



**Fruitvale Avenue Improvements Project
Community Meeting #1: Initial Concepts**

Project Area – Sweeney Bridge to E. 12th Street



Existing Conditions



Fruitvale Avenue Improvements Project

Project Issues/Objectives

- Safer pedestrian crossings
- Reduced vehicle speeds, traffic calming
- Neighborhood connections and investment
- Pedestrian and bicycle amenities
- Streetscape/image improvements, trees, lighting, wayfinding, public art
- Initial project area for 35% design plans

Existing City Policies

Fruitvale Alive!

Community Transportation Plan

Final Report

City of Oakland
Community and Economic Development Agency



Submitted by:

CHS Consulting Group

October 4, 2005



CHS Consulting Group



CENTRAL ESTUARY PLAN
A Vision for Oakland's Waterfront

CENTRAL ESTUARY AREA PLAN

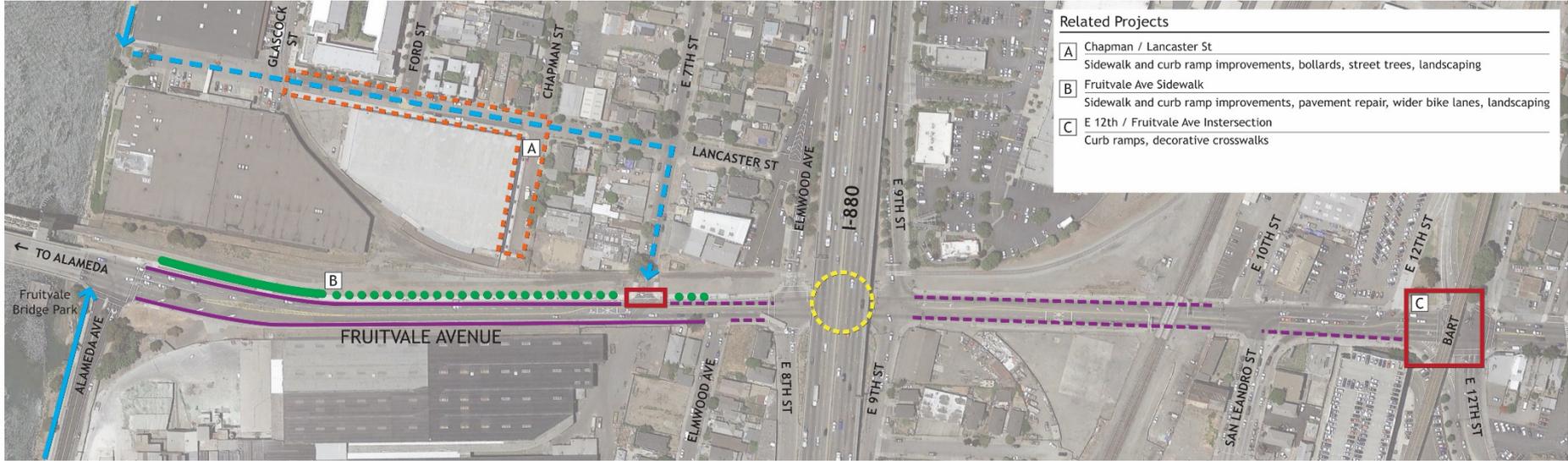


Prepared for
CITY OF OAKLAND
Department of
Planning and Building

April 5, 2013

Prepared by:
Community Design + Architecture
with
ARUP
Strategic Economics
Human Impact Partners
CirclePoint

Policy Improvements Completed



Related Projects	
A	Chapman / Lancaster St Sidewalk and curb ramp improvements, bollards, street trees, landscaping
B	Fruitvale Ave Sidewalk Sidewalk and curb ramp improvements, pavement repair, wider bike lanes, landscaping
C	E 12th / Fruitvale Ave Intersection Curb ramps, decorative crosswalks

Bay Trail Plan (1989)

- Improved Bay Trail connection
- - - Interim Bay Trail connection

Fruitvale Alive! Community Transportation Plan (2005)

- ● ● Sidewalk widened to 8' w/ frontage tree wells
- Sidewalk widened to 7' w/ 5' planting strip
- Underpass improvements: paint, gateway lettering
- Pedestrian crossing improvements

Central Estuary Plan (2013)

- Bike lane widened from 5' to 6'



Pedestrian Master Plan (2002)

Bicycle Master Plan (2007)

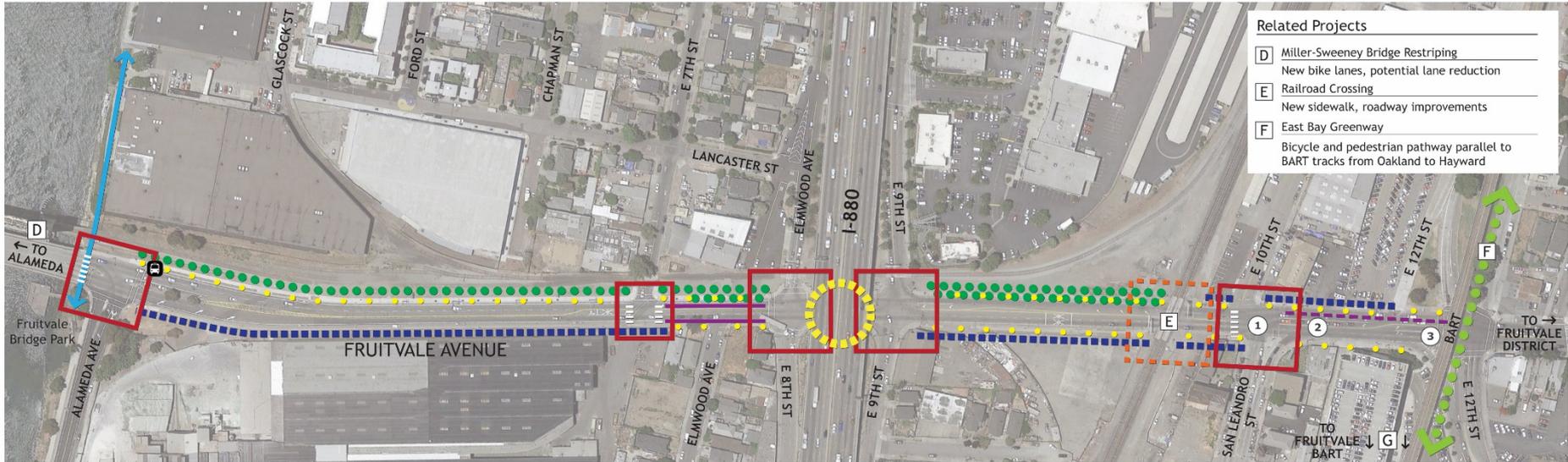
- - - Bike lane completed

Policy Improvements Completed

FRUITVALE ALIVE GAP CLOSURE STREETScape IMPROVEMENT PROJECT

Community Meeting #1 · 5/12/2015

Policy Improvements to be Completed



- Related Projects**
- D** Miller-Sweeney Bridge Restriping
New bike lanes, potential lane reduction
 - E** Railroad Crossing
New sidewalk, roadway improvements
 - F** East Bay Greenway
Bicycle and pedestrian pathway parallel to BART tracks from Oakland to Hayward

Bay Trail Plan (1989)

- Improved Bay Trail connection

Pedestrian Master Plan (2002)

Fruitvale Avenue designated a City Pedestrian Route with 12' minimum recommended sidewalk width

Bicycle Master Plan (2007)

- - - Bike lane

Fruitvale Alive! Community Transportation Plan (2005)

- ● ● Pedestrian-scale light fixtures
- ■ ■ Widen sidewalk (10' min) and improve streetscape when frontage properties are redeveloped
- ● ● New street trees
- ||||| New crosswalks
- B New bus shelter
- ⊙ Underpass improvements: lighting, landscaping

- Pedestrian crossing improvements: use highly visible markings, add in-pavement "PED XING" marking, add countdown timers, install advance limit lines, add pedestrian crossing signs and add in-pavement markers to unsignalized crosswalks
- ① Pedestrian safety concern area. Install "Keep Crosswalk Clear" sign and red arrow bulb for right turn movements.
- ② Re-stripe SB lanes to two left-turn lanes and one through lane.
- ③ Eliminate NB right turn lane. Re-stripe to two left-turn lanes, one through lane, and one through and right lane. Increase turning radius for EB right truck turns.

