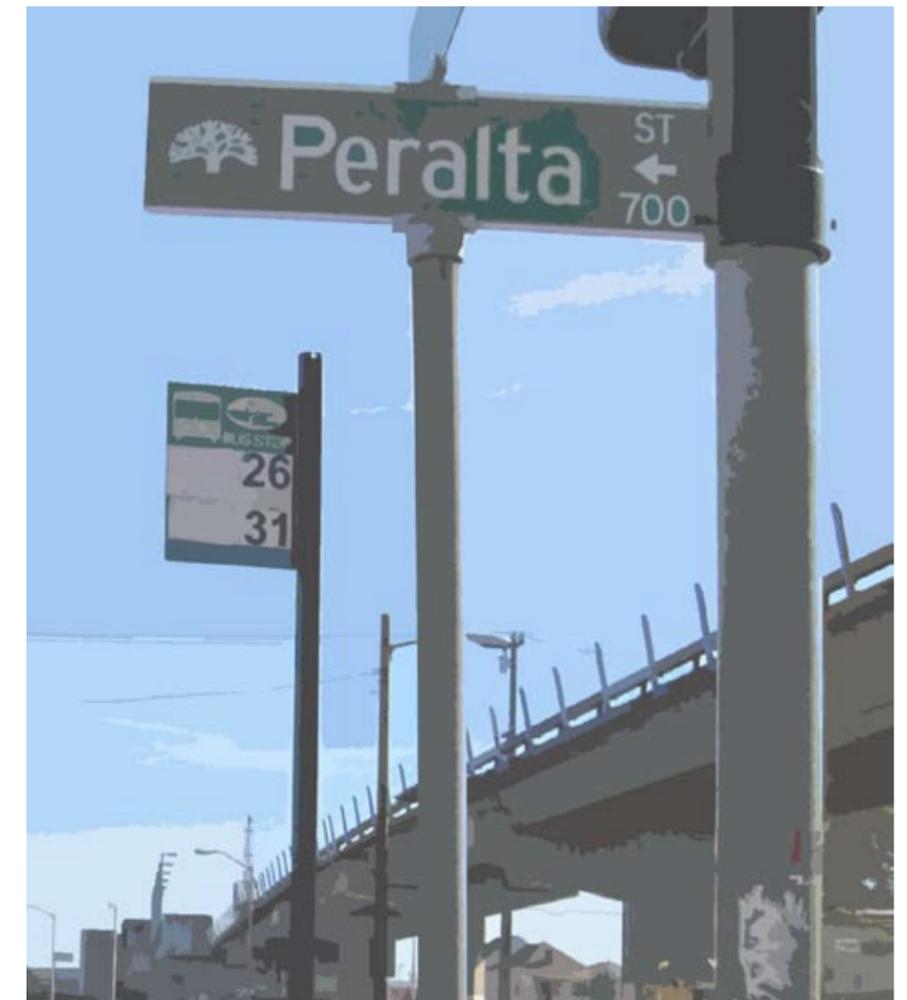


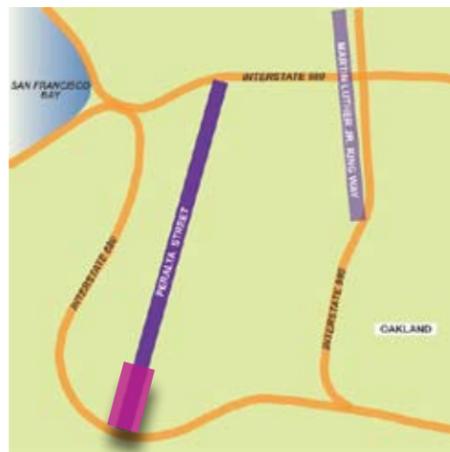
# DRAFT

OCTOBER 2011

PERALTA STREET

ILLUSTRATIVE MASTER PLAN





## Vision

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.

