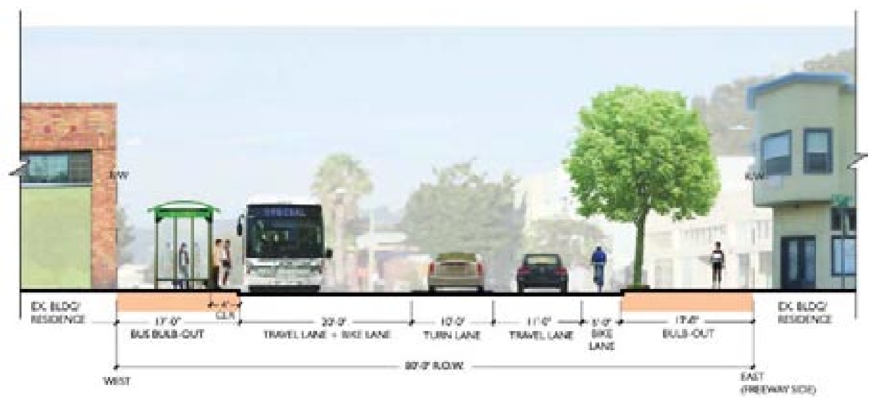
PROJECT NO.
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011
SHEET NO. L-4



ELEVATION (A): BIKE LANE
SCALE: 1/8" = 1'-0"



ELEVATION (B)-1: BUS BULB-OUT
SCALE: 1/8" = 1'-0"



ELEVATION (B)-2: BUS BULB-OUT
SCALE: 1/8" = 1'-0"

CITY OF OAKLAND
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250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS

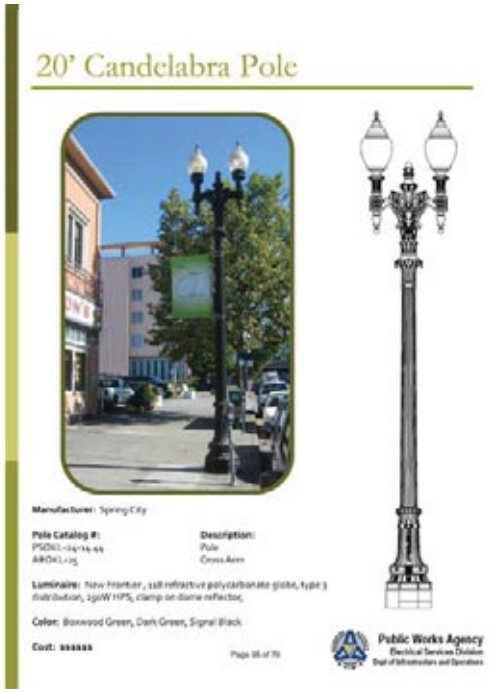
ELEVATIONS

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2671 CROW CANYON RD, SAN RAMON, CA 94583
TEL 925.736.8176 FAX 925.838.8901
WWW.DGATES.COM

PROJECT NO.
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011
SHEET NO. L-5



30'H STREET LIGHT WITH TWIN HEAD

PEDESTRIAN STREET LIGHT

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS

STREET LIGHT FIXTURE

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
3671 CROW CANYON RD, SAN RAMON, CA. 94583
TEL 925.736.0176 FAX 925.866.0861
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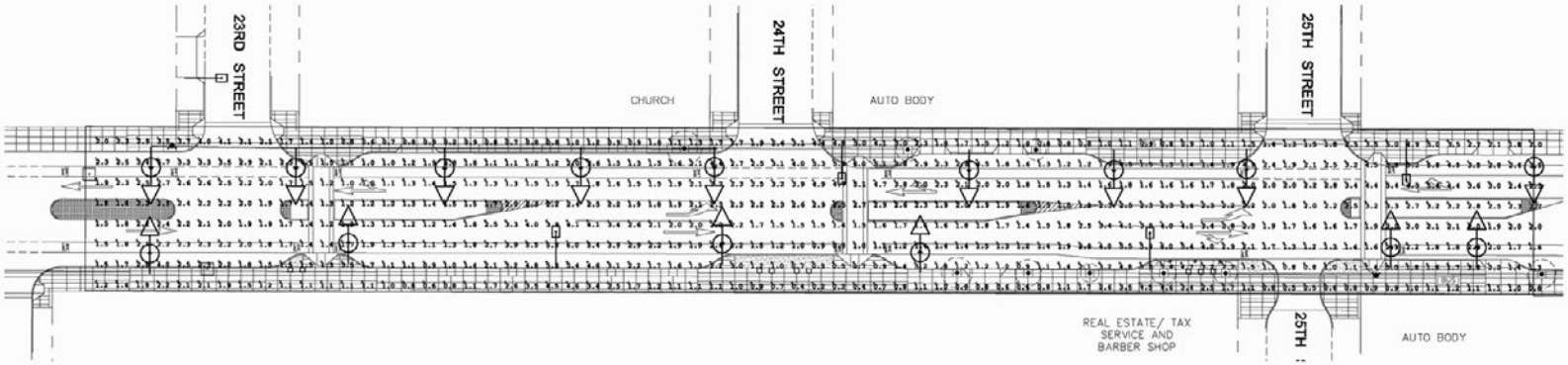
PROJECT NO.

SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

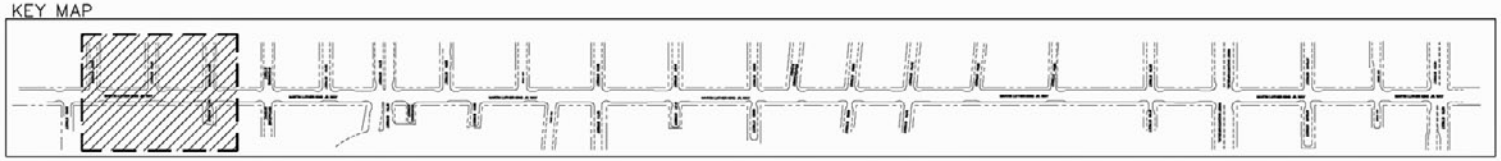
SHEET NO. L-6



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Arm	Total Watts
	7	B	SINGLE	37000	0.850	310HPS-MEDIUM CUTOFF TYPE II (6 FT ARM)	6	310
	2	I	SINGLE	16000	0.850	150HPS-SURFACE UNDER FREEWAY	0	150
	17	s0206074	SINGLE	6300	0.800	70HPS-DOS-SE3	3.25	70

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
CalcPts_2	Illuminance	Fc	2.17	6.0	0.2	10.85	30.00

KEY MAP



0 15' 30' 60'
SCALE: 1" = 30'-0"

REGISTERED PROFESSIONAL ENGINEER Richard D. Zeiger No. E7218 EXP. 9/30/12 Electrical STATE OF CALIFORNIA

ZEIGER ENGINEERS INC

ZEIGER ENGINEERS, INC.
ELECTRICAL CONSULTANTS
475 3RD STREET
OAKLAND, CA 94607
TEL (510) 452-9391
FAX (510) 452-0661

E-1

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
(510) 238-3437 • FAX (510) 238-7227

MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS

PHOTOMETRIC STUDY (23RD TO 25TH STR)

LANDSCAPE ARCHITECT
RCE NO. C67369 EXP. _____
CHECKED BY RZ
DESIGNED BY RZ
DRAWN BY STAFF

No.	DATE	BY	REFERENCE

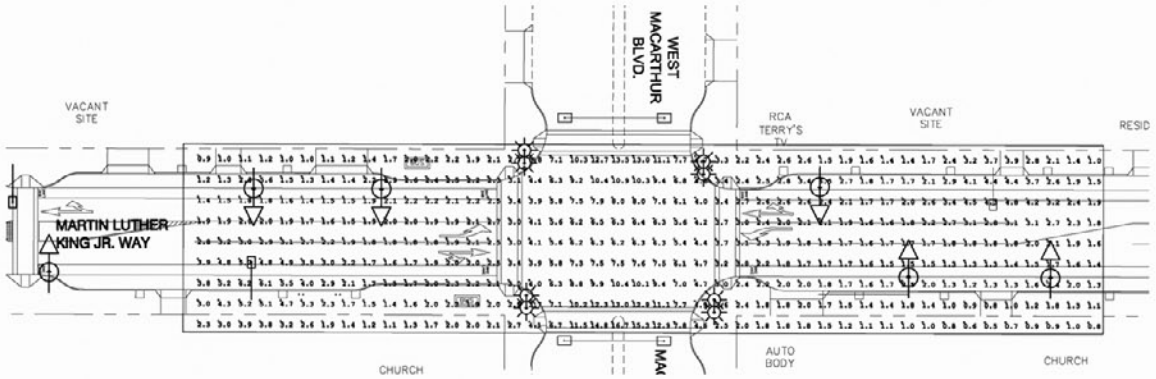
GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
WWW.GGATES.COM

PROJECT NO.
XXXX

SCALE: NTS
HOR:
VERT:
DATE: 03/01/11

SHEET NO.
___ OF X

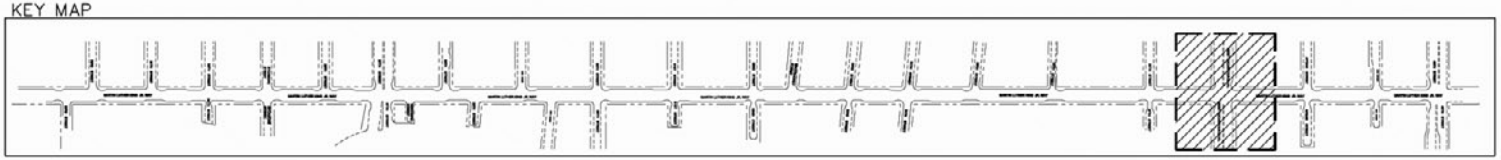
3513 07/13/11



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Arm	Total Watts
	3	B	SINGLE	37000	0.850	310HPS-MEDIUM CUTOFF TYPE II (6 FT ARM)	6	310
	2	C	SINGLE	28500	0.850	250HPS-MEDIUM CUTOFF TYPE II (6 FT ARM)	6	250
	2	H	BACK-BACK	50000	0.850	400HPS-MEDIUM CUTOFF TYPE II (8 FT ARM T	8	800
	4	K118E2IND	BACK-BACK	28500	0.850	KING 20'	1	500
	7	s0206074	SINGLE	6300	0.800	70HPS-DOS-SE3	3.25	70

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
~~CalcPts_1~~	~~Illuminance~~	~~Fc~~	~~0.00~~	~~0.0~~	~~0.0~~	~~N.A.~~	~~N.A.~~
CalcPts	Illuminance	Fc	3.36	16.7	0.5	6.72	33.40

KEY MAP



SCALE: 1" = 30'-0"

REGISTERED PROFESSIONAL ENGINEER — Richard D. Zeiger — No. E7218 — Exp. 9/30/12 — STATE OF CALIFORNIA

ZEIGER ENGINEERS, INC. — ELECTRICAL CONSULTANTS — 475 3RD STREET OAKLAND, CA 94607 — TEL (510) 452-9391 — FAX (510) 452-0661

E-2

CITY OF OAKLAND — DESIGN AND CONSTRUCTION SERVICES DEPARTMENT — 250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612 — (510) 238-3437 • FAX (510) 238-7227

MARTIN LUTHER KING JR. WAY STREETSCAPE
SCHEMATIC DESIGN PLANS

PHOTOMETRIC STUDY (WEST MACARTHUR INTERSECTION)

LANDSCAPE ARCHITECT — RCE NO. C67369 EXP. ____
CHECKED BY RZ
DESIGNED BY RZ
DRAWN BY STAFF

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES — LANDSCAPE ARCHITECTURE — LAND PLANNING — URBAN DESIGN — WWW.GSAYES.COM