Central Estuary Plan (2013)

- Primary bicycle and pedestrian connection between Alameda, BART, and the Central Estuary (length of project area)
- Widen bike lane from 5' to 6'
- ● ● Pedestrian-scale light fixtures (east side)

Fruitvale Transit Village Phase II

- G** New mixed-income housing development incorporating green building principles. (East of project area, between 35th Ave, 37th Ave, 12th St, and BART tracks)



Policy Improvements To Be Completed

FRUITVALE ALIVE GAP CLOSURE STREETSCAPE IMPROVEMENT PROJECT

Community Meeting #1 · 5/12/2015

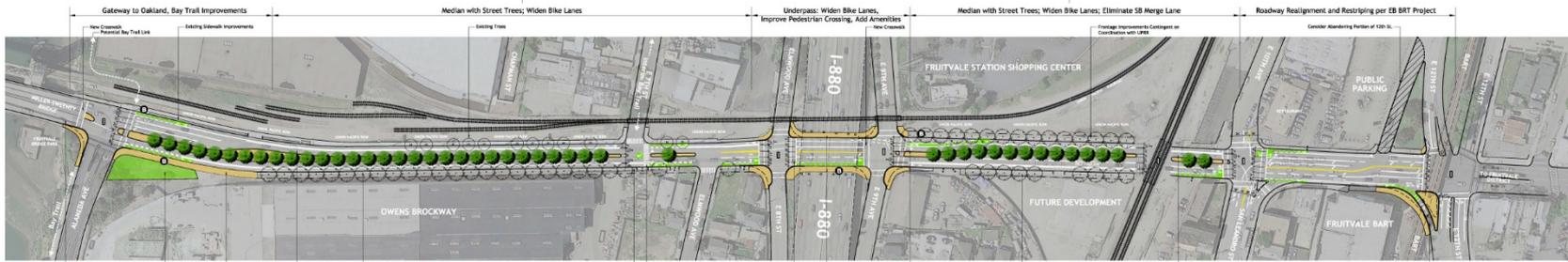
Fruitvale Transit Village Phase II



Other Capital Improvements

- D** Miller-Sweeney Bridge Restriping
New bike lanes, potential lane reduction
- E** Railroad Crossing
New sidewalk, roadway improvements
- F** East Bay Greenway
Bicycle and pedestrian pathway parallel to BART tracks from Oakland to Hayward

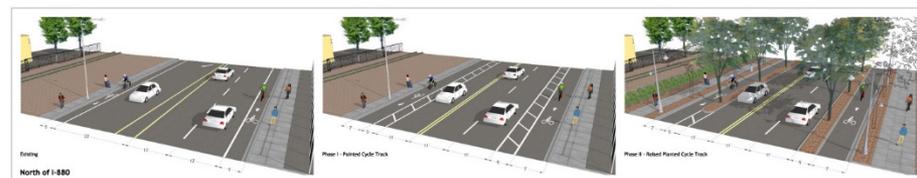
Median Concept – Layout Plan



- LEGEND**
- Existing Tree
 - New Tree
 - New Tree (Future Anticipation)
 - Existing Street Light
 - New Street Light
 - Existing Street Light (Future Anticipation)
 - New Street Light (Future Anticipation)
 - Existing Street Light (Future Anticipation)
 - New Street Light (Future Anticipation)
- NOTES**
- PROPOSED STREET LIGHT - 12.5' HGT.

Median with Bike Lane Concept
FRUITVALE ALLEY GAP CLOSURE STREETScape IMPROVEMENT PROJECT

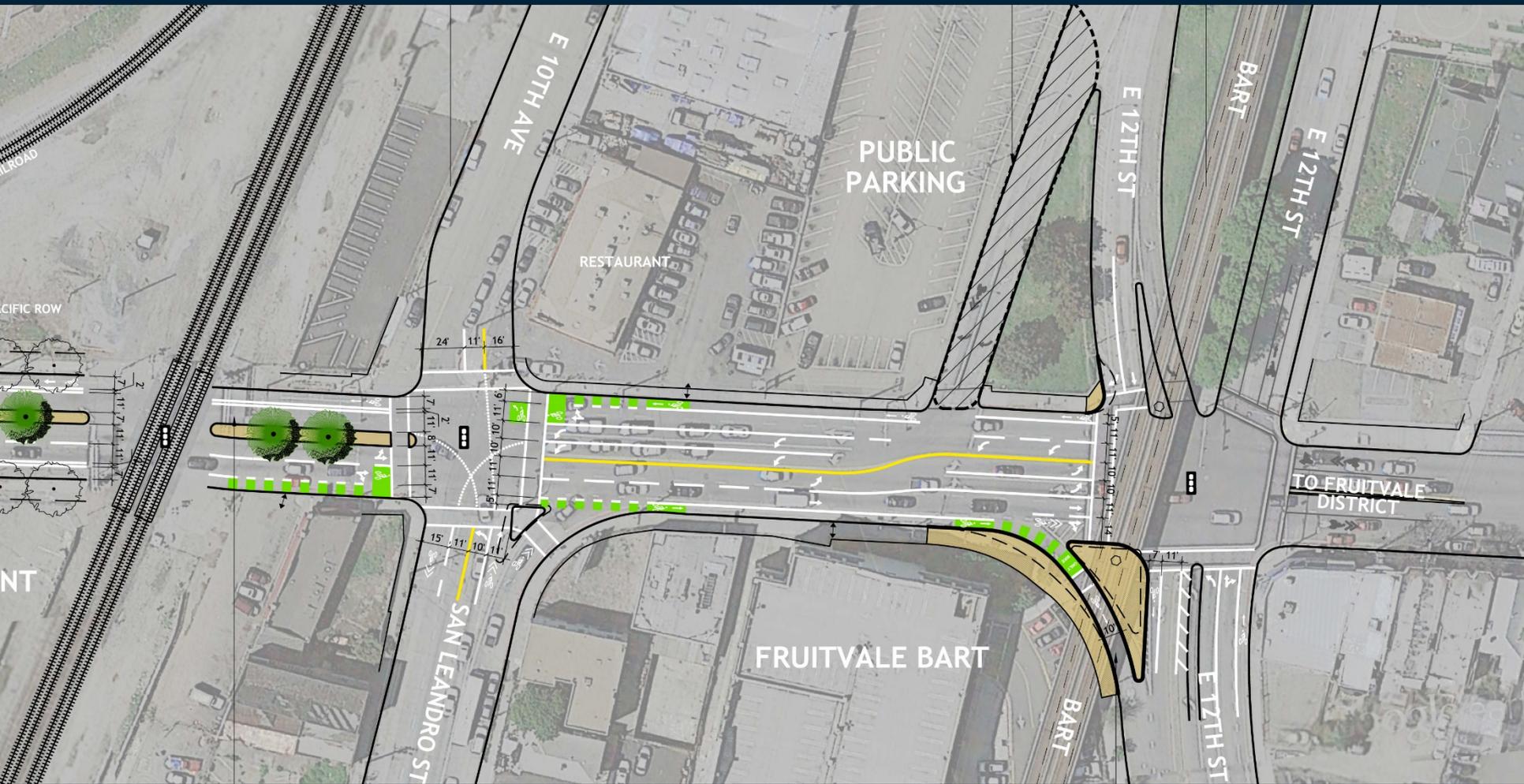
Cycle-Track Concept – Layout Plan



- LEGEND**
- Existing Tree
 - New Tree
 - New Tree (Future Anticipation)
 - Existing Street Light
 - New Street Light
 - Existing Street Light (Future Anticipation)
 - New Street Light (Future Anticipation)
 - Existing Street Light (Future Anticipation)
 - New Street Light (Future Anticipation)
- NOTES**
- PROPOSED STREET LIGHT - 12.5' HGT.

Cycle Track Concept
FRUITVALE ALLEY GAP CLOSURE STREETScape IMPROVEMENT PROJECT

Both Concepts – Intersection Reconfigurations



Fruitvale Alive Gap Closure Streetscape Improvement Project

Traffic Operations

Corridor Travel Time

Time Period / Direction	Existing Conditions	Project Conditions
Weekday AM Peak Hour (8-9am)		
Northbound (to Fruitvale District)	200 seconds	+25 seconds (13%)
Southbound (to Alameda)	180 seconds	+45 seconds (25%)
Weekday Midday Peak Hour (1-2pm)		
Northbound (to Fruitvale District)	180 seconds	-16 seconds (-9%)
Southbound (to Alameda)	164 seconds	no change
Weekday PM Peak Hour (5-6pm)		
Northbound (to Fruitvale District)	225 seconds	-45 seconds (-20%)
Southbound (to Alameda)	180 seconds	+20 seconds (11%)