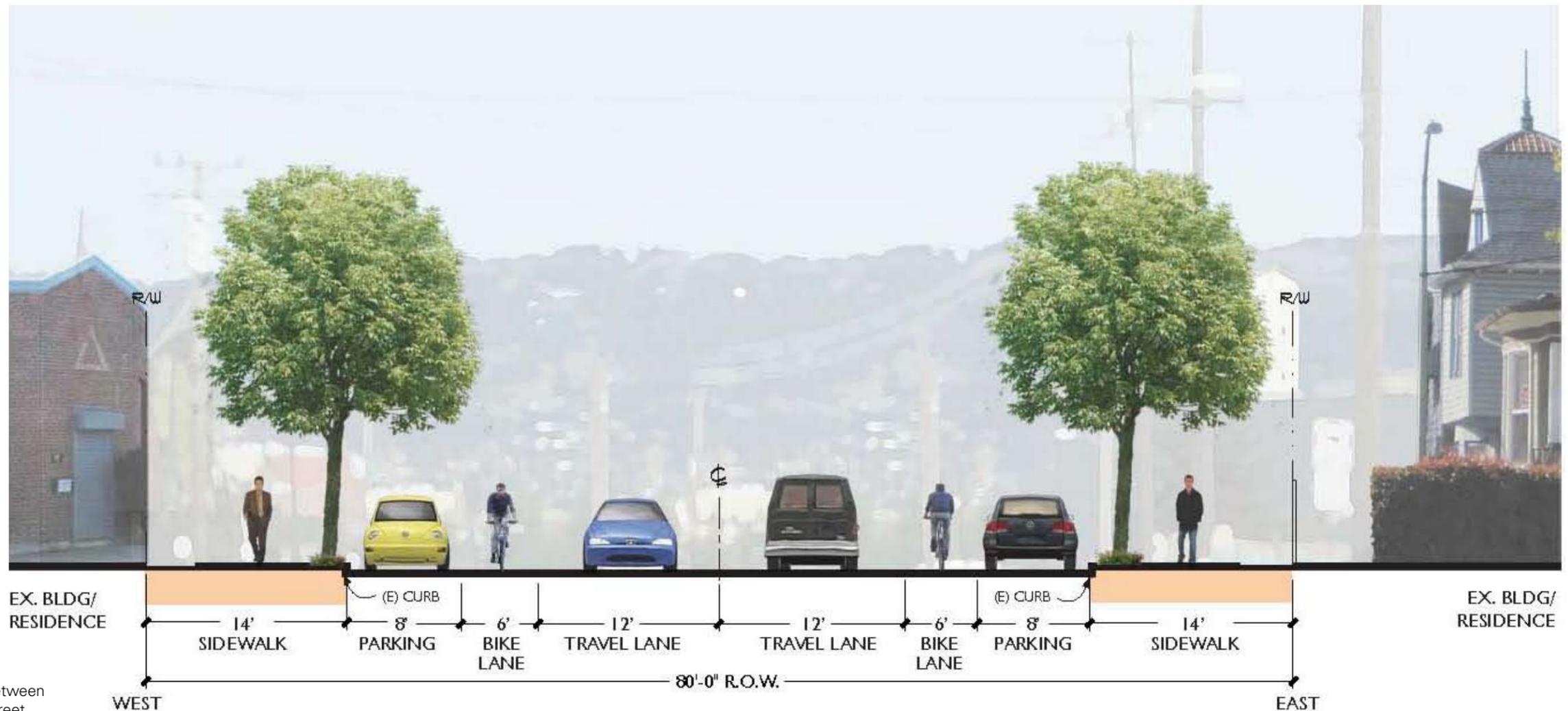
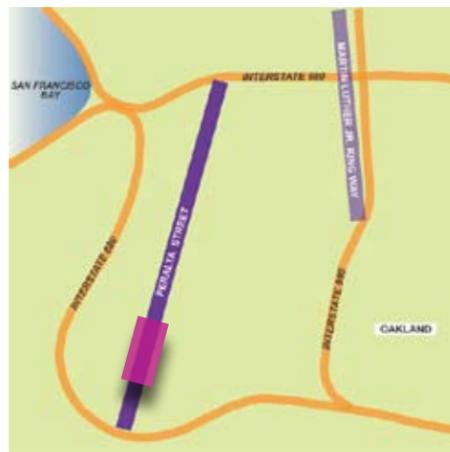
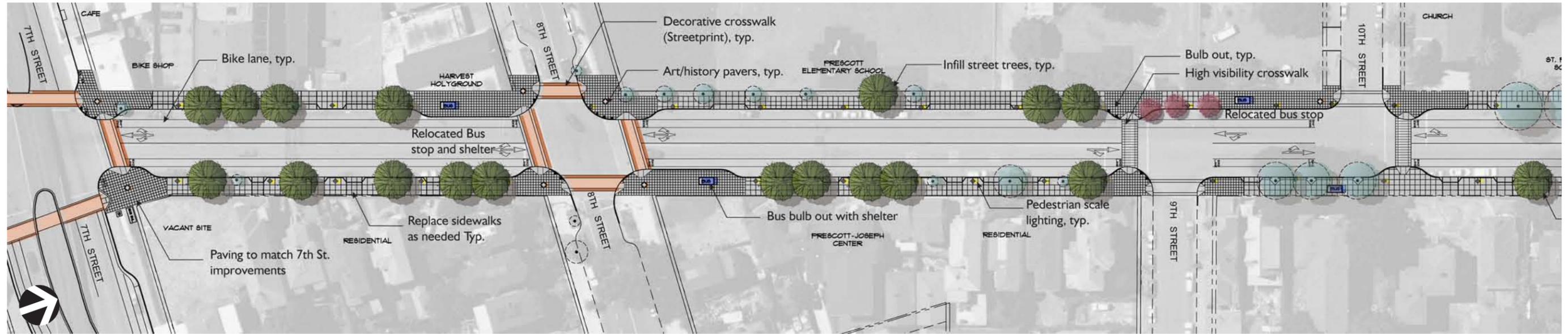
## Goals