PROJECT NO. XXXX

SCALE: NTS — HOR: — VERT: — DATE: 03/01/11

SHEET NO. ____ OF X

3513 07/13/11

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 37th to 40th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	23,905	SF	$2.00	$47,810.00	
Remove Concrete Sidewalk	19,169	SF	$3.50	$67,091.50	
Remove Concrete Curb & Gutter @ Bulbout	2,073	LF	$5.50	$11,401.50	
Relocate Ex. Storm Drain	5	EA	$10,000.00	$50,000.00	
Relocate Fire Hydrant	4	EA	$5,000.00	$20,000.00	
Concrete Curb & Gutter @ Bulbout	2,073	LF	$30.00	$62,190.00	
Concrete Curb (Median)	1,013	LF	$14.00	$14,182.00	
Roadway Excavation (Roadway X-Section Correction)		CY	$45.00	$0.00	
Cold Plane AC Pavement (2") @ Raised Table	240	SF	$1.00	$240.00	
AC Overlay (2") AC Overlay 4" @ Raised Table		SF	$6.00	$0.00	
New Pavement 2' around Curb, Gutter, and Median	7,416	SF	$5.00	$37,080.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	3,189	LF	$3.00	$9,567.00	
Install Directional Curb Ramp and Detectable Warning Surface	38	EA	$2,600.00	$98,800.00	
					$418,362.00
Striped Median	5	LS	$700.00	$3,500.00	
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	1	EA	$500.00	$500.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	18,771	SF	$9.50	$178,324.50	
Concrete Paving @ Bulbout	19,505	SF	$9.50	$185,297.50	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	3,165	SF	$12.00	$37,980.00	
Driveway Concrete	2,930	SF	$12.00	$35,160.00	
Cobbled Median (Excluding Curb)	1,080	SF	$10.00	$10,800.00	
Recycling & Trash Receptacles		EA	$1,250.00	$0.00	
Benches		EA	$1,500.00	$0.00	
Seat Pads	19	EA	$1,300.00	$24,700.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Decorative Metal Fence		LF	$150.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 37th to 40th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Bollards	6	EA	$800.00	$4,800.00	
Bike Racks - Single Loop	0	EA	$500.00	$0.00	
Decomposed Granite Paving	4,469	SF	$4.00	$17,876.00	
Fine Grading/Soil Prep/Mulch 3"	720	SF	$1.50	$1,080.00	
24" Box Tree	43	EA	$350.00	$15,050.00	
Palm Tree	2	EA	$10,000.00	$20,000.00	
Root Barrier, 2' deep	720	LF	$10.00	$7,200.00	
Shrubs and Groundcover Planting	0	SF	$5.50	$0.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$553,768.00
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	30	EA	$5,260.00	$157,800.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	30	EA	$1,500.00	$45,000.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	3	EA	$10,580.00	$31,740.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	3	EA	$2,400.00	$7,200.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	0	EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	0	EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	3,520	LF	$18.00	$63,360.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	3,520	LF	$8.00	$28,160.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)	0	EA	$1,400.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 37th to 40th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Paint Existing Stret Light Pole and Arm	11	EA	$1,000.00	$11,000.00	
					$344,260.00
E. TRAFFIC					
Traffic Signal Relocation		EA	$250,000	$0.00	
Remove Traffic Signal		EA	$50,000	$0.00	
Install Roundabout		EA	$150,000	$0.00	
Install Curb Extension		EA	$20,000	$0.00	
Install median island		EA	$20,000	$0.00	
High-visibility fluorescent yellow green sign	12	EA	$300	$3,600.00	
Basic Crosswalk	12	EA	$200	$2,400.00	
High-visibility crosswalk	7	EA	$500	$3,500.00	
Pedestrian countdown signals	8	EA	$1,000	$8,000.00	
Modify signal timing	1	EA	$500	$500.00	
Install advance stop line	12	EA	$300	$3,600.00	
Install advance yield line		EA	$300	$0.00	
Speed feedback sign	1	EA	$10,000	$10,000.00	
Remove pavement markings	1,600	LF	$5	$8,000.00	
Install pavement markings	1,600	LF	$10	$16,000.00	
Install bus shelter	4	EA	$10,000.00	$40,000.00	
Relocate bus stop sign	3	EA	$300.00	$900.00	
Remove bus stop		EA	$500.00	$0.00	
Relocate traffic sign	12	EA	$300.00	$3,600.00	
Traffic control during construction	1	LS	$6,000.00	$6,000.00	
Transitional signing and pavement markings	1	LS	$6,000.00	$6,000.00	
					$112,100.00
			SUBTOTAL		**$ 1,428,490**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 28th to 32nd
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	17,074	SF	$2.00	$34,148.00	
Remove Concrete Sidewalk	11,993	SF	$3.50	$41,975.50	
Remove Concrete Curb & Gutter @ Bulbout	1,497	LF	$5.50	$8,233.50	
Relocate Ex. Storm Drain	5	EA	$10,000.00	$50,000.00	
Relocate Fire Hydrant	4	EA	$5,000.00	$20,000.00	
Concrete Curb & Gutter @ Bulbout	1,497	LF	$30.00	$44,910.00	
Concrete Curb (Median)	637	LF	$14.00	$8,918.00	
Roadway Excavation (Roadway X-Section Correction)	0	CY	$45.00	$0.00	
Cold Plane AC Pavement (2") @ Raised Table	480	SF	$1.00	$480.00	
AC Overlay (2") AC Overlay 4" @ Raised Table	3,892	SF	$6.00	$23,352.00	
New Pavement 2' around Curb, Gutter, and Median	5,166	SF	$5.00	$25,830.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	2,482	LF	$3.00	$7,446.00	
Install Directional Curb Ramp and Detectable Warning Surface	26	EA	$2,600.00	$67,600.00	
					$332,893.00
Striped Median	4	LS	$700.00	$2,800.00	
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	1	EA	$500.00	$500.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	21,875	SF	$9.50	$207,812.50	
Concrete Paving @ Bulbout	11,385	SF	$9.50	$108,157.50	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	2,620	SF	$12.00	$31,440.00	
Driveway Concrete	4,605	SF	$12.00	$55,260.00	
Cobbled Median (Excluding Curb)	620	SF	$10.00	$6,200.00	
Recycling & Trash Receptacles	0	EA	$1,250.00	$0.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	6	EA	$1,300.00	$7,800.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Decorative Metal Fence	0	LF	$150.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 28th to 32nd
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Bollards	13	EA	$800.00	$10,400.00	
Bike Racks - Single Loop	0	EA	$500.00	$0.00	
Decomposed Granite Paving	3,180	SF	$4.00	$12,720.00	
Fine Grading/Soil Prep/Mulch 3"	800	SF	$1.50	$1,200.00	
24" Box Tree	46	EA	$350.00	$16,100.00	
Palm Tree	4	EA	$10,000.00	$40,000.00	
Root Barrier, 2' deep	800	LF	$10.00	$8,000.00	
Shrubs and Groundcover Planting	0	SF	$5.50	$0.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$520,590.00
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	29	EA	$5,260.00	$152,540.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	29	EA	$1,500.00	$43,500.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	0	EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	0	EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	3,414	LF	$18.00	$61,452.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	3,414	LF	$8.00	$27,312.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)	0	EA	$1,400.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 28th to 32nd
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Paint Existing Stret Light Pole and Arm	13	EA	$1,000.00	$13,000.00	
					$297,804.00
E. TRAFFIC					
Traffic Signal Relocation		EA	$250,000	$0.00	
Remove Traffic Signal		EA	$50,000	$0.00	
Install Roundabout		EA	$150,000	$0.00	
Install Curb Extension		EA	$20,000	$0.00	
Install median island		EA	$20,000	$0.00	
High-visibility fluorescent yellow green sign	10	EA	$300	$3,000.00	
Basic Crosswalk	8	EA	$200	$1,600.00	
High-visibility crosswalk	5	EA	$500	$2,500.00	
Pedestrian countdown signals	8	EA	$1,000	$8,000.00	
Modify signal timing	1	EA	$500	$500.00	
Install advance stop line	8	EA	$300	$2,400.00	
Install advance yield line		EA	$300	$0.00	
Speed feedback sign		EA	$10,000	$0.00	
Remove pavement markings	1,520	LF	$5	$7,600.00	
Install pavement markings	1,520	LF	$10	$15,200.00	
Install bus shelter	2	EA	$10,000.00	$20,000.00	
Relocate bus stop sign	2	EA	$300.00	$600.00	
Remove bus stop	2	EA	$500.00	$1,000.00	
Relocate traffic sign	8	EA	$300.00	$2,400.00	
Traffic control during construction	1	LS	$4,000.00	$4,000.00	
Transitional signing and pavement markings		LS	$6,000.00	$0.00	
					$68,800.00
			SUBTOTAL		**$ 1,220,087**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- Brockhurst to 37th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	21,687	SF	$2.00	$43,374.00	
Remove Concrete Sidewalk	11,590	SF	$3.50	$40,565.00	
Remove Concrete Curb & Gutter @ Bulbout	1,335	LF	$5.50	$7,342.50	
Relocate Ex. Storm Drain	4	EA	$10,000.00	$40,000.00	
Relocate Fire Hydrant	2	EA	$5,000.00	$10,000.00	
Concrete Curb & Gutter @ Bulbout	1,335	LF	$30.00	$40,050.00	
Concrete Curb (Median)	1,686	LF	$14.00	$23,604.00	
Roadway Excavation (Roadway X-Section Correction)	0	CY	$45.00	$0.00	
Cold Plane AC Pavement (2") @ Raised Table	240	SF	$1.00	$240.00	
AC Overlay (2") AC Overlay 4" @ Raised Table	0	SF	$6.00	$0.00	
New Pavement 2' around Curb, Gutter, and Median	6,843	SF	$5.00	$34,215.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	2,356	LF	$3.00	$7,068.00	
Install Directional Curb Ramp and Detectable Warning Surface	24	EA	$2,600.00	$62,400.00	
					$308,858.50
Striped Median	5	LS	$700.00	$3,500.00	
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	2	EA	$500.00	$1,000.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	25,745	SF	$9.50	$244,577.50	
Concrete Paving @ Bulbout	11,925	SF	$9.50	$113,287.50	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	1,515	SF	$12.00	$18,180.00	
Driveway Concrete	3,095	SF	$12.00	$37,140.00	
Cobbled Median (Excluding Curb)	4,060	SF	$10.00	$40,600.00	
Recycling & Trash Receptacles	0	EA	$1,250.00	$0.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	16	EA	$1,300.00	$20,800.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Decorative Metal Fence	0	LF	$150.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- Brockhurst to 37th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Bollards	7	EA	$800.00	$5,600.00	
Bike Racks - Single Loop	1	EA	$500.00	$500.00	
Decomposed Granite Paving	4,320	SF	$4.00	$17,280.00	
Fine Grading/Soil Prep/Mulch 3"	1,728	SF	$1.50	$2,592.00	
24" Box Tree	50	EA	$350.00	$17,500.00	
Palm Tree	4	EA	$10,000.00	$40,000.00	
Root Barrier, 2' deep	864	LF	$10.00	$8,640.00	
Shrubs and Groundcover Planting	0	SF	$5.50	$0.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$582,697.00
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	32	EA	$5,260.00	$168,320.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	32	EA	$1,500.00	$48,000.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	0	EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	0	EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	3,652	LF	$18.00	$65,736.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	3,652	LF	$8.00	$29,216.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)	0	EA	$1,400.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- Brockhurst to 37th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Paint Existing Stret Light Pole and Arm	16	EA	$1,000.00	$16,000.00	
					$327,272.00
E. TRAFFIC					
Traffic Signal Relocation		EA	$250,000	$0.00	
Remove Traffic Signal		EA	$50,000	$0.00	
Install Roundabout		EA	$150,000	$0.00	
Install Curb Extension		EA	$20,000	$0.00	
Install median island		EA	$20,000	$0.00	
High-visibility fluorescent yellow green sign	8	EA	$300	$2,400.00	
Basic Crosswalk	8	EA	$200	$1,600.00	
High-visibility crosswalk	4	EA	$500	$2,000.00	
Pedestrian countdown signals	8	EA	$1,000	$8,000.00	
Modify signal timing	1	EA	$500	$500.00	
Install advance stop line	8	EA	$300	$2,400.00	
Install advance yield line		EA	$300	$0.00	
Speed feedback sign		EA	$10,000	$0.00	
Remove pavement markings	1,600	LF	$5	$8,000.00	
Install pavement markings	1,600	LF	$10	$16,000.00	
Install bus shelter	2	EA	$10,000.00	$20,000.00	
Relocate bus stop sign	2	EA	$300.00	$600.00	
Remove bus stop	2	EA	$500.00	$1,000.00	
Relocate traffic sign	8	EA	$300.00	$2,400.00	
Traffic control during construction	1	LS	$4,000.00	$4,000.00	
Transitional signing and pavement markings		LS	$6,000.00	$0.00	
					$68,900.00
SUBTOTAL					**$ 1,287,728**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 37th to 40th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	18,133	SF	$2.00	$36,266.00	
Remove Concrete Sidewalk	14,633	SF	$3.50	$51,215.50	
Remove Concrete Curb & Gutter @ Bulbout	1,681	LF	$5.50	$9,245.50	
Relocate Ex. Storm Drain	3	EA	$10,000.00	$30,000.00	
Relocated Fire Hydrant	1	EA	$5,000.00	$5,000.00	
Concrete Curb & Gutter @ Bulbout	1,681	LF	$30.00	$50,430.00	
Concrete Curb (Median)	592	LF	$14.00	$8,288.00	
Roadway Excavation (Roadway X-Section Correction)	0	CY	$45.00	$0.00	
Cold Plane AC Pavement (2") @ Raised Table	720	SF	$1.00	$720.00	
AC Overlay (2") AC Overlay 4" @ Raised Table	0	SF	$6.00	$0.00	
New Pavement 2' around Curb, Gutter, and Median	5,555	SF	$5.00	$27,775.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	1,321	LF	$3.00	$3,963.00	
Install Directional Curb Ramp and Detectable Warning Surface	24	EA	$2,600.00	$62,400.00	
					$285,303.00
Striped Median	5	LS	$700.00	$3,500.00	
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	2	EA	$500.00	$1,000.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	14,990	SF	$9.50	$142,405.00	
Concrete Paving @ Bulbout	16,065	SF	$9.50	$152,617.50	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	2,075	SF	$12.00	$24,900.00	
Driveway Concrete	4,145	SF	$12.00	$49,740.00	
Cobbled Median (Excluding Curb)	670	SF	$10.00	$6,700.00	
Recycling & Trash Receptacles	0	EA	$1,250.00	$0.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	20	EA	$1,300.00	$26,000.00	
Seat Walls	105	LF	$250.00	$26,250.00	
Vertical Elements	4	EA	$10,000.00	$40,000.00	
Decorative Metal Fence	0	LF	$150.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 37th to 40th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Bollards	8	EA	$800.00	$6,400.00	
Bike Racks - Single Loop	10	EA	$500.00	$5,000.00	
Decomposed Granite Paving	1,210	SF	$4.00	$4,840.00	
Fine Grading/Soil Prep/Mulch 3"	2,392	SF	$1.50	$3,588.00	
24" Box Tree	16	EA	$350.00	$5,600.00	
Palm Tree	6	EA	$10,000.00	$60,000.00	
Root Barrier, 2' deep	352	LF	$10.00	$3,520.00	
Shrubs and Groundcover Planting	2,040	SF	$5.50	$11,220.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$584,780.50
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	18	EA	$5,260.00	$94,680.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	18	EA	$1,500.00	$27,000.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	4	EA	$10,580.00	$42,320.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	4	EA	$2,400.00	$9,600.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	0	EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	0	EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	2,906	LF	$18.00	$52,308.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	2,906	LF	$8.00	$23,248.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)	0	EA	$1,400.00	$0.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- 37th to 40th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Paint Existing Stret Light Pole and Arm	14	EA	$1,000.00	$14,000.00	
					$263,156.00
E. TRAFFIC					
Traffic Signal Relocation		EA	$250,000	$0.00	
Remove Traffic Signal		EA	$50,000	$0.00	
Install Roundabout		EA	$150,000	$0.00	
Install Curb Extension		EA	$20,000	$0.00	
Install median island		EA	$20,000	$0.00	
High-visibility fluorescent yellow green sign	6	EA	$300	$1,800.00	
Basic Crosswalk	8	EA	$200	$1,600.00	
High-visibility crosswalk	3	EA	$500	$1,500.00	
Pedestrian countdown signals	16	EA	$1,000	$16,000.00	
Modify signal timing	2	EA	$500	$1,000.00	
Install advance stop line	8	EA	$300	$2,400.00	
Install advance yield line		EA	$300	$0.00	
Speed feedback sign	1	EA	$10,000	$10,000.00	
Remove pavement markings	1,600	LF	$5	$8,000.00	
Install pavement markings	1,600	LF	$10	$16,000.00	
Install bus shelter	3	EA	$10,000.00	$30,000.00	
Relocate bus stop sign		EA	$300.00	$0.00	
Remove bus stop		EA	$500.00	$0.00	
Relocate traffic sign	8	EA	$300.00	$2,400.00	
Traffic control during construction	1	LS	$6,000.00	$6,000.00	
Transitional signing and pavement markings	1	LS	$6,000.00	$6,000.00	
					$102,700.00
			SUBTOTAL		**$ 1,235,940**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

MARTIN LUTHER KING JR. WAY -- SUMMARY
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
29-Jul-11

Zone	Civil	Landscape	Bulb out	Electrical	Traffic	Subtotal
1 - 23rd and Merrimac	$418,362	$ 553,768	$ -	$ 344,260	$ 112,100	**$ 1,428,490**
2 - 28th and 32nd	$332,893	$ 520,590	$ -	$ 297,804	$ 68,800	**$ 1,220,087**
3 - Brockhurst and 37th	$308,859	$ 582,697	$ -	$ 327,272	$ 68,900	**$ 1,287,728**
4 - 37th and 40th	$285,303	$ 584,781	$ -	$ 263,156	$ 102,700	**$ 1,235,940**

SUBTOTAL	**$ 5,172,244**
Contingency Design phase- 20%	$ 1,034,449
Mobilization/Traffic Control/SWPPP - 10%	$ 517,224
Total of Construction	**$ 6,723,917**

NOTES:
1) Irrigation System Unit cost does not include water meter.
2) If medians area striped, rather than constructed, the overall cost will be reduced by **$211,970.(**
3) Cost for a typical Pedestrian Bulb-out ranges from **$13,500 to $18,000**, including demo, new curb/gutter, concrete paving, and curb cut ramps.
4) Cost for a typical Bus Bulb-out ranges from **$27,500 to $31,500**, including demo, new curb/gutter, concrete paving, curb cut ramps, and bus shelter.

The above items, amounts, quantities, and related information are based on DGA judgement at this level of document preparation & is offered only as reference data. DGA has no control over construction quantities, costs, and related factors affecting costs, and advises the client that significant variations may occur between this opinion of probable construction costs and actual construction prices. Costs shown reflect todays dollars (2011) and no adjustments have been made for inflation/deflation in this estimate. Estimates includes R.O.W costs of improvements to back of curb.

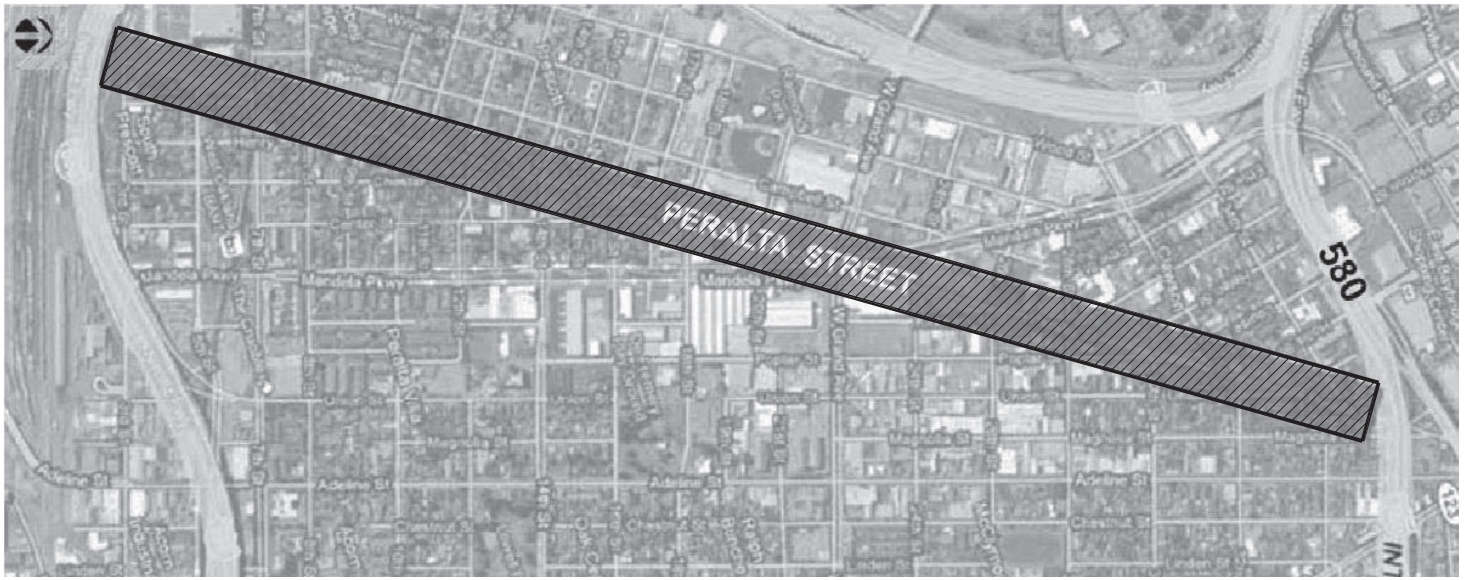
CALL BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
800-227-2600

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS AGENCY AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF UNDERGROUND FACILITIES.