Intersection Level of Service

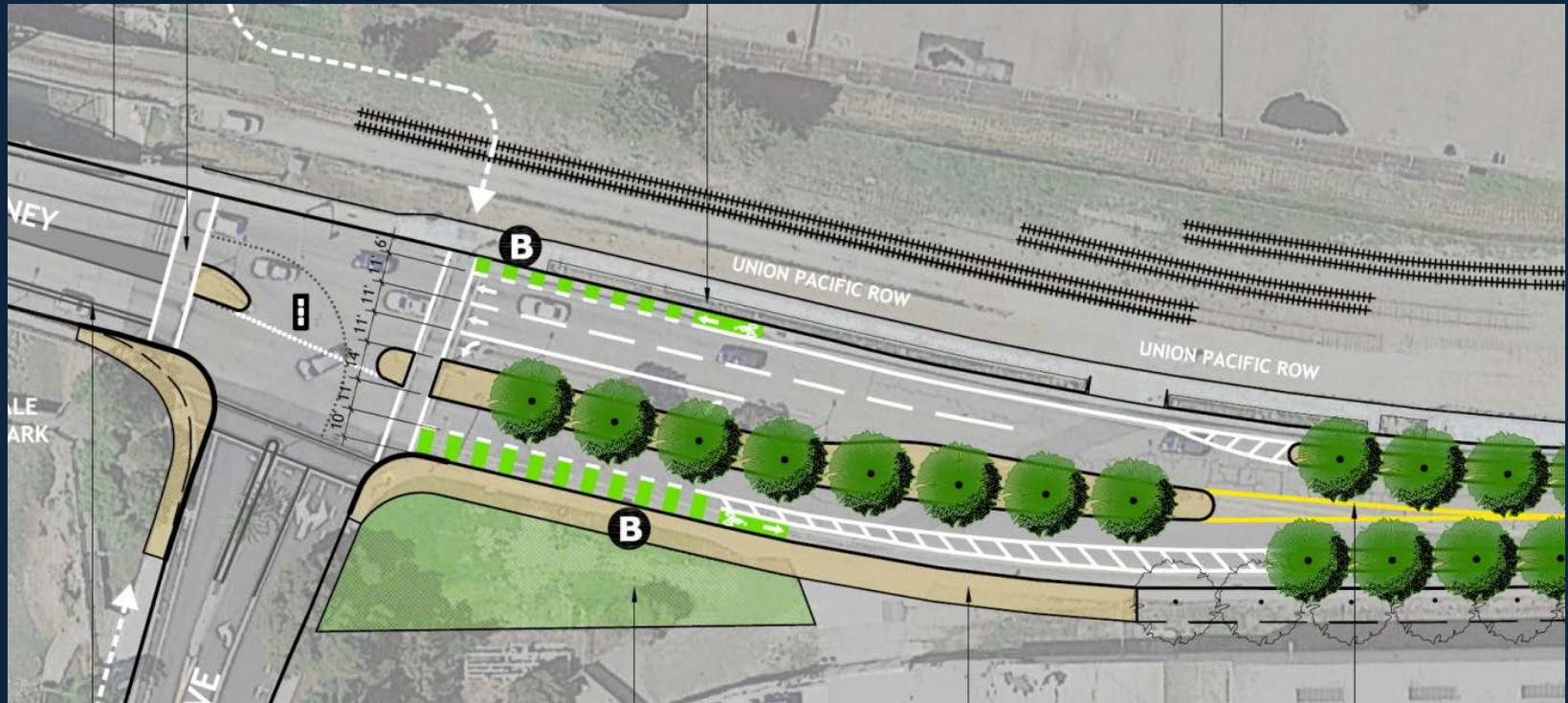
AM (Mid) [PM]

Intersection	Existing Conditions	Project Conditions
Alameda Avenue	C (C) [C]	C (C) [C]
East 8 th Street / Elmwood Avenue	B (C) [C]	B (D) [C]
E 9 th Street	D (C) [D]	C (C) [D]
E 10 th Street / San Leandro Street	C (C) [C]	C (C) [C]
E 12 th Street	C (C) [C]	C (C) [C]