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

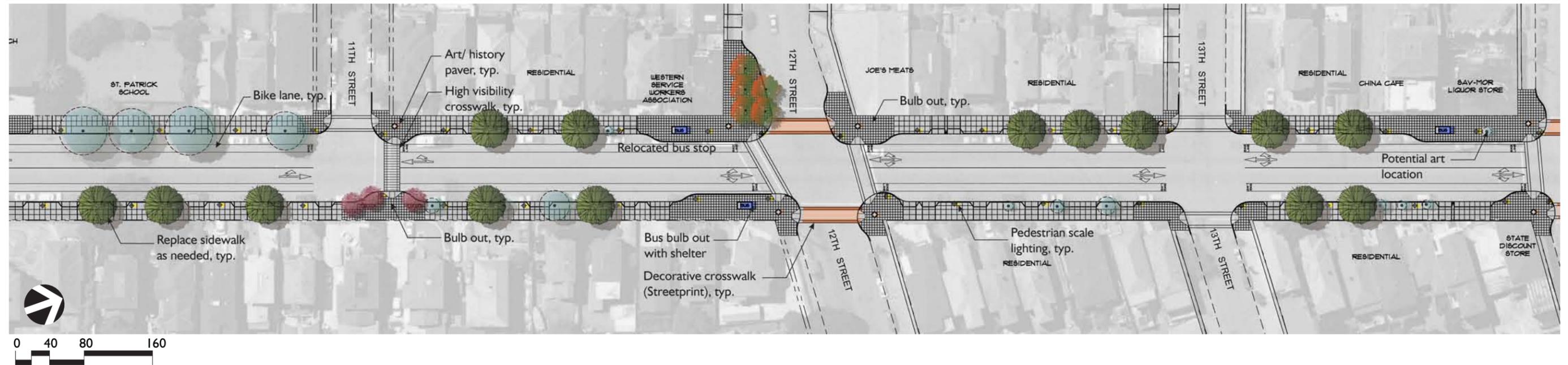
- Create an environment that feels safe and deters undesirable activities
- Create a green ambiance
- Enhance residential areas and create a clean, friendly neighborhood impression
- Foster ownership of the street by local residents and businesses
- Enhance the pedestrian experience
- Honor historic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



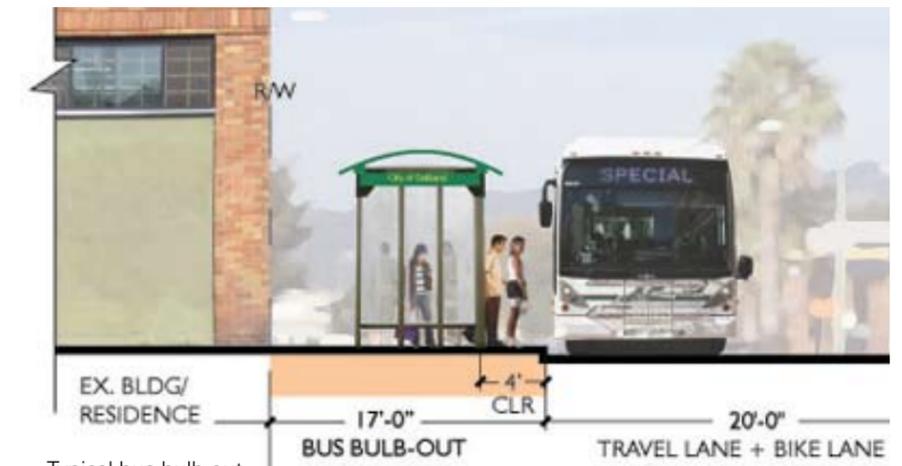
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Typical cross section between 7th Street and Hollis Street