CITY OF OAKLAND
PUBLIC WORKS AGENCY
PROJECT PLANS FOR
PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS
FROM 3RD STREET TO 35TH STREET

CITY PROJECT NO. XXXX

INDEX OF DRAWING



LOCATION MAP

LIMIT OF WORK
NOT TO SCALE

CITY OF OAKLAND
DEPARTMENT OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA
SUITE 4314
OAKLAND, CA 94612
(510) 238-3437
FAX (510) 238-7227

ENGINEERING DESIGN AND RIGHT-OF-WAY DIVISION
PRINCIPAL CIVIL ENGINEER

PROJECT DELIVERY
DIVISION MANAGER

STREETS AND STRUCTURES
SUPERVISING CIVIL ENGINEER

CIVIL ENGINEER
RCE NO. _____ EXP. _____

CITY ADMINISTRATOR'S OFFICE
CITY ADA COORDINATOR

PWA INFRASTRUCTURE AND OPERATIONS
ASSISTANT DIRECTOR

PWA FACILITIES & ENVIRONMENT
ASSISTANT DIRECTOR

TRANSPORTATION SERVICES DIVISION
PRINCIPAL CIVIL ENGINEER

CHECKED BY
DESIGNED BY
DRAWN BY

No.	BY	DATE	REFERENCE

PROJECT NO.

SCALE: AS SHOWN
DATE: 07/21/2011

SHEET NO. T-1

LAYOUT LEGEND

CONCRETE SIDEWALK
COLOR: T.B.D. FROM STANDARD DAVIS COLORS
FINISH: MEDIUM BROOM, PERPENDICULAR TO THE DIRECTION OF TRAVEL.
CONTRACTOR TO DO (2) FIELD MOCK-UPS OF 4'X4' PANELS OF THE COLOR AND FINISH FOR REVIEW AND APPROVAL.

ACCENT CONCRETE PAVING
COLOR: T.B.D. FROM STANDARD DAVIS COLORS, (800) 356-4848
FINISH: MEDIUM SANDBLAST
CONTRACTOR TO DO (2) FIELD MOCK-UPS OF 4'X4' PANELS OF COLOR AND FINISH FOR REVIEW AND APPROVAL.

VEHICULAR INTEGRAL COLOR CONCRETE PAVING AT HIGH VISIBILITY CROSSWALKS
COLOR: DAVIS COLORS, (800) 356-4848
COLOR (1): T.B.D.
COLOR (2): T.B.D
FINISH: LIGHT SANDBLAST
CONTRACTOR TO DO (2) FIELD MOCK-UPS OF 4'X4' PANELS OF EACH COLOR/FINISH FOR REVIEW AND APPROVAL.

4"x4" COBBLED PAVING AT MEDIAN NOSE

DECOMPOSED GRANITE PAVING

VEHICULAR CONCRETE AT DRIVEWAY

BIKE RACK:
MFR: T.B.D.
MODEL: T.B.D.
COLOR: BLACK POWDERCOAT
MOUNTING: EMBEDMENT

TRASH RECEPTACLE
MFR: T.B.D.
MODEL: T.B.D.
COLOR: T.B.D.

RECYCLE TRASH RECEPTACLE
MFR: T.B.D.
MODEL: T.B.D.
COLOR: T.B.D.

BOLLARD
MFR: T.B.D.
MODEL: T.B.D.
COLOR: T.B.D.
INSTALL PER MFR'S SPECS AND DETAILS

SEAT PAD (24"X24" OR 30"X30")

DECTECTABLE WARNING SURFACE
MFR: T.B.D.
MODEL: T.B.D.

PEDESTRIAN STREET LIGHT

30'H TWIN HEAD STREET LIGHT

30'H STREET LIGHT WITH HIGH + LOW CONFIGURATION

EJ	EXPANSION JOINT LOCATE AS SHOWN, AT ALL JOINTS BETWEEN PAVING & WALLS, AND AT ALL CHANGES IN PAVING MATERIAL.
	SCORELINE
MB	MEDIUM BROOM
LSB	LIGHT SANDBLAST
MSB	MEDIUM SANDBLAST
LOW	LIMIT OF WORK
TBD	TO BE DETERMINED
SP	SPACING
	POINT OF BEGINNING
F.O.B.	FACE OF BUILDING
TYP.	TYPICAL
EQ.	EQUAL
CONT.	CONTINUOUS
S.C.D.	SEE CIVIL'S DRAWINGS
S.E.D.	SEE ELECTRICAL'S DRAWINGS
SIM	SIMILAR
R	RADIUS - ALL RADII GIVEN FOR WALLS ARE DIMENSIONED TO OUTSIDE OF WALLS.
A	ALIGN
℄	CENTER LINE
ℙ	PROPERTY LINE
ES	EQUAL SPACING
R.O.W.	RIGHT OF WAY
PA	PLANTING AREA

LAYOUT NOTES

1. CONTRACTOR SHALL VERIFY ALL GRADES, EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD PRIOR TO COMMENCING WORK ALL DISCREPANCIES OR QUESTIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.
2. ALL WRITTEN DIMENSIONS SUPERSEDE ALL SCALED DISTANCES AND DIMENSIONS. DIMENSIONS SHOWN ARE FROM THE FACE OF THE BUILDING, WALL, FACE OF CURB, EDGE OF WALK, PROPERTY LINE, OR CENTERLINE OF COLUMN UNLESS OTHERWISE NOTED ON THE DRAWINGS.
3. ALL DIMENSIONS AT BUILDING ARE TO FACE OF BUILDING. ALL DIMENSIONS AT ROADWAY ARE TO FACE OF CURB.
4. ALL ANGLES ARE 45 DEGREE, 90 DEGREE, OR 135 DEGREE UNLESS OTHERWISE NOTED.
5. ALL CURVES AND ALL TRANSITIONS BETWEEN CURVES AND STRAIGHT EDGES SHALL BE SMOOTH.
6. SEE IRRIGATION SCHEMATIC FOR GENERAL SYSTEM REQUIREMENTS AND FOR LOCATION OF IRRIGATION MAINLINE PIPING. SLEEVES TO ACCOMMODATE IRRIGATION PIPING, SIZED AS NEEDED, SHALL BE IN PLACE UNDER AND THROUGH SLABS AND WALLS, PRIOR TO POURING.
7. SCORE LINES IN SIDEWALKS SHALL BE SPACED TO EQUAL THE WIDTH OF THE WALKWAY, UNLESS OTHERWISE SHOWN. EXPANSION JOINTS IN SIDEWALKS SHALL BE 20' ON CENTER MAXIMUM.
8. EXPANSION JOINTS IN CONCRETE WALLS SHALL BE AT 100' O.C. MAXIMUM. CONTRACTION JOINTS SHALL BE AT 25' O.C. MAXIMUM.
9. BUILDING LAYOUT AND LOCATION, SIDEWALK, CURB AND GUTTER, GRADING AND DRAINAGE IS BASED ON DRAWINGS PREPARED BY THE LANDSCAPE ARCHITECT AND THE CIVIL ENGINEER.
10. SEE ELECTRICAL DETAILS AND LIGHTING PLAN FOR ADDITIONAL INFORMATION.

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE NOTES AND LEGEND

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
3671 CROW CANYON RD, SAN RAMON, CA. 94583
TEL 925.736.8176 FAX 925.838.8901
WWW.DGATES.COM

PROJECT NO.
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011
SHEET NO.
L-0.1

TREE PROTECTION NOTES:

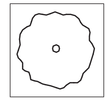
1. PRIOR TO INITIATING ANY CONSTRUCTION ACTIVITY IN THE AREA, INCLUDING GRADING, TEMPORARY PROTECTIVE FENCING SHALL BE INSTALLED AT EACH SITE TREE WHENEVER POSSIBLE. FENCING SHALL BE LOCATED AT OR BEYOND THE CANOPY DRIP LINE SO THAT 100% OF THE DRIP LINE WILL BE PROTECTED BY FENCING. TO REDUCE SOIL CAMPACTION FROM EQUIPMENT, A MULCH OF 1-2 INCH SIZED WOOD CHIPS SHALL BE PLACED AT A DEPTH OF 4 INCHES WHERE NO EXCAVATION IS TO OCCUR IN THE VICINITY OF THE TREES TO BE PROTECTED. HAND-TRENCH WITHIN THE DRIPLINE OF EXISTING TREES.
2. TREE PROTECTIVE FENCING CAN BE REMOVED TEMPORARILY DURING CONSTRUCTION OF ADJACENT NEW PAVING AT EXISTING TREES.
3. THE TREE PROTECTION FENCE SHALL BE 6' HIGH CHAIN LINK WITH IMMOVABLE POSTS. THE FENCING SHALL FORM A CONTINUOUS BARRIER WITHOUT ENTRY POINTS AROUND EACH TREE.
4. LOW HANGING LIMBS OF SAVED TREES SHALL BE PRUNED PRIOR TO GRADING, OR ANY EQUIPMENT MOBILIZATION ON SITE. THE PURPOSE OF THIS REQUIREMENT IS TO AVOID TEARING LIMBS BY HEAVY EQUIPMENT. ALL LIMBS TO BE PRUNED SHALL BE SUPERVISED BY THE ARBORIST OF RECORD FOR THE JOB.
5. THE PROTECTIVE FENCING SHALL SERVE AS A BARRIER TO PREVENT DRIP LINE ENCROACHMENT OF ANY TYPE OF CONSTRUCTION ACTIVITIES AND EQUIPMENT. NO OILS,, GAS, CHEMICALS, LIQUID WASTE, SOLID WASTE CONSTRUCTION MACHINERY OR CONSTRUCTION MATERIALS SHALL BE STORED OR ALLOWED TO STAND FOR ANY PERIOD OF TIME WITHIN THE DRIP LINE OF THE TREE. FURTHER, NO ONE SHALL ENTER THE FENCE PERIMETER FOR ANY REASON EXCEPT FOR THE PURPOSE OF MONITORING THE HEALTH OF THE TREE. ACCIDENTAL DAMAGE TO BARK, ROOT CROWN, OR LIMBS MAY INCREASE POTENTIAL FOR FUTURE DECLINE.
6. CONTRACTORS AND SUBCONTRACTORS SHALL DIRECT ALL EQUIPMENT AND PERSONNEL TO REMAIN OUTSIDE THE FENCED AREA AND AT ALL TIMES UNTIL PROJECT IS COMPLETE, AND SHALL INSTRUCT EMPLOYEES AS TO THE PURPOSE AND IMPORTANCE OF FENCING.
7. A WARNING SIGN SHALL BE POSTED AT EACH TREE INDICATING THE PURPOSE OF THE FENCING.
8. THE DESIGNATED REPRESENTATIVE FOR THE JOB OR THE CITY ARBORIST SHALL BE RESPONSIBLE FOR INSPECTION AND APPROVAL OF THE FENCING PRIOR TO ANY GRADING OPERATIONS.
9. FENCING MUST REMAIN IN PLACE AND SHALL NOT BE REMOVED UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETED. THIS SHALL INCLUDE GRADING AND COMPACTION ACTIVITIES, INSTALLATION OF UNDERGROUND, ALL CONSTRUCTION ACTIVITIES AND ANY OTHER CONSTRUCTION OR ACTIVITY WHICH IS SCHEDULED PRIOR OR LANDSCAPE INSTALLATION.
10. ROOTS OF SINGLE STANDING TREES OFTEN EXTEND UP TO THREE TIMES THE DISTANCE OF THE ACTUAL DRIP LINE AND FUNCTION PRIMARILY IN THEY UPTAKE OF NUTRIENTS AND WATER. THE DRIP LINE IS ARBITRARILY ESTABLISHED AS THE MINIMUM ROOT AREA GENERALLY REQUIRED TO PRESERVE TREE HEALTH. AS MUCH AREA AROUND THE CIRCUMFERENCE OF THE TREE SHOULD HAVE MINIMUM INTRUSION TO FURTHER INSURE TREE SURVIVAL AND HEALTH.
11. UNAUTHORIZED TREE REMOVAL OR SIGNIFICANT CONSTRUCTION DAMAGE TO A CITY TREE WHICH REQUIRES REMOVAL OF TREE IS SUBJECT TO IN-KIND REPLACEMENT EQUAL TO THE MATURE RESOURCE LOST, AS DETERMINED BY THE CITY OF OAKLAND AT NO COST TO THE CITY.
12. THE CONTRACTOR IS REQUIRED TO WATER, FERTILIZE AND TEND TO OTHER MAINTENANCE NEEDS OF EXISTING TREES AS NEEDED PER ARBORIST'S RECOMMENDATIONS TO MAINTAIN HEALTHY GROWTH THROUGHOUT THE CONSTRUCTION PERIOD. SIX FEET DIAMETER, MINIMUM, BY SIX INCH TALL EARTH BERMS SHALL BE CONSTRUCTED AT THE BASE OF EACH TREE TO FUNCTION AS TEMPORARY WATERING BASINS DURING THE CONSTRUCTION PERIOD. TREES SHALL BE WATERED ACCORDING TO WEATHER AND TREE REQUIREMENTS.
13. CONSULT SPECIFICATIONS CONCERNING TREE PROTECTION AND MAINTENANCE.
14. HAND TRENCHING SHALL ONLY OCCUR WITHIN THE TREE PROTECTION ZONE.

PLANTING NOTES

1. ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH PLANTING WORK AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN.
2. THE LANDSCAPE CONTRACTOR IS TO PROVIDE AN AGRICULTURAL SUITABILITIES ANALYSIS FOR ON-SITE AND IMPORTED TOPSOIL. RECOMMENDATIONS FOR AMENDMENTS CONTAINED IN THIS ANALYSIS ARE TO BE CARRIED OUT BEFORE PLANTING OCCURS.
3. PLANT COUNT IS FOR THE CONVENIENCE OF THE CONTRACTOR. IN CASE OF DISCREPANCIES, THE PLAN SHALL GOVERN.
4. PLANT MATERIAL LOCATIONS SHOWN ARE DIAGRAMMATIC AND MAY BE SUBJECT TO CHANGE IN THE FIELD BY THE CITY ENGINEER OR DESIGNATED REPRESENTATIVE. PLANT LOCATIONS ARE TO BE ADJUSTED IN THE FIELD AS NECESSARY TO SCREEN UTILITIES BUT NOT TO BLOCK WINDOWS, SIGNS NOR IMPEDE ACCESS.
5. ALL TREES ARE TO BE STAKED AS SHOWN ON THE TREE STAKING/GUYING DIAGRAMS. BRANCHING HEIGHT OF TREES SHALL BE A 6'-0" MINIMUM ABOVE FINISH GRADE. ALL TREES IN A FORMAL GROUP PLANTING SHALL BE MATCHING IN SIZE AND SHAPE. ALL STREET TREES TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY. CITY ENGINEER OR DESIGNATED REPRESENTATIVE SHALL BE CONSULTED REGARDING ORIENTATION OF TREES PRIOR TO PLANTING AND/OR BACKFILLING.
6. PLANT TREES 3'-0" MINIMUM FROM FACE OF CURB AT PARKING, AND FROM EDGES OF PAVING. ALL TREES WITHIN 5' OF PAVING AREAS SHALL HAVE DEEP ROOT BARRIERS INSTALLED. SEE ROOT BARRIER DETAIL. DEEP ROOT BARRIER MODEL NO. UB.24.2. (415) 344-1464. INSTALL PER MANUFACTURER'S SPECIFICATIONS. ADD ROOT BARRIERS UNDER TREE ROOT BALLS WHEN OVER EXISTING WATERLINES.
7. ON GRADE PLANTING BACKFILL MIX SHALL CONSIST OF 2 PARTS NATIVE TOPSOIL AND 1 PART NITRIFIED REDWOOD SOIL CONDITIONER.
8. ALL PLANTING AREAS SHALL BE TOP-DRESSED WITH 3" LAYER OF MULCH PER SPECIFICATIONS. SUBMIT SAMPLE TO CITY ENGINEER OR DESIGNATED REPRESENTATIVE FOR APPROVAL PRIOR TO ORDERING.
9. EACH PLANT SHALL RECEIVE AGRIFORM SLOW RELEASE PLANT TABLETS: 20-10-5 COMPOSITION. APPLY PER MANUFACTURER'S SPECIFICATIONS. PLACE NEAR ROOTBALL:

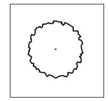
   6 FOR 24" BOX TREES - 2 BELOW AND 4 ON SIDES OF ROOTBALL.
   5 FOR 15 GALLON CAN TREES - 1 BELOW AND 4 ON SIDES OF ROOTBALL.
   4 FOR 5 GALLON CAN TREES - 1 BELOW AND 3 ON SIDES OF ROOTBALL.
10. GROUNDCOVER SHALL BE PLANTED AS SHOWN ON THE PLAN.
11. CONTRACTOR SHALL EXCAVATE ALL LIME TREATED SOIL AND REPLACE WITH TOPSOIL PER GEOTECHNICAL REPORT.
12. CONTRACTOR TO REVIEW PLANS FOR CONFLICTS WITH ALL SITE STRUCTURES AND UTILITIES. NOTIFY CITY ENGINEER OR DESIGNATED REPRESENTATIVE FOR ANY CONFLICTS PRIOR TO CONSTRRUCTION FOR DIRECTION.
13. SPECIFIC DAYLILIES ARE AVAILABLE FROM GREENWOOD DAYLILIES, 1-562-494-8944. www.greenwoodgardens.com
14. ALL PLANTING AREAS THAT ARE COMPACTED SHALL BE DECOMPACTED TO THE FOLLOWING DEPTHS: PLANTERS LESS THAN 3' WIDE TO A DEPTH OF TWO FEET. PLANTER WIDER THAN THREE FEET WIDE SHALL BE DECOMPACTED TO A DEPTH OF 18".

