IV. First Phase Project Improvements

30% Design Layout

The “30% Layout Concept Plan” below illustrates five main types of improvements proposed as part of a first phase. These are:

- **Streetscape Improvements along 14th Avenue**: Street trees should be planted at regular intervals along the length of 14th Avenue in the project area. Between Foothill Boulevard and 19th Avenue, the northbound portion of 14th Avenue will have trees in the parking zone due to insufficient sidewalk widths. Ornamental street lights should be installed at key intersections and along the Green Triangle.

- **Median Renovations**: Medians from 12th Street to Foothill Boulevard are expanded, planted with consistent street trees, and have concrete fill replaced with cobbles. New medians are added between East 12th Street and East 15th Street.

- **Pedestrian Intersection Improvements**: Corner bulb-outs are added at the intersections of 14th Avenue with International Boulevard, Foothill Boulevard, and 19th Street. Pedestrian Refuges are added at the intersections of 14th Avenue with 12th Street, International Boulevard, and 15th Street. High-visibility cross-
walks replace existing crosswalks at unsignalized intersections at 15th Street and along the Green Triangle.

- **First-Phase Reconfiguration of the Green Triangle**: Phase I improvements would leave the existing 14th Avenue roadway as is, but would begin to address some of the concerns regarding the Green Triangle. The cut-through segment of 17th Street connecting the eastbound and westbound portions of 14th Avenue is abandoned, enlarging the central green space.

Traffic calming measures are implemented, including expanded traffic islands, removal of the slip lane at the northern corner of Foothill Boulevard, and elimination of the free right turn at the southern corner of Foothill Boulevard. New high-visibility crosswalks are added to the unsignalized intersections at 17th, 18th, and 19th Streets and at Independence Way. New pedestrian-oriented lighting along the perimeter of the Green Triangle also begins to make the area more pedestrian-friendly.
Traffic Analysis

Project Description

As part of the 30% design submittal, the project would propose geometric realignments along 14th Avenue, introduce and realign several crosswalks, create pedestrian refuges, and extend median islands along 14th Avenue. The existing median island / channelized free right turn lane at the intersection of 14th Avenue / Foothill Boulevard would be removed.

Project Reconfigurations

Roadway and geometry changes proposed in the 14th Avenue Streetscape Design Project Include;

- Reduction of one (1) through travel lane along 14th Avenue from East 12th Street to Foothill Place, in both directions;
- Conversion of the northbound shared through-left turn lane to a left turn only lane, and conversion of the westbound shared through-left turn lane to a through lane at the 14th Avenue / East 12th Street (WB) intersection;
- Conversion of the southbound left turn lane to a left-turn pocket at the 14th Avenue / International Boulevard intersection;
- Conversion of the northbound shared through-left turn lane to a left-turn pocket, and conversion of the southbound right turn lane to a shared through-right lane at the 14th Avenue / International Boulevard intersection;
- Removal of the northbound right-turn pocket at the 14th Avenue / NB Foothill Boulevard intersection and conversion of the through lane to a shared through-right lane;
- Removal of the one way westbound segment of East 17th Street connecting 15th Avenue (NB) to 14th Avenue (SB);
- Removal of the existing median island / channelized free right turn lane at the 14th Avenue (SB) / Foothill Boulevard intersection; and,
- Addition and realignment of crosswalks, and extension and construction of new median islands and pedestrian refuge areas.

The lane reduction proposed on 14th Avenue from East 12th Street (EB) to Foothill Place is not expected to have significant traffic related impacts. Even with the proposed reduction of one (1) through travel lane capacity would still exceed demand along this corridor, as 14th Avenue generally has two through travel lanes in each direction within project limits.

Removal of the westbound East 17th Street segment connecting 15th Avenue (NB) to 14th Avenue (SB) would divert traffic to northbound East 18th Street where vehicles would either continue north at the 14th Avenue / East 18th Street intersection, or turn left onto 14th Avenue (SB) and continue to East 17th Street. A total of 56 trips in the weekday AM peak hour and 60 trips in the weekday PM peak hour are expected to be diverted. Higher volumes on East 18th Street would cause an increase in delay such that LOS would be expected to degrade at the 14th Avenue / East 18th Street intersection during the weekday AM and PM peak hour.

Pedestrian circulation would be improved with new streetscape and design elements. Realigned crosswalks and new medians would improve pedestrian safety, and an increase in street trees would enhance pedestrian experience.

Existing with Reconfiguration Conditions

Existing with Reconfiguration Conditions intersection operations for the weekday AM and PM peak hours are summarized in Table 3.

As shown in Table 3, ten (10) of the eleven (11) study intersections would operate at acceptable conditions (LOS D or better) under Existing with Reconfiguration Conditions in the weekday AM and
PM peak hour. The following intersection would operate at unacceptable conditions:

- **Intersection #10 - 14th Avenue / E 18th Street (AM / PM) – LOS F (AM) / LOS E (PM)** - In the weekday AM peak hour the intersection of 14th Avenue / East 18th Street operates at LOS E under Existing Conditions and would operate at LOS F under Existing with Reconfiguration Conditions. Delay time increases for all allowed movements on the eastbound approach. The increase in delay is a result of traffic being diverted from East 17th Street to East 18th Street and is directly related to the project reconfiguration. The intersection would not satisfy MUTCD peak hour warrants in the AM peak hour under Existing with Reconfiguration Conditions.

