

Oakland LSNP – Open House & CAC/PAC Priorities

Created - 03/09/2015

Street Reclassification – Bicycle

- **B-3 “Cypress Avenue – NE 1st street to NE 5th Street Reclassification” - PAC 3, CAC 4 = 7**
Cypress Avenue street reclassification to a ‘Major Local’ is of high priority to the public. The “sharrow” concept seems like a popular idea on this street.
- **B-2 “5th Street Reclassification & Bicycle Improvements” - PAC 7, CAC 0 = 7**
The proposal to reclassify 5th Street (from Oak Street to NE Cedar Street) to a Major Local street was acknowledged in all meetings as of high priority. This proposal contains the ‘sharrow’ concept.
- **B-5 “Locust Street Reclassification & Bicycle Improvements” - PAC 1, CAC 4 = 5**
Locust Street reclassification to a ‘Minor Collector’ is of high priority to the CAC mainly because of the added bicycle accessibility. Staff proposed 3 options; Option 1 – which includes designed Bike Lanes, Option 2 – which includes the “sharrow” concept and Option 3 – which is a hybrid of the two with increased 4-way stops along Locust. None of the options seems to be more popular than the other to the public; it seems they just want to see some change in the area as it pertains to bicyclists. Kelly noted “issue of blind turn at Locust and 2nd Street” (turning right). One citizen noted “no stop sign on 3rd” and another citizen noted confusion about right of way width.
- **B-1 “Maple Street Reclassification & Bicycle Improvements” – PAC 3, CAC 0 = 3**
The proposal to reclassify Maple Street (from SE 1st Street to SE 7th Street) to a ‘Major Local’ street was acknowledged by some as a priority, but not broadly or by every group.
- **B-4 “3rd Street Reclassification & Bicycle Improvements” – PAC 2, CAC 0 = 2**
The proposal to reclassify 3rd Street (from SE Apple Street to NE Cypress Avenue) to a ‘Major Local’ street was acknowledge by some as a priority, but not broadly. This proposal includes our ‘sharrow’ concept. One citizen noted “Hill between Oak and Pine Streets on 3rd creates visibility issues”. And another citizen noted that “Bikes [would be] better on 2nd Street”.

Street Reclassification – Pedestrian

- **P-1 “5th Street Reclassification & Pedestrian Improvements” – PAC 7, CAC 5 = 12**
Members of the public have placed priority on the reclassification of 5th Street (from Oak Street to the School) to better accommodate pedestrian transportation. Although some citizens expressed desire for a stop sign at the top of Fifth Street, a larger number of citizens stressed that they would not like to see a stop signs (at Cedar). They noted: “Stops signs on 5th will cause more congestion – I am a bus driver”, “In adverse weather, cars, school buses, and trucks will have a difficult time getting started. No stop signs going uphill”, and “I agree – no stop sign on hill”. Also, a few citizens noted that they would like to see streets lights on the NE 5th Street “for safety”. One member noted “Have better access/improvements to 6th for alternative routes to school hill”. A PAC member signed “STU” noted “Better drainage for street & existing sidewalk helps to promote existing improvements”. Also, noted by a CAC or PAC member is “New 18 inch between Oak and into Ash” which I believe means there is a new 18 inch drain pipe in the area (east side of 5th street).
- **P-3 “Oak Street Reclassification & Pedestrian Improvements” – PAC 11, CAC 0 = 11**
Citizens of Oakland placed priority on the reclassification of Oak Street (from NE 1st Street to NE 8th Street) to better accommodate pedestrian transportation. Although the street reclassification proposal doesn’t change (going from ‘Arterial’ to ‘Arterial’), the proposed design standards will change to better accommodate pedestrian travel. Two citizens noted that “sidewalks need to go

to apartments past 9th street. Children walk from there every day in the street.” Another Citizen noted that “Oak Street should be used as main route east and not allow heavy trucks on Locust Street”.

- **P-4 “Cypress Avenue – NE 1st Reclassification & Pedestrian Improvements” – PAC 4, CAC 4 = 8**
2 citizens of Oakland have placed priority on the reclassification of Cypress Avenue (from NE 1st Street to NE 5th Street) to a ‘Major Collector’ to better accommodate pedestrian transportation. One noted that there should be “sidewalks on one side the street only.” Two of the PAC Red Stickers were signed with “WE” and “BL” (I assume these are initials). And lastly, one of the members noted that “School Bus Line” runs along Cypress Avenue from and to NE 5th Street and NE 1st Street.
- **P-2 “3rd Street Reclassification & Pedestrian Improvements” – PAC 1, CAC 0 = 1**
The proposal to reclassify 3rd Street (from SE Apple Street to Cypress Avenue) to a ‘Major Local’ to accommodate pedestrian travel was of some priority to the public. Most of the citizens noted that they would rather see this reclassification on 2nd Street rather than 3rd. Another citizen noted that they would like to see “sidewalks on one side of street, right side”.

Multi-Use Paths – Pedestrian

- **P-9 “Calapooya Creek Multi-Use Path” – PAC 31, CAC 4 = 35**
Citizens of Oakland have placed priority on the proposed Multi-Use Paths along Calapooya Creek connecting to Goodman Avenue and Lake Shore Street, and possible railroad crossings at Pine Street or Ash ROW. For the most part people loved this proposal; one member provided an additional note stating that we should “work with Sutherlin for a Oakland to Sutherlin bike and pedestrian path”. By the placement of most of the stickers, I believe that most of the public would rather have the railroad crossing at Ash Creek rather than Pine Street. Another citizen noted that people will use Stearns Lane from Goodman Avenue to Lake Shore Street for bike and pedestrian travel. Is there “any possibility of adding an additional path here or widening the shoulder?” One member does not like the idea of the Multi-Use Path running along the back side of the Clear Lake Ponds and would rather see a direct connection from Lake Shore Multi-Use Path to the Multi-Use path running closest and along Calapooya Creek. Also, some members of the PAC stressed that the City Owned Property, where the multi-use paths are proposed, floods every 10 years or so and would like to put emphasis on building the paths using durable and flood resistant materials.
- **P-7 “Ash Right-of-Way (ROW) Multi-Use Path” – PAC 8, CAC 8 = 16**
Citizens of Oakland have placed priority on the proposed Multi-Use Path through Ash Creek ROW (from NE 8th Street to NE 1st Street). Although, one citizen did note that “this isn’t a really high priority”. One PAC member, noted “Great Idea! ROW already exists – no mess trying to obtain ROW. Creates better pedestrian connectivity to downtown and 5th Street to school”. Another PAC member, signed as “WAE”, noted “should connect with path along creek”. I am assuming that this member is referring to a connection between the existing 5th Street Path and the proposed Multi-Use Path along Ash Creek ROW. Also, one member noted “Vehicle travel lane over Ash Creek?”. I assume this member is putting emphasis on maintaining automobile transportation across Ash Creek even with the proposed path.
- **P-10 “Railroad Right-of-Way (ROW) Multi-Use Path” – PAC 8, CAC 0 = 8**
Citizens of Oakland have placed priority on the proposed Multi-Use Path running through Railroad ROW from Ash Creek to SE Front Street; this path also includes a connection to Locust Street. I believe that most of the public is in favor of a railroad crossing at Ash Creek rather than Pine Street. On a side note: Jim used this map area to sketch out his concept of continuing the sidewalk running north on SE 1st Street where it would ‘hang’ a left and continue to run along the

proposed Railroad crossing at Ash Creek, finally ending at the proposed Railroad ROW Multi-Use Path. Jim also expressed that he'd like to see additional sidewalk extensions along NE 1st Street to accommodate an 'unimproved' street connecting SE 2nd Street to NE 1st Street just south of the Ash Creek ROW.

- **P-8 "Ash Right-of-Way (ROW) & Pine Street Railroad Crossings" – PAC 2, CAC 0 = 2**
One citizen of Oakland placed priority on the Ash Creek Row and Pine Street Railroad Crossing. I believe this member was also a fan of the Ash Creek ROW Railroad crossing as well. Jim also noted and sketched out the location of a storm drain currently residing under the railroad. This storm drain is 7 feet tall, 6-8 feet in width, and 24 feet long. The storm drain, pretty much acts as a culvert diverting water beneath the railroad coming from Ash Creek. Jim pitched the idea of using this giant storm drain as a pedestrian railroad crossing. The two cons to this idea are; that the drain is only 7 feet tall which would make it uncomfortable for your average adult bicyclist, and there would be some additional costs to divert the Ash Creek water during certain parts of the year.

Street Intersections – Auto Transportation

- **A-2 "Locust and 7th Street Intersection" – PAC 8, CAC 8 = 16**
Three citizens of Oakland placed priority on our proposal to provide safer and clearer traffic flow through the intersection of SE 7th Street and Locust Street. We proposed two options for this intersection; option 1- allows for one-way traffic flow through City Hall's parking lot which would include additional curb lines along Locust. Option 2- allows a two-way traffic flow through City Hall's parking lot and also includes closing the parking lots easterly access. One of the citizens noted that there "need[s] to be a sidewalk North side of Locust after Intersection e[ast] (referring to the intersection of 7th and Locust Streets). Neither option was prioritized by the CAC or PAC which makes me believe they are open to any reasonable changes in to the area. One member noted "Parking at City Hall – ball field overflow parking",1 (see notes below) while another noted "Sidewalks needed between the end of sidewalk on Locust (South) through 7th Street and 8th Street intersections".2
- **A-3 "Oak and 5th Street Intersection" – PAC 3, CAC 9 = 12**
Citizens of Oakland placed priority on improving pedestrian crossing at the intersection of Oak Street and NE 5th Street; our proposal also includes improving drainage issue that's hinder pedestrian travel in the area. One member noted "Connection with 5th Street existing sidewalk to school and bio-swale project could connect to Ash Creek ROW Path". Another individual also noted that we "should [plan to] connect 3 missing ½ block of sidewalk between 5th and 6th Streets [along Oak Street]". Also, noted for this area, is the southwesterly lot at the corner of 5th and Oak Streets is "flooded".4
- **A-1 "1st & Oak & Locust Streets Intersections" – PAC 5, CAC 5 = 10**
Citizens of Oakland placed priority on our proposal to increase sidewalk connections on the west side of the 1st Street and also include sidewalk extensions to decrease pedestrian crossing time (4 Stickers). One citizen noted "sidewalks for Mom's with strollers – yes!, higher visibility for business off Oak – Yes!, bike path for kids on bikes – yes please!". One member, signed "STU", noted "High Priority to help draw people downtown and create connection to Park Across 99 [1st Street]". Another member noted, "We would like to consider parallel parking this location [west-side of SE 1st Street, just south of Locust Street]". And lastly, another member noted, "Right turn from North bound 99 [1st Street]5 to Locust inside turn island". I assume this member would like to see a median in the center of Locust Street at the intersection of 1st Street.
- **A-4 "Cedar and 5th Street Intersection" – PAC 2, CAC 8 = 10**

out of games...". One member of the CAC or PAC, noted that he/she doesn't agree with the conceptual street segment running through the school's parking lot from 5th Street. This member noted "traffic flow into the elementary school parking lot would be majorly affected and create no smooth flow into the parking lot."

- **A-11 "Old Town Loop Connections" - PAC 1, CAC 0 = 1**

The proposal to create connections from one side of Old Town Loop Road to the other was acknowledge by one member of the public.

- **A-15 "North of Oak Street, Street Network" – PAC 0, CAC 1 = 1**

One member of the CAC placed priority on our conceptual street network on the north-side of Oak Street (just east of Driver Valley Road) to increase local connectivity for future residential growth in the eastern portions of Oakland.

Notes:

1. My comment from a conversation with the mayor. She stated that during events there is not enough parking at the city hall. She would like to find a solution. One possible solution is to create a driveway into the field and use that for overflow during the big events.

2. One PAC member placed all her stickers here. She says there are a group of students that walk on the north side of Locust and the section between 7th and 8th street is dangerous. They would like a sidewalk here to be a high priority

3. Make this infill project a higher priority so that it can be done even if they do not reconstruct the whole street.

4. Again my note from a conversation. It was stated to me that the drainage from the intersection floods the basement of the house.

5. Talked to the mayor about this. There was some confusion on how the right turns maneuver around the curb extension. We talked it through and she understood that there would be curb side parking and the curb would allow the right turn to happen safely

RAW Maps --- Map Key

Intersection Improvements

- A-1 Oak and 1st Street & Locust Street and 1st
- A-2 Locust Street and Seventh Street
- A-3 Oak Street and 5th Street
- A-4 Cedar Street and Fifth Street
- A-5 Stearns Lane and Stearns and Front Intersection

Conceptual Streets

- A-6 Pine Street (between Fourth and Sixth
- A-7 Chestnut (between Second and South East First)
- A-8 Cypress (between Fifth and Sixth)
- A-9 Apple (completing connection to "Sixth")
- A-10 Old Hwy 99 to 5th Street Network
- A-11 Old Town Loop Connections
- A-12 6th to 7th Street Network
- A-13 Oak to Locust to 8th Street Network
- A-14 Oak to Locust East Street Connection
- A-15 North of Oak Street Network
- A-17 Wells & 8th Street Network

Other Street

- B-1 Maple Street (Front Street to 7th Street)
- B-2 5th street (Oak Street to the school)
- B-3 Cypress Avenue (NE 1st and around to 5th Street)
- B-4 Third Street (1st Street to 8th Street)
- B-5 Locust Street (Apple Street to Cypress Street)
- P-1 Fifth Street (Oak street to the school)
- P-2 Third Street (Apple Street to Cypress Street)
- P-3 Oak Street (1st Street to 8th Street)
- P-4 Cypress Avenue & NE 1st (1st Street around to 5th Street)

Paths

Dedicated (off-street) multi-use path (alley)

- P-5 2nd & 3rd Street Alley (Apple Street to Ash Street)
- P-6 3rd & 4th Street Alley (Cedar Street to Locust Street)

Dedicated (off-street) multi-use path

- P-7 Ash Street Right-of-Way Path
- P-8 Ash Right-of-Way (ROW) & Pine Street Railroad Crossings
- P-9 Calapooya Creek Multi-Use Path (through city owned open space property)
- P-10 Railroad Right-of-Way (east and west of railroad)

n

HIGH PRIORITY
TO HELP DRAW
PEOPLE DOWNTOWN &
CREATE CONNECTIVITY
TO PARK ACROSS
99.