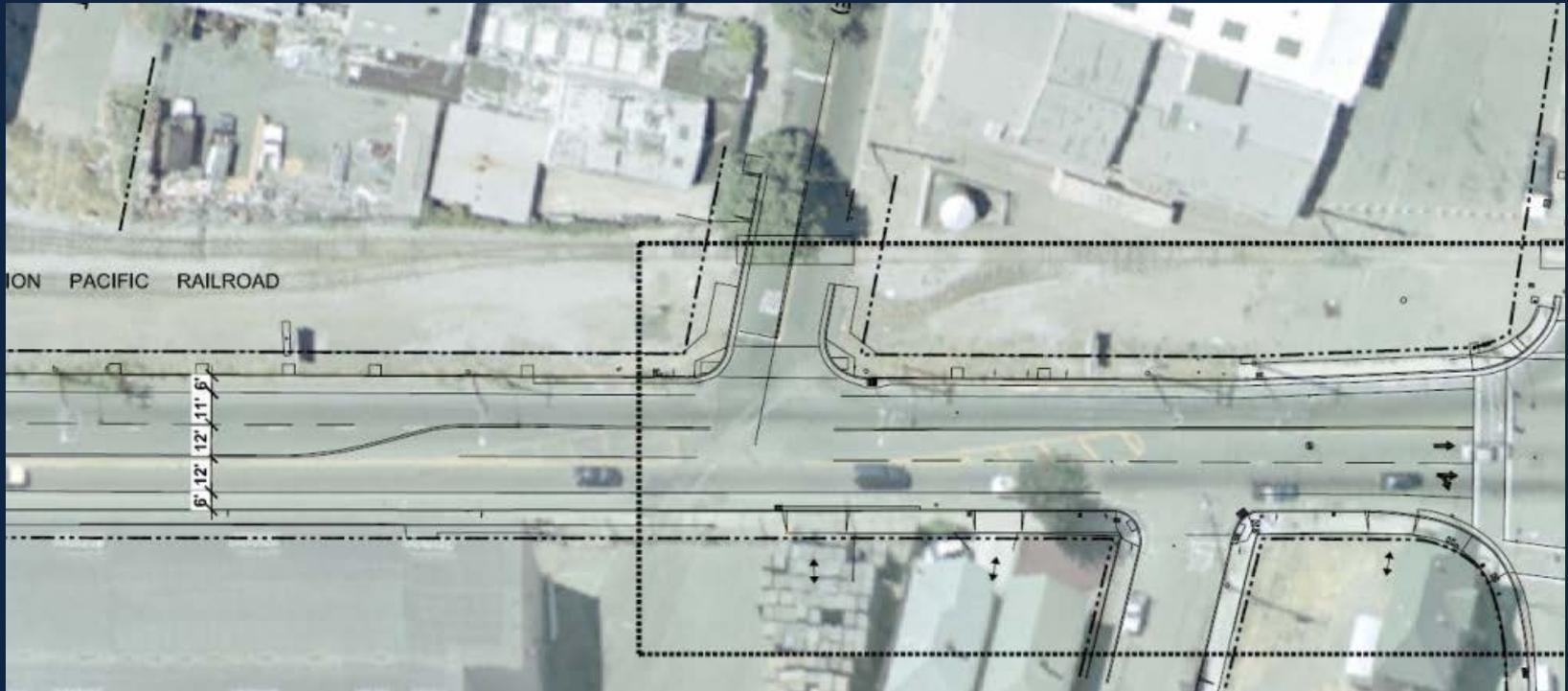
Alameda Avenue – Existing Conditions



Alameda Avenue – with Project

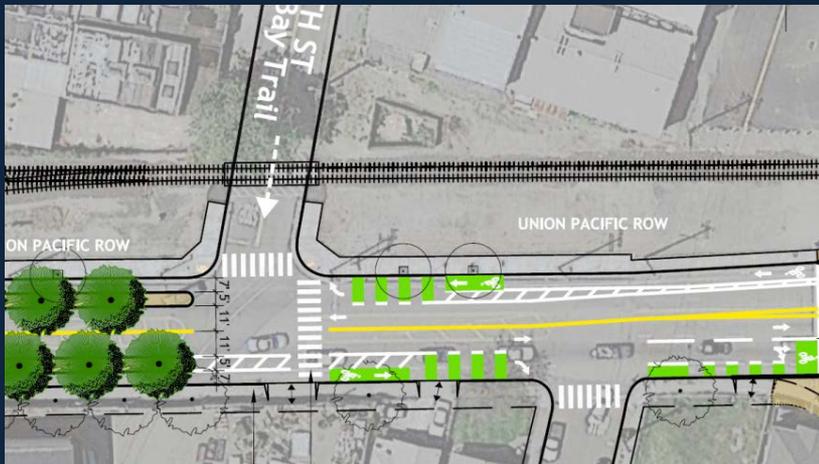


East 7th Street – Existing Conditions



East 7th Street – with Project

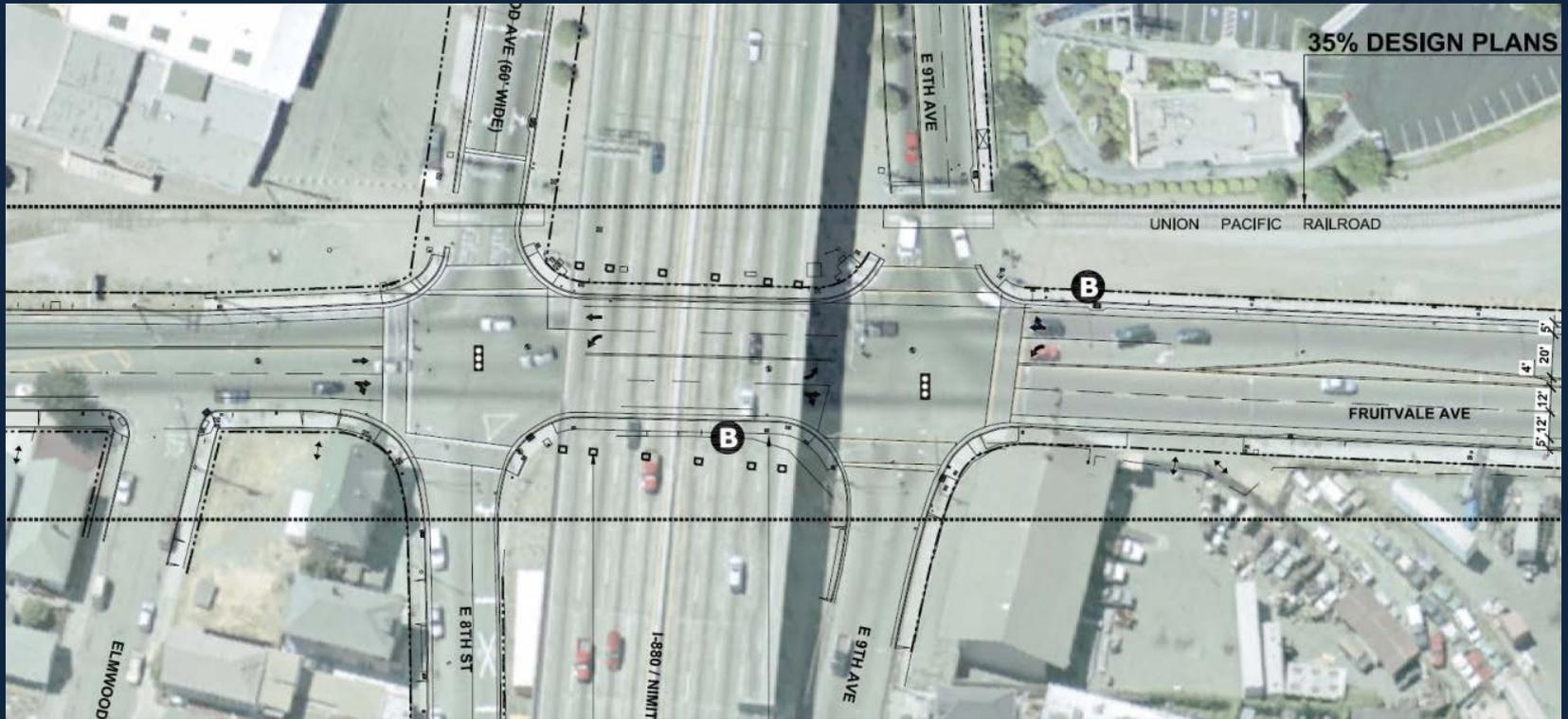
Cycle Track



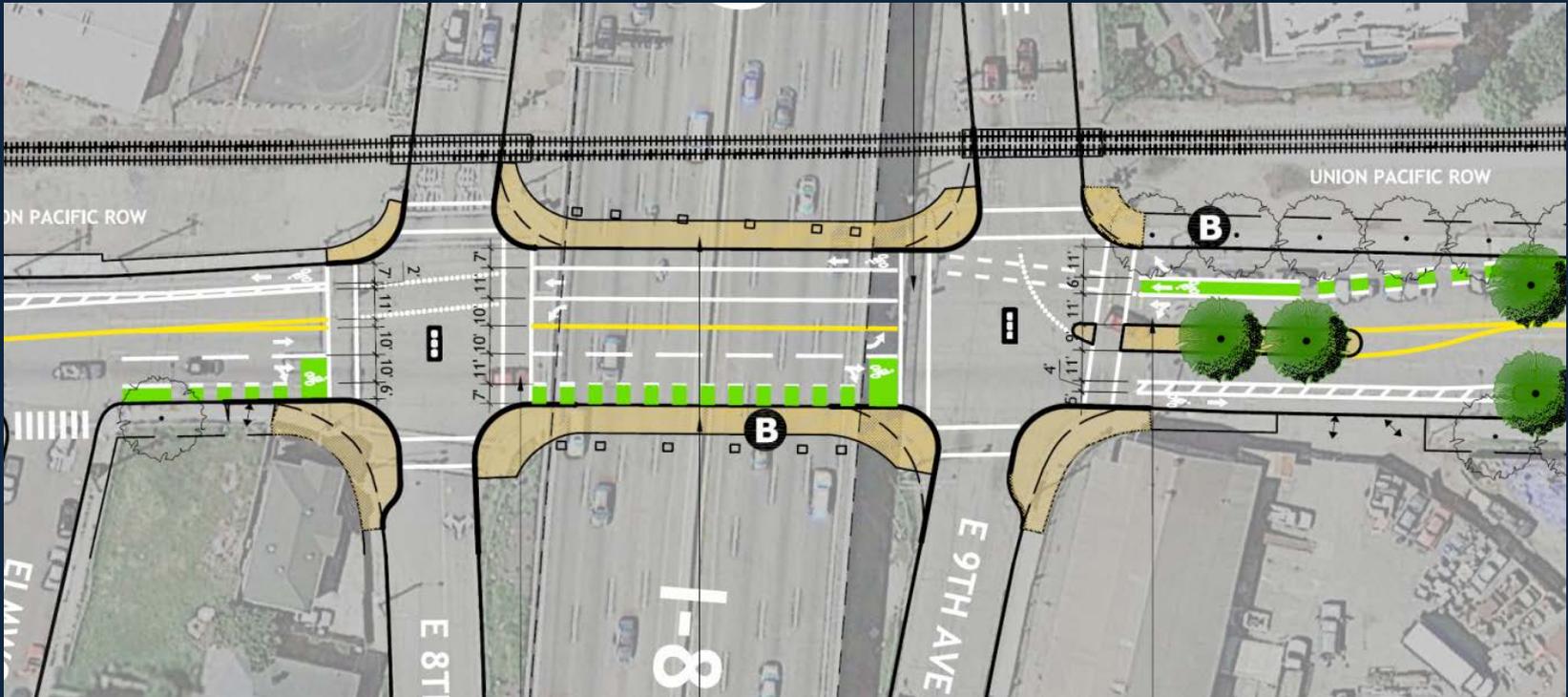
Center Median



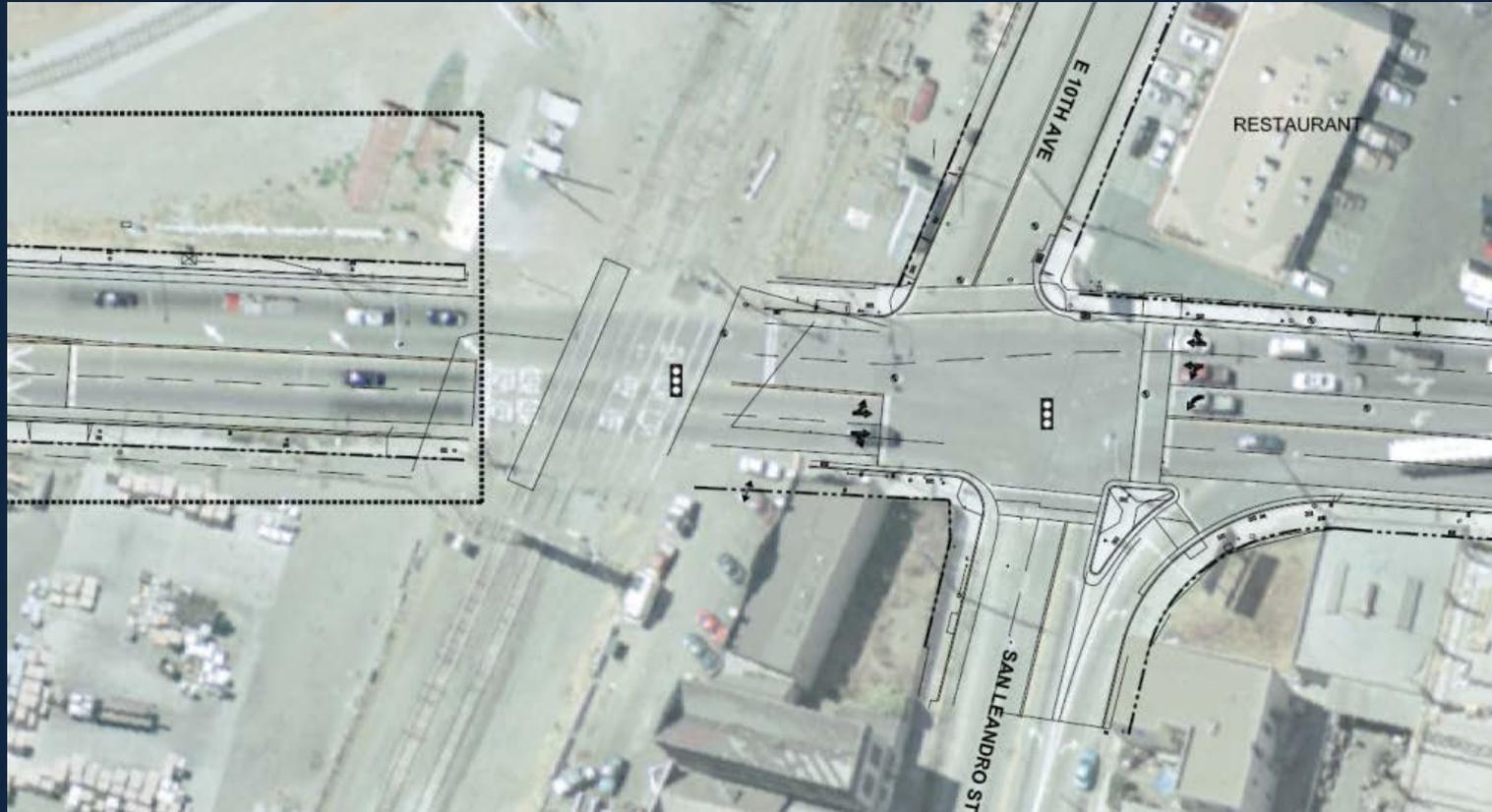
East 8th to East 9th Street – Existing Conditions