In the weekday PM peak hour the intersection of 14th Avenue / East 18th Street operates at LOS D in Existing Conditions and would operate at LOS E in Existing with Reconfiguration Conditions. Delay time increases for all of the allowed movements on the eastbound approach. The increase in delay is a result of traffic being diverted from East 17th Street to East 18th Street and is directly related to the project reconfigurations. The intersection would not satisfy MUTCD peak hour warrants in the PM peak hour under Existing with Reconfiguration Conditions.

### Table 3: Intersection Level of Service – Existing with Reconfiguration Conditions

<table>
<thead>
<tr>
<th>#</th>
<th>Intersection</th>
<th>Peak Hour</th>
<th>Existing Conditions</th>
<th>Existing with Reconfiguration Conditions</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>LOS</td>
<td>Delay</td>
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<tr>
<td>1</td>
<td>14th Avenue / East 12th Street (EB)</td>
<td>AM</td>
<td>B</td>
<td>10.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>B</td>
<td>18.6</td>
</tr>
<tr>
<td>2</td>
<td>14th Avenue / East 12th Street (WB)</td>
<td>AM</td>
<td>B</td>
<td>13.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>B</td>
<td>12.5</td>
</tr>
<tr>
<td>3</td>
<td>14th Avenue / International Boulevard</td>
<td>AM</td>
<td>B</td>
<td>16.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PM</td>
<td>C</td>
<td>21.7</td>
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<tr>
<td>4</td>
<td>14th Avenue / Foothill Place</td>
<td>AM</td>
<td>B</td>
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<td></td>
<td></td>
<td>PM</td>
<td>B</td>
<td>12.7</td>
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<td>5</td>
<td>14th Avenue (SB) / SB Foothill Boulevard</td>
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<td>B</td>
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<td></td>
<td></td>
<td>PM</td>
<td>A</td>
<td>5.5</td>
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<td>6</td>
<td>14th Avenue (NB) / Foothill Boulevard</td>
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<td>B</td>
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<tr>
<td></td>
<td></td>
<td>PM</td>
<td>D</td>
<td>26.7</td>
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</tbody>
</table>

Notes:
Delay in seconds per vehicle
V. Implementation

Proposed Phasing Concept

The Phasing Concept is based on community priorities as expressed at Community Meeting #5:

Priority 1 - 14th Avenue Streetscape from 8th Street to 19th Street

Phase 1 consists primarily of streetscape improvements along 14th Avenue from 8th Street to 19th Street. Improvements include new and widened planted medians with pedestrian refuge islands, new bulb-outs and crosswalks, widened and improved sidewalks, new street trees and pedestrian-oriented street lights, and improved bus stop areas. First-phase traffic-calming and pedestrian-friendly improvements are also made in the Green Triangle area. These include abandoning and filling the portion of 17th Street as it cuts through the Green Triangle area, and expanding traffic islands, widening bulb-outs, and eliminating the slip lane at Foothill Boulevard.

Priority 2 - 14th Avenue Streetscape Extension to 27th Street

The second phase consists of further streetscape improvements along 14th Avenue, extending from 19th Street to 27th Street. Second-phase improvements consist of widened and improved medians with consistent street trees, new street trees along sidewalks and in parking zones, and pedestrian intersection improvements including refuges and new and improved crosswalks.

Priority 3 - 12th Street Trees and Lights

Phase 3 improvements further expand on the streetscape improvements begun in the first two phases, this time along 12th Street from 14th Avenue to 16th Avenue. Improvements in this area consist of new street trees and pedestrian-oriented street lights, as well as new bulb-outs and improved crosswalks.

Priority 4 - Green Triangle Open Space / Street Reconfiguration

In the fourth phase, the Green Triangle is built out and necessary related reconfigurations to 14th Avenue are completed. The various Green Triangle alternatives presented in Chapter III should be considered to determine the desired park and roadway configuration.

Priority 5 - 8th/12th Street Reconfiguration / Overlook Park

The final phase of the project consist of reconfiguring 12th Street between 13th Avenue and 14th Avenue to create a larger Overlook Park as a gateway to the waterfront. The existing northbound portion of 12th Street is converted to a two-way street, and the southbound portion is vacated to join the two halves of the existing park. New street trees and lights are also added along the new portion of 12th Street.
Phasing Priorities
Estimated Project Costs

- **Priority 1 - 14th Avenue Streetscape from 8th Street to 19th Street:** First phase costs are estimated at approximately $3.3M for street trees, new widened sidewalks, median and intersection improvements and associated grading, street lights, and elimination of the 17th Street cut-through.

- **Priority 2 - 14th Avenue Streetscape Extension to 27th Street:** The extension from 19th Street to 27th Street, which includes street trees and intersection and median improvements, is estimated to cost $0.8M.

- **Priority 3 - 12th Street Trees and Lights:** Costs for 12th Street improvements are estimated at $0.8M for intersection improve-
ments at the corner of 12th Street and 16th Avenue and new street trees and street lights between 14th Avenue and 16th Avenue.

• **Priority 4 - Green Triangle Open Space / Street Reconfiguration:**
  Costs for the Green Triangle range from approximately $2.1M to $2.7M, depending on the alternative.

These costs include a 15% construction contingency, 3% mobilization, and approximately 30% in soft costs for engineering, design and City of Oakland-required permits and fees. Cost estimate tables are provided in Appendix C.