A1 - 1st & Oak & Locust Streets Intersection

Improvement Goals:

- Traffic calming
- Encourage through traffic to Draper Valley to use Oak Street instead of Locust Street
- Improve pedestrian crossing

Design Elements:

Low Cost Improvements:

Provide Signage and Striping to direct motorists to use Oak Street

1  - Sign 1

2  - Sign 2

 - High Visibility Crosswalk

Long Range Improvements:

A: Curb Extensions to reduce pedestrian crossing times and to narrow street for traffic calming. Crosswalks designed with "high-visibility" treatments. All ramps to be ADA compliant

B: Provide/maintain on-street parallel parking

C: Maintain on-street head-in parking
we would like to consider parallel parking in this location. BK

SE First Street (north of Maple St)

Objective:

- Serve as a City "Main Street" functionality for all modes
- Reduce travel speeds

Design Considerations:

- There is 60 ft. ROW
- 1st street (north & south of intersection) will have bike lanes (arterial designation)

Design Recommendations:

- Sidewalks and planter strips on both sides
- Parking on one side only
- 6 ft. bike paths on both sides
- 12 ft. travel lanes

Street Classification Changes:

NE First Street

"Arterial" to "Major Collector"

SE First Street (north of Front St)

"Arterial" to "Minor Collector"

NE Oak Street

"Arterial" to "Major Collector"



*RT TURN
FROM NB 99
TO LOCUST
INSIDE TURN
ISLAND*

A1 - 1st & Oak & Locust Streets Intersection

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Street Classification Changes:

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SE First Street (north of Front

"Arterial" to "Minor Collector"

NE Oak Street

"Arterial" to "Major Collector"

Locust Streets

"Collector" to "Minor Collector"

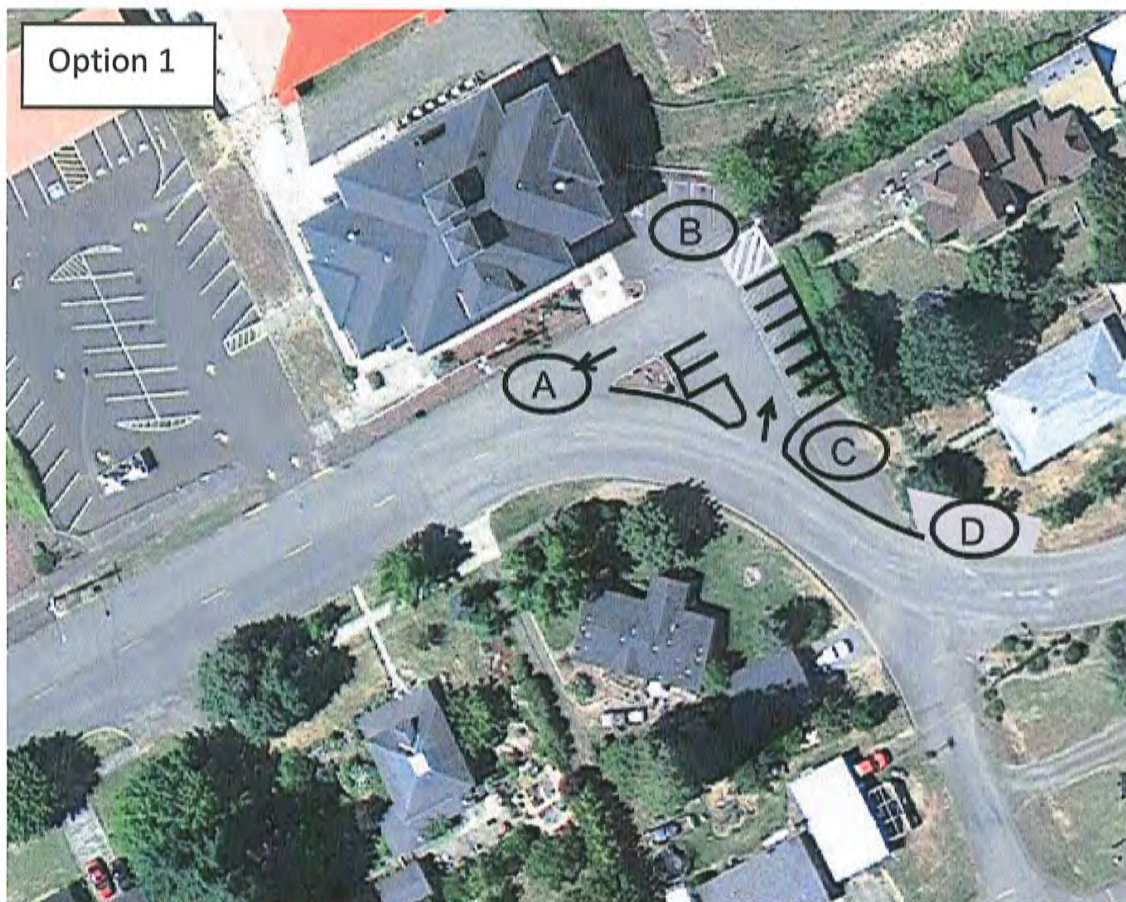
Sidewalks for Mom's w/ Strollers (yes) higher visibility for businesses off oak (yes) bike path for young kids on bikes - y



A2 - Locust & 7th Street Intersection

Improvement Goals:

- Traffic calming
- Provide clearer/safer traffic flow in the area



Design Elements:

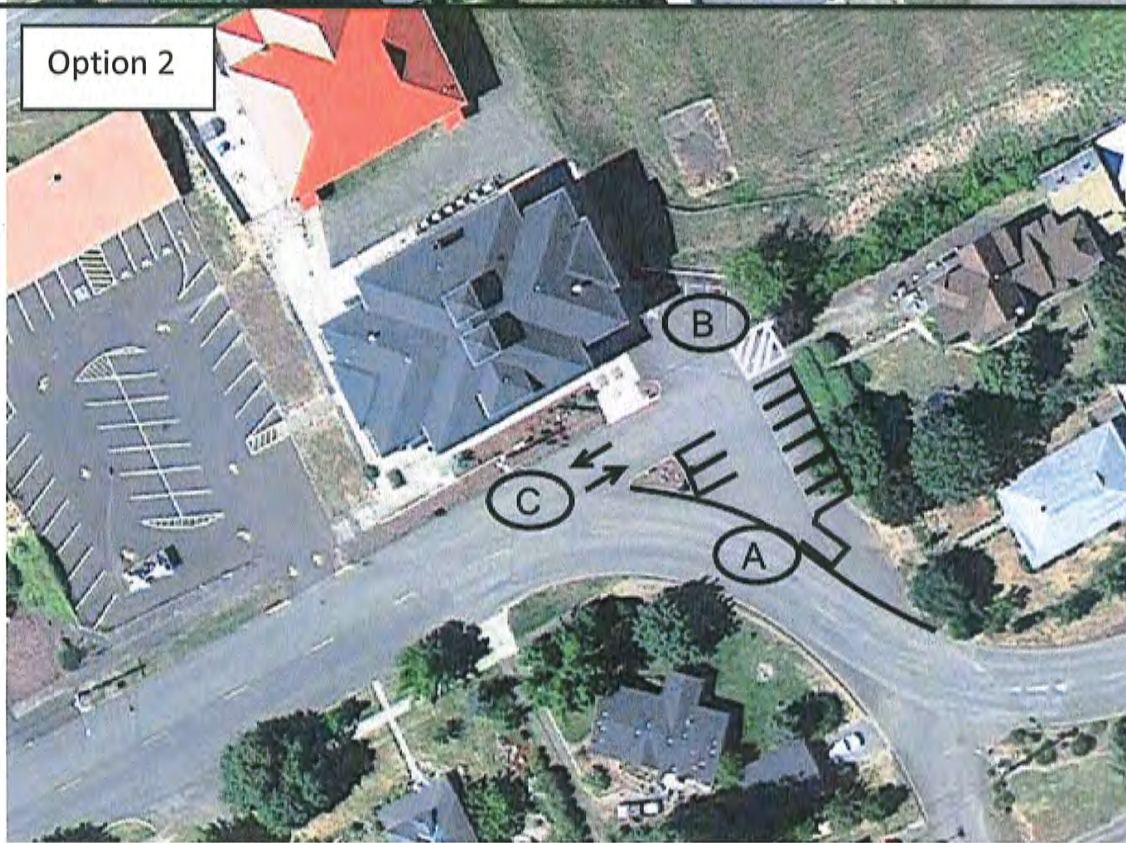
- A: One way traffic flow through parking area
- B: Do-not block area for house access
- C: New curb line and parking designation
- D: Will need to remove vegetation in this area so turning vehicles from Locust can see oncoming vehicle. The location of amount of vegetation to be field verified

Street Reclassification Changes:

Locust Streets
"Collector" to

SE 7th Street
"Local" to "Mino"

Need sidewalk on side of 1st pillar section E



Design Elements:

- A: New curb line and parking designation
- B: Do-not block area for house access
- C: New curb line and parking designation
- D: All access occurs from this area. Remove on-street parking to allow for two-directional travel

Street Reclassification Changes:

Locust Streets
"Collector" to "Minor Collector"

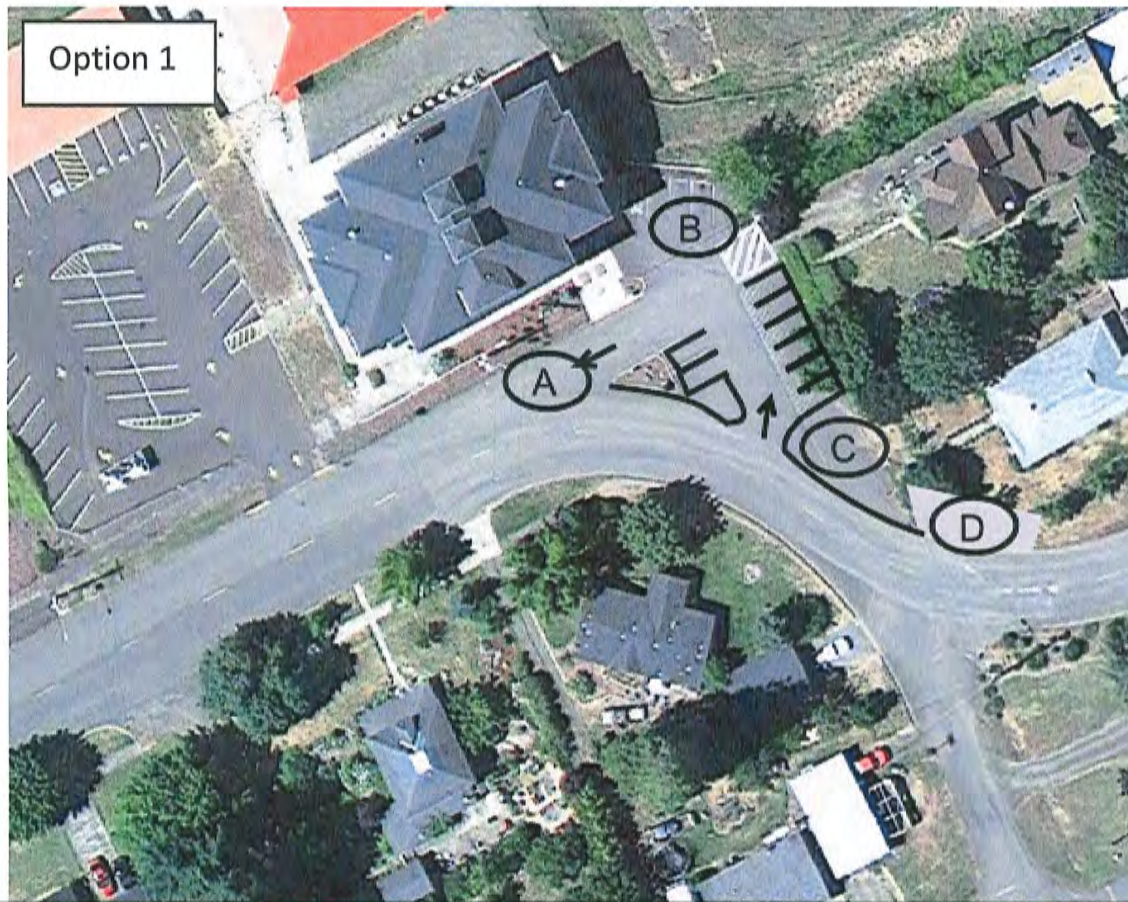
SE 7th Street
"Local" to "Minor Local"



A2 - Locust & 7th Street Intersection

Improvement Goals:

- Traffic calming
- Provide clearer/safer traffic flow in the area



Option 1

Design Elements:

- A: One way traffic flow through parking area
- B: Do-not block area for house access
- C: New curb line and parking designation
- D: Will need to remove vegetation in this area so turning vehicles from Locust can see oncoming vehicle. The location of amount of vegetation to be field verified.