Example of pedestrian bulb out



Typical bus bulb out

## Bike Lanes

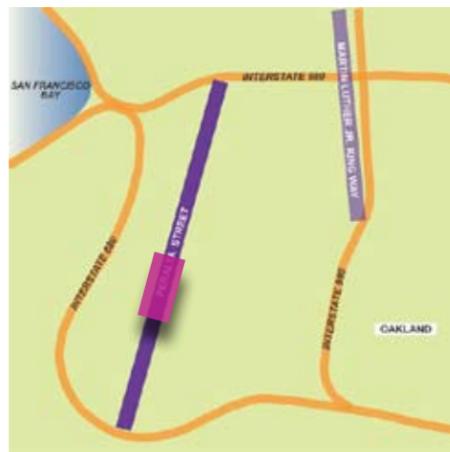
Peralta Street is striped with Class II bicycle lanes from 7th Street to 32nd Street, in accordance with the City of Oakland Bicycle Master Plan (2007). The restriping does not require any change of curb location or reduction in parking or travel lanes.

## 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.

## 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.



Washington fixture on 14' pole



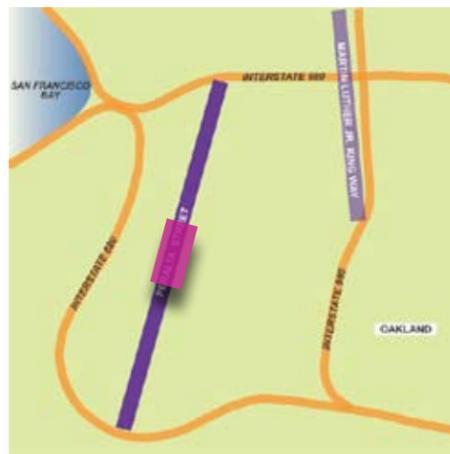
High-low tear-drop lighting for sidewalk and street