![Map of 14th Avenue Extension Costs](image)

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection Improvements (Refuges, New and Improved Crosswalks)</td>
<td>$100,000</td>
</tr>
<tr>
<td>Medians, Including Replacement of Concrete with Earth Fill and Infill Street Trees</td>
<td>$200,000</td>
</tr>
<tr>
<td>Trees in Sidewalks and Parking Zones</td>
<td>$520,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$820,000</td>
</tr>
</tbody>
</table>
Capital Projects Funding

Funding for design and construction of the capital improvements described in the Master Plan is planned to come from the Redevelopment Agency and a range of grant sources.

Grant Funding - The Redevelopment Agency alone may not be able to fund all of the proposed improvements. However, a range of grant programs are available for urban transportation and livability projects, and in the coming years the Redevelopment Agency will work with the Community Development and Engineering departments to apply for grant funds needed. Potential grant program/funding sources include the following:

- *Metropolitan Transportation District (MTC) Transportation for Livable Communities Program (TLC)*: This program provides funds for capital improvements, planning assistance, and community outreach. The Streetscape Plan was funded by a planning assistance and community outreach grant from MTC.

- *Federal Transportation Enhancements Authorization (TEA-21)*: This program typically funds bicycle- and pedestrian-related transportation projects.

- *FTA Livable Communities/TEA-21 Earmark*: This program funds transit station area improvements that promote pedestrian access, public safety, and station area activity.

- *Transportation Development Act, Article 3*: This program funds alternative transportation projects, with an emphasis on bicycle and pedestrian circulation.

- *Transportation Fund for Clean Air (CMA)*: This program is administered by the Alameda County Congestion Management Agency (CMA). Unlike the similar BAAQMD program, however, the CMA funds streetscape improvements that facilitate pedestrian access to transit.

Local Funding - Given match requirements and the uncertainties generally associated with grants, City-based funding approaches will need to be maximized. For example, traffic impact fees could be used to assist with funding of traffic calming and pedestrian safety improvements. Capital improvements could be piggy-backed on basic road maintenance projects funded by the State Gas Tax. Exactions could be required from new development for directly related capital improvements such as replacement of frontage curbs, walks, and installation of streetscape amenities.

Next Steps

City Agencies Review - The design of all streetscape improvements will need further review by the Public Works Agency when the project progresses to the construction drawings stage. Maintenance of trees in the parking zone and/or sidewalk areas should be reviewed by the Public Works Agency, Infrastructure Maintenance Division. Streetlighting and pedestrian lighting should be reviewed by the Public Works Agency, Electrical Services Division. The City Finance Agency must be notified of any proposed parking meter removal.

Additional Studies - CEQA-process requirements will need to be addressed for potential environmental impacts associated with construction of the capital improvements envisioned by the Streetscape Plan. These would include lane reductions such as that proposed between E 12th Street and International Boulevard, and the roadway reconfigurations proposed for the Green Triangle and for the Gateway Park.

An engineering study should be performed of marked crosswalks at locations that are not controlled by signals or stop signs, such as the 18th Street crossing of 14th Avenue. If appropriate, relocation of existing marked crosswalks should be considered to take advantage of proposed pedestrian refuge island or bus stop locations. Crosswalk studies should be reviewed by the Public Works Agency, Transportation Services Division. Crosswalk relocations require public notice, and relocation of school crosswalks would require notification and coordination with St. Anthony’s School.
Public Notification - In addition to notifications regarding crosswalk relocations, CEQA process, and other project elements noted above, property owners, businesses, and residents affected by parking, loading zone, and bus stop changes should be notified by letter of such changes. All one-on-one communication with property owners, businesses, and residents should be documented.
Sources


Appendices

A - Community Meeting Comments
B - Cost Estimate Tables
C - 30% Plan Drawings
A: Community Meeting Comments

The comments below were recorded during the course of the meeting discussions. (R) indicates response by City staff or consultants.

Community Meeting #1 - December 6th, 2006

Comments made during the presentation:
- To which grant programs are you going to send applications?
- Who is going to do the traffic studies and how long does it take?
- Are you open to the community input or is this a predetermined solution?
- Some people use the bus stop benches as drinking spots and beds.
- It is not safe to use public transportation here.
- If this work is only “one piece” of what is going to take place in the neighborhood can you tell me how does this piece ties to the other pieces that will solve the problems we face here?