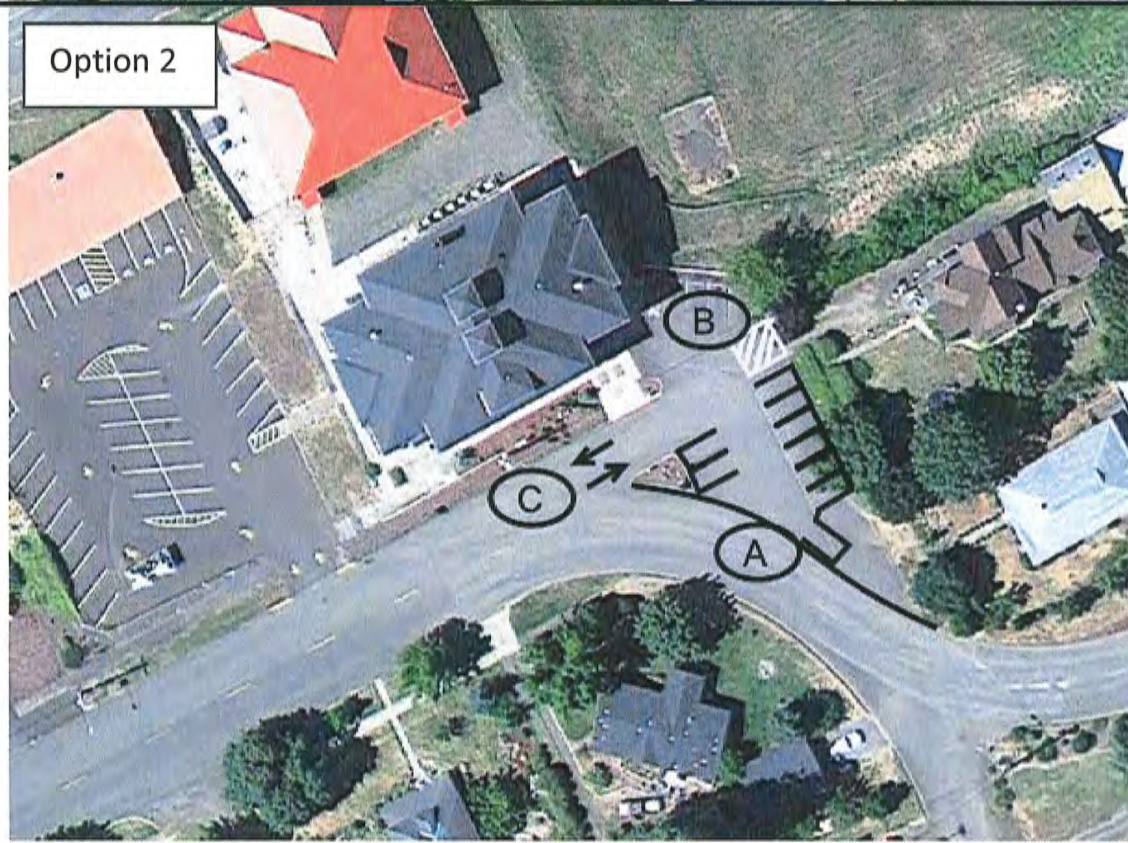
Street Reclassification Changes:

Locust Streets

"Collector" to "Minor Collector"

SE 7th Street

"Local" to "Minor Local"



Option 2

Design Elements:

- A: New curb line and parking designation
- B: Do-not block area for house access
- C: New curb line and parking designation
- D: All access occurs from this area. Remove on-street parking to allow for two-directional travel

Street Reclassification Changes:

Locust Streets

"Collector" to "Minor Collector"

SE 7th Street

"Local" to "Minor Local"

City of Oakland

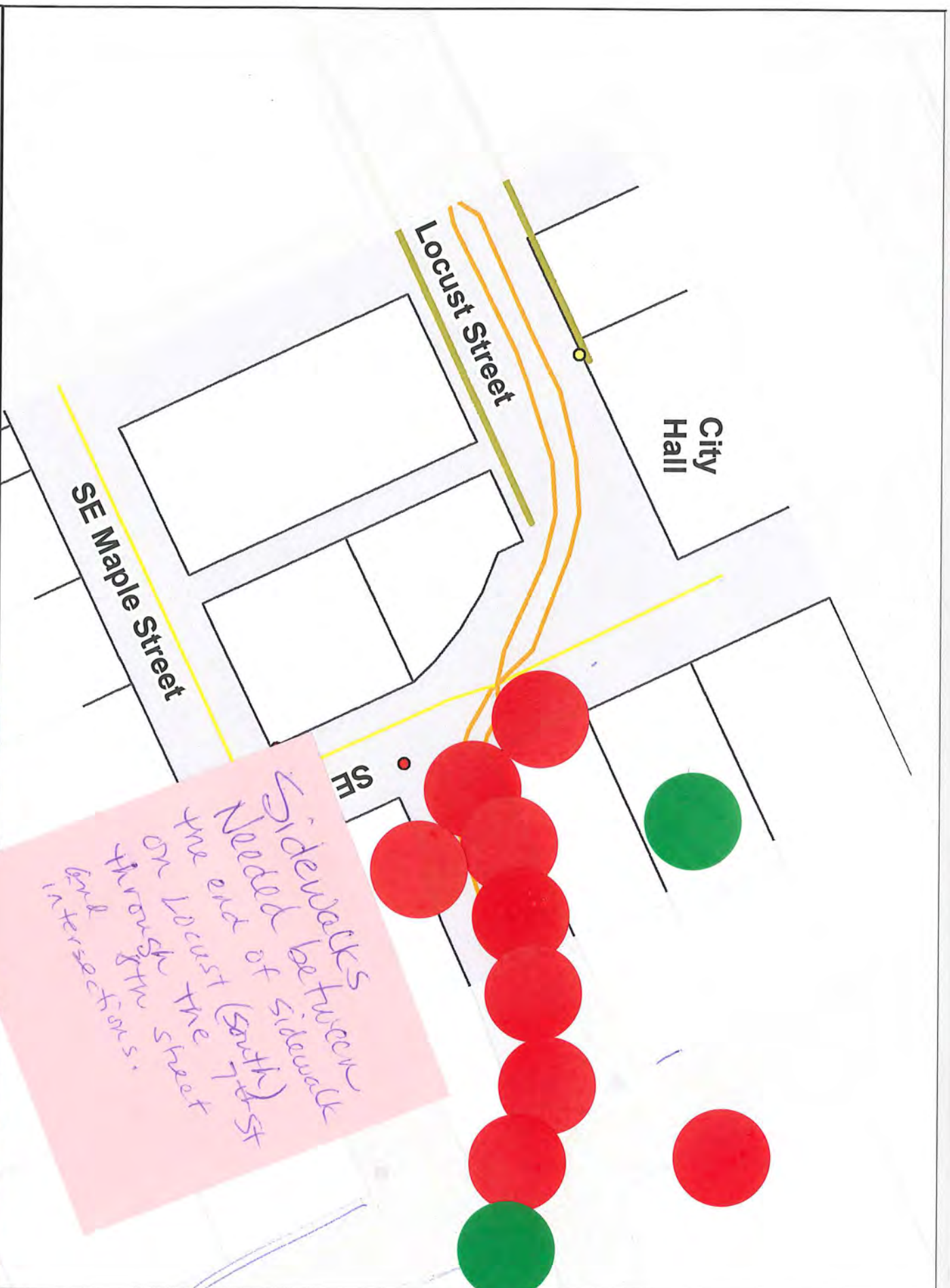
Auto-Transportation System Alternatives

Site Map A-2

-  Crosswalk Sign
-  Stop Sign
-  Oakland Sidewalks
-  Collector Street
-  Local Street
-  Oakland Parcels
-  Oakland ROW



*- Parking @ city hall
- Ball field overflow parking*



Locust & 7th Street Intersection Summary

The unique intersection of Locust Street and SE 7th Street was raised by the CAC and PAC as an intersection that could benefit from some improvements. The intersection is complicated by a southward jog of Locust as it intersects with 7th. Proposed improvements include reconfiguring the roadway to provide a curb line, revised parking lot layout, and revised driveway locations. Two options are provided with Option 1 being the engineer's recommendation (see attached conceptual design and proposed improvements).

***Note:** There are documented drainage issues in this area due to storm drain collapse, causing sink holes and undermining (see Attachment B). Locust is also one of few streets in Oakland identified by Public Works staff as having "bad" pavement condition (the worst condition category in the inventory).

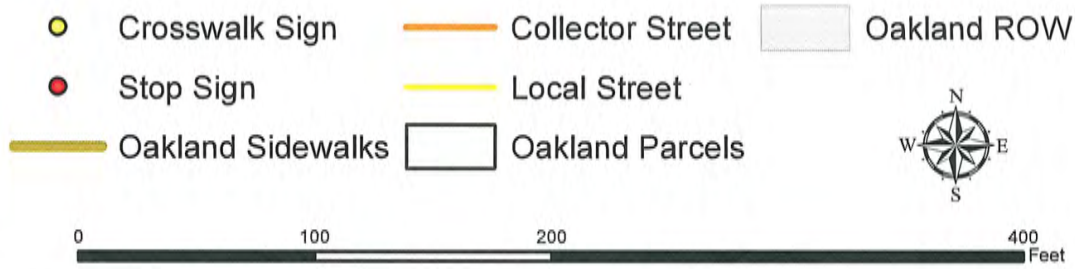
Sidewalks between Need of sidewalk the end of South 7th St on Locust the street through 8th street and intersections.



City of Oakland

Auto-Transportation System Alternatives

Site Map A-2

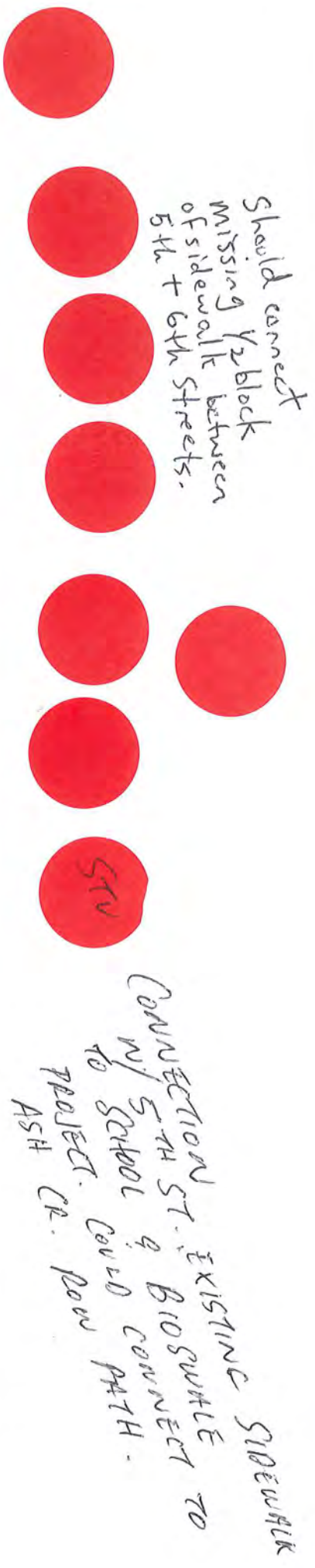


Locust & 7th Street Intersection Summary

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A3 - Oak & 5th Street Intersection

IMPROVEMENT GOALS:

- Traffic Calming
- Improve pedestrian crossing across Oak Street and across 5th Street to access the pedestrian path on 5th Street
- Improve Drainage Issues



DESIGN ELEMENTS:

A: Curb Extensions to reduce pedestrian crossing times, improve pedestrian visibility, and to narrow street for traffic calming. The curb extensions will be elevated standard sidewalk height. The extensions will tie back into the existing sidewalks. They will tie in with any new sidewalk that is constructed as a larger street reconstruction project

Crosswalks designed with "high-visibility" treatments including a possible Rectangular Rapid Flashing Beacon. All ramps to be ADA compliant

Drainage: The intersection currently has drainage issues. These will be addressed with a larger street improvement design project that will include reconstructing the storm drain system. Alternatives should be considered that will allow for water retention ponds adjacent to the intersection that will reduce the demand on the system.