TREE LEGEND



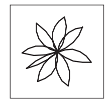
STREET TREE:

PLATANUS ACERIFOLIA 'COLUMBIA'/ SYCAMORE
ULMUS PARVIFOLIA/ EVERGREEN ELM
MAGNOLIA GRANDIFLORA/ SOUTHERN MAGNOLIA

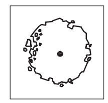


ENTRY STREET STREET:

LAGERSTROEMIA INDICA/ CRAPE MYRTLE

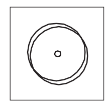


PALM TREE



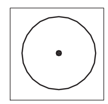
ACCENT TREE:

LAGERSTROEMIA INDICA/ CRAPE MYRTLE
PRUNUS CERASIFERA/ PURPLE LEAF PLUM
ARBUTUS 'MARINA'



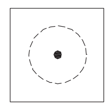
SCREEN TREE:

ACER RUBRUM 'RED SUNSET'/ RED SUNSET RED MAPLE
ELAEOCARPUS DECIPIENS/ JAPANESE BLUEBERRY
TRISTANIS CONFERTA/ BRISBANE BOX



STREET TREE TO MATCH EXISTING AT FITZGERALD PARK:

PLATANUS ACERIFOLIA/ LONDON PLANE TREE



EXISTING TREES TO REMAIN, TYP.

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE NOTES AND LEGEND

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

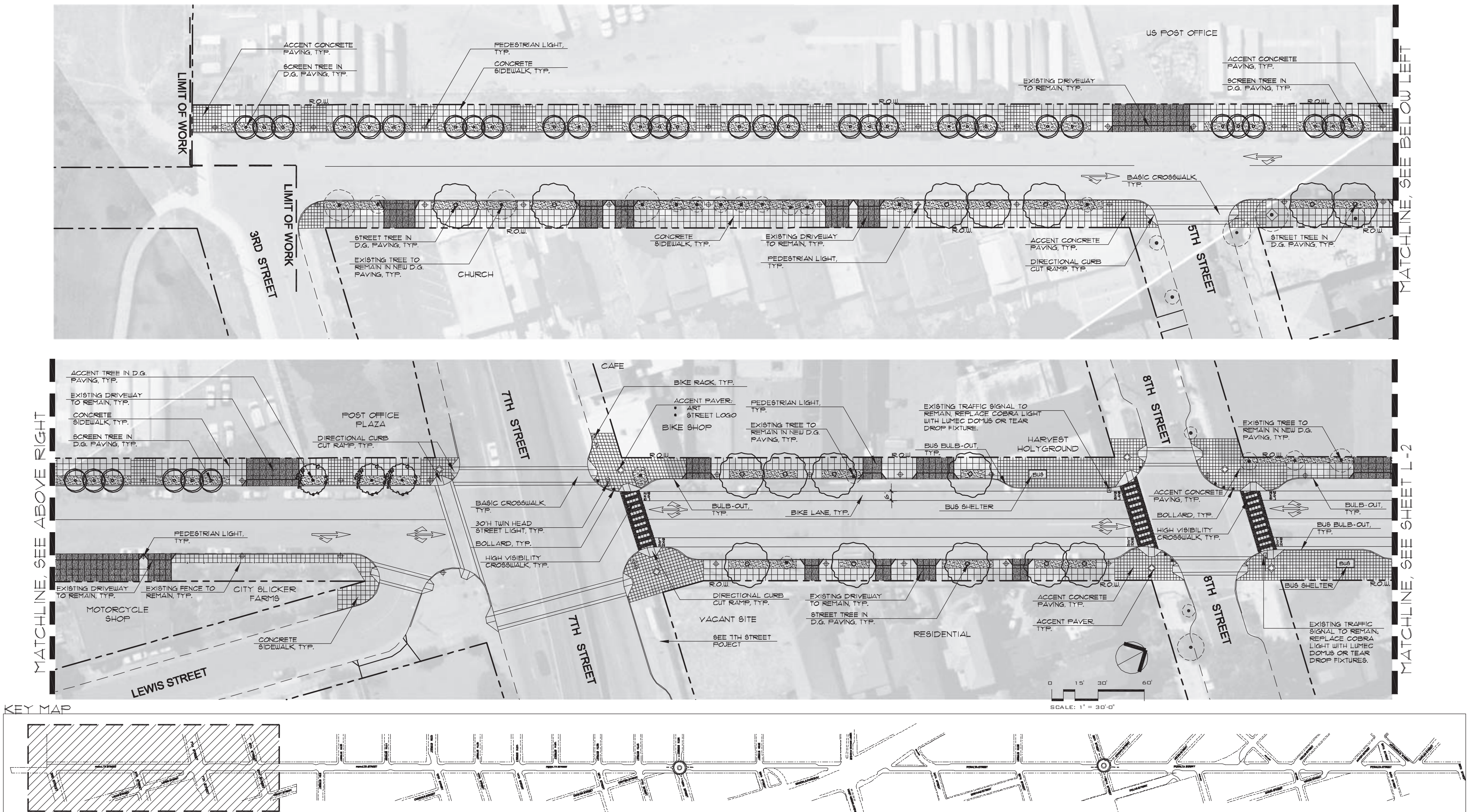
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2671 CROW CANYON RD, SAN RAMON, CA. 94583
TEL 925.736.8176 FAX 925.838.8901
WWW.DGATES.COM

PROJECT NO.

SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

SHEET NO.
L-0.2



CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE PLAN

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

No.	DATE	BY	REFERENCE

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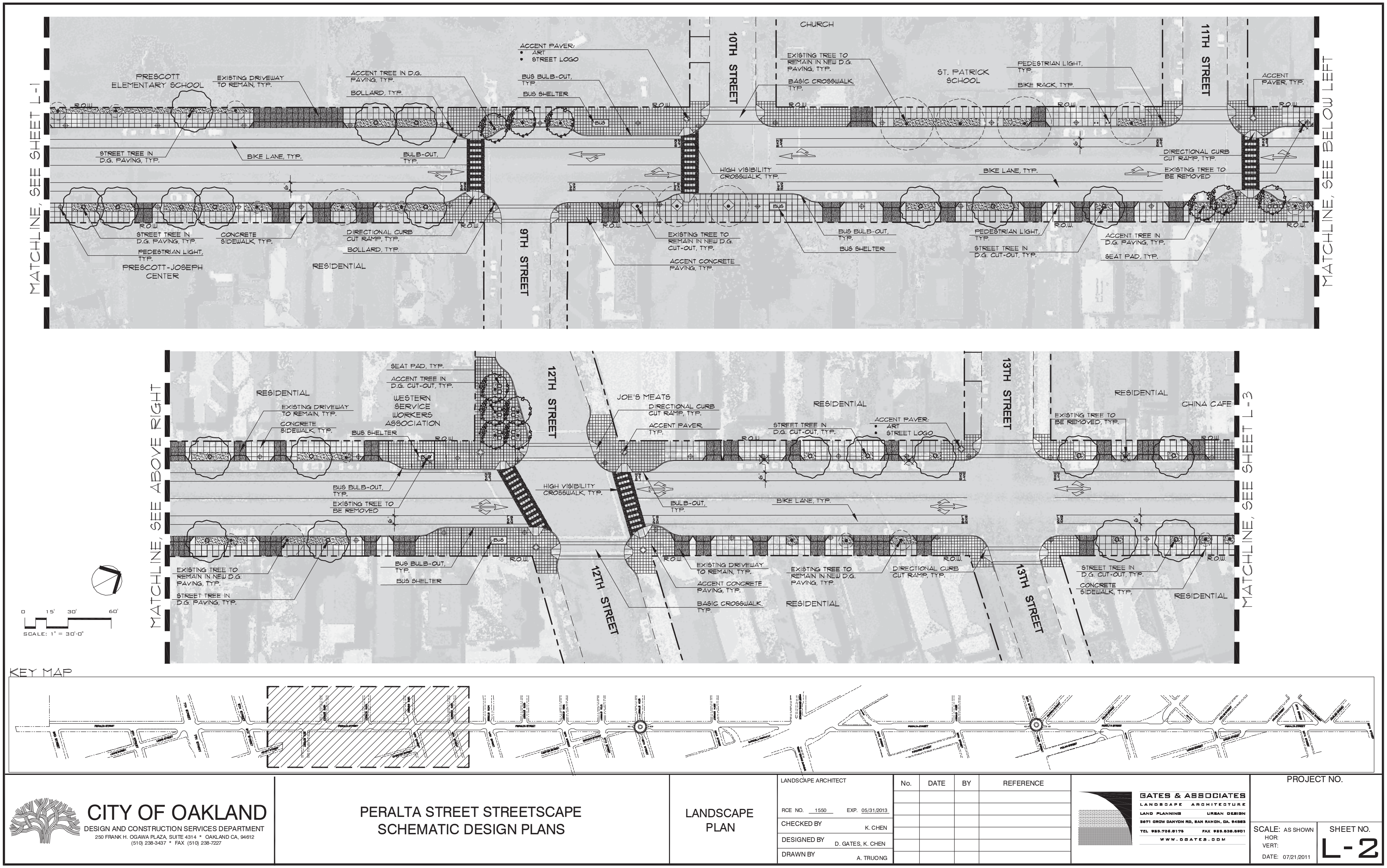
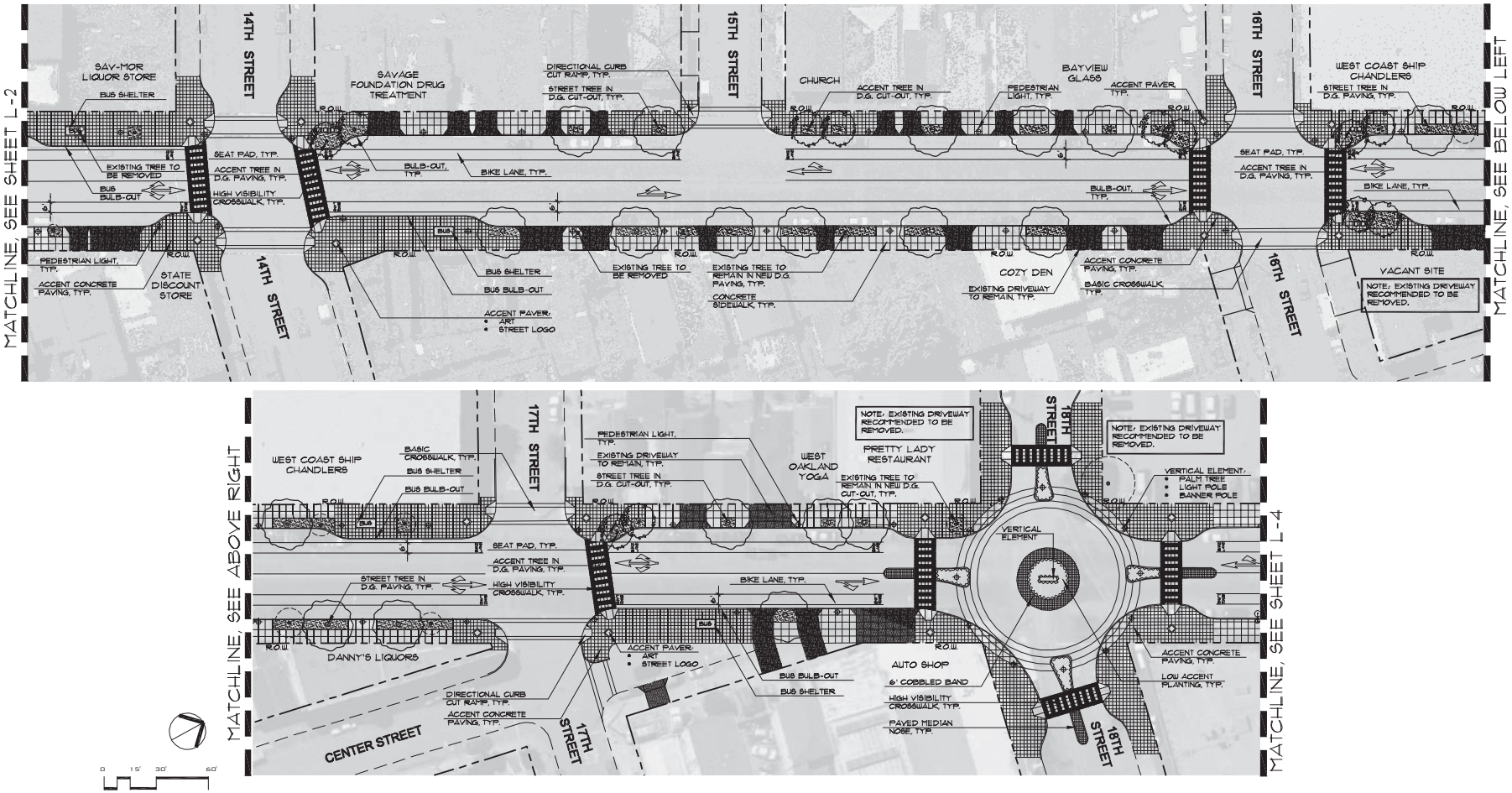


CHURCH
10TH STREET
11TH STREET
9TH STREET
12TH STREET
13TH STREET
PRESCOTT ELEMENTARY SCHOOL
ST. PATRICK SCHOOL
PRESCOTT-JOSEPH CENTER
RESIDENTIAL
WESTERN SERVICE WORKERS ASSOCIATION
JOE'S MEATS
CHINA CAFE
MATCHLINE, SEE SHEET L-1
MATCHLINE, SEE BELOW LEFT
MATCHLINE, SEE ABOVE RIGHT
MATCHLINE, SEE SHEET L-3
EXISTING DRIVEWAY TO REMAIN, TYP.
ACCENT TREE IN D.G. PAVING, TYP.
BOLLARD, TYP.
ACCENT PAVER: • ART • STREET LOGO
BUS BULB-OUT, TYP.
BUS SHELTER
EXISTING TREE TO REMAIN IN NEW D.G. PAVING, TYP.
BASIC CROSSWALK, TYP.
PEDESTRIAN LIGHT, TYP.
BIKE RACK, TYP.
ACCENT PAVER, TYP.
STREET TREE IN D.G. PAVING, TYP.
BIKE LANE, TYP.
BULB-OUT, TYP.
HIGH VISIBILITY CROSSWALK, TYP.
DIRECTIONAL CURB CUT RAMP, TYP.
EXISTING TREE TO BE REMOVED
CONCRETE SIDEWALK, TYP.
EXISTING TREE TO REMAIN IN NEW D.G. CUT-OUT, TYP.
ACCENT CONCRETE PAVING, TYP.
STREET TREE IN D.G. CUT-OUT, TYP.
ACCENT TREE IN D.G. PAVING, TYP.
SEAT PAD, TYP.
ACCENT TREE IN D.G. CUT-OUT, TYP.
R.O.W.
SCALE: 1" = 30'-0"
KEY MAP
CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
(510) 238-3437 • FAX (510) 238-7227
PERALTA STREET STREETSCAPE SCHEMATIC DESIGN PLANS
LANDSCAPE PLAN
LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG
No. DATE BY REFERENCE
GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
PROJECT NO.
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011
SHEET NO.
L-2



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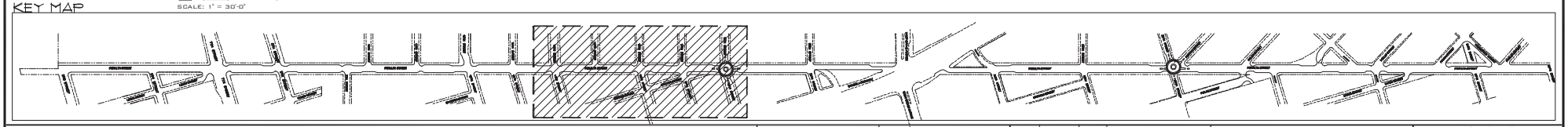


CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE PLAN

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

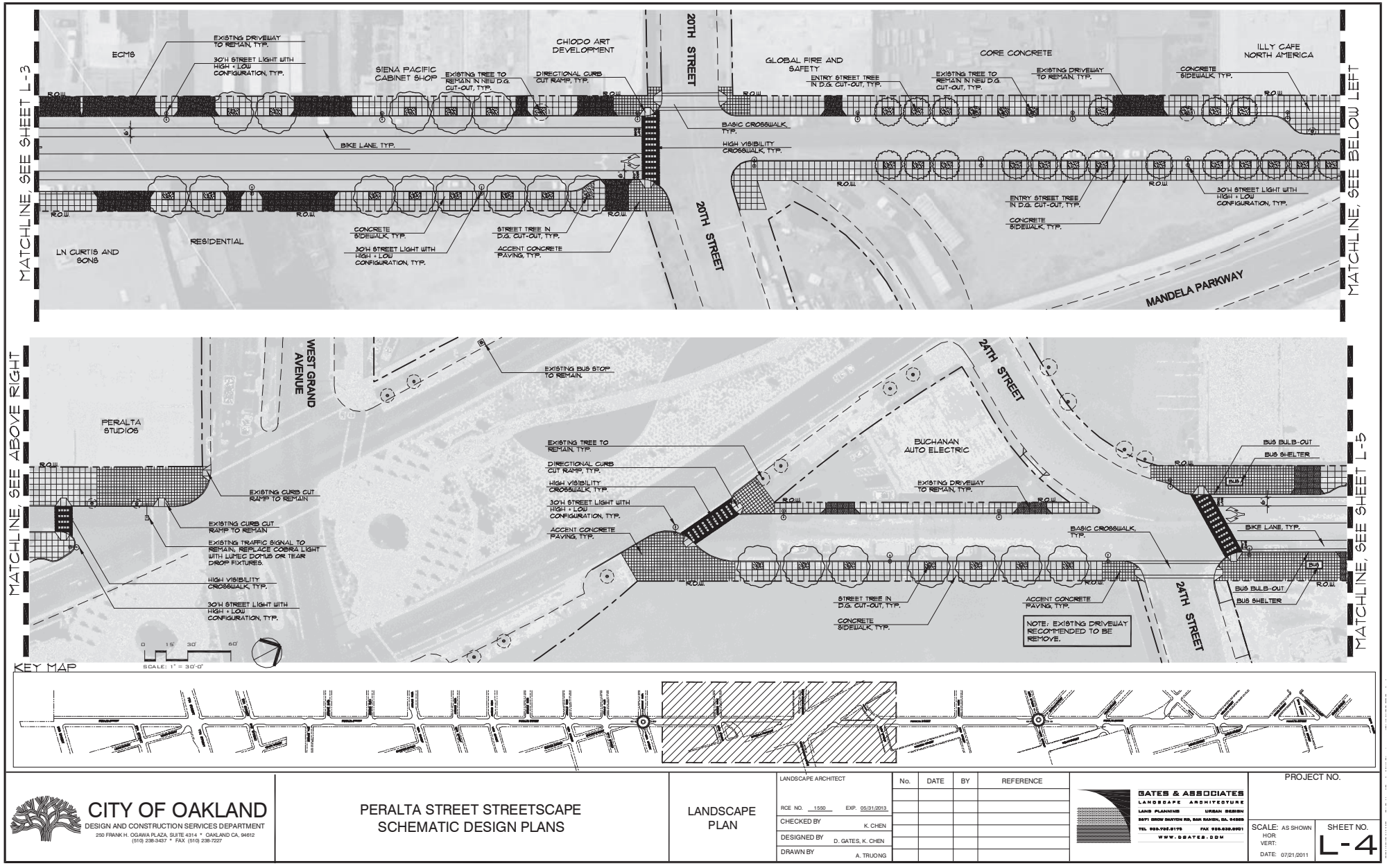
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
5671 SNOW CANYON RD, SAN RAMON, CA. 94582
TEL. 925.735.8195 FAX 925.838.9801
WWW.GSATES.COM

PROJECT NO.

SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

SHEET NO. L-3



CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3457 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

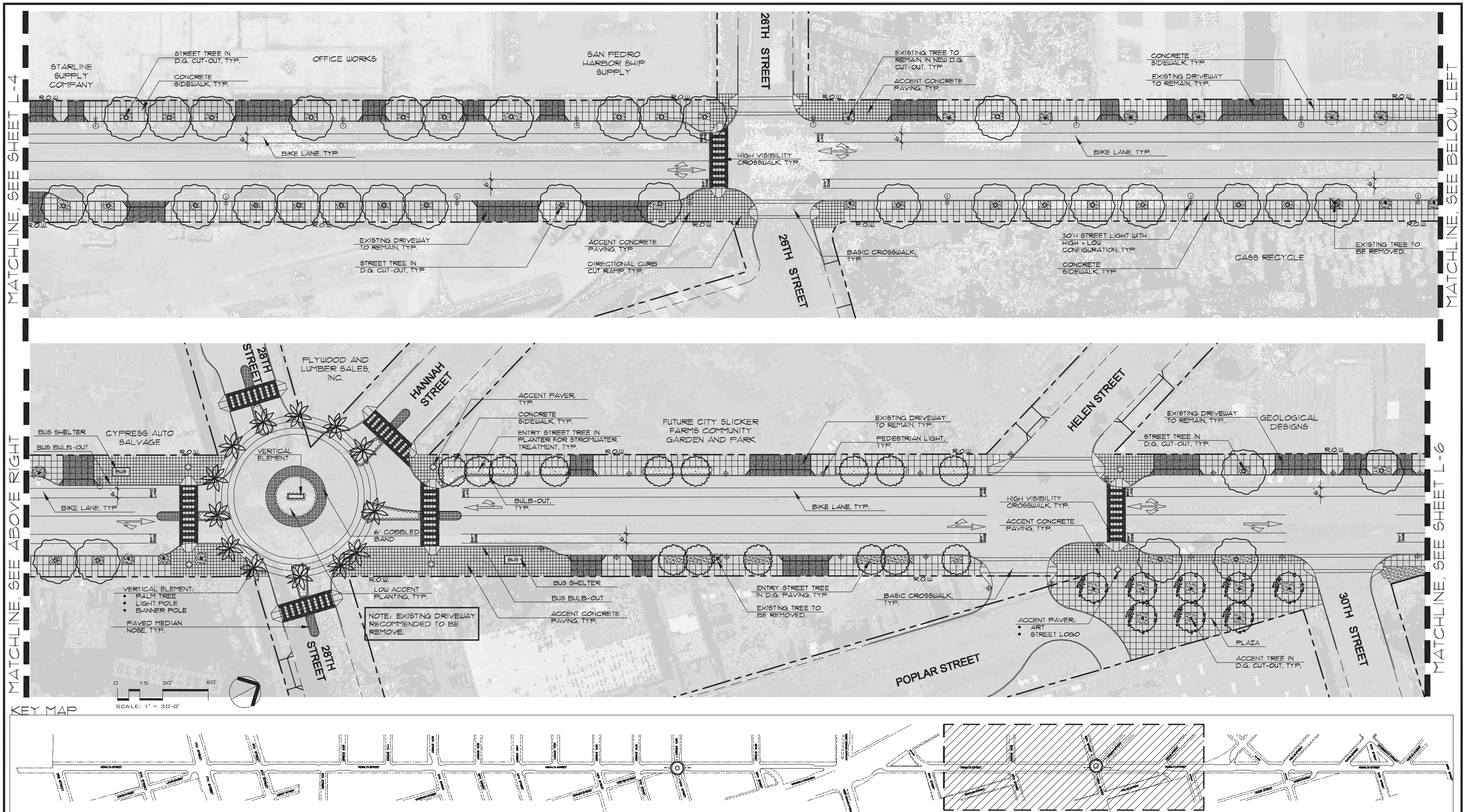
LANDSCAPE PLAN

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2071 SNOW CANYON RD, SAN RAMON, CA. 94583
TEL 925.735.8175 FAX 925.820.9901
WWW.DGATES.COM

PROJECT NO.
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011
SHEET NO. L-4



CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
(510) 238-3437 • FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

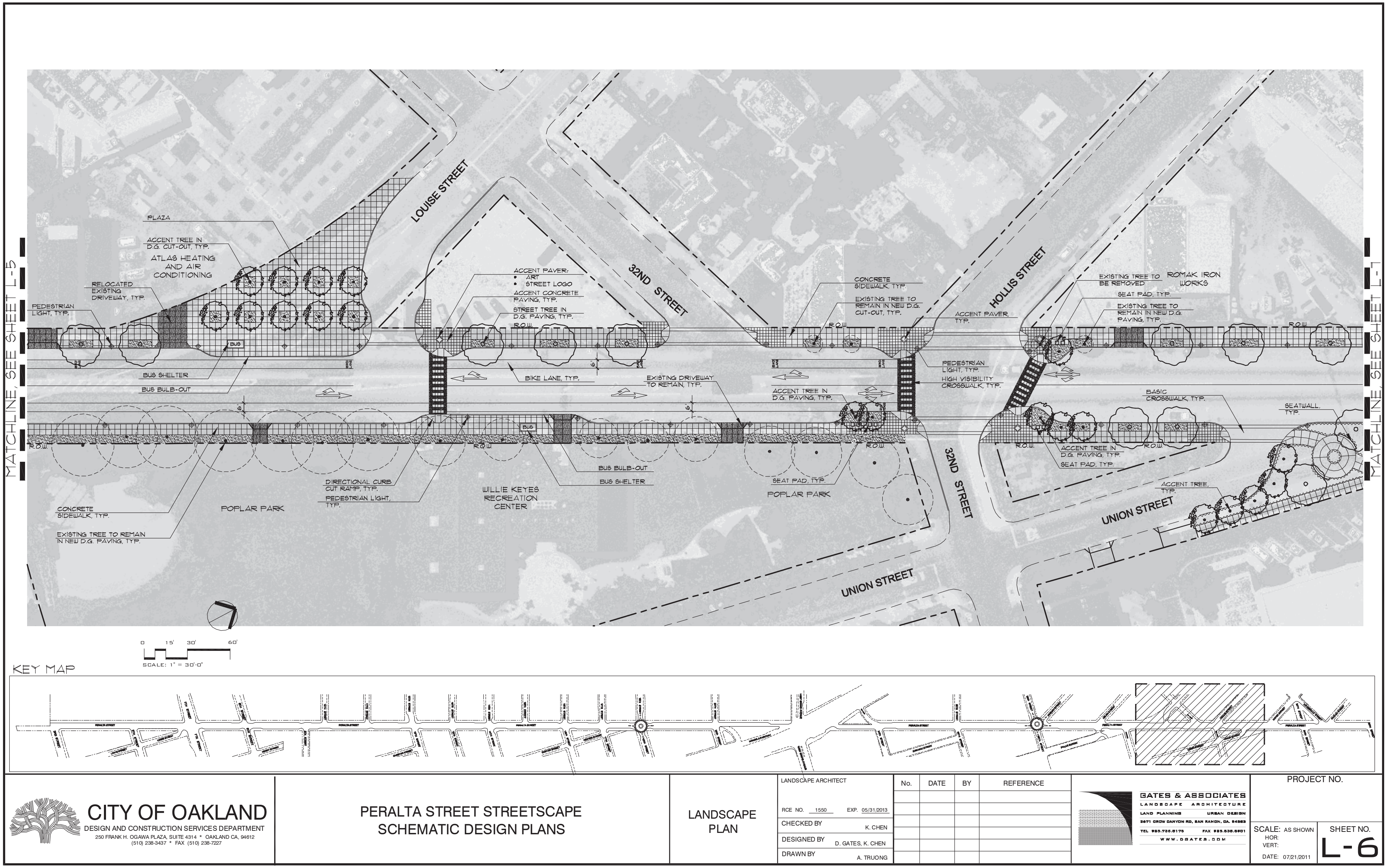
LANDSCAPE PLAN

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

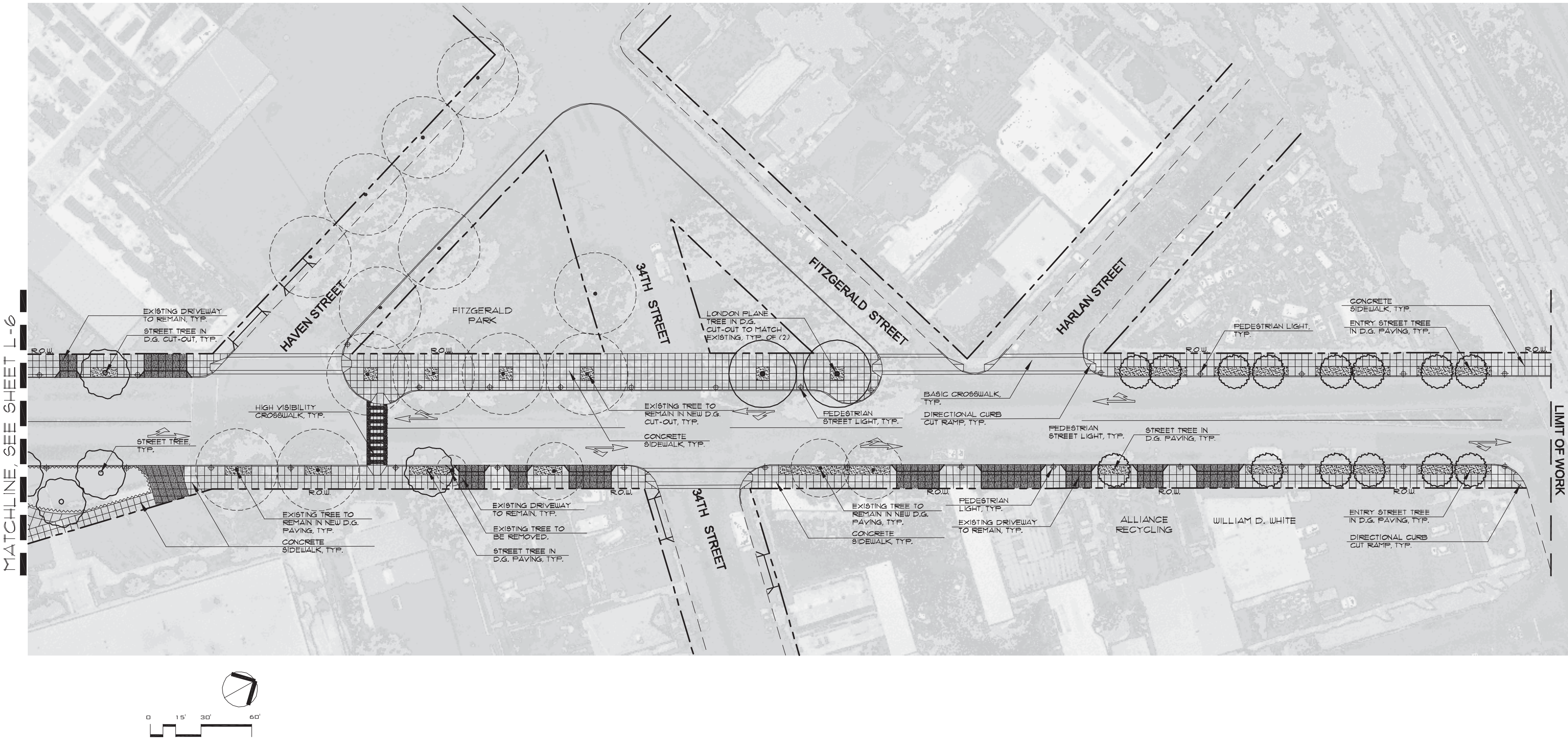
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2671 CROW CANYON RD, SAN RAMON, CA 94583
TEL 925.736.8176 FAX 925.838.5901
WWW.DGATES.COM

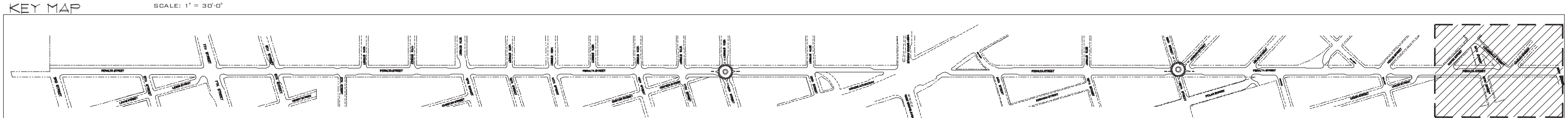
PROJECT NO.
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011
SHEET NO. L-5



PLAZA
ACCENT TREE IN D.G. CUT-OUT, TYP.
ATLAS HEATING AND AIR CONDITIONING
RELOCATED EXISTING DRIVEWAY, TYP.
PEDESTRIAN LIGHT, TYP.
LOUISE STREET
32ND STREET
ACCENT PAVER: • ART • STREET LOGO
ACCENT CONCRETE PAVING, TYP.
STREET TREE IN D.G. PAVING, TYP.
R.O.W.
CONCRETE SIDEWALK, TYP.
EXISTING TREE TO REMAIN IN NEW D.G. CUT-OUT, TYP.
HOLLIS STREET
ACCENT PAVER TYP.
EXISTING TREE TO BE REMOVED
ROMAK IRON WORKS
SEAT PAD, TYP.
EXISTING TREE TO REMAIN IN NEW D.G. PAVING, TYP.
BUS SHELTER
BUS BULB-OUT
BIKE LANE, TYP.
EXISTING DRIVEWAY TO REMAIN, TYP.
ACCENT TREE IN D.G. PAVING, TYP.
PEDESTRIAN LIGHT, TYP.
HIGH VISIBILITY CROSSWALK, TYP.
BASIC CROSSWALK, TYP.
SEATWALL, TYP.
MATCHLINE, SEE SHEET L-5
MATCHLINE, SEE SHEET L-7
DIRECTIONAL CURB CUT RAMP, TYP.
PEDESTRIAN LIGHT, TYP.
WILLIE KEYES RECREATION CENTER
BUS BULB-OUT
BUS SHELTER
SEAT PAD, TYP.
POPLAR PARK
ACCENT TREE IN D.G. PAVING, TYP.
SEAT PAD, TYP.
ACCENT TREE, TYP.
UNION STREET
CONCRETE SIDEWALK, TYP.
EXISTING TREE TO REMAIN IN NEW D.G. PAVING, TYP.
POPLAR PARK
UNION STREET
0 15' 30' 60'
SCALE: 1" = 30'-0"
KEY MAP
CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227
PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS
LANDSCAPE PLAN
LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG
No. DATE BY REFERENCE
GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
WWW.DGATES.COM
PROJECT NO.
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011
SHEET NO.
L-6