Questions asked after the presentation:
- The traffic on 14th Avenue is not that fast, but the traffic lights are not coordinated. I’ve never seen any accident on 14th Avenue.
- I would like to see people saying there visions for 14th Avenue. In my opinion this is a road to Highland Hospital, so it shouldn’t have traffic calming.
- Since we are a designated historic district, I think we should “play” the historical district.
- Make the ‘green island’ green, don’t put cement. Maybe a fountain, old benches. It should be an adult park, I don’t think children should be stimulated to use it.
- Please, no low income housing here, I would like a moratorium on low income housing.
- Our whole area is historical, not only the Highland Hospital, but the houses too.
- I would like to talk about a very dangerous spot here in my point of view, E 18th@14th Ave; it is impossible to cross the avenue at night there, the cars don’t stop for pedestrians there.
- Is there a plan in place to help new business to be installed in the area?
- This a horrible area to bike, I appreciate the idea of having bike lanes, also the idea of keeping the green island, mainly because it keeps the old redwood trees. Also I like the historical district idea.
- Do we know if the Blueprint area will be available?
- I think the price has been so high that it is keeping it there.
- We don’t need more houses, I would put commercial in that lot. We need a grocery store, laundry, a pizza place.
- If they could put a Safeway there...
- Every time I wake up in the morning, at 7:00 am to go to work, I pass through prostitutes on International Boulevard. I can’t see myself using this park with these kind of safety problems.
- What is the fund for this project? How many projects on district 2?
- Are you not thinking about bike lanes on 14th Ave?
- So the project won’t continue after 19th Street? Are you going to calm traffic only in some areas? So the bike lanes will be only in some areas?
- You are trying to impose calming traffic on us, how do you know this is really what we need? Do you have the numbers on traffic here?
- We should bring the “Oakland General Plan” for the next meeting (R)
- First of all I think the commercial around here is very problematic. Autobody repairs and liquor stores.
- Let’s assume that this (social) problems will be solved... (R)
- I would like to see the sidewalks widened on 14th avenue. Also I question how attractive that green area would be with all this traffic around it.
- I would add more bus stops with no “sleepable” benches.
- I would put a fence there.
- I would like a restaurant, chess boards.
- I like the idea of putting in a fence to protect the area from traffic.
- I think there are two kinds of green spaces. One is a space like San Antonio Park, which you use for outdoor activities, the other has an aesthetic purpose. I think this green area is a kind of space that adds an aesthetic to the city.
- East 18th Street goes all the way to Park Boulevard. Don’t cut the access to E18th.
- We need a stop sign on E18th@14th Avenue.
Appendix A: Community Meeting Comments

- I personally would never go to that park to hang out. I think it should focus more on the aesthetics, furnishings with a personality related to the neighborhood, to bring local pride.
- I can see it as an adult park, people that work at Highland Hospital going there to take a break.
- One block beyond 14th Avenue, to the north, is one of the worse areas in Oakland.
- What about the area between 12th Street and Foothill Avenue? (R) Somebody was brave enough to put a condominium there. It looks good.
- There is no interesting commercial there, mainly the auto body repairs.
- What I would like to see instead of pushing those buildings out is to help them with issues like facade improvement.
- That kind of business won’t make me walk to that area. I would replace it with other more interesting kind of commerce.
- I think that this kind of business shouldn’t replace the business that have been there for 30 years.
- Oh I would like to see it.
- I like the colorful crosswalks. Whenever I am in an area that has them I assume that might be a nice area.
- What about having a dog park in that green area? On one hand the movement of people would keep drinkers away, on the other hand it wouldn’t allow grass.
- I don’t think it is aesthetic.
- You have to make it attractive to bring business in.
- I think the medians in general are very narrow. I think they should go all the way on 14th Avenue.
- When does the planning phase end?
- Are you planning on under grounding the wires? That would look great.
- One of the main ways to come from the Lake Merritt area is east 15th, but the signal on the intersection with 14th Avenue is too slow. Because of that I usually turn left on 13th Avenue one block before 14th, go straight until 18th Street and cross 14th Avenue through the green area. If that signalized intersection was fixed, I wouldn’t mind having that access (through the green area) cut.

Community Meeting #2 - August 8th, 2007

- The 14th Avenue is now a “Freeway”, how to calm down the fast traffic? (R) Two-way traffic.
- The corner parking site is ugly, will you fix it? (R) East Bay Blue Print Site has potential to be developed into mix-use residential with first floor commercial.
- The area’s character needs to be preserved; color, culture, unique facades, etc
- To show Spanish Motif, or go with the old Victorian style house.
- Add Street trees and street lights along all frontage.
- Use permeable concrete for the walk? Pay attention to the project’s environmental impacts.
- Support Concept A (Two-way side by side, with big triangle park). Keep all the trees.
- Trees are good. How old are these existing trees? Are they healthy? Is it possible to re-locate them? (R) The roots are connected, it needs study to decide costs and chance of surviving.
- Concern the under-funded maintenance problem in this area. Who are going to take care of the trees? How to deal with the littering issue? We worry about disconnection between design and maintaining.
- There should be strict laws, fines, to force everybody, every property owner, to be responsible for the area’s maintenance and cleaning.
- What will be the program for the park? Is there any special design idea? Will there be any mansions built?
- San Antonio Park is already there. Do we need another park? I cannot picture people will use this park for picnic or what. The current median is nice. (R) San Antonio Park is up hill, it is kinda steep and far for everyday use by locals.
- The park should not be a Children’s place. Ball field is not recommended. (R) The new park could be an urban plaza for passive activities.
- This area is a hub, with the Highland Hospital, Burger King, International Blve, etc in the area. How does the design address the issue of Bottle neck for traffic flow. (R) Existing conditions are making confusions to motor drivers. New design will improve traffic movements with clearly designating through travel lanes and left or right turn pocket.
- E 18th Street is a major street going to shops, to parkway, etc. In the design where the through traffic go? (R) will consider open an intersection at 18th Street.
- The 13th Avenue is the pass drivers usually take from 580 to 880. 14th Avenue should slow down through traffic.
- The through traffic should be moved away from residential side.
- Is 15th Avenue a two-way street? (R) Yes. What happen to its connection to 19th Street? (R) The 15th Avenue is closed at the end of 19th Street. No through traffic.
- What happens to the traffic from 8th Street? (R) High speed through traffic will use the 880 next to it. UC Berkeley has did a study of the intersections in the area. (?) Like the idea of Gateway Landmark at 12th Street.
- The green medians lining all the way up to the Highland Hospital are pretty and impressive. We should keep the medians continue in the project area.
- The median should be kept wherever possible. Evaluation should also be based on 12th Street design solution. Will there be median on 12th Street? (R) no room. What is the minimum planted median? (R) 6' -11'.
- Are there bike lanes programed on 14th Avenue? (R) No. 16th Avenue is bike boulevard. There are bake lanes on 12th Street. Bike riders would prefer using those streets.
- Any new roadways should accommodate bike lanes. (R) There is no room to squeeze both bike lane and median continuously.
- Our major concern is public safety.
- Sustainable materials, solar power, and plants should be considered for environmental concerns.
- Who is going to pay for the project? From tax? Will the city collect Maintenance Fee?