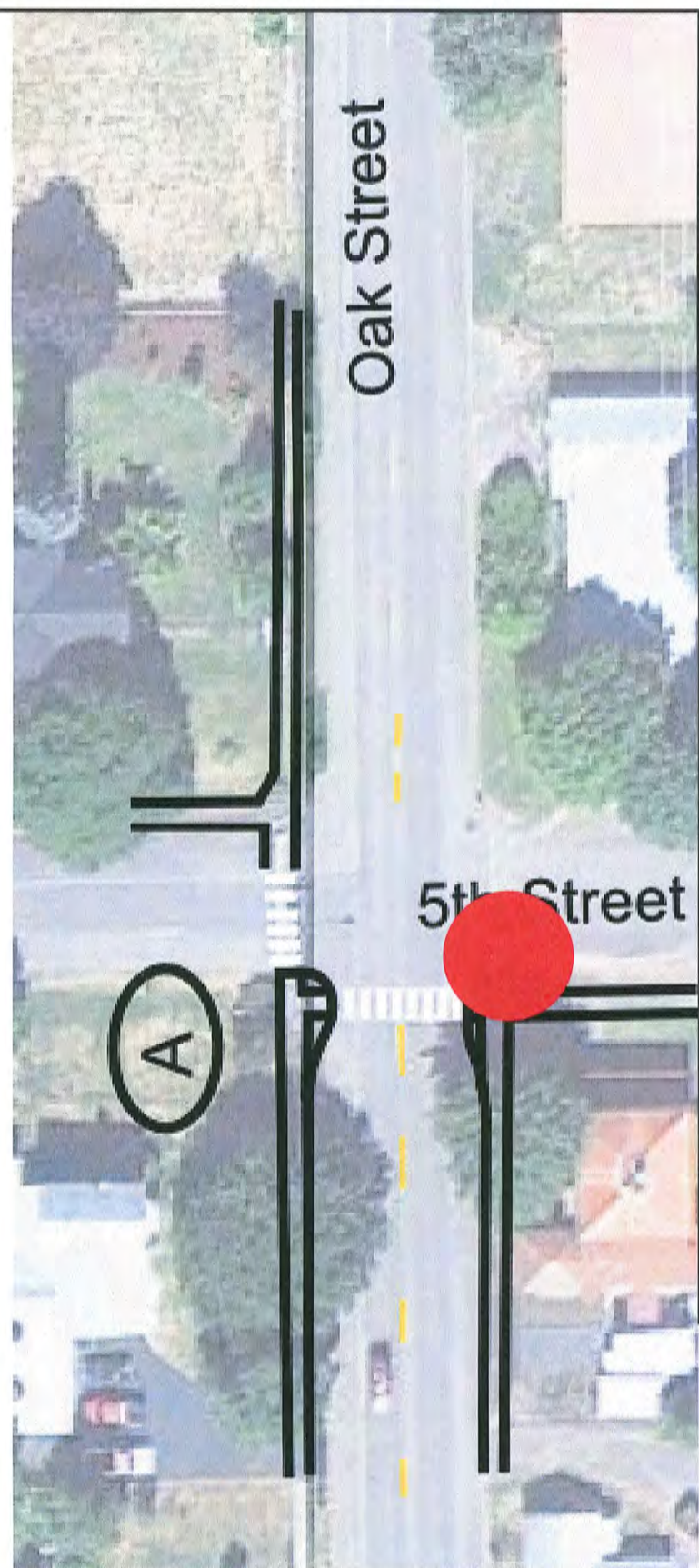
Street Reclassification Changes:

- NE Oak Street
"Arterial" to "Major Collector"
- NE Fifth Street
"Collector" to "Major Local"

A3 - Oak & 5th Street Intersection

IMPROVEMENT GOALS:

- Traffic Calming
- Improve pedestrian crossing across Oak Street and across 5th Street to access the pedestrian path on 5th Street
- Improve Drainage Issues



DESIGN ELEMENTS:

- A: Curb Extensions to reduce pedestrian crossing times, improve pedestrian visibility, and to narrow street for traffic calming. The curb extensions will be elevated standard sidewalk height. The extensions will tie back into the existing sidewalks. They will tie in with any new sidewalk that is constructed as a larger street reconstruction project

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Street Reclassification Changes:

NE Oak Street
“Arterial” to “Major Collector”

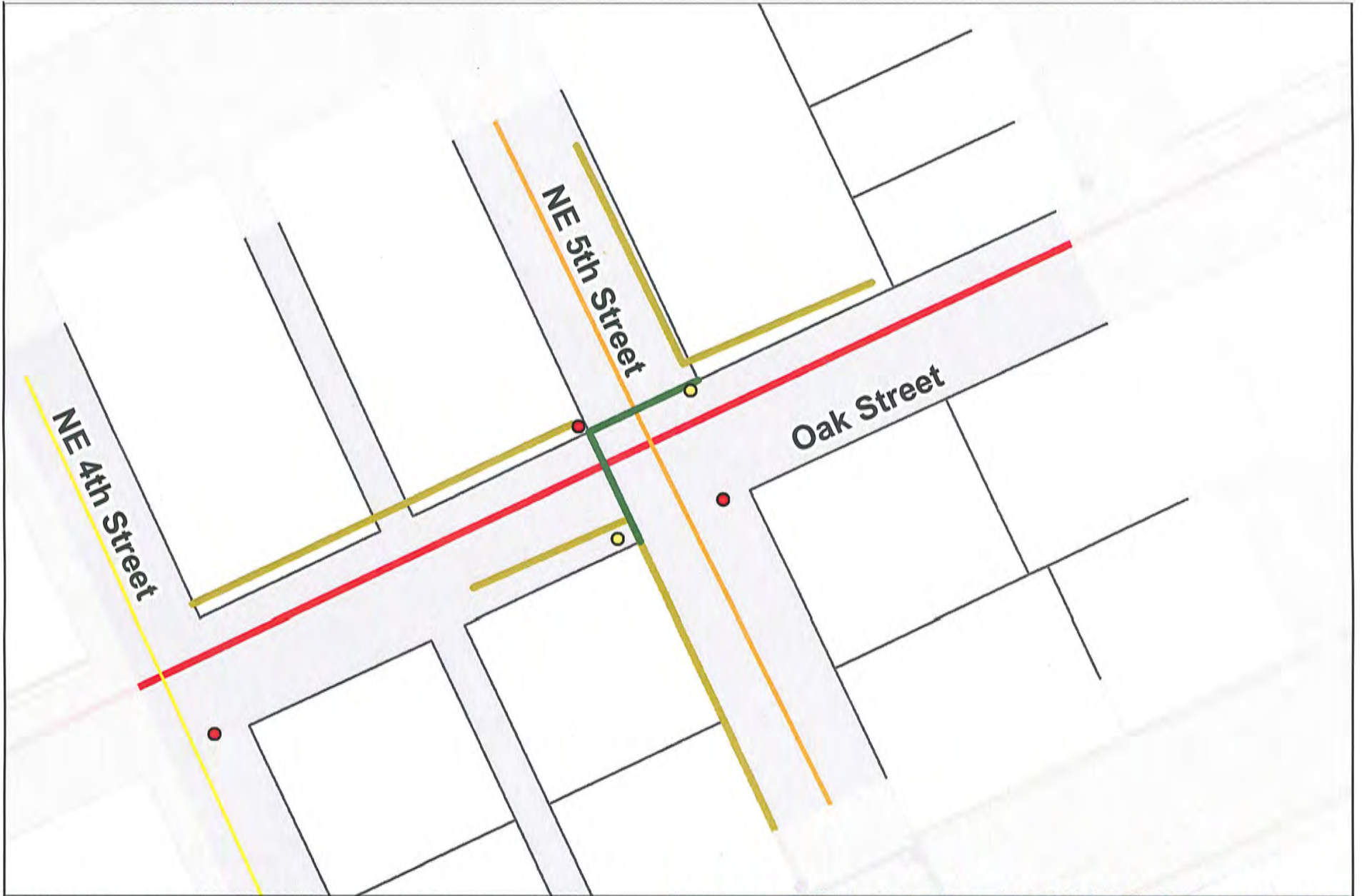
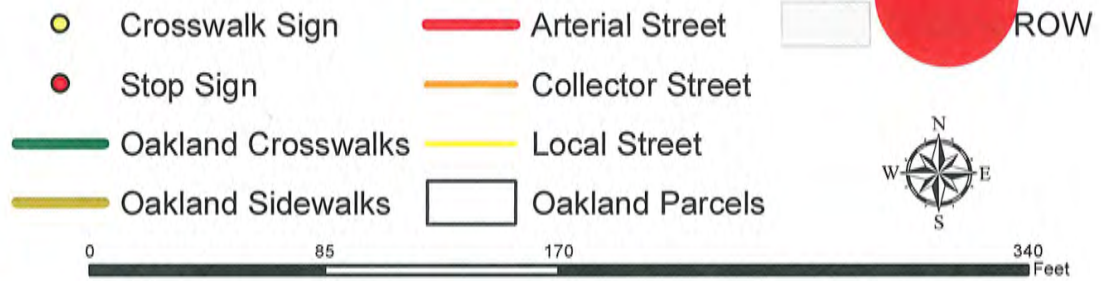
NE Fifth Street
“Collector” to “Major Local”



City of Oakland

Auto-Transportation System Alternatives

Site Map A-3



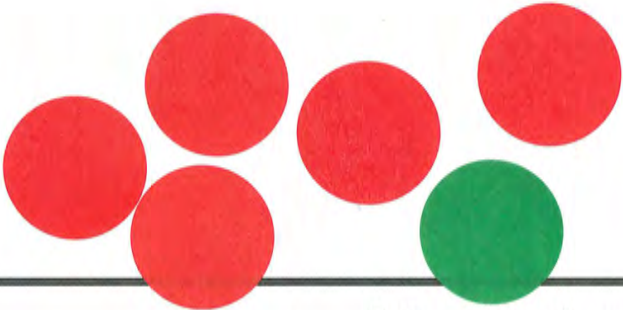
Oak & 5th Street Intersection Summary

5th Street is the most highly utilized street for school traffic and Oak Street is one of the busiest streets in Oakland. The County has jurisdiction of Oak Street and places high priority on mobility for the street (higher speeds and fewer impediments). Some members of the CAC and PAC likewise wish to encourage Oak Street as the primary means of through-traffic through Oakland. Because of high school traffic, the intersection is a priority for safety considerations. There are currently no stop signs along Oak Street. Proposed improvements include a flashing crossing which would respond to specific crossing requests and would elevate the visibility of the crosswalk across Oak Street while limiting slower through-traffic to times of higher school traffic. Additional curb extensions and drainage improvements are recommended. The curb extensions will reduce crossing time, improve pedestrian visibility to motorists and create a traffic calming effect. See attached conceptual design and proposed improvements.

***Note:** There are documented drainage issues in this area due to storm drain collapse. Pooling of water is a safety concern (causing pedestrians to choose less safe routes to avoid pooling water). Sidewalks are also non-ADA in this area (see Attachment B).

2012 Air Photo





A4 – Cedar & 5th St. Intersection

*SPEED BUMPS
yes!*

There should NO stop sign for traffic heading North on 5th St. It will create a jam of ~~more~~ traffic.

YES THERE SHOULD

Speed bumps to replace stop sign?

IMPROVEMENT GOALS:

- Traffic Calming
- Improve pedestrian crossing across Oak Street and across Street

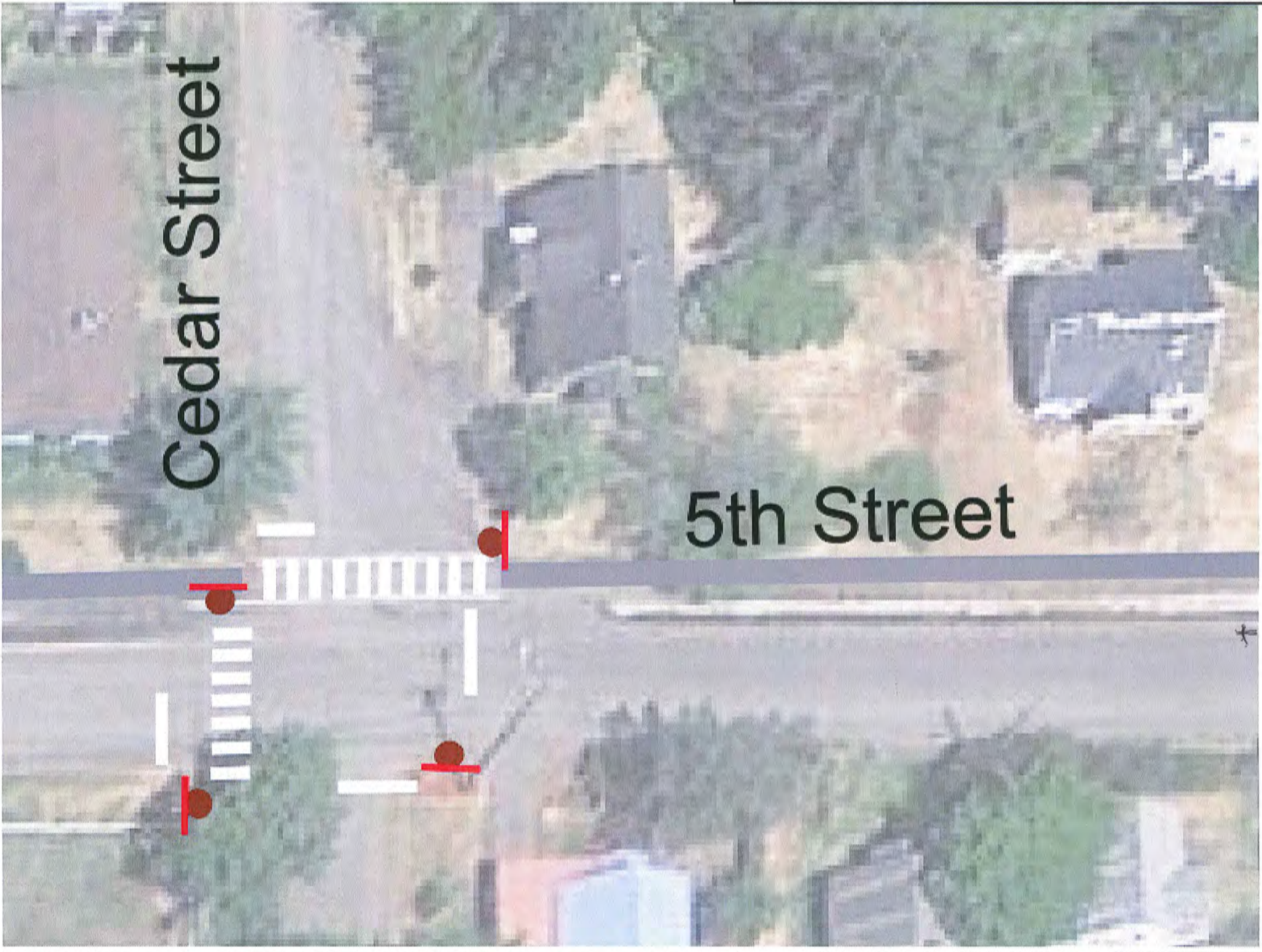
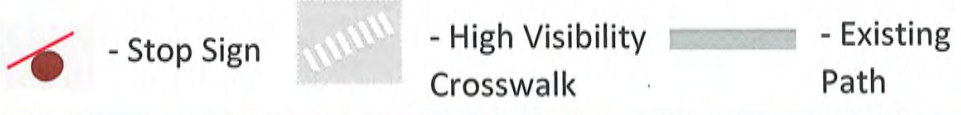
pedestrian path on 5th

DESIGN ELEMENTS:

- High Visibility Crosswalks on north and east legs of intersection
- Sign "Draper Valley Next Left"
- All-way Stop controlled
- 5th Street drainage to be improved with overall 5th Street project

Street reclassification Changes:

- NE 5th Street
"Collector" to "Major Local"
- NE Cedar Street (west of 5th St)
"Local" to "Minor Local"
- NE Cedar Street (east of 5th St)
"Collector" to "Major Local"



A4 – Cedar & 5th Street Intersection

IMPROVEMENT GOALS:

- Traffic Calming
- Improve pedestrian crossing across Oak Street and across 5th Street to access the pedestrian path on 5th Street

DESIGN ELEMENTS:

High Visibility Crosswalks on north and east legs of intersection
Sign "Draper Valley Next Left"

All-way Stop controlled

5th Street drainage to be improved with overall 5th Street project

Street Reclassification Changes:

NE 5th Street




"Collector" to "Major Local"

NE Cedar Street (west of 5th S

"Local" to "Minor Local"

NE Cedar Street (east of 5th S

"Collector" to "Major Local"

-  - Stop Sign
-  - High Visibility Crosswalk
-  - Existing Path

Yes to high vis crosswalks
No to stop signs on 5th St

Stop signs on cedar St
OK



Forces buses to stop on Hill
- Sweal district
Mpat very critical

VERY UNPOPULAR

No more stop signs here!