East 8th to East 9th Street – with Project



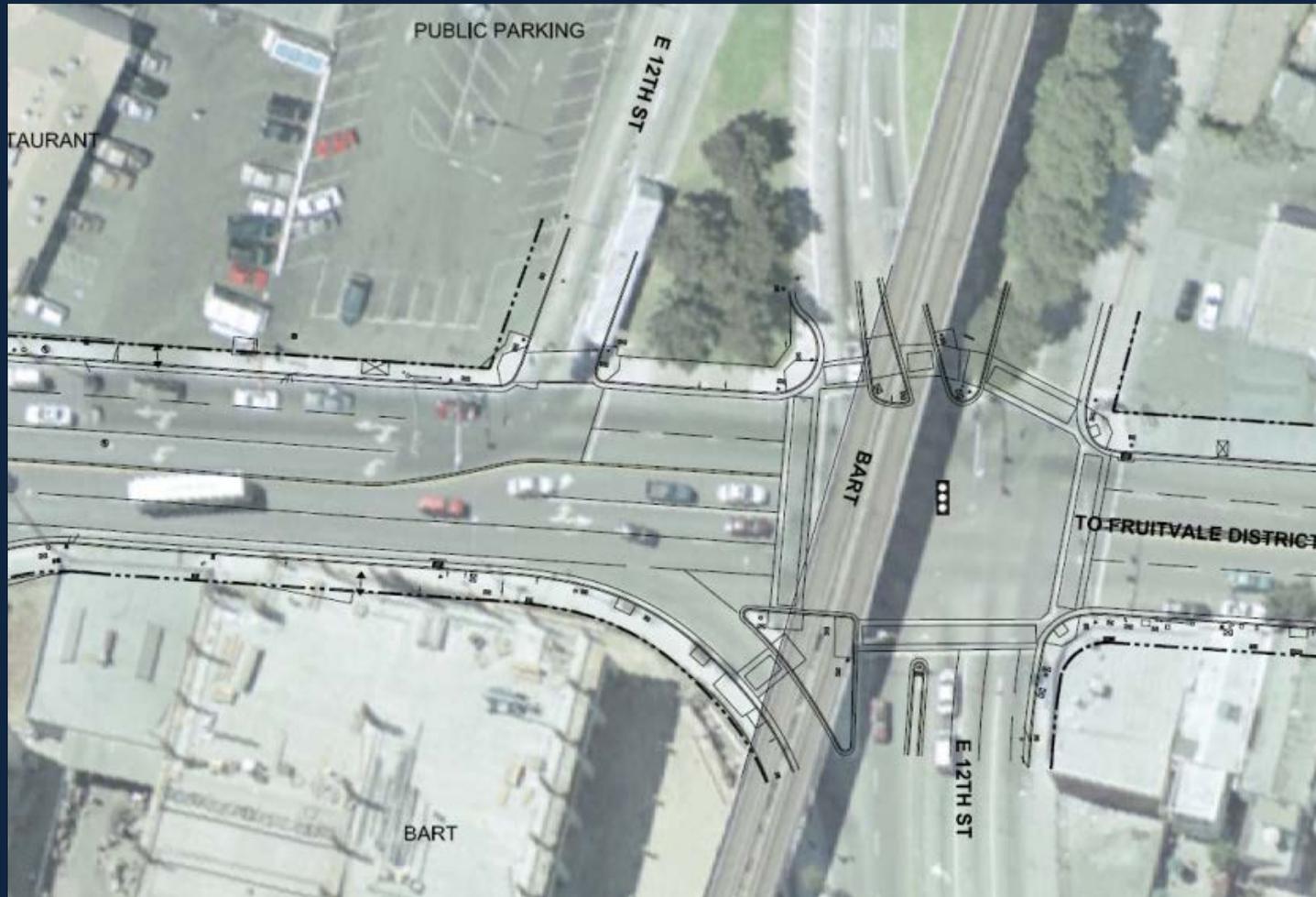
East 10th Street / San Leandro Street – Existing Conditions



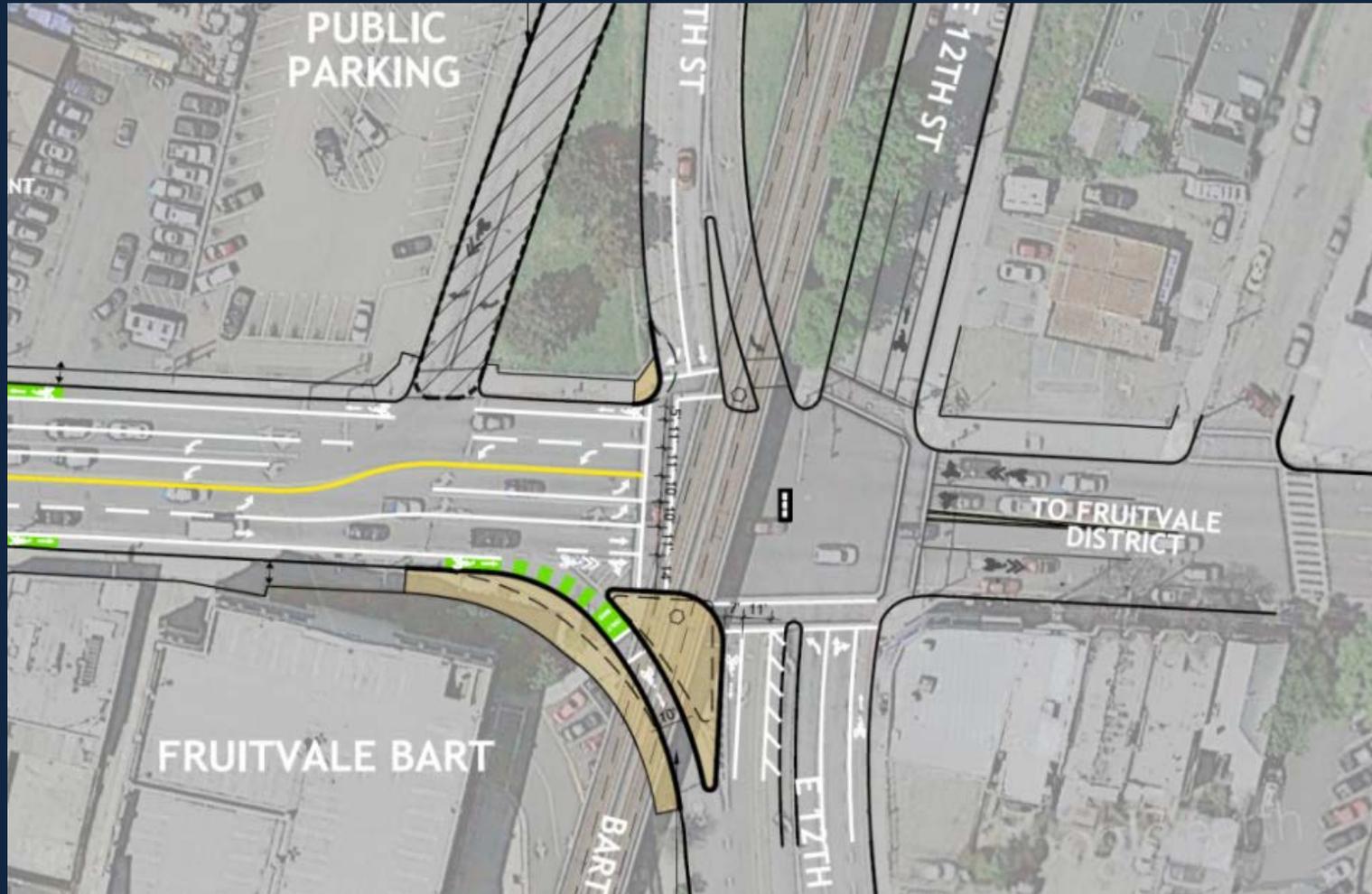
East 10th Street / San Leandro Street – with Project