Community Meeting #3 - November 15th, 2007

- Are there any new ornamental street lights? (R) Street lights will be put at every corners of intersections.) The illustrations look attractive, but they do not include the real world existing ugly things. (R) The 3D illustrations do show the existing power poles and lines.
- Is there planting at median? Will it need irrigation?
- Left turn at E 12th St is not right. (R) will fix it.
- Plant trees, power lines run over.
- Will Walnut tress be removed? (R) Yes, in Concept 1
- The 3rd concept is less expensive. Spend the money (2.5 million) to do special area
- I concern timeline for phases. It will take long time for construction
- Phase I have sufficient budget, what does it include? (R) Improve street frontage, no inside special.
- Is it logical to put a fountain in the middle of a busy street? (R) 15th Ave will be changed to a local road, and 14th Ave has planting strip buffer.
- How signal on E 18th Street will affect traffic flow? (R) Signal will improve traffic better than stop sign. Drivers may not need stop. It is better to get in and out with signal. There are also some safety issues.
- Concern 18th Street and other side streets traffic will block 14th Ave.
- Like Option3. Hope won’t meet 2 red lights when turn left onto E 18th St.
- Will there be curb side parking on E 12th St? (R) Auto Shops eliminate curbside parking.
- Reclaim City’s public Road of Way land, Will it affect some owners, or buildings? (R) Hardware Supply, e.g. built out of property lines, City need negotiate with them.
- Fencing is a problem. Can city design it continuously? Expect owners to contribute to pay for the costs. (R) City cannot request, but will recommend it to private site owners.
- Who will pay for maintenance? (R) But stop could be supported by Ads. Trees will be taken care by the City.
- Usually after Phase I, others never happen.
- For the triangle area, $|E 17th St traffic cannot turn left.
- For Alt B, since fast traffic at both sides, the park is not so nice.
- What is the cost? (R) 2 millions for Alt 1-2, 1 million for Alt 3.
- Which alternatives will take down Redwood Trees? (R) Alt 1-2
- What are the sizes for 3 Alternatives triangle park? (R) 1 is 8Ac; 2 is 7 Ac
- Alt 1 has no median at the triangle park area, while both sides have medians, isn’t this wired?
- I like all 3 alternatives with reasons. Do we need decide now?
Appendix A: Community Meeting Comments

- For 12th St, people would not like to do the turn.
- What’s the reason proposing people right turn on 8th, left turn back to 12th St? (R) Cannot eliminate angled parking at curbs in front of Auto Shops.
- Bike lane take place of exiting 12th route, separate form traffic.
- Will bike lane cross 14th Ave?
- There is bike lane at 10th Ave and 10th St. Where 10th St bike lane ends, people turn on 8th St. Could the problem be solved there, rather than make the crossing here at 14th Ave?

Community Meeting #4 - June 2nd, 2008

- What is the project budget? (R) 2-2.5 millions.
- Alt 1 will consolidate through 2-way traffic on North, and remove existing trees. How many trees will be affected? (R) 6 Walnut trees.
- Alt 2 will keep trees in median, so has smaller triangle green area. How wide is the median, is it enough space for those trees? (R) 8’
- Need lighting at col-de-sac, there are gangs/criminals there. It’s very dangerous at nights in the park.
- Stripping is gone, need repaint.
- Need fix fences
- The hospital trucks need use the 14th Ave, so they don’t want the street changed often in short term
- Why don’t show 2-way traffic on 12th St for future?
- Like Boulevard pedestrian lighting
- Why care the Auto Shops parking? Don’t see someone park there.
- The 14th Ave median is too narrow. Passing cars sometimes kill street trees. Is it possible to widen the median, or raise curb height?
- Why the project doesn’t include whole 14th Ave - go beyond 19th Street, to the hospital?
- Street light type? (R) prefer Candelabra lights, which has 2 bulbs and is brighter.
- May use reflector. Combine candelabra plus Washington post at corners
- Really want as much lighting as possible. (R) May use high efficiency lighting.
- This is one of the oldest community, 80% buildings were built before 1930s. So prefer old-fashion lights. (R) Candelabra light is too grand for corners, it will catch too much attention. Maybe use it on median, or anchor park corners.
- We need a wider median, 12’, for the trees
- Please save existing trees, as many as you can!
- For tree species, Shall we use London Plane trees? Maybe it’s too often used.
- Maybe we may have some flowering trees at the medians? (R) wide spreading or low branches might be hit by cars. There is a 16’ minimum clearance.
- Are these trees fire safe?
- Who will water them, is there irrigation system in design? Who will do the maintenance? (R) City has checked the site already. Trees will be picked from pre-approval list. City staff is experienced in maintenance median trees.
- Pick different trees for different locations: big vision continuous at 14th Ave, different kind at 12th Street, and flowering trees at park and medians.
- Will we have any flowering trees? (R) will put flowering trees in park area and green area
- Please pick one has beautiful fall color
- Will the trees attract birds? Will they litter?
- What is the price range for these trees?
- Trees canopy are high up there, cannot be seen by drivers driving fast by. (R) Will combine low plants-shrub and/or groundcover.
- Flowers won’t survive at the medians.
- Will you replace all sidewalks? (R) No. Will pick patch color to match existing concrete.
- Who will take care of the fountain?
- Smaller gardens should be taken care by community group.
- Need match the design of gateway, fences, and bollards
- Highland Hospital truck may conflict with median?
- Prefer the idea of continuous median to Highland/Highway, than the park.
- Continuous median with trees will tie 14th Ave as a whole image.
- At 12th Street gateway park, you may put a statue with light for public gartnering. It will be highly visible, and good for the view.
- Bike lanes? There is funding available for improving 12th St intersection. 40k for re-stripping.