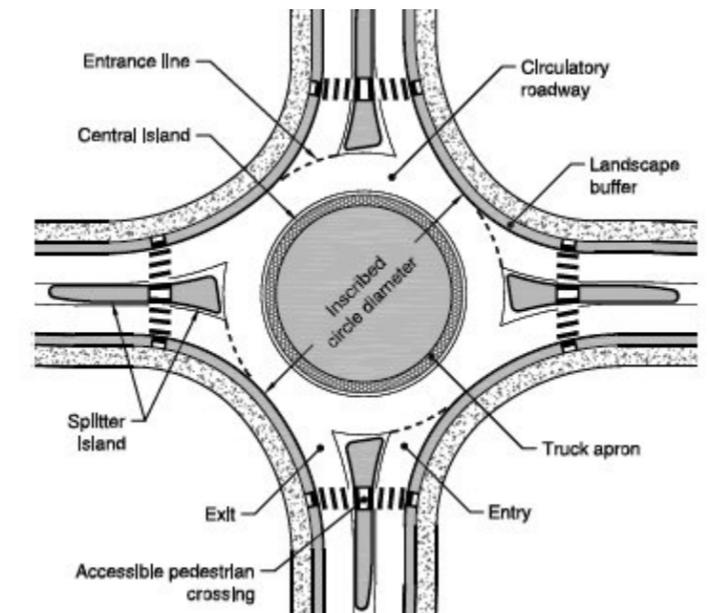
Historic twin head candelabra

## 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.



Large vehicles easily pass through roundabouts

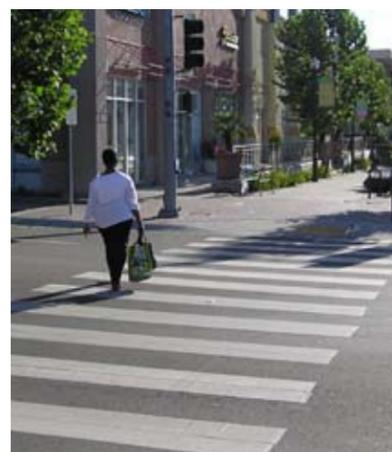
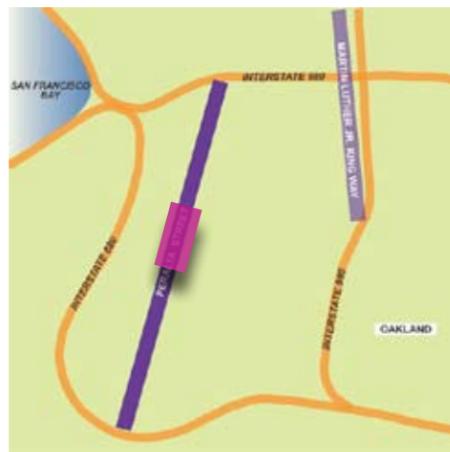
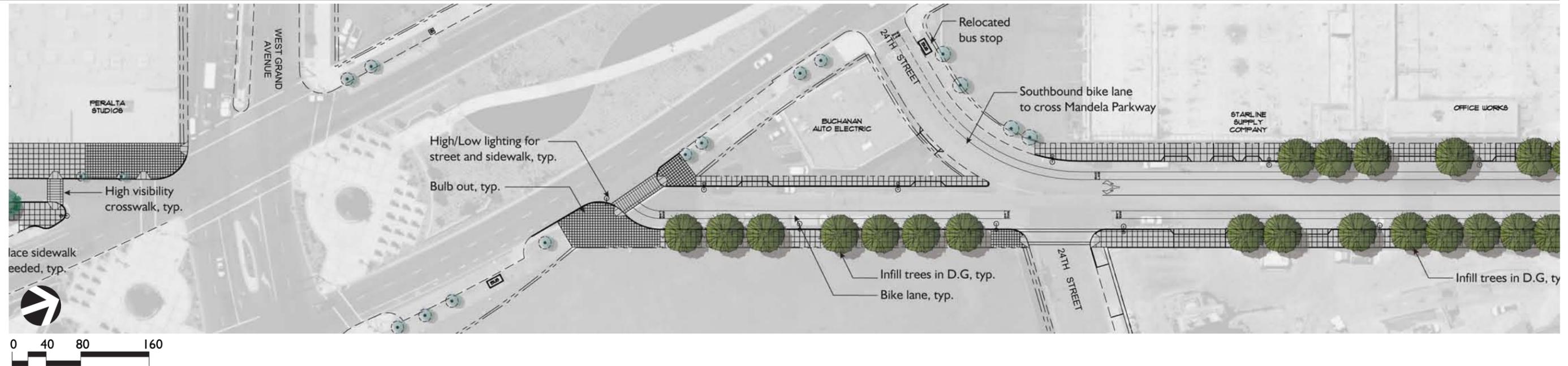


Components of a roundabout

## 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.

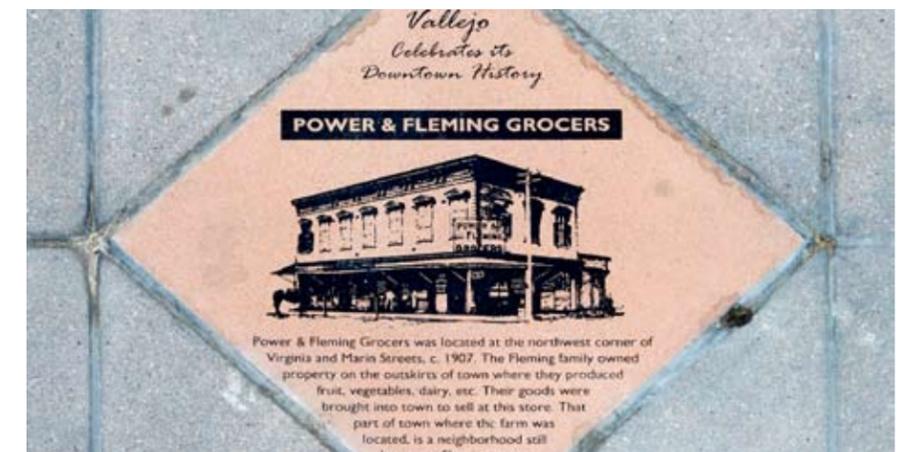
Roundabouts have been shown to improve intersection safety for both pedestrians and vehicles. The roundabouts serve to slow vehicular traffic, but are compatible with bus and emergency vehicle movement. The center of the roundabout is edged with a mountable curb and drivable surface. Splitter islands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