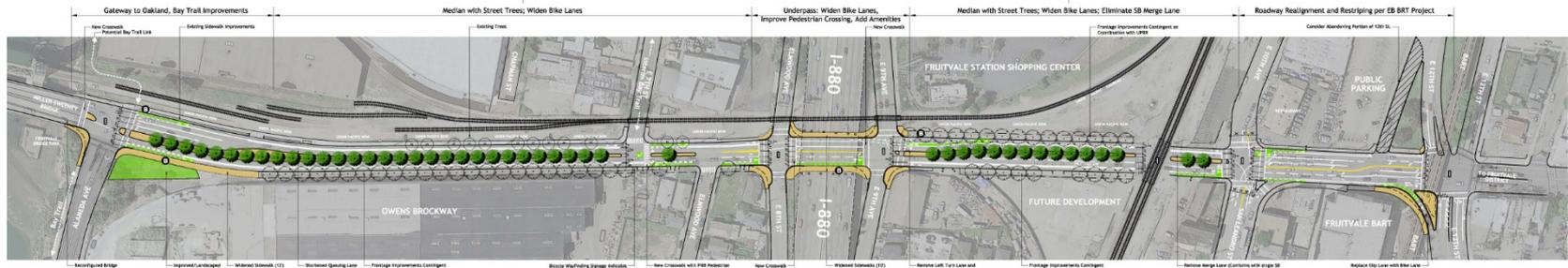
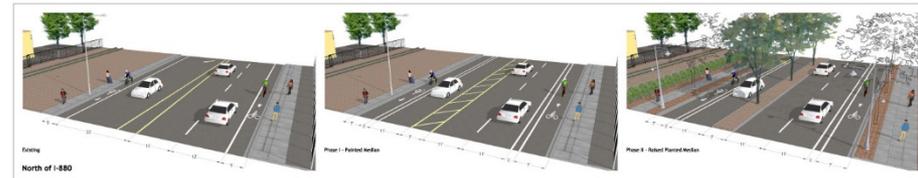
East 12th Street – Existing Conditions



East 12th Street – with Project



Median Concept – Layout Plan



LEGEND

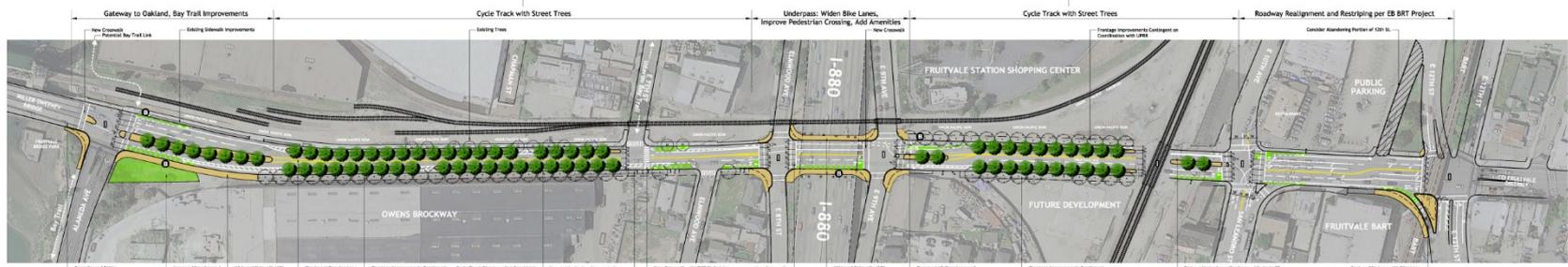
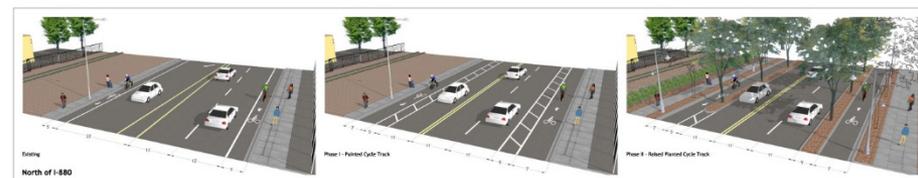
- Existing Tree
- New Tree
- New Tree (Future Anticipation)
- Existing Street Light
- New Street Light
- New Street Light (Future Anticipation)
- Existing Sign
- New Sign
- New Sign (Future Anticipation)
- Existing Utility
- New Utility
- New Utility (Future Anticipation)

NOTES

PROVIDE 10' MIN. CLEARANCE

Median with Bike Lane Concept
FRUITVALE ALLEY GAP CLOSURE STREETScape IMPROVEMENT PROJECT

Cycle-Track Concept – Layout Plan



LEGEND

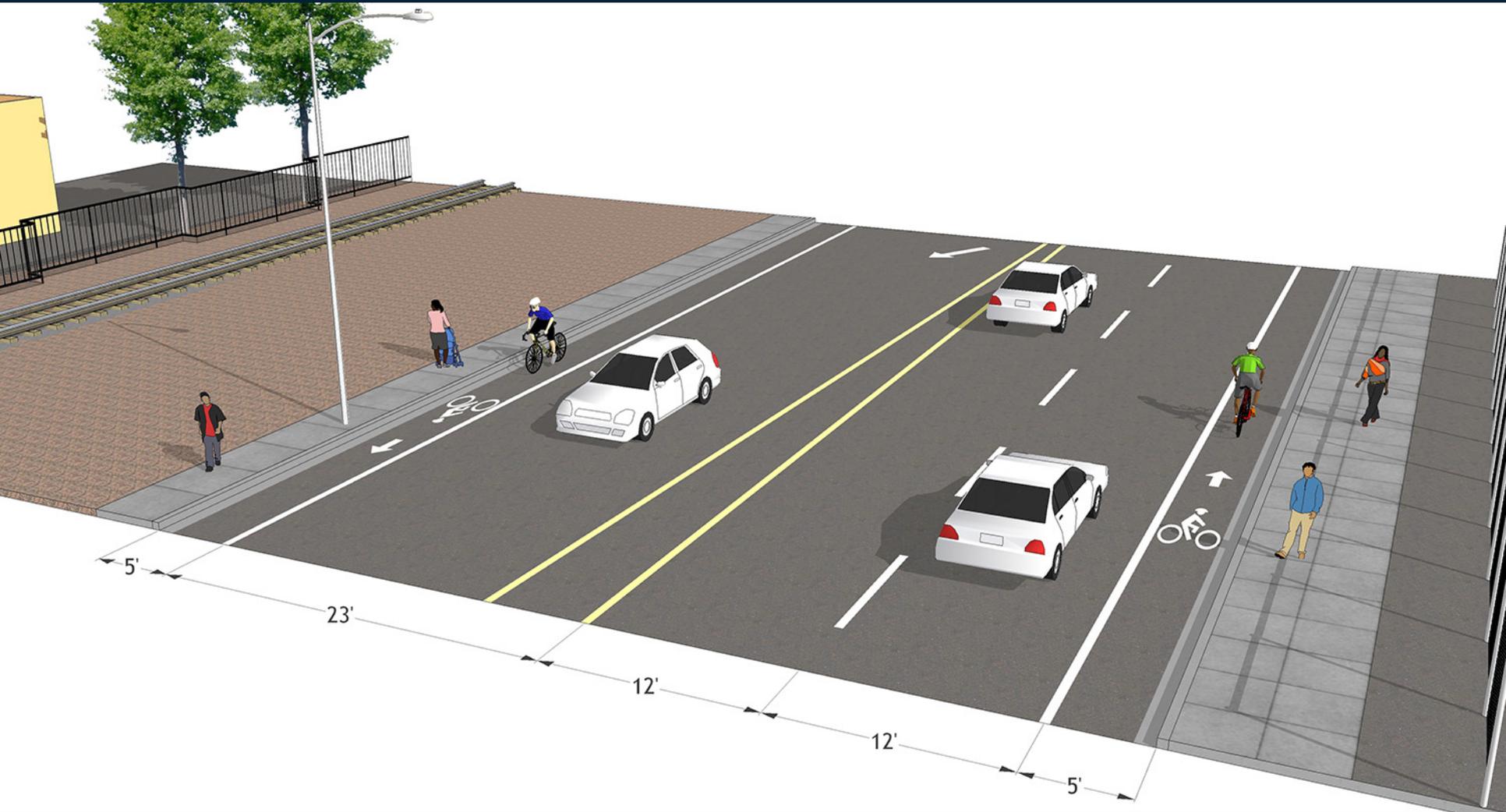
- Existing Tree
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- New Tree (Future Anticipation)
- Existing Street Light
- New Street Light
- New Street Light (Future Anticipation)
- Existing Sign
- New Sign
- New Sign (Future Anticipation)
- Existing Utility
- New Utility
- New Utility (Future Anticipation)