Will create we argeston

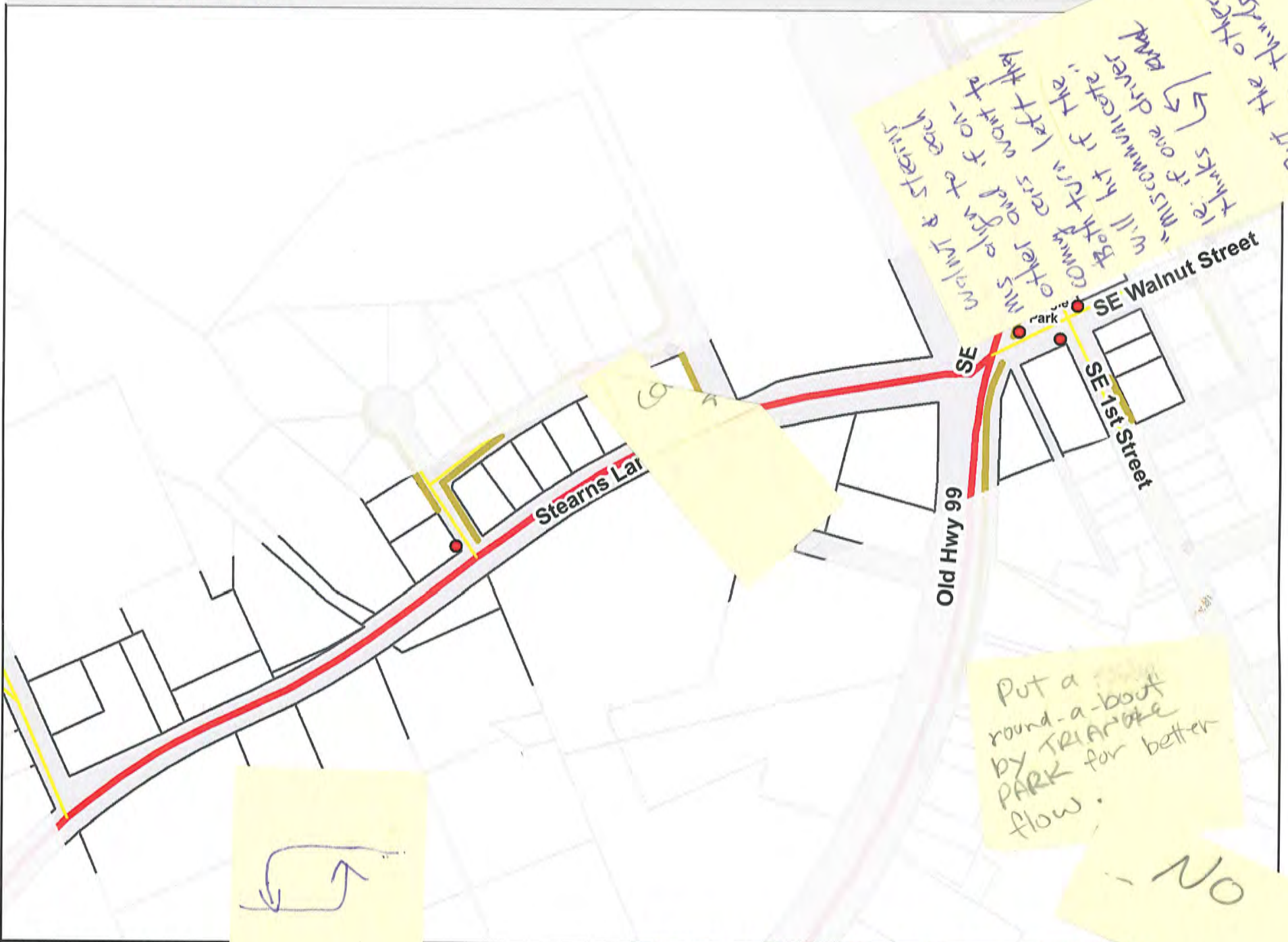
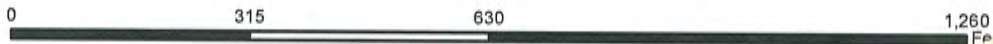


City of Oakland

Auto-Transportation System Alternatives

Site Map A-5

- Oakland Crosswalks
- Local Street
- Oakland Sidewalks
- Oakland Parcels
- Arterial Street
- Oakland ROW
- Stop Sign



Stearns Lane, (& Front Street

Summary

The unique intersection of Stearns Lane and Old Highway 99/Front Street has the highest occurrence of vehicle accidents in Oakland. The site is complicated by the essentially adjacent intersection of First Street and Walnut Street. The intersection has the City's highest crash data revealed high volume of incidents and was inconclusive. Recommended improvements from the Transportation Committee and public feedback address additional concerns for consistency. Recommendations for possible improvements to the entire stretch of Stearns Lane (within Oakland city boundaries) are included on Page 2.

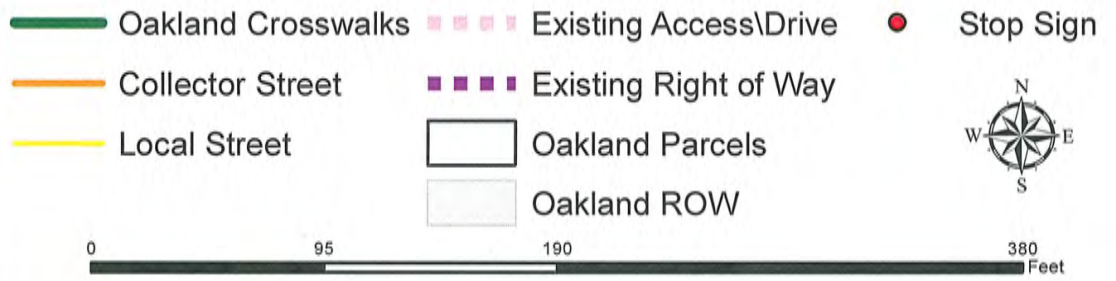
2012 Air Photo



City of Oakland

Auto-Transportation System Alternatives

Site Map A-6



Pine Street Extension

This new road would provide a continuation of Pine Street from 4th Street (where it currently terminates) to NE 6th Street. The improvements would occur along existing (and non-slope constrained) right-of-way. This would improve local street connectivity, access, and circulation to the current and possible future residents north of Oak and east of Sixth (between those neighborhoods and the school) When developed, the street should be improved to Minor Local standards.

* **Note:** This area has documented collapsed storm drains, with resulting drainage issues in the area (see Attachment B).






2012 Air Photo

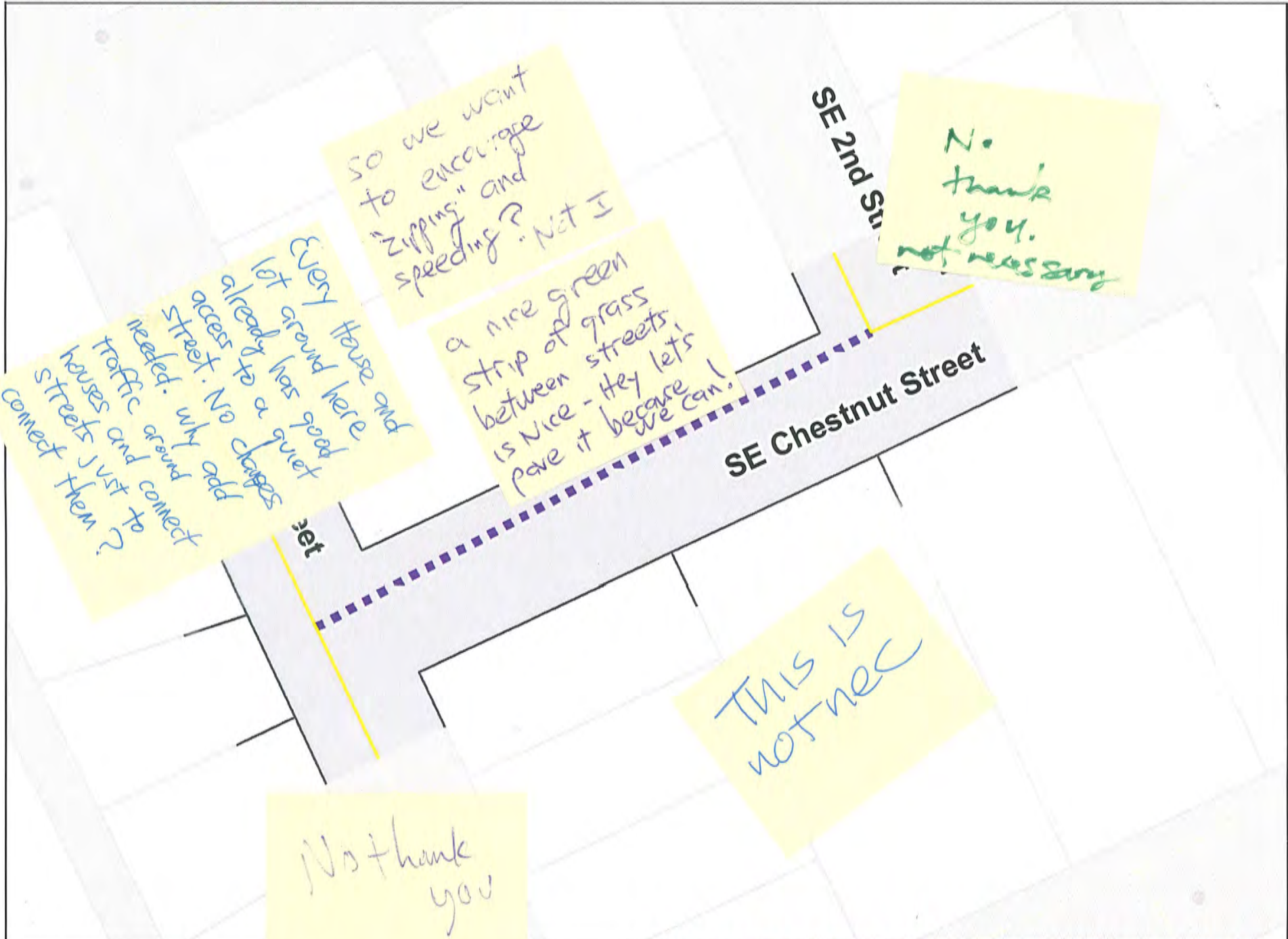
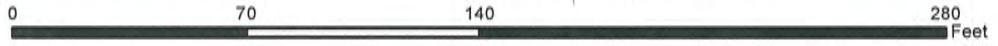


City of Oakland

Auto-Transportation System Alternatives

Site Map A-7

-  Local Street
-  Existing Right of Way
-  Stop Sign
-  Oakland ROW
-  Oakland Parcels



Chestnut Street Extension

This new road would provide a continuation of Chestnut Street from 2nd Street (where it currently terminates) to SE 1st Street. The improvements would occur along existing (and non-slope constrained) right-of-way; this would improve local street connectivity, access, and circulation. When developed, the street should be improved to Minor Local street standards.

* **Note:** This area has documented drainage issues (see Attachment B).