Community Meeting #5 - February 23rd, 2009

- What is the reason to eliminate split turn lane? Will it negatively slow down traffic? (R) It will force mobile cars to turn slower, this is safer for crossing pedestrians.
- What is the cost for Phase I? (R)
- What kind of trees will be planted? (R) Small or Mid size tree, like Trident maple, will be planted under power lines; Where there are no power lines, big crown trees, e.g. Plane Tree, will be planted.
- Could you explain the different phases? (R) Phase I is 14th Ave, between 8th to 19th St; Phase II extends 14th Ave to 27th / Highland Hospital; Phase III renovates 12th St streetscape, trees and lights; Phase IV builds the Green Triangle open space, and reconfiguration of roadway; Phase V constructions on 12th St Gateway area.
- Based on personal experience, usually Phase II never happens
- Does median and sidewalk planting require irrigations? (R) If there is planting area, yes, they need irrigations. Typically, they go underground
- Could you use drought tolerant groundcover, instead of cobble stones?
- I would suggest switching phase II and III; and phase IV and V - the Triangle Park will attracts street people, and café already have their own yards for sitting; But the Gateway area will improve the area image.
- Disagree. I like the Triangle Open space better. It is really usable area. I just cannot imagine anyone really going to use the 12th St overlook.
- Will you use speed Bump to slow down traffic? They are horrible. (R) Will use timing signal control to calm traffic.
- Will the corner bulb-out conflict with bus? (R) No. Bus routes have been studied. No bulb-out at corners where buses make turns.
- Uniform is good. Difference is good too. Different neighborhoods need own identity. Maybe design some theme elements to make this area unique.

- It is always very difficult to make a left turn from 14th Ave onto Foothill. Drivers have to stop immediately after left turn, waiting to cross the second half.
- Is it possible to bury power lines underground? (R) No. it will cost 400-500 per linear feet, too expensive.
- Will you re-surface sidewalk? (R) No, but will fix problem area with patching. Maybe should re-coat roadway with a thin layer black asphalt (cost $1 per square feet), plus new white stripping.
- Stencils of bike sharrow not flashing.
- Vertical design elements are more important. (R) The vertical elements include trees, lights, and other typical elements, such as signals, shelter, banner, gateway, etc. Light pole is not flat, for flat pole usually attracts posting.
- Are there shelters for bus stops? (R) No. There is no room to fit shelter. Maybe possible after City reclaim land until property line. Yet maintenance is a problem too.
- Why signalized at 15th St and 14th Ave intersection? Will it delay traffic.
# Appendix B: Cost Estimate Tables

## 14th Avenue 30% Plan

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
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<th>Amount</th>
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**Construction Subtotal** $2,178,365

Construction Contingency @ 15% $326,755

**Construction Total** $2,505,120

- Project Management (CEDA) @ 5% $125,256
- CM, Survey, Testing @ 10% $250,512
- Design Consultant @ 12% $300,614
- Contract Compliance @ 3% $75,154
- City Public Art Surcharge @ 1.5% $37,577

**Construction Total** $3,294,233
## 14th Avenue Extension (19th Street to 27th Street)

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**Construction Subtotal** $541,012  
**Construction Contingency @ 15%** $81,152  
**Construction Total** $622,164  
**Project Management (CEDA) @ 5%** $31,108  
**CM, Survey, Testing @ 10%** $62,216  
**Design Consultant @ 12%** $74,660  
**Contract Compliance @ 3%** $18,665  
**City Public Art Surcharge @ 1.5%** $9,332  
**Construction Total** $818,146
### 12th Street (14th Avenue to 16th Avenue)

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**Construction Subtotal**  
$525,499

**Construction Contingency @ 15%**  
$78,825

**Construction Total**  
$604,324

- Project Management (CEDA) @ 5%  
  $30,216
- CM, Survey, Testing @ 10%  
  $60,432
- Design Consultant @ 12%  
  $72,519
- Contract Compliance @ 3%  
  $18,130
- City Public Art Surcharge @ 1.5%  
  $9,065