NOTES

PROVIDE 10' MIN. CLEARANCE

Cycle Track Concept
FRUITVALE ALLEY GAP CLOSURE STREETScape IMPROVEMENT PROJECT

Existing Condition – North of I-880



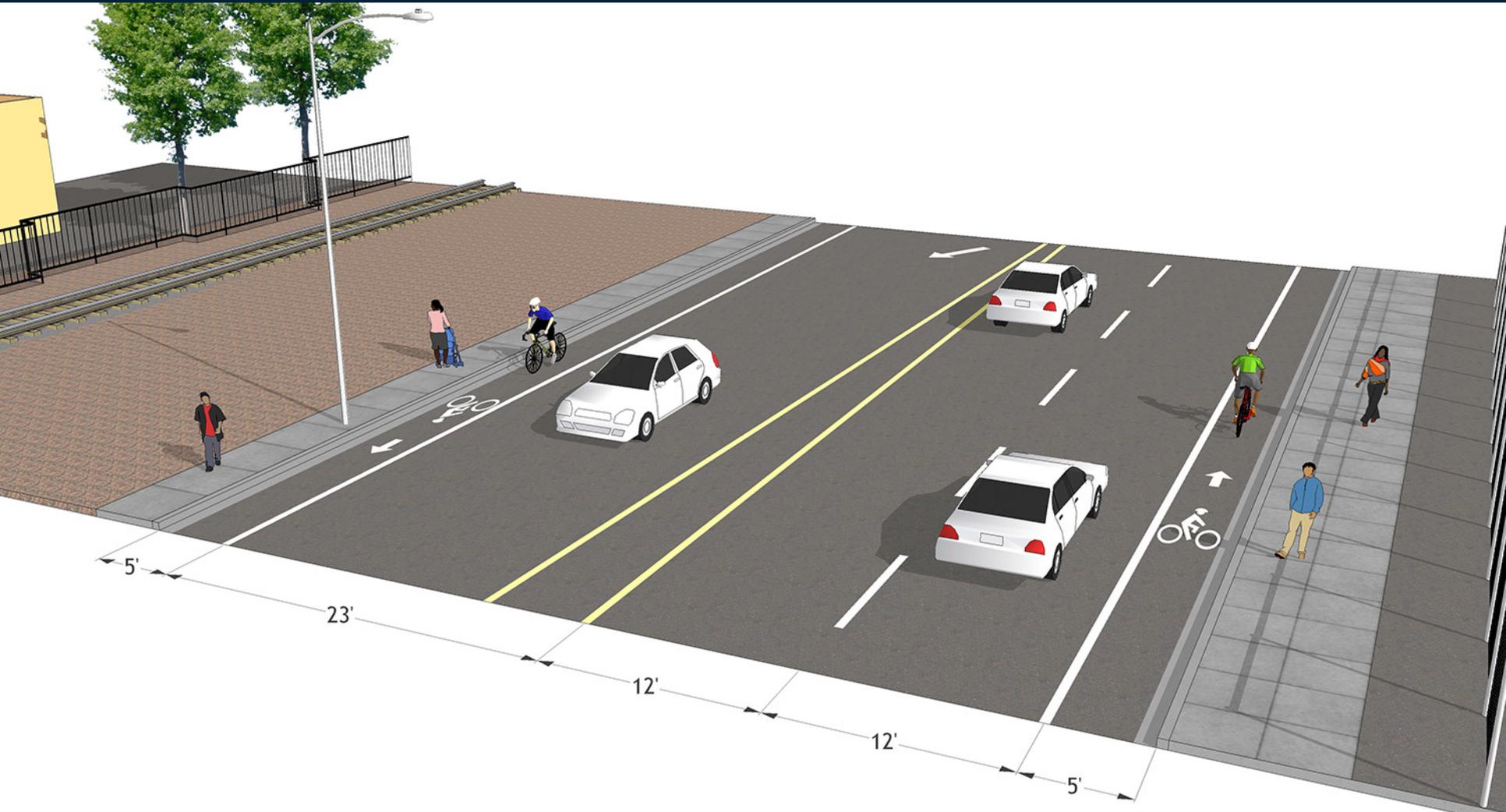
Median Concept – Raised Median and Frontage Improvements



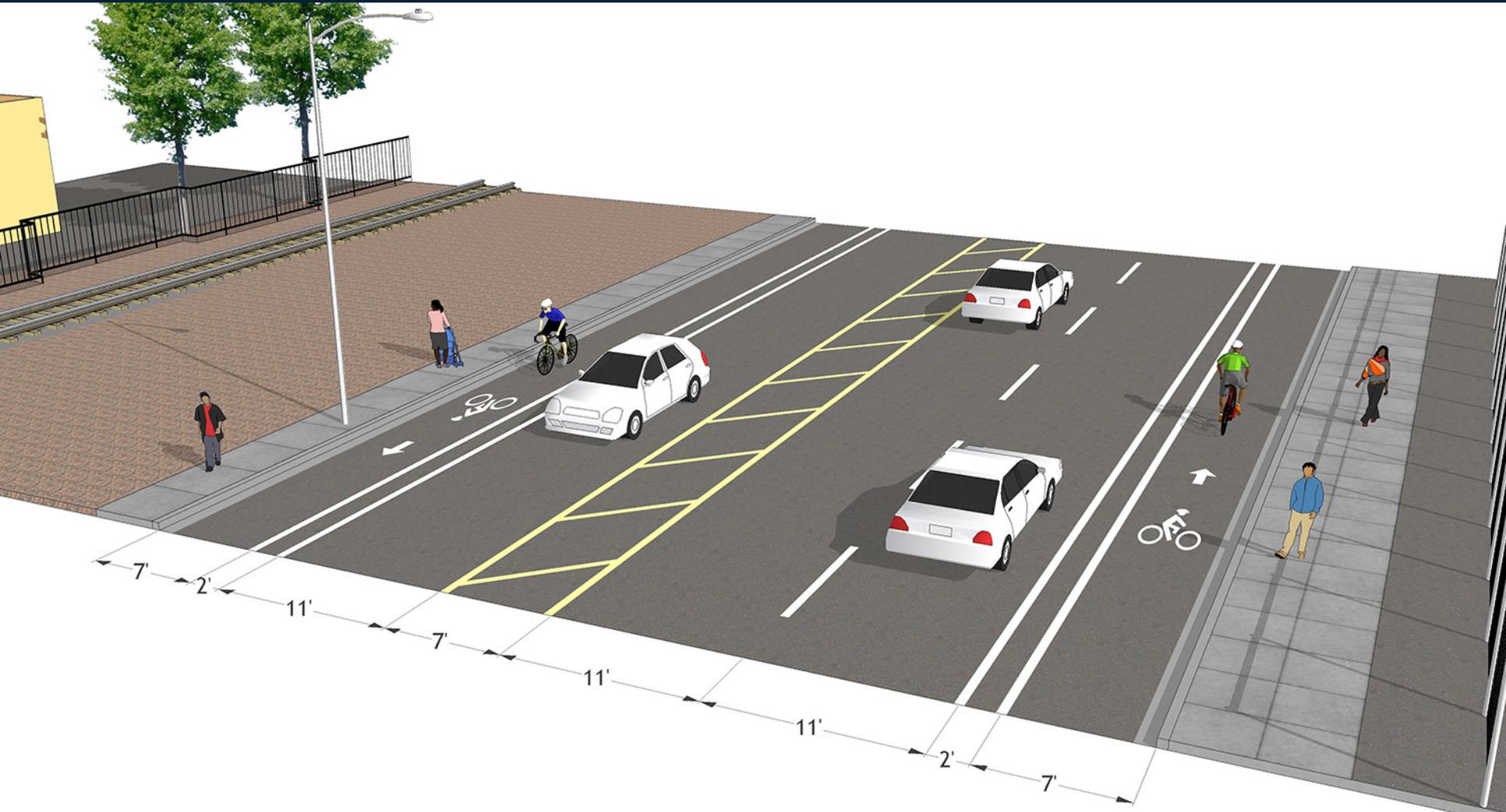
Cycle-Track Concept – Raised Islands and Frontage Improvements