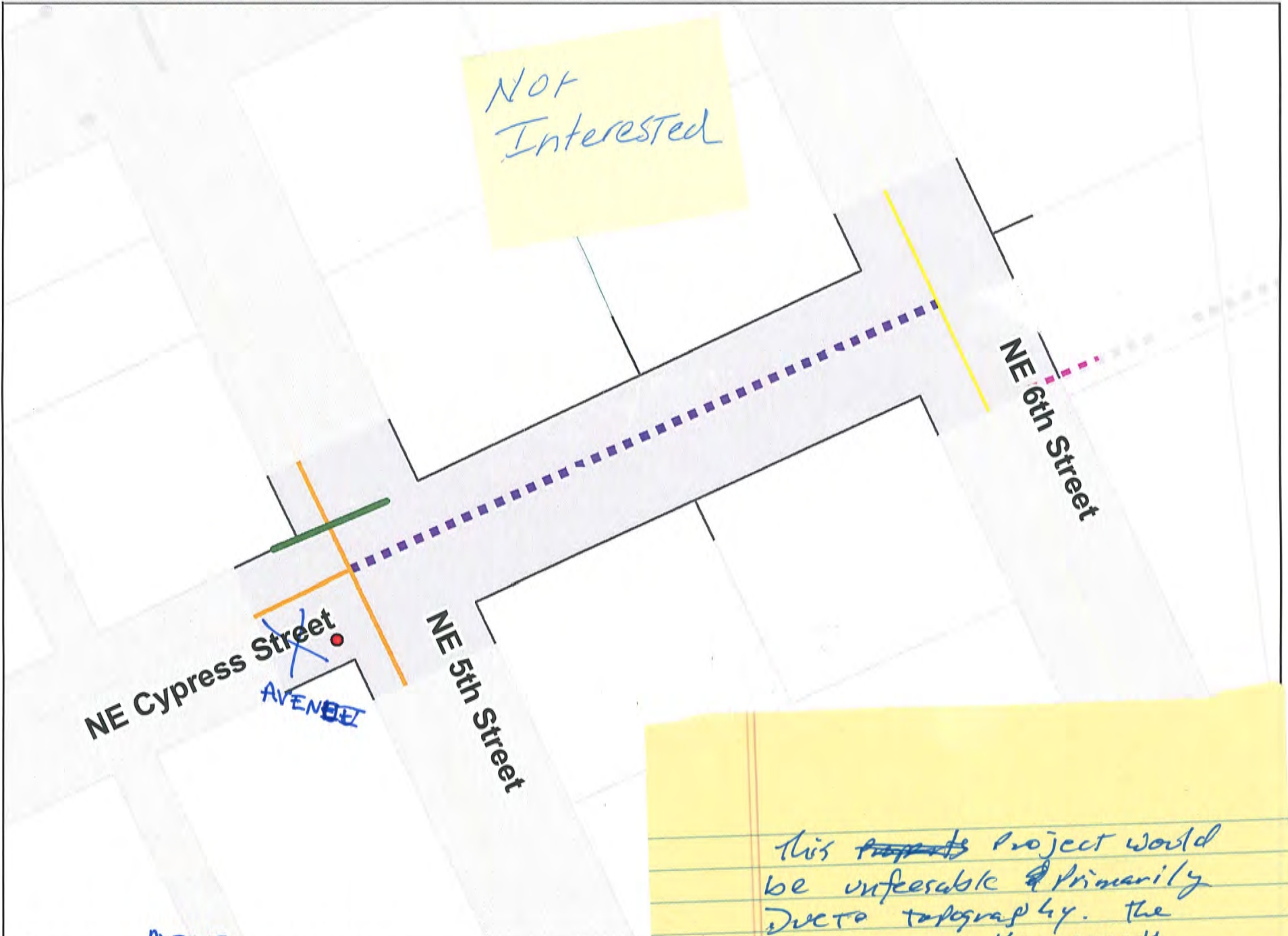
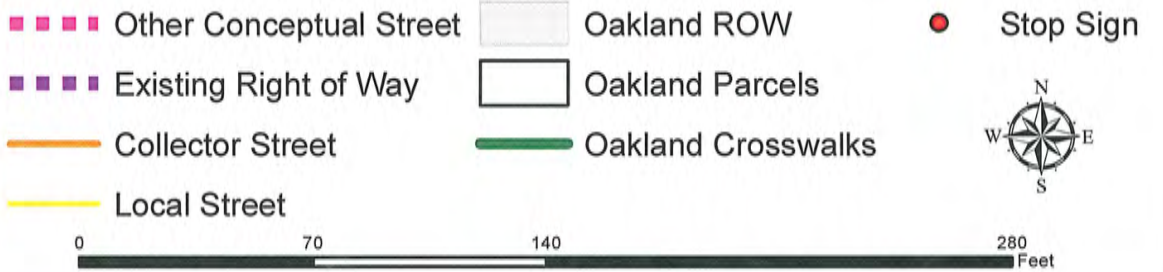
2012 Air Photo



City of Oakland

Auto-Transportation System Alternatives

Site Map A-8



This ~~project~~ project would be unfeasible & primarily due to topography. The homeowner on this property have huge concerns as to how access to the property would be handled.

Cypress Street Extension

This new road would provide a continuation of NE Cypress Street from 5th Street (where it currently terminates) to NE 6th Street. The improvements would occur along existing (and non-slope constrained) right-of-way. Adding another east-west connection between 5th and 6th would improve local street connectivity, access, and circulation to the current and possible future residents north of Oak and east of 6th. Upon development, the street should be classified Major Local and be improved to accommodate bicycle and pedestrian facilities and as per Major Local Standards.

*** Note:** This area has documented drainage issues (see Attachment B).



City of Oakland

Auto-Transportation System Alternatives

Site Map A-9

- Stop Sign
- Minor Local Street
- Existing Right of Way
- Oakland Parcels
- Oakland ROW



0 95 190 380 Feet



Apple Street Extension

This new road would provide a continuation of Apple Street from 5th Street (where it currently terminates) to SE Pear Street. The improvements would occur along existing (and non-slope constrained) right-of-way. A subdivision was approved at the termination of SE Pear Street in 2009. Improvement obligations and dynamics relative to these proposed improvements can be further researched through documents related to development on Apple Street by Rae Bratton and City Council minutes from 10/5/04. Improvement will complete local street connectivity, access, and circulation to the current and future residents to the north. The street should be classified as a Minor Local.

*** Note:** The southern end of this roadway has documented drainage issues (see Attachment B).

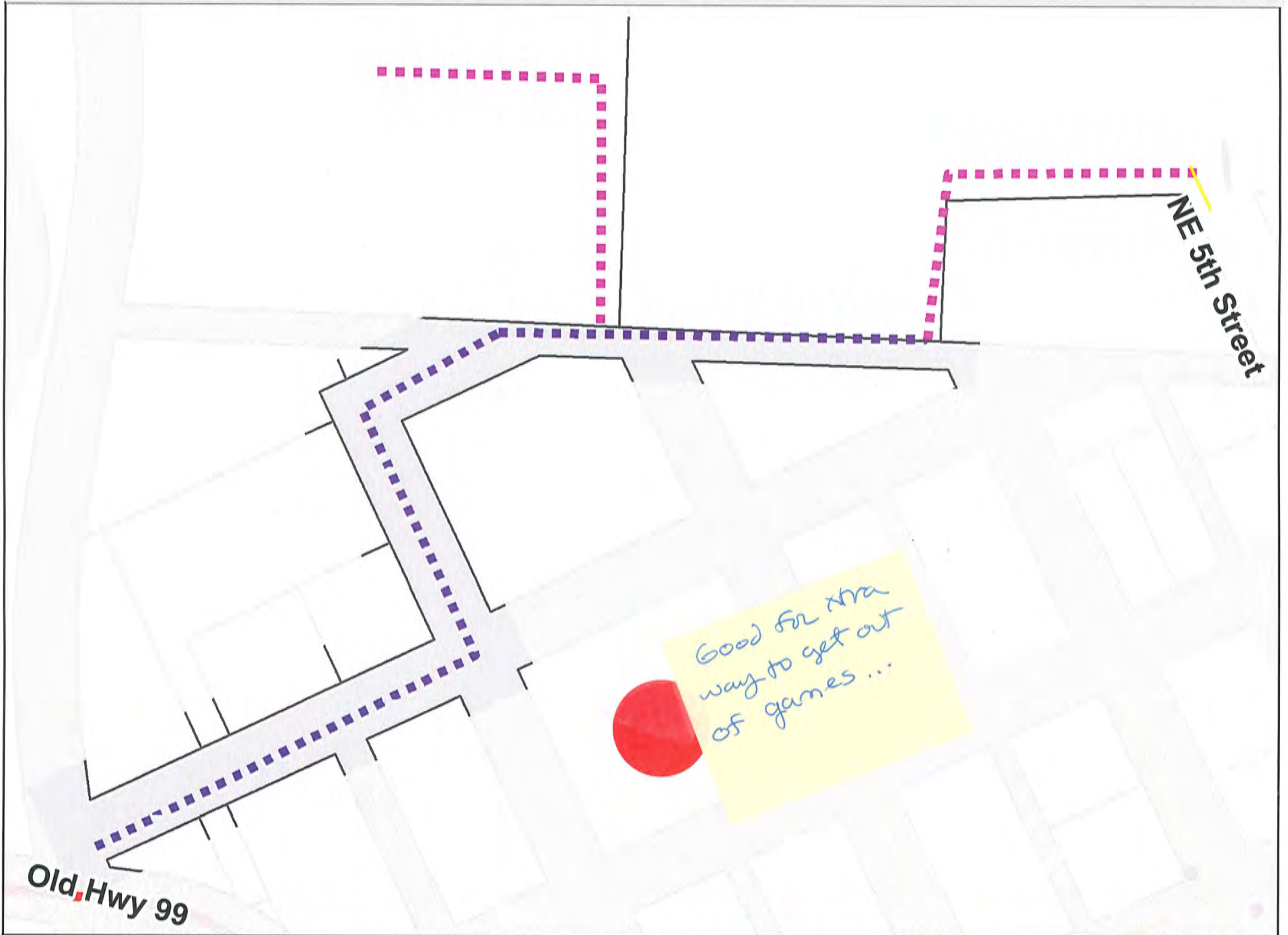
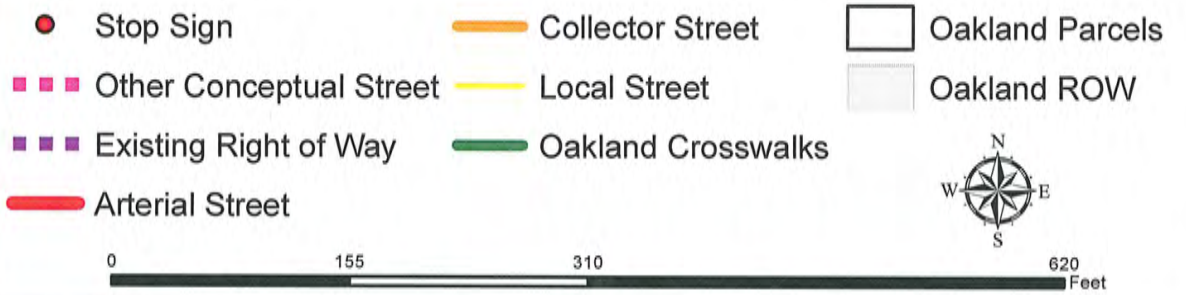
2012 Air Photo



City of Oakland

Auto-Transportation System Alternatives

Site Map A-10



Old HWY 99 to 5th Street Network

This new network of streets could provide critical connectivity to the northwest portion of Oakland. Portions of this area are slope constrained (and thus cut-off from the rest of the City). Non-cost prohibitive development which is feasible in some portions of this area. Street improvements would occur along a mix of existing right-of-way, and potential dedications through new development. The street improvements could enhance local street connectivity, access, and circulation to the current and possible future residents near and north of the school. No right-of-way connection exists for the most logical connection to Old Highway 99 (First Street). These streets should be classified Minor Local.