High visibility crosswalks are used where there is no traffic control



Decomposed granite planters are compatible with on-street parking



Neighborhood history in sidewalk paver insets

## Enhanced Crossings

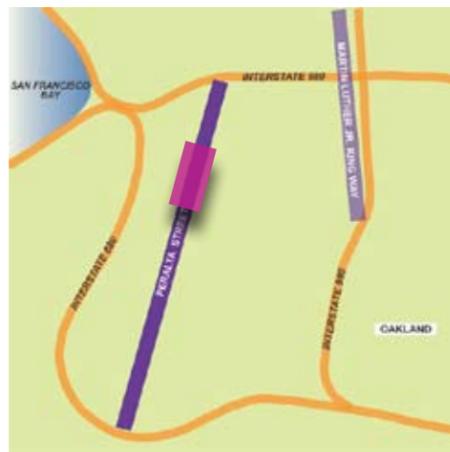
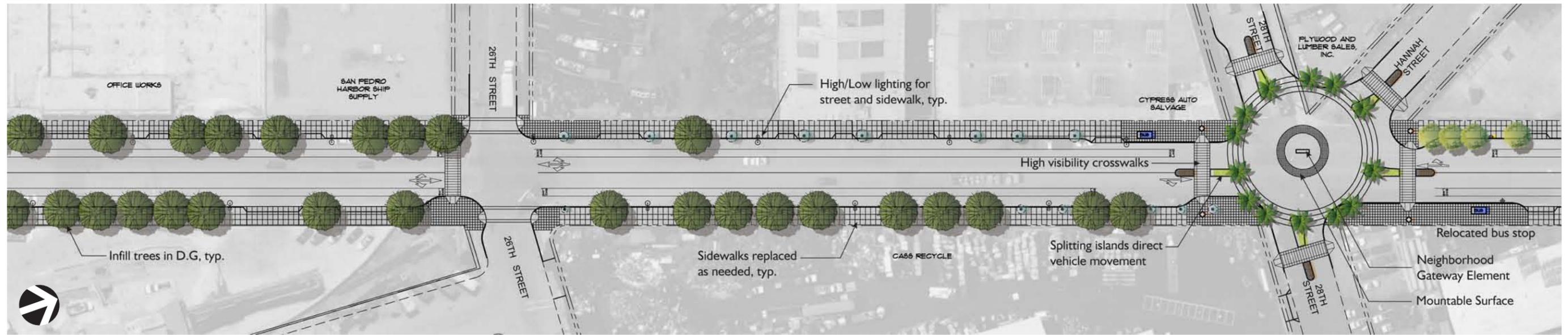
Crosswalks are enhanced along Peralta Street to improve pedestrian safety and make crossings more visible. High visibility “ladder” crosswalks are used where there is no traffic control (signal or stop sign), to ensure that motorists are aware of those crossing locations. At selected intersections where 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.

## 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. Timing of the installation of street trees is highly dependent on the availability of maintenance funding.

