Harrison Street Oakland Avenue Community Based Transportation Plan
Alternatives Matrix

Key Design Aspects	Alternative 1: Pedestrian Improvements	Alternative 2: Sidewalk Improvements	Alternative 3: Two-Way Conversion
Pedestrian Facilities	Overall Sidewalk Improvements. Bulbout treatments at corners.	Sidewalk widening throughout the corridor. Bulbouts treatments at corners.	Overall Sidewalk Improvements. Bulbout treatments at corners.
Bicycle Facilities	Continuous Northbound Class II Bicycle lane on Oakland Ave. Southbound Dedicated Bike Route facility.	Continuous Northbound Class II or III Bicycle Connections from 27th St to Monte Vista Continuous Southbound Class II or III Bicycle connections from I-580 to 27th St.	Continuous North and Southbound Class II or III Bicycle connections throughout the corridor. Except No Bicycle Facilities on Harrison Street north of split.
Parking	6% Reduction, with room for adjustment	4% Reduction, with room for adjustment	6% Reduction, with room for adjustment
Vehicle Lane Configuration	Existing curb-to-curb remains. Lane Configuration remains the same. Two-Way Conversion on Harrison St and Oakland Ave north of I-580.	Curb-to-curb narrowed to two lanes throughout the corridor OR re-striping to reduce lanes in the interim. Narrows existing curb-to-curb in locations where the streets are presently more than two lanes.	Existing curb-to-curb remains. Lane Configuration adjusted for two1way traffic. Two-Way conversion of Harrison St and Oakland Ave from intersection between Fairmount St and 29th St
Traffic Analysis Considerations	Limited access to Harrison from Fairmount-Orange Streets re-routes traffic to 29th Street	Elimination of 29th Street couplet re-routes traffic to Fairmount-Orange Street for U-Turns	Signalized intersection at Harrison-Oakland Avenue.
Future Analysis Needed	Minimal for overall changes. Additional study for any intersections identified to produce LOS impacts Initial Study/Neg Declaration Analysis for closure of 24th Street, Stanley Place, and Two Way Conversion north of I-580	EIR for reduction of lanes overall. Additional study for any intersections identified to produce LOS impacts Initial Study/Neg Declaration Analysis for closure of Stanley Place	Significant additional study/ Potential EIR trigger. Initial Study/Neg Declaration Analysis for closure of 24th Street, Stanley Place, and Two Way Conversion north of I-580 Major level of ramp re-configuration must be justified by operational and/or safety requirements of the interchange which in turn must be supported by detailed traffic study
Stakeholder Involvement	Community and Economic Development Agency Transportation Services Division AC Transit, Community Members	Community and Economic Development Agency Transportation Services Division AC Transit, Community Members	Community and Economic Development Agency Transportation Services Division AC Transit, Community Members Cal Trans
Time Frame (After Project Funding Identified)	Short Term (6-8 years)	Long Term (8-12 years) (Road Diet Striping Plan within 2-3 yrs)	Very Long Term with CalTrans ramp re-configuration. Multiyear planning, engineering and construction process. (15-20 years)
Implementation Potential	Localized implementation per block. Feasible with City funding and implemented piece by piece.	Feasible with City funding. More difficult to implement piecemeal due to reduction in travel lanes. Striping for lane reduction possible in the short term.	Caltrans to initiate a Project Study Report, Project then to be included in State Transportation Improvement Program (STIP)
Financial Considerations	Standard costs for implementation of bulbouts and pedestrian amenities. Minimal costs for re-striping required for lanes south of highway.	High Costs associated with widening of sidewalks and reducing curb-to-curb distances.	High costs associated with additional studies and planning efforts.