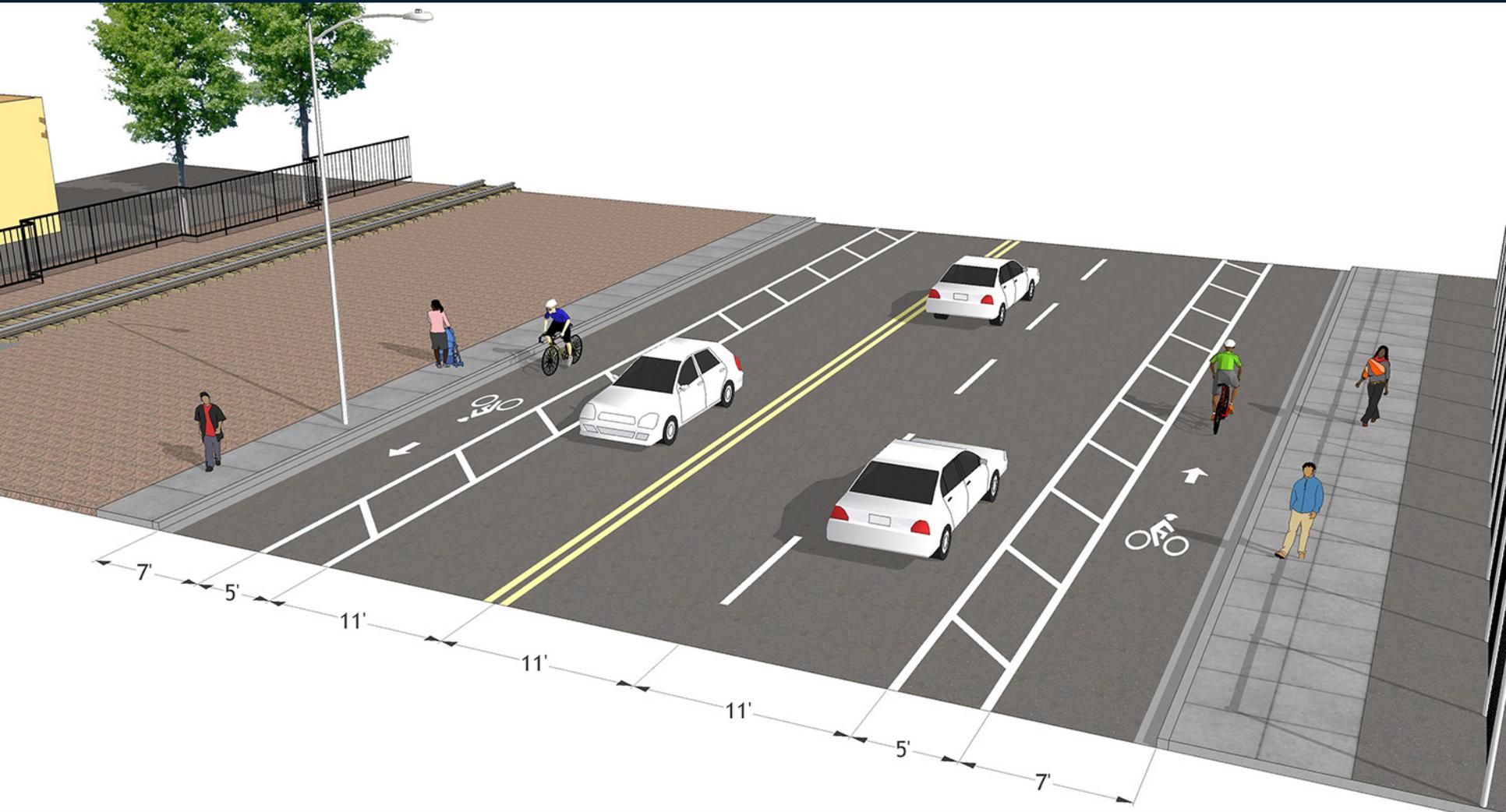
Existing Condition – North of I-880



Median Concept – Interim Striping



Cycle-Track Concept – Interim Striping



Median



Cycle-Track

Fruitvale Avenue Improvements Project

Pros and Cons – Median / Cycle Track

- Median more typical, easier to implement
- Median easier to maintain
- Median lower cost
- Cycle Track more bike protection, less car protection
- Cycle Track more trees, more amenity
- Cycle Track can capture rain runoff, might be more attractive for grant funding

I-880 Underpass



Existing Condition

1. 6' sidewalks.
2. 5' bike lanes.
3. 4-leg crosswalks incomplete
4. No pedestrian-oriented lighting

5. Chain link fence
6. Weeds and gravel next to sidewalk
7. Underpass and column paint needs updating
8. Large curb radius

I-880 Underpass – Concept Improvements



Concept Improvements

1. Sidewalks widened to 10'.
2. Bike lane widened to 7'.
3. Crosswalks provided on all four intersection legs per Fruitvale Alive Community Transportation Plan.
4. Pedestrian-oriented lights improve pedestrian safety and match Fruitvale Alive lights.

5. Chain link fence replaced with decorative fencing and relocated to back of columns.
6. Cobble surfacing provides low maintenance edge band.
7. Underpass improvements cleaned and refurbished.
8. Curb radius reduced to shorten pedestrian crossing distance.
9. Gateway signage added to underpass.

I-880 Underpass – Fruitvale Alive Color Scheme



South Bridge Gateway Area



South Bridge Gateway Area

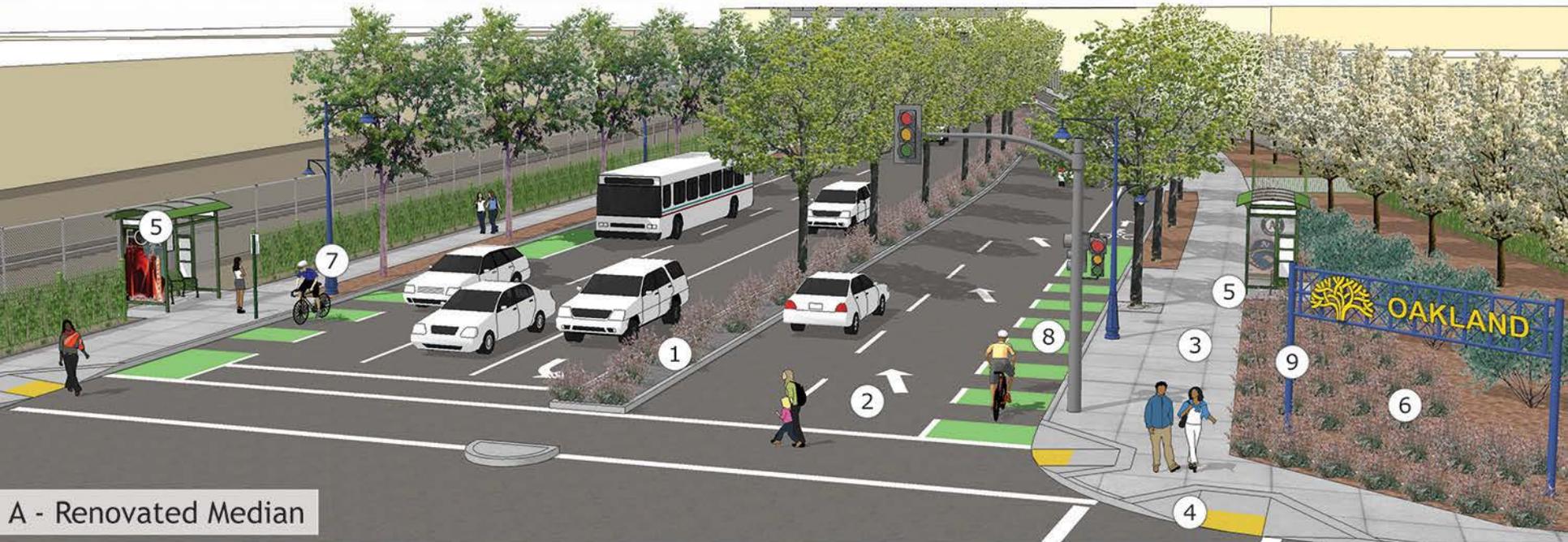


Existing Condition

- 1. Median narrow and concrete.
- 2. Roadway wider than needed.
- 3. 6' sidewalk.
- 4. Large curb radius.

- 5. Bus stops unimproved.
- 6. City-owned area needs improvement.
- 7. Auto-oriented street lights.
- 8. Standard bike lanes.

A - Renovated Median



A - Renovated Median

1. Median widened slightly and planted with trees and shrubs.
2. Roadway narrowed slightly to shorten pedestrian crossing distance.
3. Sidewalk widened to 10' and planted with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.

5. Bus stops improved.
6. City-owned area landscaped and improved.
7. Pedestrian- and auto-oriented street lights.
8. Bike lanes widened and buffered with paint stripe.
9. New gateway sign.

B - Widened Median



B - Widened Median

1. Median widened and planted with trees and shrubs.
2. Roadway narrowed to shorten pedestrian crossing distance.
3. Sidewalk widened to 10' and planted with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.

5. Bus stops improved.
6. City-owned area landscaped and improved.
7. Pedestrian- and auto-oriented street lights.
8. Bike lanes widened and buffered with paint stripe.
9. Salvaged Hegenberger Road gateway sign with new banner.



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