## 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.



Granite seat pads have a clean look, and are vandal resistant



Example of gateway element at roundabout

## Site Furnishings

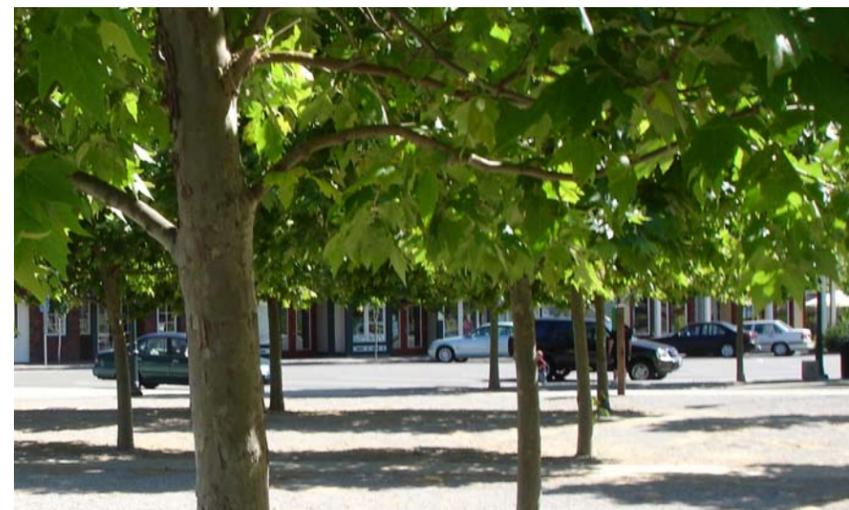
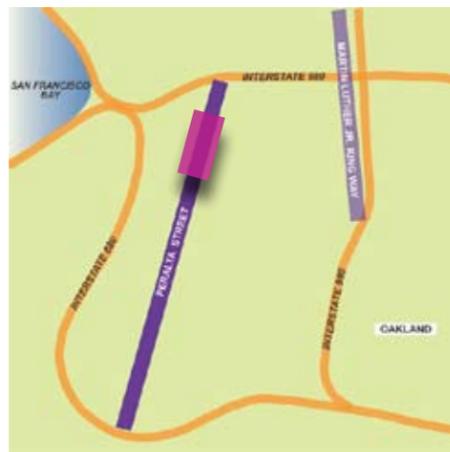
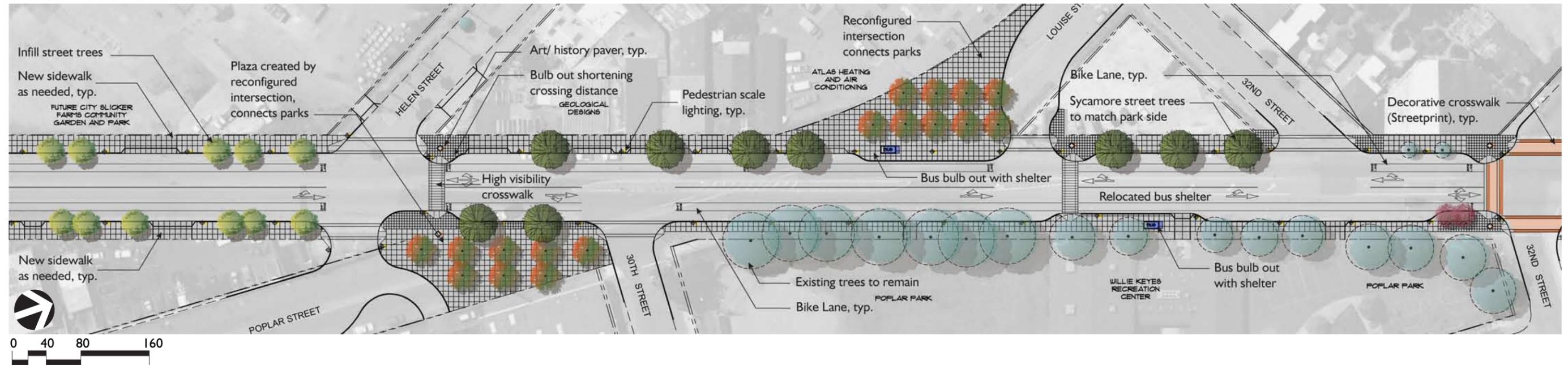
Site furnishings are chosen to be attractive, durable and vandal resistant. A protective coating is used for protection of site furnishings. Bike racks are be galvanized or stainless steel, and surface-mounted. Selection and placement of bike racks is coordinated with the City's Bicycle and Pedestrian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