KEY MAP

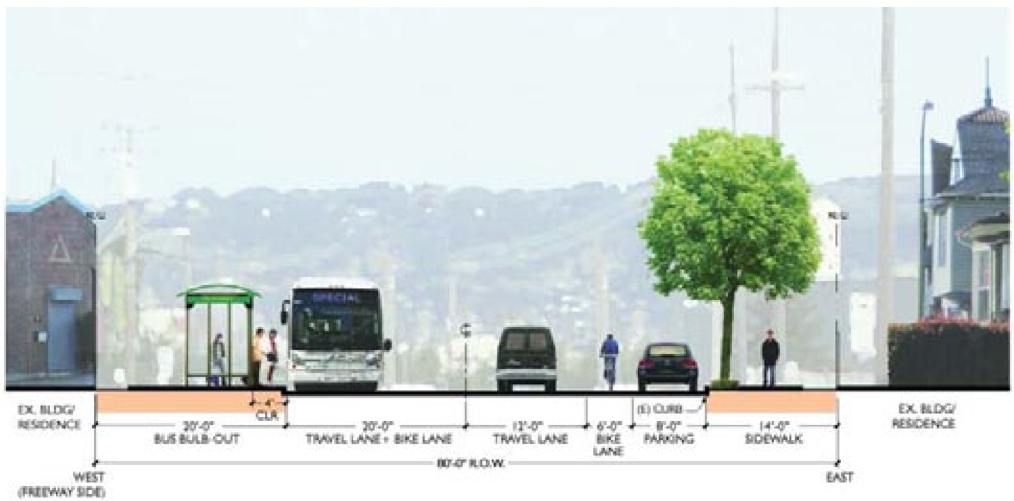


CITY OF OAKLAND DESIGN AND CONSTRUCTION SERVICES DEPARTMENT 250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612 (510) 238-3437 * FAX (510) 238-7227	PERALTA STREET STREETSCAPE SCHEMATIC DESIGN PLANS	LANDSCAPE PLAN	LANDSCAPE ARCHITECT RCE NO. 1550 EXP. 05/31/2013 CHECKED BY K. CHEN DESIGNED BY D. GATES, K. CHEN DRAWN BY A. TRUONG	No. / DATE / BY / REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2671 CROW CANYON RD, SAN RAMON, CA. 94583
TEL 925.736.8176 FAX 925.838.5901
www.dgates.com

PROJECT NO.
SCALE: AS SHOWN HOR: VERT:
DATE: 07/21/2011
SHEET NO. L-7

ELEVATION (A): BIKE LANE
SCALE: 1/8" = 1'-0"



ELEVATION (B): BUS BULB-OUT
SCALE: 1/8" = 1'-0"

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

ELEVATIONS

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

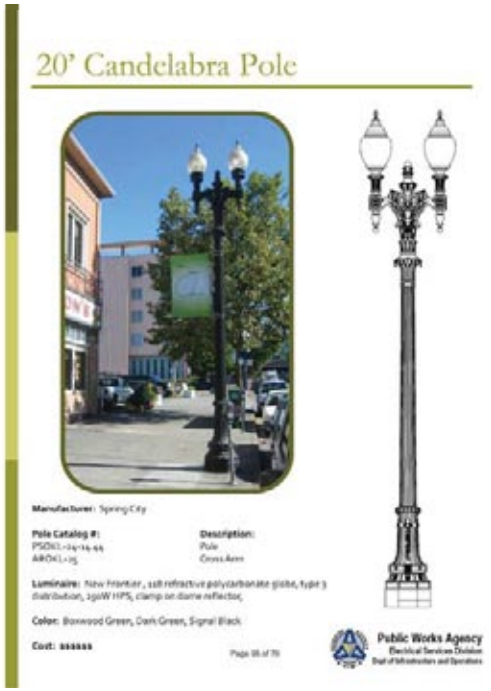
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2671 CROW CANYON RD, SAN RAMON, CA. 94583
TEL 925.736.8176 FAX 925.838.8801
WWW.DGATES.COM

PROJECT NO.

SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

SHEET NO.
L-8



30'H STREET LIGHT WITH TWIN HEAD

PEDESTRIAN STREET LIGHT

30'H STREET LIGHT WITH HIGH + LOW CONFIGURATION

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

STREET LIGHT FIXTURE

LANDSCAPE ARCHITECT
RCE NO. 1550 EXP. 05/31/2013
CHECKED BY K. CHEN
DESIGNED BY D. GATES, K. CHEN
DRAWN BY A. TRUONG

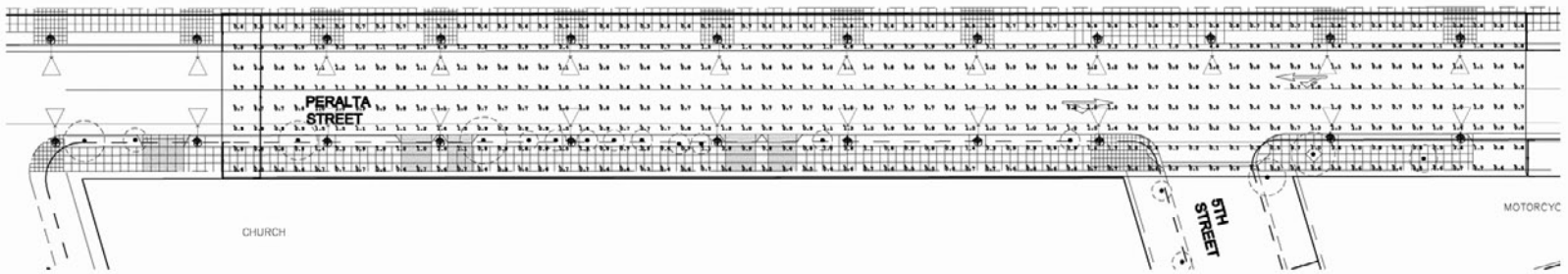
No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
2971 CROW CANYON RD, SAN RAMON, CA. 94583
TEL. 925.735.8176 FAX 925.855.9801
WWW.DGATES.COM

PROJECT NO.

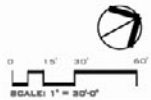
SCALE: AS SHOWN
HOR:
VERT:
DATE: 07/21/2011

SHEET NO. L-9



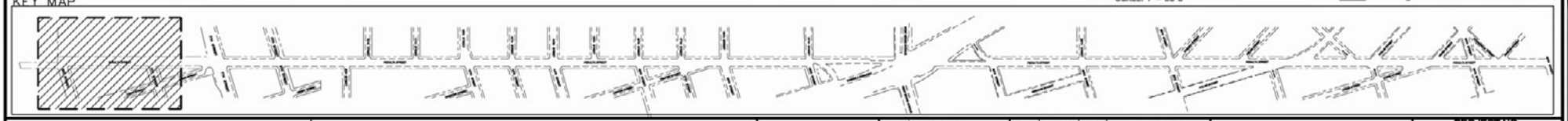
Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Arm	Total Watts
	26	s0206074	SINGLE	6300	0.800	70HPS-DOS-SE3	3.25	70

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
CalcPts_2	Illuminance	Fc	0.93	5.6	0.0	N.A.	N.A.



E-1

KEY MAP



CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE ARCHITECT
RCE NO. C67369 EXP. _____
CHECKED BY RZ
DESIGNED BY RZ
DRAWN BY AG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
WWW.GGATES.COM

PROJECT NO.
XXXX

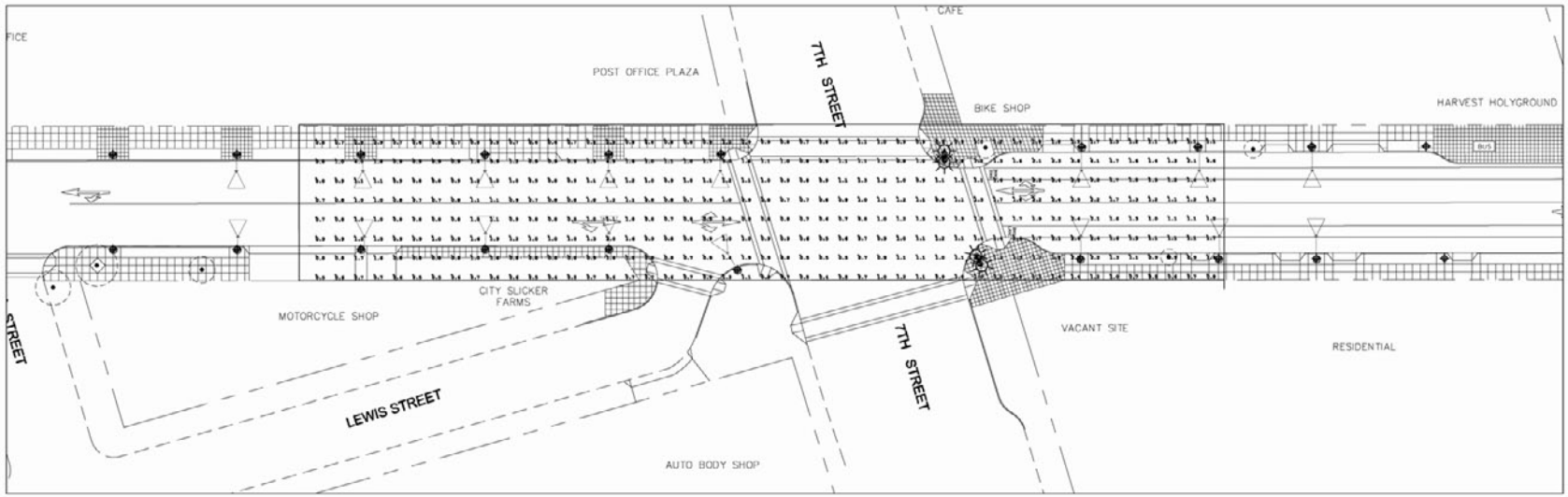
SCALE: As Shown
HOR:
VERT:
DATE: 07/21/2011

SHEET NO.
____ OF XX

ZEIGER ENGINEERS, INC.
ELECTRICAL CONSULTANTS
475 3RD STREET
OAKLAND, CA 94607
TEL (510) 452-9391
FAX (510) 452-0461

REGISTERED PROFESSIONAL ENGINEER
No. E7218
EXP. 8/30/12
Electrical
STATE OF CALIFORNIA

SS13 07/13/11



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Arm	Total Watts
	16	s0206074	SINGLE	6300	0.800	70HPS-DOS-SE3	3.25	70
	2	K118E2IND	BACK-BACK	28500	0.850	KING TWIN	1	500

Calculation Summary							
Label	Calctype	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
CalcPts	Illuminance	Fc	1.15	5.9	0.4	2.88	14.75

0 15' 30' 60'
SCALE: 1" = 30'-0"

REGISTERED PROFESSIONAL ENGINEER — JAMES D. ZEIGER — No. E7218 — EXP. 6/30/12 — ELECTRICAL — STATE OF CALIFORNIA

ZEIGER ENGINEERS, INC.
ELECTRICAL CONSULTANTS
475 3RD STREET
OAKLAND, CA 94607
TEL (510) 452-9391
FAX (510) 452-0461

E-2

KEY MAP

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3427 * FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

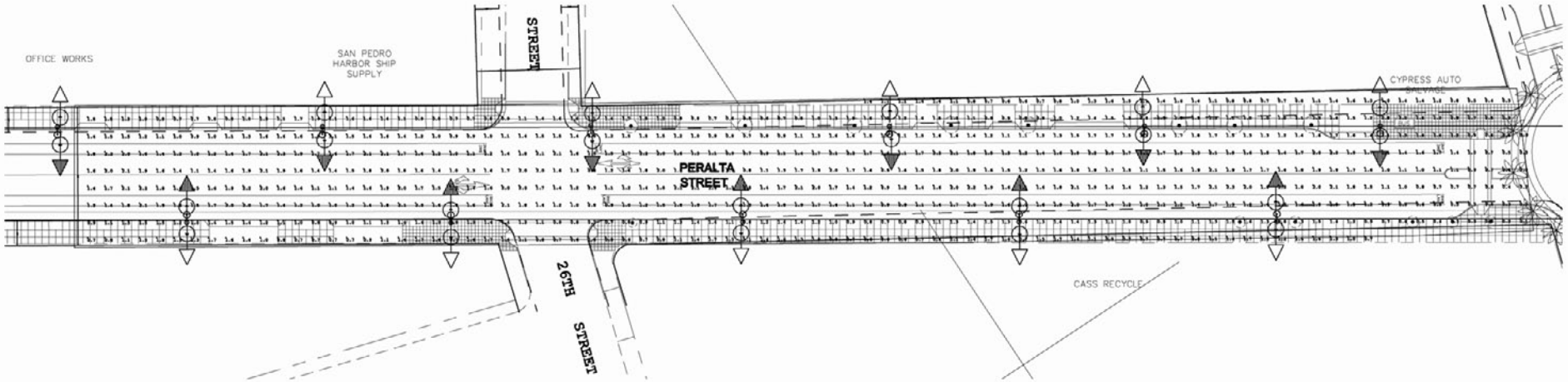
LANDSCAPE ARCHITECT
RCE NO. C67399 EXP. _____
CHECKED BY RZ
DESIGNED BY RZ
DRAWN BY AG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
WWW.GSATES.COM

PROJECT NO.
XXXX
SCALE: As Shown
HOR:
VERT:
DATE: 07/21/2011
SHEET NO.
____ OF XX

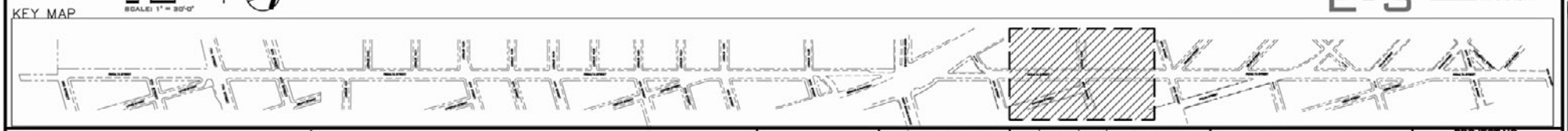
S513 07/13/11



Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Crosswalk #1	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Sidewalk #1	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Sidewalk #2	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Summary B	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Crosswalk #2	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
CalcPts_2	Illuminance	Fc	1.31	2.3	0.1	13.10	23.00

Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Filename	Arm
	11	TR02099@	SINGLE	22000	0.800	Hi-teardrop	TR02099@.IES	3
	11	TR02101@	SINGLE	6300	0.800	LOW	TR02101@.IES	2

KEY MAP



E-3

ZEIGER ENGINEERS, INC.
ELECTRICAL CONSULTANTS
478 3RD STREET
OAKLAND, CA 94607
TEL (510) 452-9391
FAX (510) 452-0461

CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
(510) 238-3437 • FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE ARCHITECT
RCE NO. C67369 EXP. _____
CHECKED BY RZ
DESIGNED BY RZ
DRAWN BY AG

No.	DATE	BY	REFERENCE

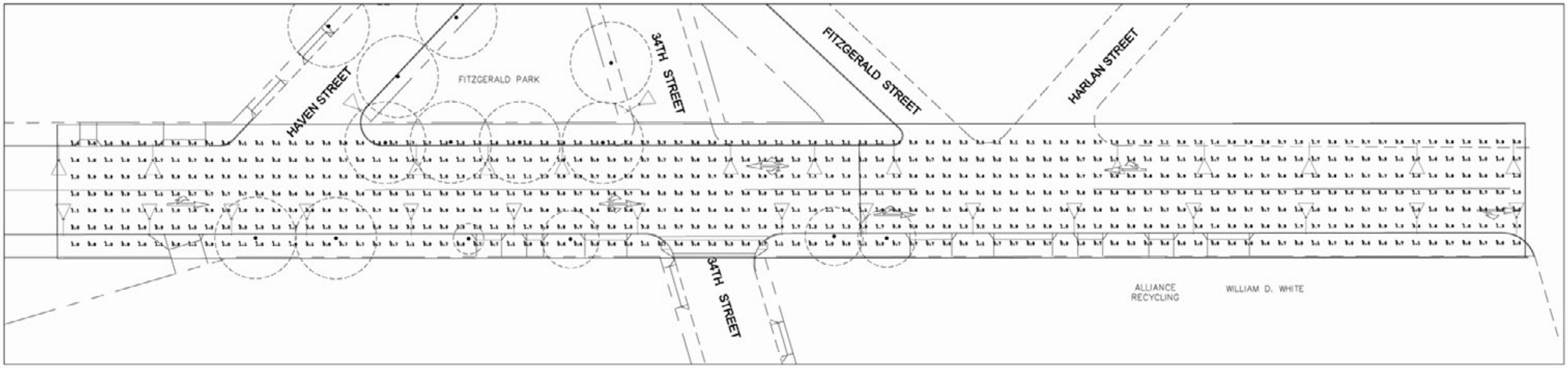
GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
WWW.GGATES.COM

PROJECT NO.
XXXX

SCALE: As Shown
HOR:
VERT:
DATE: 07/21/2011

SHEET NO.
____ OF XX

S513 07/13/11



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Arm	Total Watts
	30	s0206074	SINGLE	6300	0.800	70HPS-DOS-SE3	3.25	70

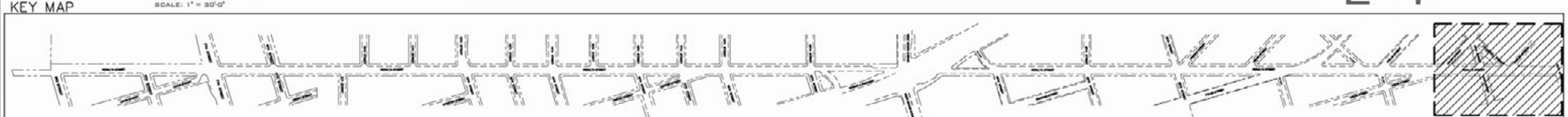
Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
CalcPts_2	Illuminance	Fc	0.94	3.6	0.0	N.A.	N.A.