**Construction Total**  
$794,686
### Appendix B: Cost Estimate Tables

**Green Triangle**

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<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Units</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Amount</th>
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<td>1</td>
<td>Remove Existing AC Paving</td>
<td>sf</td>
<td>18,538</td>
<td>17,869</td>
<td>$111,228</td>
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<tr>
<td>2</td>
<td>Remove Existing Sidewalk</td>
<td>sf</td>
<td>0</td>
<td>4,754</td>
<td>2.00</td>
</tr>
<tr>
<td>3</td>
<td>Remove Existing Curb and Gutter</td>
<td>If</td>
<td>126</td>
<td>409</td>
<td>2.00</td>
</tr>
<tr>
<td>4</td>
<td>Remove Existing Medians</td>
<td>sf</td>
<td>25,430</td>
<td>574</td>
<td>6.00</td>
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<tr>
<td>5</td>
<td>Remove Median/Island Curb and Gutter</td>
<td>If</td>
<td>2,911</td>
<td>1,384</td>
<td>2.00</td>
</tr>
<tr>
<td>6</td>
<td>Remove Existing Trees</td>
<td>ea</td>
<td>8774</td>
<td>0</td>
<td>1,500.00</td>
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<tr>
<td>7</td>
<td>AC Roadway (Regrading/Replace)</td>
<td>sf</td>
<td>1,502</td>
<td>1,092</td>
<td>757</td>
</tr>
<tr>
<td>8</td>
<td>Pavement Section (PCC)</td>
<td>If</td>
<td>17,845</td>
<td>15,453</td>
<td>757</td>
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<tr>
<td>9</td>
<td>Concrete Sidewalk, incl Bulb-Outs</td>
<td>If</td>
<td>18,538</td>
<td>17,869</td>
<td>2.00</td>
</tr>
<tr>
<td>10</td>
<td>Concrete Curb and Gutter</td>
<td>If</td>
<td>1,502</td>
<td>1,092</td>
<td>757</td>
</tr>
<tr>
<td>11</td>
<td>Median / Planter Fill</td>
<td>sf</td>
<td>6,883</td>
<td>15,302</td>
<td>17,522</td>
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<td>12</td>
<td>Median / Refuge Curbing</td>
<td>If</td>
<td>687</td>
<td>1,825</td>
<td>1,592</td>
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<td>13</td>
<td>Concrete Median Fill</td>
<td>If</td>
<td>2,911</td>
<td>1,384</td>
<td>2.00</td>
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<td>14</td>
<td>&quot;Continental&quot; (type 3) Crosswalk</td>
<td>If</td>
<td>1,720</td>
<td>1,900</td>
<td>3,270</td>
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<td>15</td>
<td>Park Green w/ Irrigation</td>
<td>If</td>
<td>12,439</td>
<td>10,070</td>
<td>13,709</td>
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<tr>
<td>16</td>
<td>Park Special Paving</td>
<td>If</td>
<td>7,108</td>
<td>5,754</td>
<td>7,834</td>
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<tr>
<td>18</td>
<td>Fountain</td>
<td>allow</td>
<td>1</td>
<td>3</td>
<td>$50,000.00</td>
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<td>19</td>
<td>Street Trees (36&quot; box w/structural soil)</td>
<td>ea</td>
<td>16</td>
<td>17</td>
<td>6</td>
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<tr>
<td>21</td>
<td>Irrigation System, Street Trees</td>
<td>ea</td>
<td>16</td>
<td>17</td>
<td>6</td>
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<tr>
<td>22</td>
<td>New Streetlights</td>
<td>ea</td>
<td>8</td>
<td>8</td>
<td>14</td>
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<tr>
<td>23</td>
<td>Traffic Striping and Markings</td>
<td>If</td>
<td>1,022</td>
<td>1,022</td>
<td>1,022</td>
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<tr>
<td>24</td>
<td>Traffic Signal</td>
<td>ea</td>
<td>2</td>
<td>2</td>
<td>1</td>
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<tr>
<td>25</td>
<td>Utility Relocation - Power Pole w/ Light</td>
<td>ea</td>
<td>2</td>
<td>2</td>
<td>1</td>
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</table>

**Construction Subtotal**

$1,781,135 | $1,684,643 | $1,388,077

**Construction Contingency @ 15%**

$267,170 | $252,696 | $208,211

**Construction Total**

$2,048,305 | $1,937,339 | $1,596,288

**Project Management (CEDA) @ 5%**

$102,415 | $96,867 | $79,814

**CM, Survey, Testing @ 10%**

$204,830 | $193,734 | $159,629

**Design Consultant @ 12%**

$245,797 | $232,481 | $191,555

**Contract Compliance @ 3%**

$61,449 | $58,120 | $47,889

**City Public Art Surcharge @ 1.5%**

$30,725 | $29,060 | $23,944

**Construction Total**

$2,693,521 | $2,547,601 | $2,099,119
C: 30% Plan Drawings
Appendix C: 30% Plan

35% Submittal Plans
Not For Construction

14th Avenue Streetscape Design Project
City Project No. P233274, P233284

City of Oakland

December 2009
30% Signing and Striping Plan

PARKING "T"

CALTRANS SHARED ROADWAY BICYCLE MARKING (Sharrow)

TYPICAL SIGN AT BIKEWAY (Sharrow)

TYPICAL SIGN AT LADDER CROSSWALK

PRELIMINARY - NOT FOR CONSTRUCTION

CITY OF OAKLAND
TRANSPORTATION SERVICES DIVISION

AECOM USA INC.