## Undergrounding

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

## 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.



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



Existing mature trees at Poplar Park

## Intersections Reconfigured

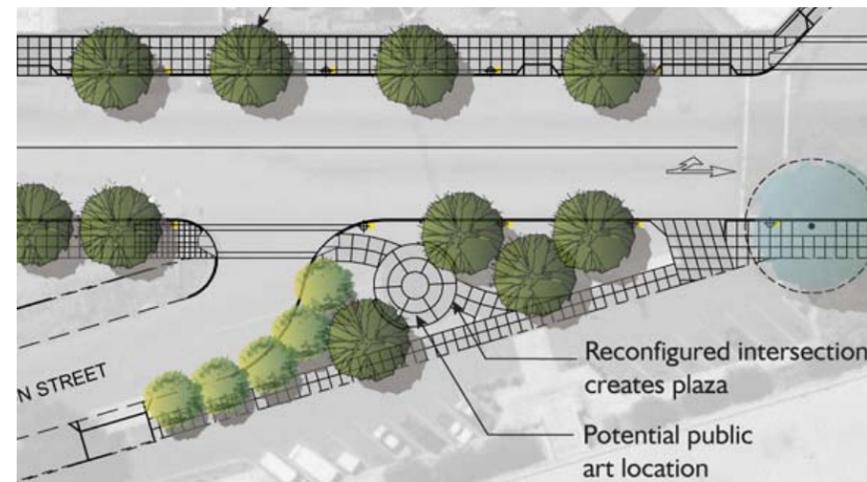
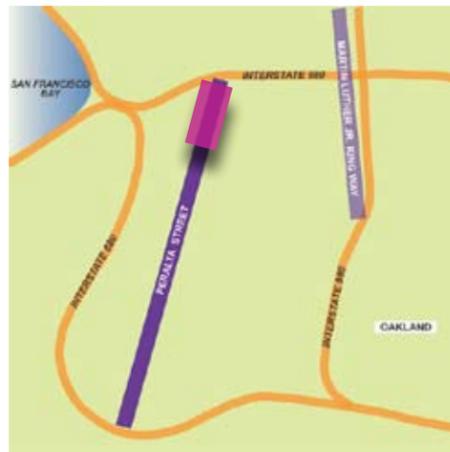
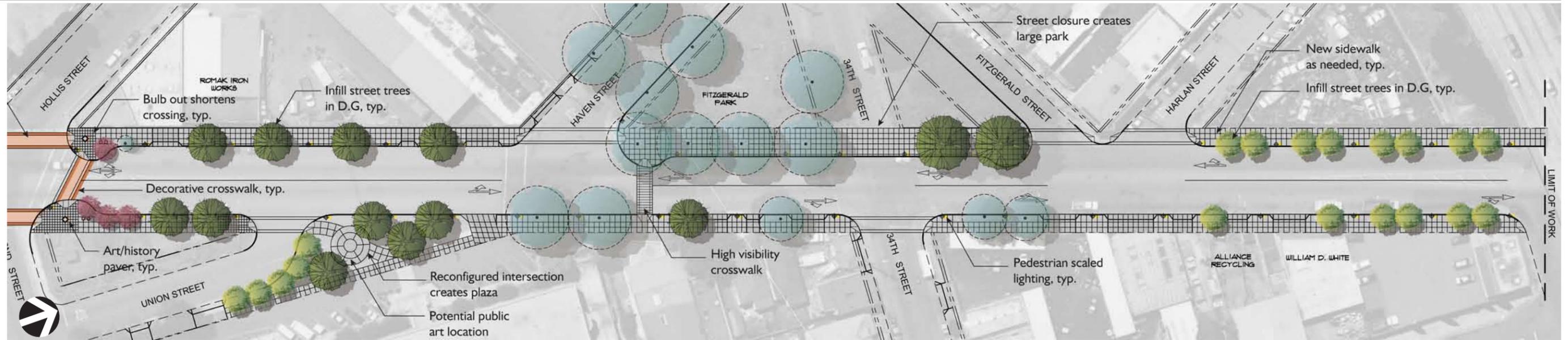
Peralta Street runs at a diagonal between two distinct street grids, resulting in a number of intersections with acute angles, excessively large areas of asphalt, and very long crossing distances for pedestrians. The Master Plan reconfigures four of these intersections to make them safer, to create pedestrian 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.

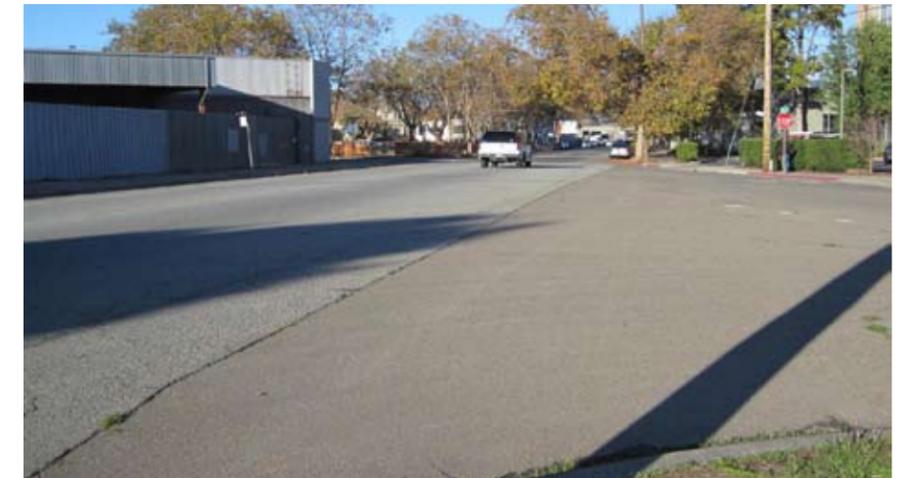
Although upper Peralta (north of West Grand) is designated a truck route, many intersections do not currently meet the WB-50 turning standard. Where there are acute angle intersections, there is typically an alternate access to that block. The reconfigurations in this Master Plan are intended to improve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



Reconfigured intersections give areas of roadway back to pedestrians



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.