0 15' 30' 60'
SCALE: 1" = 30'-0"

E-4

ZEIGER ENGINEERS, INC
ELECTRICAL CONSULTANTS
478 3RD STREET
OAKLAND, CA 94607
TEL (510) 452-9391
FAX (510) 452-0661

KEY MAP



CITY OF OAKLAND
DESIGN AND CONSTRUCTION SERVICES DEPARTMENT
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
(510) 238-3437 • FAX (510) 238-7227

PERALTA STREET STREETSCAPE
SCHEMATIC DESIGN PLANS

LANDSCAPE ARCHITECT
RCE NO. C57368 EXP.
CHECKED BY RZ
DESIGNED BY RZ
DRAWN BY AG

No.	DATE	BY	REFERENCE

GATES & ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN

PROJECT NO.
XXXX
SCALE: As Shown
HOR:
VERT:
DATE: 07/21/2011
SHEET NO.
OF XX

3513 07/13/11

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 3rd to 8th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	12,092	SF	$2.00	$24,184.00	
Remove Concrete Sidewalk	16,307	SF	$3.50	$57,074.50	
Remove Concrete Curb & Gutter @ Bulbout	1,406	LF	$5.50	$7,733.00	
Relocate Ex. Storm Drain	4	EA	$10,000.00	$40,000.00	
Relocate Fire Hydrant	1	EA	$5,000.00	$5,000.00	
Concrete Curb & Gutter @ Bulbout	1,406	LF	$30.00	$42,180.00	
Concrete Curb (Median)	0	LF	$14.00	$0.00	
Roadway Excavation (Roadway X-Section Correction)	0	CY	$45.00	$0.00	
New Pavement 2' around Curb, Gutter, and Median	3,656	SF	$5.00	$18,280.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	3,693	LF	$3.00	$11,079.00	
Install Directional Curb Ramp and Detectable Warning Surface	20	EA	$2,600.00	$52,000.00	
					$257,530.50
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	0	EA	$500.00	$0.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	25,215	SF	$9.50	$239,542.50	
Concrete Paving @ Bulbout	8,190	SF	$9.50	$77,805.00	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	1,475	SF	$12.00	$17,700.00	
Driveway Concrete	12,925	SF	$12.00	$155,100.00	
Accent Pavers	6	EA	$600.00	$3,600.00	
Recycling & Trash Receptacles	4	EA	$1,250.00	$5,000.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	0	EA	$1,300.00	$0.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Bollards	8	EA	$800.00	$6,400.00	
Bike Racks - Single Loop	2	EA	$500.00	$1,000.00	
Decomposed Granite Paving	8,015	SF	$4.00	$32,060.00	
Fine Grading/Soil Prep/Mulch 3"	896	SF	$1.50	$1,344.00	
24" Box Tree	56	EA	$350.00	$19,600.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 3rd to 8th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Palm Tree	0	EA	$10,000.00	$0.00	
Root Barrier, 2' deep	896	LF	$10.00	$8,960.00	
Shrubs and Groundcover Planting		SF	$5.50	$0.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$583,111.50
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	43	EA	$5,260.00	$226,180.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	43	EA	$1,500.00	$64,500.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	2	EA	$10,580.00	$21,160.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	2	EA	$2,400.00	$4,800.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	0	EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	0	EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	3,509	LF	$18.00	$63,162.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	3,509	LF	$8.00	$28,072.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)	2	EA	$1,400.00	$2,800.00	
					$410,674.00
E. TRAFFIC					

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 3rd to 8th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Modify Traffic Signal	2	EA	$ 50,000	$100,000.00	
Remove Traffic Signal		EA	$ 50,000	$0.00	
Install Roundabout		EA	$ 150,000	$0.00	
Install Curb Extension		EA	$ 20,000	$0.00	
Install median island		EA	$ 20,000	$0.00	
High-visibility fluorescent yellow green sign		EA	$ 300	$0.00	
Basic Crosswalk	10	EA	$ 200	$2,000.00	
High-visibility crosswalk		EA	$ 500	$0.00	
Pedestrian countdown signals	8	EA	$ 1,000	$8,000.00	
Modify signal timing	2	EA	$ 500	$1,000.00	
Install advance stop line	10	EA	$ 300	$3,000.00	
Install advance yield line		EA	$ 300	$0.00	
Speed feedback sign	1	EA	$ 10,000	$10,000.00	
Remove pavement markings	1,500	LF	$ 5	$7,500.00	
Install pavement markings	1,500	LF	$ 10	$15,000.00	
Install bus shelter	2	EA	$ 10,000	$20,000.00	
Relocate bus stop sign	1	EA	$ 300	$300.00	
Remove bus stop		EA	$ 500	$0.00	
Relocate traffic sign		EA	$ 300	$0.00	
Traffic control during construction	1	LS	$ 18,000	$18,000.00	
					$184,800.00
SUBTOTAL					**$ 1,436,116**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 8th to 13th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	14,345	SF	$2.00	$28,690.00	
Remove Concrete Sidewalk	18,256	SF	$3.50	$63,896.00	
Remove Concrete Curb & Gutter @ Bulbout	1,668	LF	$5.50	$9,174.00	
Relocate Ex. Storm Drain	1	EA	$10,000.00	$10,000.00	
Relocate Fire Hydrant	2	EA	$5,000.00	$10,000.00	
Concrete Curb & Gutter @ Bulbout	1,668	LF	$30.00	$50,040.00	
Concrete Curb (Median)	0	LF	$14.00	$0.00	
Roadway Excavation (Roadway X-Section Correction)	480	CY	$45.00	$21,600.00	
New Pavement 2' around Curb, Gutter, and Median	4,337	SF	$5.00	$21,685.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	7,877	LF	$3.00	$23,631.00	
Install Directional Curb Ramp and Detectable Warning Surface	24	EA	$2,600.00	$62,400.00	
					$301,116.00
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	5	EA	$500.00	$2,500.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	18,825	SF	$9.50	$178,837.50	
Concrete Paving @ Bulbout	14,765	SF	$9.50	$140,267.50	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	2,450	SF	$12.00	$29,400.00	
Driveway Concrete	7,075	SF	$12.00	$84,900.00	
Accent Pavers	7	EA	$600.00	$4,200.00	
Recycling & Trash Receptacles	4	EA	$1,250.00	$5,000.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	16	EA	$1,300.00	$20,800.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Bollards	0	EA	$800.00	$0.00	
Bike Racks - Single Loop	2	EA	$500.00	$1,000.00	
Decomposed Granite Paving	4,875	SF	$4.00	$19,500.00	
Fine Grading/Soil Prep/Mulch 3"	528	SF	$1.50	$792.00	
24" Box Tree	33	EA	$350.00	$11,550.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 8th to 13th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Palm Tree	0	EA	$10,000.00	$0.00	
Root Barrier, 2' deep	528	LF	$10.00	$5,280.00	
Shrubs and Groundcover Planting		SF	$5.50	$0.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$519,027.00
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	53	EA	$5,260.00	$278,780.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	53	EA	$1,500.00	$79,500.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)		EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair		EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	3,584	LF	$18.00	$64,512.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	3,584	LF	$8.00	$28,672.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)		EA	$1,400.00	$0.00	
					$451,464.00
E. TRAFFIC					

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 8th to 13th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Modify Traffic Signal	1	EA	$ 75,000	$75,000.00	
Remove Traffic Signal		EA	$ 50,000	$0.00	
Install Roundabout		EA	$ 150,000	$0.00	
Install Curb Extension		EA	$ 20,000	$0.00	
Install median island		EA	$ 20,000	$0.00	
High-visibility fluorescent yellow green sign	6	EA	$ 300	$1,800.00	
Basic Crosswalk	9	EA	$ 200	$1,800.00	
High-visibility crosswalk	3	EA	$ 500	$1,500.00	
Pedestrian countdown signals	8	EA	$ 1,000	$8,000.00	
Modify signal timing	1	EA	$ 500	$500.00	
Install advance stop line	9	EA	$ 300	$2,700.00	
Install advance yield line		EA	$ 300	$0.00	
Speed feedback sign	1	EA	$ 10,000	$10,000.00	
Remove pavement markings	1,500	LF	$ 5	$7,500.00	
Install pavement markings	1,500	LF	$ 10	$15,000.00	
Install bus shelter	4	EA	$ 10,000	$40,000.00	
Relocate bus stop sign	2	EA	$ 300	$600.00	
Remove bus stop		EA	$ 500	$0.00	
Relocate traffic sign	9	EA	$ 300	$2,700.00	
Traffic control during construction	1	LS	$ 16,000	$16,000.00	
					$183,100.00
SUBTOTAL					**$ 1,454,707**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 14th to 18th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	33,467	SF	$2.00	$66,934.00	
Remove Concrete Sidewalk	17,831	SF	$3.50	$62,408.50	
Remove Concrete Curb & Gutter @ Bulbout	2120	LF	$5.50	$11,660.00	
Relocate Ex. Storm Drain	8	EA	$10,000.00	$80,000.00	
Relocate Fire Hydrant	4	EA	$5,000.00	$20,000.00	
Concrete Curb & Gutter @ Bulbout	2,132	LF	$30.00	$63,960.00	
Concrete Curb (Median)	404	LF	$14.00	$5,656.00	
Roadway Excavation (Roadway X-Section Correction)	692	CY	$45.00	$31,140.00	
New Pavement 2' around Curb, Gutter, and Median	19,198	SF	$5.00	$95,990.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	7,686	LF	$3.00	$23,058.00	
Install Directional Curb Ramp and Detectable Warning Surface	32	EA	$2,600.00	$83,200.00	
					$544,006.50
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	2	EA	$500.00	$1,000.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	10,155	SF	$9.50	$96,472.50	
Concrete Paving @ Bulbout	21,565	SF	$9.50	$204,867.50	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	4,110	SF	$12.00	$49,320.00	
Driveway Concrete	6,570	SF	$12.00	$78,840.00	
Accent Pavers	16	EA	$600.00	$9,600.00	
Recycling & Trash Receptacles	6	EA	$1,250.00	$7,500.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	0	EA	$1,300.00	$0.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	12	EA	$10,000.00	$120,000.00	
Bollards	4	EA	$800.00	$3,200.00	
Bike Racks - Single Loop	0	EA	$500.00	$0.00	
Decomposed Granite Paving	3,445	SF	$4.00	$13,780.00	
Fine Grading/Soil Prep/Mulch 3"	1,086	SF	$1.50	$1,629.00	
24" Box Tree	31	EA	$350.00	$10,850.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 14th to 18th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Palm Tree	0	EA	$10,000.00	$0.00	
Root Barrier, 2' deep	496	LF	$10.00	$4,960.00	
Shrubs and Groundcover Planting	590	SF	$5.50	$3,245.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$620,264.00
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	51	EA	$5,260.00	$268,260.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	51	EA	$1,500.00	$76,500.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	1	EA	$6,800.00	$6,800.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	1	EA	$2,400.00	$2,400.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	3,120	LF	$18.00	$56,160.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	3,120	LF	$8.00	$24,960.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)		EA	$1,400.00	$0.00	
					$435,080.00
E. TRAFFIC					

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 14th to 18th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit		Unit Cost	Cost	Subtotal
Modify Traffic Signal	1	EA	$	75,000	$75,000.00	
Remove Traffic Signal		EA	$	50,000	$0.00	
Install Roundabout		EA	$	150,000	$0.00	
Install Curb Extension		EA	$	20,000	$0.00	
Install median island		EA	$	20,000	$0.00	
High-visibility fluorescent yellow green sign	6	EA	$	300	$1,800.00	
Basic Crosswalk	9	EA	$	200	$1,800.00	
High-visibility crosswalk	7	EA	$	500	$3,500.00	
Pedestrian countdown signals	8	EA	$	1,000	$8,000.00	
Modify signal timing	1	EA	$	500	$500.00	
Install advance stop line	9	EA	$	300	$2,700.00	
Install advance yield line	4	EA	$	300	$1,200.00	
Speed feedback sign		EA	$	10,000	$0.00	
Remove pavement markings	1,600	LF	$	5	$8,000.00	
Install pavement markings	1,600	LF	$	10	$16,000.00	
Install bus shelter	4	EA	$	10,000	$40,000.00	
Relocate bus stop sign	4	EA	$	300	$1,200.00	
Remove bus stop		EA	$	500	$0.00	
Relocate traffic sign	9	EA	$	300	$2,700.00	
Traffic control during construction	1	LS	$	17,000	$17,000.00	
						$179,400.00
SUBTOTAL						**$ 1,778,751**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 18th to 24th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	10,225	SF	$2.00	$20,450.00	
Remove Concrete Sidewalk	13,787	SF	$3.50	$48,254.50	
Remove Concrete Curb & Gutter @ Bulbout	11,189	LF	$5.50	$61,539.50	
Relocate Ex. Storm Drain	2	EA	$10,000.00	$20,000.00	
Relocate Fire Hydrant	1	EA	$5,000.00	$5,000.00	
Concrete Curb & Gutter @ Bulbout	1,189	LF	$30.00	$35,670.00	
Concrete Curb (Median)	0	LF	$14.00	$0.00	
Roadway Excavation (Roadway X-Section Correction)	0	CY	$45.00	$0.00	
New Pavement 2' around Curb, Gutter, and Median	3,091	SF	$5.00	$15,455.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	2,721	LF	$3.00	$8,163.00	
Install Directional Curb Ramp and Detectable Warning Surface	12	EA	$2,600.00	$31,200.00	
					$245,732.00
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	0	EA	$500.00	$0.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	27,005	SF	$9.50	$256,547.50	
Concrete Paving @ Bulbout	5,985	SF	$9.50	$56,857.50	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	1,785	SF	$12.00	$21,420.00	
Driveway Concrete	5,720	SF	$12.00	$68,640.00	
Accent Pavers	4	EA	$600.00	$2,400.00	
Recycling & Trash Receptacles	4	EA	$1,250.00	$5,000.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	0	EA	$1,300.00	$0.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Bollards	0	EA	$800.00	$0.00	
Bike Racks - Single Loop	0	EA	$500.00	$0.00	
Decomposed Granite Paving	2,045	SF	$4.00	$8,180.00	
Fine Grading/Soil Prep/Mulch 3"	624	SF	$1.50	$936.00	
24" Box Tree	39	EA	$350.00	$13,650.00	

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 18th to 24th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Palm Tree	0	EA	$10,000.00	$0.00	
Root Barrier, 2' deep	624	LF	$10.00	$6,240.00	
Shrubs and Groundcover Planting		SF	$5.50	$0.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$454,871.00
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	0	EA	$5,260.00	$0.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	0	EA	$1,500.00	$0.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	19	EA	$6,800.00	$129,200.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	19	EA	$2,400.00	$45,600.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	4,039	LF	$18.00	$72,702.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	4,039	LF	$8.00	$32,312.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)		EA	$1,400.00	$0.00	
					$279,814.00
E. TRAFFIC					

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 18th to 24th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit		Unit Cost	Cost	Subtotal
Modify Traffic Signal	0	EA	$	250,000		
Remove Traffic Signal		EA	$	50,000	$0.00	
Install Roundabout		EA	$	150,000	$0.00	
Install Curb Extension		EA	$	20,000	$0.00	
Install median island		EA	$	20,000	$0.00	
High-visibility fluorescent yellow green sign		EA	$	300	$0.00	
Basic Crosswalk	2	EA	$	200	$400.00	
High-visibility crosswalk	4	EA	$	500	$2,000.00	
Pedestrian countdown signals		EA	$	1,000	$0.00	
Modify signal timing		EA	$	500	$0.00	
Install advance stop line	2	EA	$	300	$600.00	
Install advance yield line		EA	$	300	$0.00	
Speed feedback sign		EA	$	10,000	$0.00	
Remove pavement markings	500	LF	$	5	$2,500.00	
Install pavement markings	500	LF	$	10	$5,000.00	
Install bus shelter	2	EA	$	10,000	$20,000.00	
Relocate bus stop sign	1	EA	$	300	$300.00	
Remove bus stop		EA	$	500	$0.00	
Relocate traffic sign	2	EA	$	300	$600.00	
Traffic control during construction	1	LS	$	3,000	$3,000.00	
						$34,400.00
SUBTOTAL						**$ 1,014,817**