AECOM

December 2009
Appendix C: 30% Plan

CONSTRUCTION NOTES:

1. INSTALL M1-1 & W16-1 SIGNS PER CA MUTCD (SEPTEMBER 2009)
2. PAINT MEDIAN NOSE WHITE AND INSTALL M4-7 KEEP RIGHT SIGN PER CA MUTCD (SEPTEMBER 2009)
3. INSTALL B1-1 "STOP" SIGN PER CA MUTCD (SEPTEMBER 2009)
4. INSTALL R1-2 NO LEFT TURNS SIGN PER CA MUTCD (SEPTEMBER 2009)
5. INSTALL R1-8 "YIELD HERE TO PEDESTRIANS" SIGN PER CA MUTCD (SEPTEMBER 2009)

GENERAL NOTES:

1. ALL WORK SHALL CONFORM TO THE STATE OF CALIFORNIA (July 2005) CITY OF OAKLAND STANDARDS PLANS AND SPECIFICATIONS AND CA MUTCD (SEPTEMBER 2009).
2. ALL REMOVED SIGNS SHALL BE DARNAGED. ALL REMOVED EQUIPMENT SHALL BE DELIVERED TO THE MUNICIPAL SERVICE CENTER AT 27511 EIGHTH STREET DRIVE, CONTRUCTION & MAINTENANCE PLANNER AT 27511 EIGHTH STREET, AT LEAST 48 HOURS PRIOR TO DELIVERY.
3. POSITION OF SIGNS SHALL BE MARKED, VERIFIED AND SEQUENCED BY THE ENGINEER OR CONTRACTOR. A MINIMUM OF 48 HOUR NOTICE IS REQUIRED.
4. REFER TO CALTRANS STANDARD PLANS (2006) AAA-1404 FOR PAYMENT SPECIFICATIONS FOR DIMENSIONS.
5. REMOVE EXISTING STRIPING WHERE CONFLICTS WITH PROPOSED STRIPING UNLESS NOTED OTHERWISE.

PRELIMINARY - NOT FOR CONSTRUCTION

CITY OF OAKLAND
TRANSPORTATION SERVICES DIVISION
300 FRANK OSKAR PLACE, SUITE 204 • OAKLAND, CA 94622
510.238.3311 • FAX 510.238.3317

AECOM
www.aecom.com

CIVIL ENGINEER

SIGNING & STRIPING PLAN
EAST 12TH STREET

SCALE: 1/1"=1'-0" (HORIZONTAL) 1/8"=1'-0" (VERTICAL)

DATE: 12/09

December 2009
Appendix C: 30% Plan

CONSTRUCTION NOTES:

1. INSTALL W1-1 & W16-1 SIGNS PER CA MUTCD (SEPTEMBER 2009)
2. PAINT MEDIAN LANE WHITE AND INSTALL RH 7" KEEP RIGHT SIGN PER CA MUTCD (SEPTEMBER 2009)
3. INSTALL R1-1 STOP SIGN PER CA MUTCD (SEPTEMBER 2009)
4. INSTALL R0-2 NO LEFT TURN SIGN PER CA MUTCD (SEPTEMBER 2009)
5. INSTALL R1-6 YIELD HERE TO PEDESTRIANS SIGN PER CA MUTCD (SEPTEMBER 2009)

GENERAL NOTES:
1. ALL WORK SHALL COMPLY TO THE STATE OF CALIFORNIA LOCAL 8005 CITY OF OAKLAND STANDARDS PLANS AND SPECIFICATIONS AND CA MUTCD (SEPTEMBER 2009)
2. ALL REMOVED SIGNS SHALL BE DELIVERED TO THE MUNICIPAL SERVICE CENTER AT 755 EMERY STREET. ALL WORK MUST BE COMPLETED BY THE END OF THE 5 YEAR CONTRACT PERIOD.
3. POSITION OF SIGNS SHALL BE MARKED FOR INSTALLATION BY THE EMERGENCY CUTOFF TEAM. A MINIMUM OF 48 HOUR NOTICE IS REQUIRED.
4. REFER TO CALTRANS STANDARD PLANS (2009) FOR ALL OTHER REQUIRED SIGNAGE.
5. REMOVE EXISTING STRIPING WHERE CONFLICTS WITH PROPOSED STRIPING UNLESS NOTED OTHERWISE

Preliminary - Not for Construction

CITY OF OAKLAND
TRANSPORTATION SERVICES DIVISION

December 2009
Acknowledgements

City Council

Ron Dellums, Mayor
Jane Brunner, District 1
Patricia Kernighan, District 2
Nancy Nadel, District 3
Jean Quan, District 4
Ignacio De La Fuente, District 5
Desley Brooks, District 6
Larry Reid, District 7
Rebecca Kaplan, At-Large

Planning Commission

Michael Colbruno, Chair
C. Blake Huntsman, Vice-Chair
Douglas Boxer
Sandra Galvez
Anne E. Mudge
Madeleine Zayas-Mart

Planning Staff

Theresa Navarro-Lopez, Project Manager, CEDA
Kimani Rogers, Redevelopment Division, CEDA
Hagerenesh Solomon, Redevelopment Division, CEDA

Technical Advisory Committee

Paul Chan, Public Works Agency Electrical Services
Dan Gallagher, City Arborist, Public Works, Maintenance Division
Larry Gallegos, Program Manager, CEDA
Philip Ho, Transportation Engineer
Keven Kashi, Storm Drain, Sewers and Underground
Nathan Landau, AC Transit
Kevin Liao, Aide to Council Member Patricia Kernighan, District 2
Jason Patton, Bicycle and Pedestrian Program Manager, CEDA
Jim Ryugo, Parks and Recreation
Jennifer Stanley, Bicycle Transportation Planner

Consultants

Bottomley Associates Urban Design & City Planning

Terence Bottomley
Claire Vlach
Lifan Zhang
Kelly Brown

DMJM Harris

Brandon Whitehurst
Jeffrey Chan

PLS Surveys Inc.

Joe Brajkovich