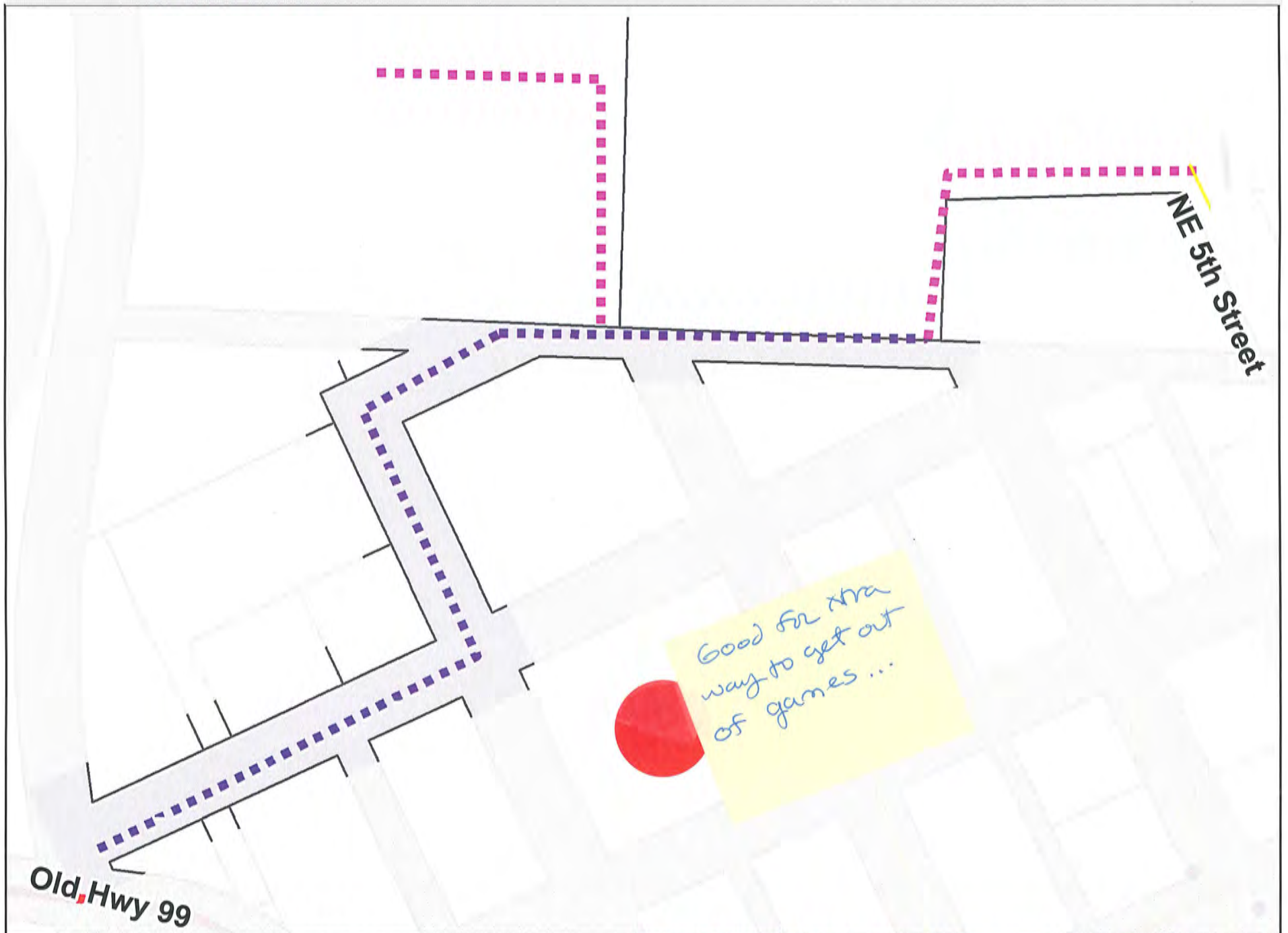
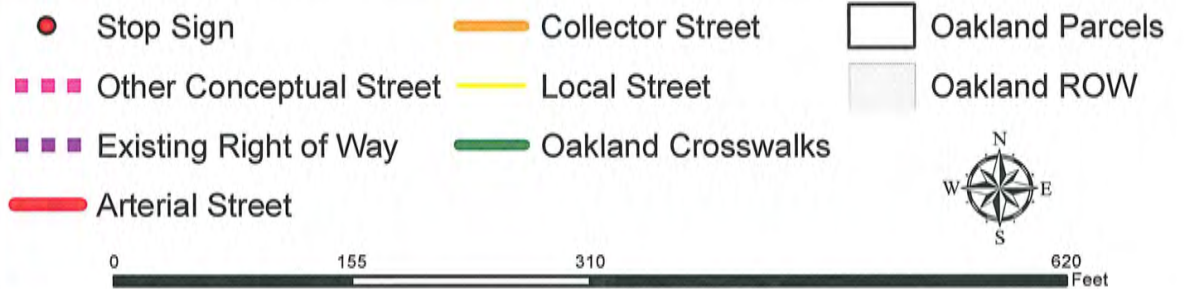
2012 Air Photo



City of Oakland

Auto-Transportation System Alternatives

Site Map A-10



Old HWY 99 to 5th Street Network

This new network of streets could provide critical connectivity to the northwest portion of Oakland. Portions of this area are slope constrained (and thus cut-off from the rest of the City). Non-cost prohibitive development which is feasible in some portions of this area. Street improvements would occur along a mix of existing right-of-way, and potential dedications through new development. The street improvements could enhance local street connectivity, access, and circulation to the current and possible future residents near and north of the school. No right-of-way connection exists for the most logical connection to Old Highway 99 (First Street). These streets should be classified Minor Local.



City of Oakland

Auto-Transportation System Alternatives

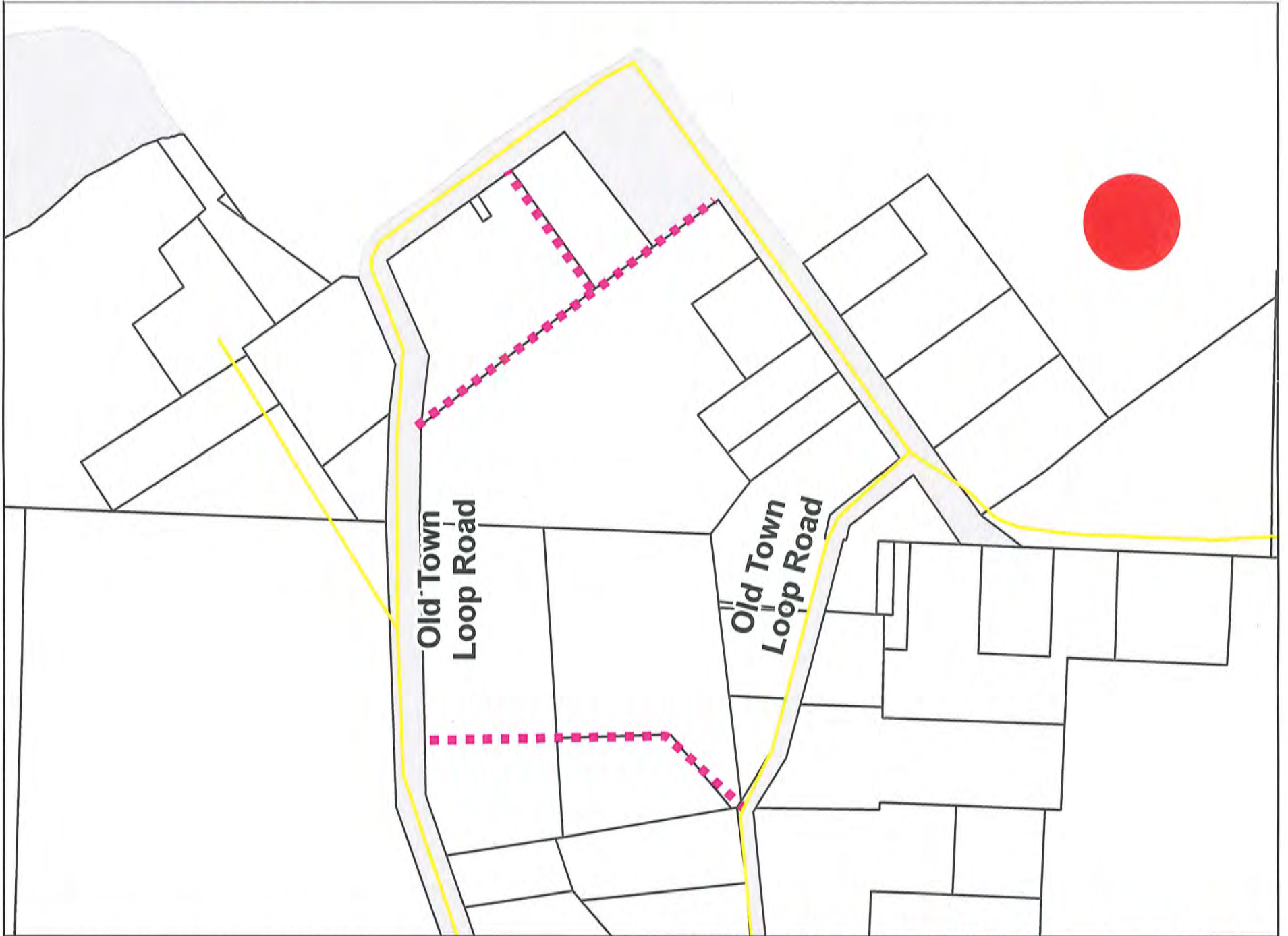
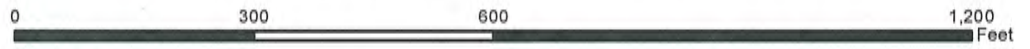
Site Map A-11

— Local Street

■ ■ ■ ■ Other Conceptual Street

□ Oakland Parcels

□ Oakland ROW



Old Town Loop Connections

These new streets, connecting the east and west portions of Old Town Loop Road would provide connectivity within the northern most portion of Oakland. Because no public right of way exists in these areas, the streets would realize only as development requires. The street improvements could enhance local street connectivity, access, and circulation to the current and possible future residents north and immediately east of the school (dramatically reducing the street distance between most properties and the schools). The streets should be classified Minor Local.

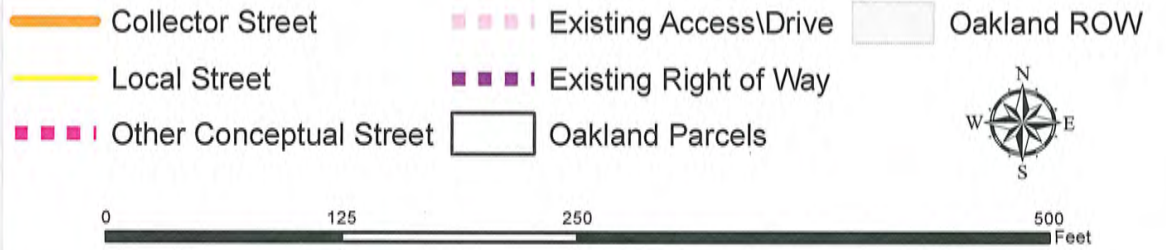
2012 Air Photo



City of Oakland

Auto-Transportation System Alternatives

Site Map A-12



6th to 7th Street Network

This new network of streets conceptually anticipates development in the area east of 6th and north of Ash Street. It would necessitate a crossing of Ash Creek through the 7th Street right-of-way. The 7th Street crossing of Ash Street is one of only a few realistic remaining opportunities for a north-south connection. The improvements would occur along a mix of existing right-of-way, and dedications as future development requires. The street improvements would enhance local street connectivity, access, and circulation to the current and possible future residents in the eastern portions of Oakland. The streets should be classified Minor Local.

2012 Air Photo

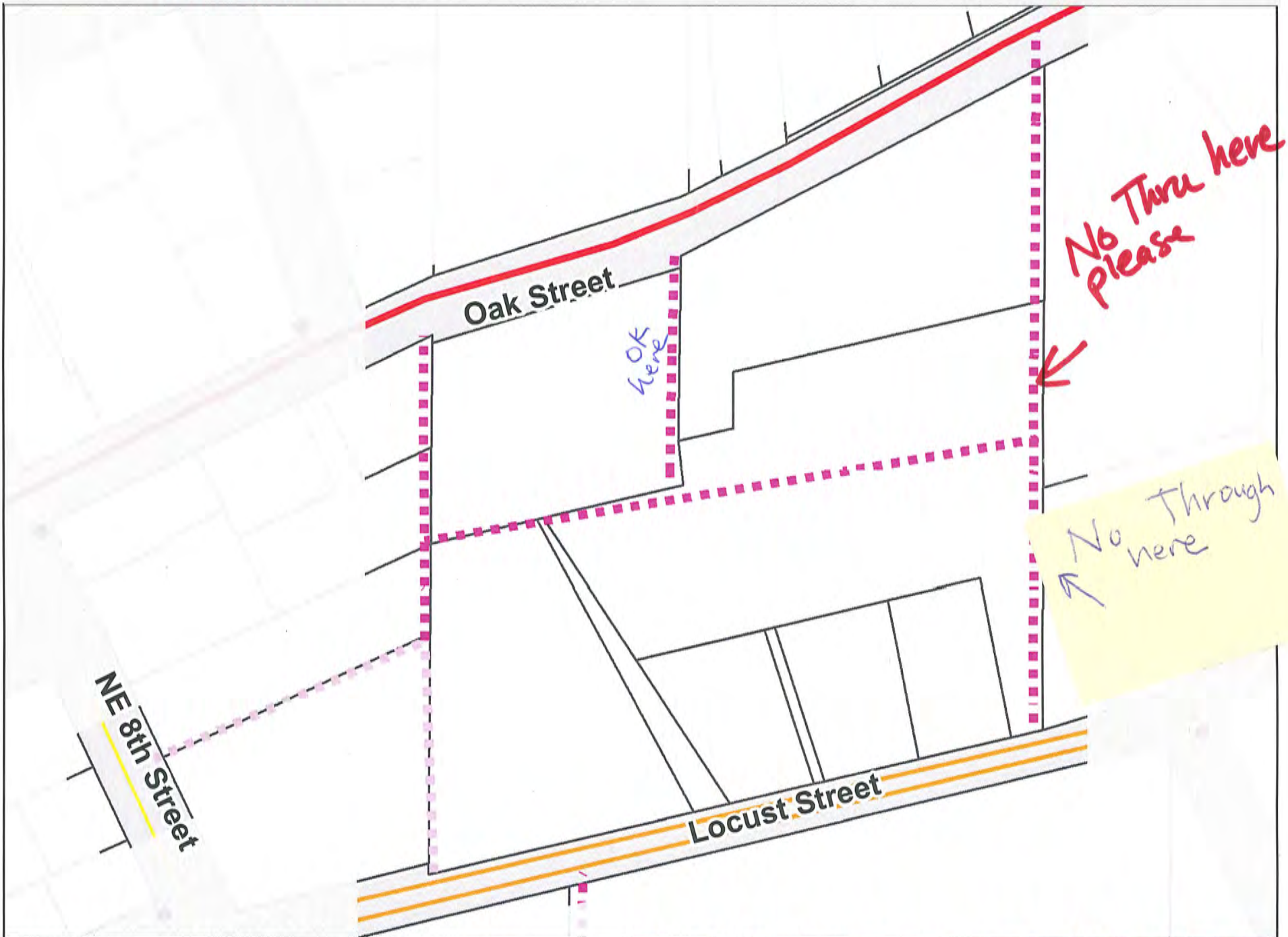
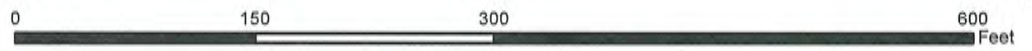


City of Oakland

Auto-Transportation System Alternatives

Site Map A-13

- Arterial Street
- Collector Street
- Local Street
- Other Conceptual Street
- Existing Access\Drive
- Stop Sign
- Oakland Parcels
- Oakland ROW



Oak to Locust to 8th Street Network

This new network of streets conceptually anticipates development in the large properties between Oak Street and Locust Street and relies on new rights-of-way. The improvements would occur only as required by new development. The Oakland Comprehensive Plan Transportation Policy (6) notes that "A street connecting Wells Lane with Oak Street should be built." The street improvements would improve local street connectivity, access, and circulation to the current and possible future residents in the eastern portions of Oakland. The streets should be classified Minor Local.