Gates + Associates
Landscape Architecture

Opinion of Probable Construction Costs

PERALTA -- 24th to 30th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	31,609	SF	$2.00	$63,218.00	
Remove Concrete Sidewalk	8,048	SF	$3.50	$28,168.00	
Remove Concrete Curb & Gutter @ Bulbout	1,765	LF	$5.50	$9,707.50	
Relocate Ex. Storm Drain	6	EA	$10,000.00	$60,000.00	
Relocate Fire Hydrant	1	EA	$5,000.00	$5,000.00	
Concrete Curb & Gutter @ Bulbout	1,742	LF	$30.00	$52,260.00	
Concrete Curb (Median)	517	LF	$14.00	$7,238.00	
Roadway Excavation (Roadway X-Section Correction)	742	CY	$45.00	$33,390.00	
New Pavement 2' around Curb, Gutter, and Median	21,496	SF	$5.00	$107,480.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	9,105	LF	$3.00	$27,315.00	
Install Directional Curb Ramp and Detectable Warning Surface	24	EA	$2,600.00	$62,400.00	
					$456,176.50
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	2	EA	$500.00	$1,000.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	24,125	SF	$9.50	$229,187.50	
Concrete Paving @ Bulbout	16,320	SF	$9.50	$155,040.00	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	3,185	SF	$12.00	$38,220.00	
Driveway Concrete	8,140	SF	$12.00	$97,680.00	
Accent Pavers	6	EA	$600.00	$3,600.00	
Recycling & Trash Receptacles	4	EA	$1,250.00	$5,000.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	0	EA	$1,300.00	$0.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Bollards	0	EA	$800.00	$0.00	
Bike Racks - Single Loop	0	EA	$500.00	$0.00	
Decomposed Granite Paving	3,005	SF	$4.00	$12,020.00	
Fine Grading/Soil Prep/Mulch 3"	3,086	SF	$1.50	$4,629.00	
24" Box Tree	58	EA	$350.00	$20,300.00	

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Opinion of Probable Construction Costs

PERALTA -- 24th to 30th
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Palm Tree	13	EA	$10,000.00	$130,000.00	
Root Barrier, 2' deep	1,136	LF	$10.00	$11,360.00	
Shrubs and Groundcover Planting	1,950	SF	$5.50	$10,725.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$733,761.50
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	21	EA	$5,260.00	$110,460.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	21	EA	$1,500.00	$31,500.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)	13	EA	$6,800.00	$88,400.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair	13	EA	$2,400.00	$31,200.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	4,044	LF	$18.00	$72,792.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	4,044	LF	$8.00	$32,352.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)		EA	$1,400.00	$0.00	
					$366,704.00
E. TRAFFIC					

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Opinion of Probable Construction Costs

PERALTA -- 24th to 30th
Schematic Design - DRAFT

Created by: JS
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Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Modify Traffic Signal	0	EA	$ 250,000	$0.00	
Remove Traffic Signal		EA	$ 50,000	$0.00	
Install Roundabout		EA	$ 150,000	$0.00	
Install Curb Extension		EA	$ 20,000	$0.00	
Install median island		EA	$ 20,000	$0.00	
High-visibility fluorescent yellow green sign	4	EA	$ 300	$1,200.00	
Basic Crosswalk	5	EA	$ 200	$1,000.00	
High-visibility crosswalk	7	EA	$ 500	$3,500.00	
Pedestrian countdown signals		EA	$ 1,000	$0.00	
Modify signal timing		EA	$ 500	$0.00	
Install advance stop line	5	EA	$ 300	$1,500.00	
Install advance yield line	5	EA	$ 300	$1,500.00	
Speed feedback sign		EA	$ 10,000	$0.00	
Remove pavement markings	1,800	LF	$ 5	$9,000.00	
Install pavement markings	1,800	LF	$ 10	$18,000.00	
Install bus shelter	2	EA	$ 10,000	$20,000.00	
Relocate bus stop sign	2	EA	$ 300	$600.00	
Remove bus stop		EA	$ 500	$0.00	
Relocate traffic sign		EA	$ 300	$0.00	
Traffic control during construction	1	LS	$ 7,000	$7,000.00	
					$63,300.00
SUBTOTAL					**$ 1,619,942**

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Opinion of Probable Construction Costs

PERALTA -- Helen to Union
Schematic Design - DRAFT

Created by: JS
Reviewed by: KC
28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	12,264	SF	$2.00	$24,528.00	
Remove Concrete Sidewalk	11,293	SF	$3.50	$39,525.50	
Remove Concrete Curb & Gutter @ Bulbout	1,426	LF	$5.50	$7,843.00	
Relocate Ex. Storm Drain	2	EA	$10,000.00	$20,000.00	
Relocate Fire Hydrant	1	EA	$5,000.00	$5,000.00	
Concrete Curb & Gutter @ Bulbout	1,426	LF	$30.00	$42,780.00	
Concrete Curb (Median)	0	LF	$14.00	$0.00	
Roadway Excavation (Roadway X-Section Correction)	0	CY	$45.00	$0.00	
New Pavement 2' around Curb, Gutter, and Median	3,708	SF	$5.00	$18,540.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	4,517	LF	$3.00	$13,551.00	
Install Directional Curb Ramp and Detectable Warning Surface	16	EA	$2,600.00	$41,600.00	
					$213,367.50
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	1	EA	$500.00	$500.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	11,180	SF	$9.50	$106,210.00	
Concrete Paving @ Bulbout	12,990	SF	$9.50	$123,405.00	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	1,390	SF	$12.00	$16,680.00	
Driveway Concrete	1,790	SF	$12.00	$21,480.00	
Accent Pavers	5	EA	$600.00	$3,000.00	
Recycling & Trash Receptacles	4	EA	$1,250.00	$5,000.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	8	EA	$1,300.00	$10,400.00	
Seat Walls	30	LF	$250.00	$7,500.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Bollards	0	EA	$800.00	$0.00	
Bike Racks - Single Loop	0	EA	$500.00	$0.00	
Decomposed Granite Paving	5,915	SF	$4.00	$23,660.00	
Fine Grading/Soil Prep/Mulch 3"	2,216	SF	$1.50	$3,324.00	
24" Box Tree	31	EA	$350.00	$10,850.00	

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Opinion of Probable Construction Costs

PERALTA -- Helen to Union
Schematic Design - DRAFT

Created by: JS
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28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Palm Tree	0	EA	$10,000.00	$0.00	
Root Barrier, 2' deep	496	LF	$10.00	$4,960.00	
Shrubs and Groundcover Planting	1,720	SF	$5.50	$9,460.00	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$361,429.00
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	29	EA	$5,260.00	$152,540.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	29	EA	$1,500.00	$43,500.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)		EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair		EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	2,053	LF	$18.00	$36,954.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	2,053	LF	$8.00	$16,424.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)		EA	$1,400.00	$0.00	
					$249,418.00
E. TRAFFIC					

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Opinion of Probable Construction Costs

PERALTA -- Helen to Union
Schematic Design - DRAFT

Created by: JS
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28-Jul-11

Item Description	Quantity	Unit		Unit Cost	Cost	Subtotal
Modify Traffic Signal	1	EA	$	75,000	$75,000.00	
Remove Traffic Signal		EA	$	50,000	$0.00	
Install Roundabout		EA	$	150,000	$0.00	
Install Curb Extension		EA	$	20,000	$0.00	
Install median island		EA	$	20,000	$0.00	
High-visibility fluorescent yellow green sign	2	EA	$	300	$600.00	
Basic Crosswalk	7	EA	$	200	$1,400.00	
High-visibility crosswalk	1	EA	$	500	$500.00	
Pedestrian countdown signals	8	EA	$	1,000	$8,000.00	
Modify signal timing	1	EA	$	500	$500.00	
Install advance stop line	7	EA	$	300	$2,100.00	
Install advance yield line		EA	$	300	$0.00	
Speed feedback sign	1	EA	$	10,000	$10,000.00	
Remove pavement markings	900	LF	$	5	$4,500.00	
Install pavement markings	900	LF	$	10	$9,000.00	
Install bus shelter	2	EA	$	10,000	$20,000.00	
Relocate bus stop sign	2	EA	$	300	$600.00	
Remove bus stop		EA	$	500	$0.00	
Relocate traffic sign	4	EA	$	300	$1,200.00	
Traffic control during construction	1	LS	$	14,000	$14,000.00	
						$147,400.00
SUBTOTAL						**$ 971,615**

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Opinion of Probable Construction Costs

PERALTA -- Haven to 35th
Schematic Design - DRAFT

Created by: JS
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28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
A. CIVIL ENGINEERING					
Remove AC Pavement and Base	937	SF	$2.00	$1,874.00	
Remove Concrete Sidewalk	2,182	SF	$3.50	$7,637.00	
Remove Concrete Curb & Gutter @ Bulbout	109	LF	$5.50	$599.50	
Relocate Ex. Storm Drain	0	EA	$10,000.00	$0.00	
Relocate Fire Hydrant	1	EA	$5,000.00	$5,000.00	
Concrete Curb & Gutter @ Bulbout	109	LF	$30.00	$3,270.00	
Concrete Curb (Median)	0	LF	$14.00	$0.00	
Roadway Excavation (Roadway X-Section Correction)	0	CY	$45.00	$0.00	
New Pavement 2' around Curb, Gutter, and Median	0	SF	$5.00	$0.00	
Thermoplastic Pavement Striping (Bike Lanes, Veh. Lanes, Island Striping)	442	LF	$3.00	$1,326.00	
Install Directional Curb Ramp and Detectable Warning Surface	11	EA	$2,600.00	$28,600.00	
					$48,306.50
B. LANDSCAPE IMPROVEMENTS					
Tree Removal	1	EA	$500.00	$500.00	
Concrete Sidewalk (Toned/Medium Broom/Medium Sandblast)	13,815	SF	$9.50	$131,242.50	
Concrete Paving @ Bulbout	3,390	SF	$9.50	$32,205.00	
High Visibility Crosswalk (Special Decorative Crosswalk Treatment)	440	SF	$12.00	$5,280.00	
Driveway Concrete	3,380	SF	$12.00	$40,560.00	
Accent Pavers	2	EA	$600.00	$1,200.00	
Recycling & Trash Receptacles	2	EA	$1,250.00	$2,500.00	
Benches	0	EA	$1,500.00	$0.00	
Seat Pads	0	EA	$1,300.00	$0.00	
Seat Walls	0	LF	$250.00	$0.00	
Vertical Elements	0	EA	$10,000.00	$0.00	
Bollards	0	EA	$800.00	$0.00	
Bike Racks - Single Loop	0	EA	$500.00	$0.00	
Decomposed Granite Paving	2,940	SF	$4.00	$11,760.00	
Fine Grading/Soil Prep/Mulch 3"	2,459	SF	$1.50	$3,688.50	
24" Box Tree	19	EA	$350.00	$6,650.00	

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Opinion of Probable Construction Costs

PERALTA -- Haven to 35th
Schematic Design - DRAFT

Created by: JS
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Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Palm Tree	0	EA	$10,000.00	$0.00	
Root Barrier, 2' deep	304	LF	$10.00	$3,040.00	
Shrubs and Groundcover Planting	2,155	SF	$5.50	$11,852.50	
Irrigation System	1	LS	$10,000.00	$10,000.00	
90 Day Maintenance Period	1	LS	$5,000.00	$5,000.00	
					$265,478.50
C BULB OUT (see section A and B)					
Bulb Out		EA		$0.00	
					$ -
D. ELECTRICAL					
Oakland Standard 16' H pole with Lumec Domus fixture	30	EA	$5,260.00	$157,800.00	
Reinforced Concrete Foundation for Pole and Single Acorn -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk Repair	30	EA	$1,500.00	$45,000.00	
Oakland Standard Decorative Twin Acorn - Fluted pole with HPS Lamps	0	EA	$10,580.00	$0.00	
Reinforced Concrete Foundation for Pole and Twin Acorns -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including Sidewalk	0	EA	$2,400.00	$0.00	
Street Light, 30' Octoflute Pole and Arms with H/L Fixtures (Lumec Domus or Hadco Teadrop)		EA	$6,800.00	$0.00	
Reinforced Concrete Foundation for 30' Pole -- non-concrete curb box, 2" HDPE Conduit Elbow, #6 Grounding Wire, including sidewalk repair		EA	$2,400.00	$0.00	
Trenching, Backfilling and pavement Repair - 12" wide, 3" thick AC	1,925	LF	$18.00	$34,650.00	
2" HDPE Conduit, fitting and 2 #6 THW wires and #6 ground wire	1,925	LF	$8.00	$15,400.00	
Replacement Fixture for Cobra Head Intersection Light (Lumec Dumus or Hadco Teardrop)		EA	$1,400.00	$0.00	
					$252,850.00
E. TRAFFIC					

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Opinion of Probable Construction Costs

PERALTA -- Haven to 35th
Schematic Design - DRAFT

Created by: JS
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28-Jul-11

Item Description	Quantity	Unit	Unit Cost	Cost	Subtotal
Modify Traffic Signal	0	EA	$ 250,000	$0.00	
Remove Traffic Signal		EA	$ 50,000	$0.00	
Install Roundabout		EA	$ 150,000	$0.00	
Install Curb Extension		EA	$ 20,000	$0.00	
Install median island		EA	$ 20,000	$0.00	
High-visibility fluorescent yellow green sign	2	EA	$ 300	$600.00	
Basic Crosswalk	4	EA	$ 200	$800.00	
High-visibility crosswalk	1	EA	$ 500	$500.00	
Pedestrian countdown signals		EA	$ 1,000	$0.00	
Modify signal timing		EA	$ 500	$0.00	
Install advance stop line	4	EA	$ 300	$1,200.00	
Install advance yield line		EA	$ 300	$0.00	
Speed feedback sign		EA	$ 10,000	$0.00	
Remove pavement markings	840	LF	$ 5	$4,200.00	
Install pavement markings	840	LF	$ 10	$8,400.00	
Install bus shelter		EA	$ 10,000	$0.00	
Relocate bus stop sign		EA	$ 300	$0.00	
Remove bus stop		EA	$ 500	$0.00	
Relocate traffic sign		EA	$ 300	$0.00	
Traffic control during construction	1	LS	$ 3,000	$3,000.00	
					$18,700.00
SUBTOTAL					**$ 585,335**

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Opinion of Probable Construction Costs

PERALTA -- SUMMARY
Schematic Design - DRAFT

Created by: JS
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29-Jul-11

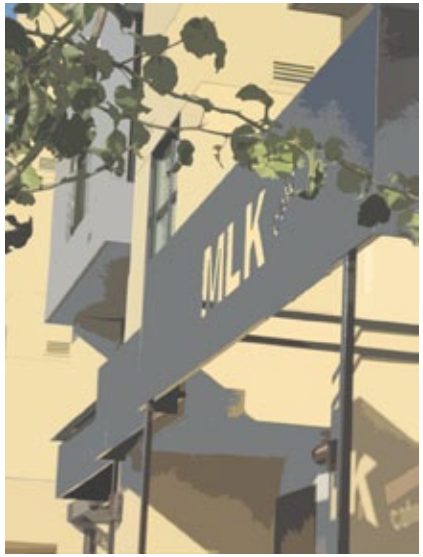
Zone	Civil	Landscape	Bulb out	Electrical	Traffic	Subtotal
1 - 3rd to 8th	$257,531	$ 583,112	$ -	$ 410,674	$ 184,800	**$ 1,436,116**
2 - 8th to 13th	$301,116	$ 519,027	$ -	$ 451,464	$ 183,100	**$ 1,454,707**
3 - 14th to 18th	$544,007	$ 620,264	$ -	$ 435,080	$ 179,400	**$ 1,778,751**
4 - 18th to 24th	$245,732	$ 454,871	$ -	$ 279,814	$ 34,400	**$ 1,014,817**
5 - 24th to 30th	$456,177	$ 733,762	$ -	$ 366,704	$ 63,300	**$ 1,619,942**
6 - Helen to Union	$213,368	$ 361,429	$ -	$ 249,418	$ 147,400	**$ 971,615**
7 - Haven to 35th	$48,307	$ 265,479	$ -	$ 252,850	$ 18,700	**$ 585,335**

SUBTOTAL	**$ 8,861,282**
Contingency Design phase- 20%	$ 1,772,256
Mobilization/Traffic Control/SWPPP - 10%	$ 886,128
Total of Construction	**$ 11,519,667**

NOTES:
1) Irrigation System unit cost does not include water meter, master valve, and back flow preventers.
2) The cost does not include Utillity Undergrounding.

The above items, amounts, quantities, and related information are based on DGA judgement at this level of document preparation & is offered only as reference data. DGA has no control over construction quantities, costs, and related factors affecting costs, and advises the client that significant variations may occur between this opinion of probable construction costs and actual construction prices. Costs shown reflect todays dollars (2011) and no adjustments have been made for inflation/deflation in this estimate. Estimates includes R.O.W costs of improvements to back of curb.

APPENDIX E



Appendix E - Detailed Traffic Analysis and Data