2012 Air Photo

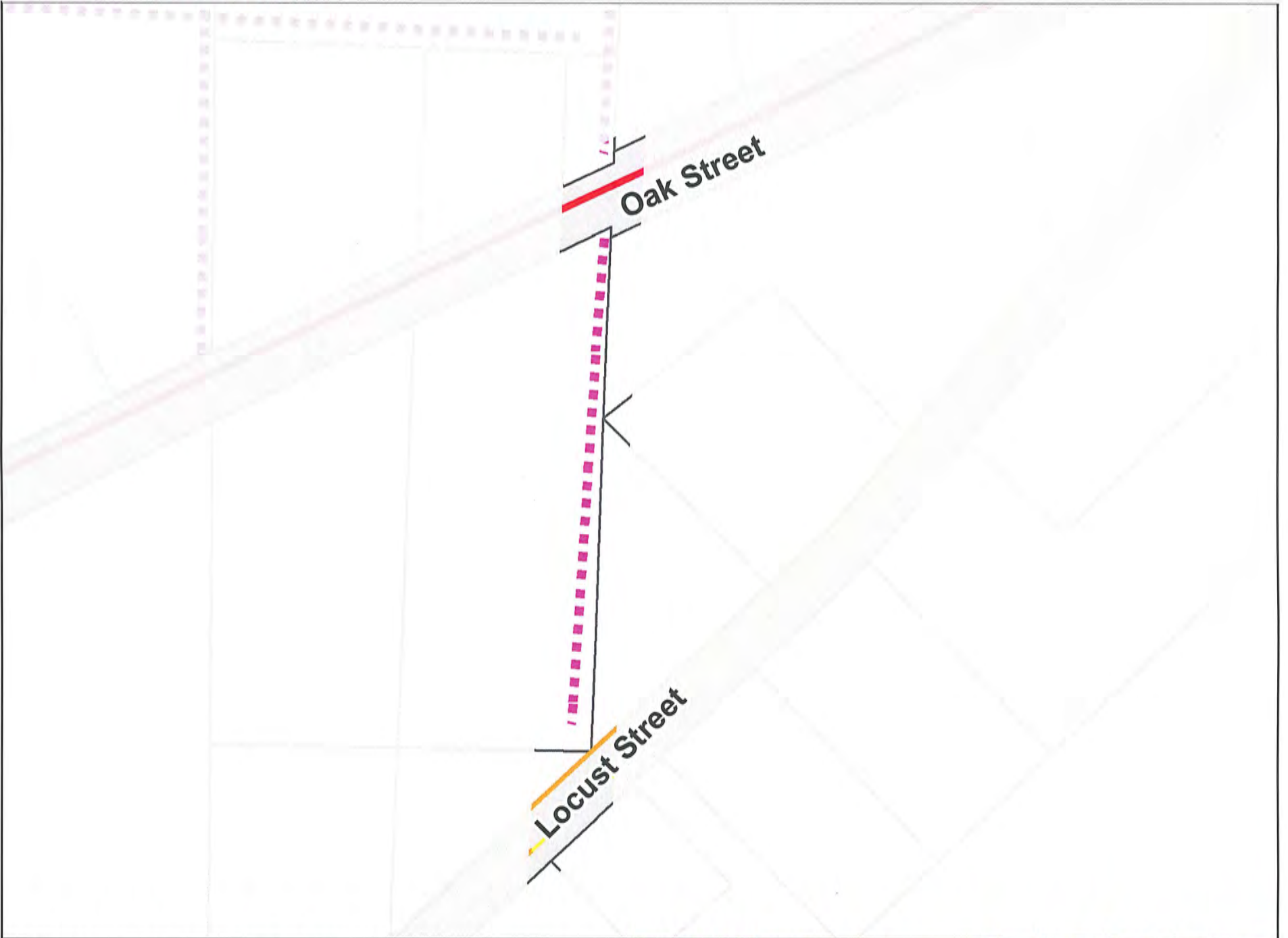


City of Oakland

Auto-Transportation System Alternatives

Site Map A-14

- Arterial Street
- Collector Street
- Local Street
- - - Other Conceptual Street
- Oakland Parcels
- Oakland ROW



Oak to Locust East Street Connection

This conceptual street, like those shown on Map A-13 anticipates development in larger properties between Oak Street and Locust Street. The new street would rely on new rights-of-way, but is near where the right-of-way for Inga Avenue existed until it was vacated by the City in 1969. The City preserved right-of-way for utilities (as per Ord 224 and Ord 227). The improvements would occur only as required by new development. The street improvements would improve local street connectivity, access, and circulation to the current and possible future residents in the eastern portions of Oakland. The street should be classified Minor Local.

2012 Air Photo

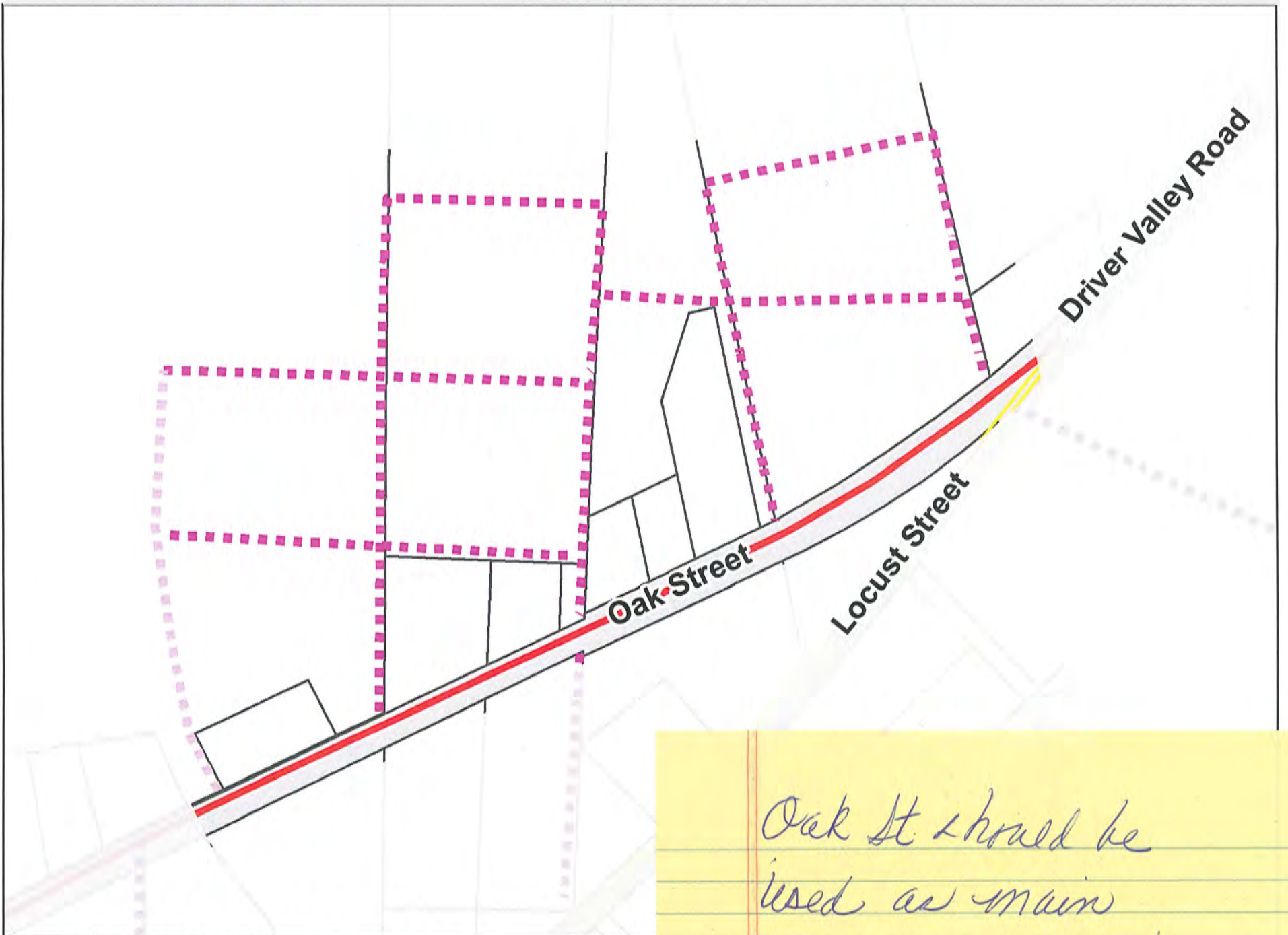
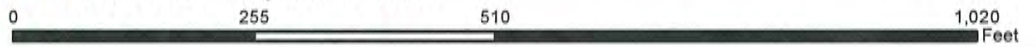


City of Oakland

Auto-Transportation System Alternatives

Site Map A-15

- Arterial Street
- Collector Street
- Local Street
- Other Conceptual Street
- Existing Access\Drive
- Oakland Parcels
- Oakland ROW



North of Oak Street Network

This new network of streets conceptually anticipates development in the large properties north of Oak Street near where it is joined by Locust Street. Several of the proposed streets are existing private roads. The improvements would occur through dedications of right-of-way only when as new development requires. The street improvements would improve local street connectivity, access, and circulation to the current and possible future residents in the eastern portions of Oakland. The majority of streets should be classified as Minor Local with perhaps one Major Local street.

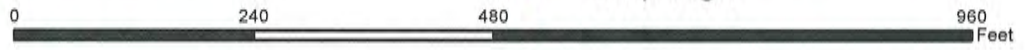
Oak St should be used as main route east & not allow heavy trucks on Locust St.

City of Oakland

Auto-Transportation System Alternatives

Site Map A-17

- Collector Street
- Local Street
- - - Other Conceptual Streets
- - - Existing Access\Drive
- Oakland Parcels
- Oakland ROW
- Stop Sign



Wells & 8th Street Network

This new network of streets conceptually anticipates development in the larger properties off of and around SE 8th Street and Wells Road in southeastern Oakland. The improvements would occur on a mix of existing private street (drives) and other new streets through dedications of right-of-way as development requires. The street improvements would improve access, and circulation to the current and possible future residents in the southeastern portions of Oakland. The streets should be classified as Minor Local.

***Note:** There are documented drainage issues in this area due to storm drain collapse (see Attachment B).



City of Oakland

Bicycle System Alternatives

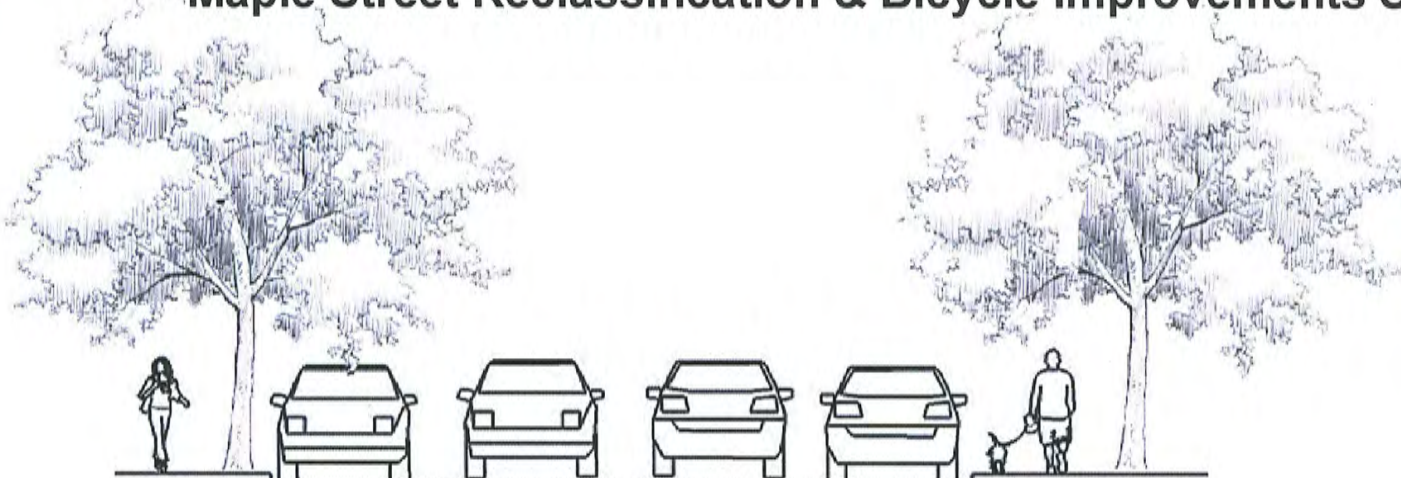
Site Map B-1 - Page 2



Sharrow



Maple Street Reclassification & Bicycle Improvements Sketch



5'	5'	8'	10'		8'	5'	5'
Sidewalk (Optional)	Planter Strip	Parking	Travel Lane	Travel Lane	Parking	Sidewalk (Optional)	Planter Strip



Sharrow Symbol

B2 – 5th Street Reclassification & Bicycle Improvements

Improvement Goals:

- Improve pedestrian amenities
- Improve Drainage Issues

Design Elements:

High Visibility Crosswalks at select locations

Improve Drainage:

1. Convert existing asphalt ditch between roadway and walkway into a "bio-swale" (shown in green in illustration) this will allow water to infiltrate into the soil to lessen the water draining into the storm drain system

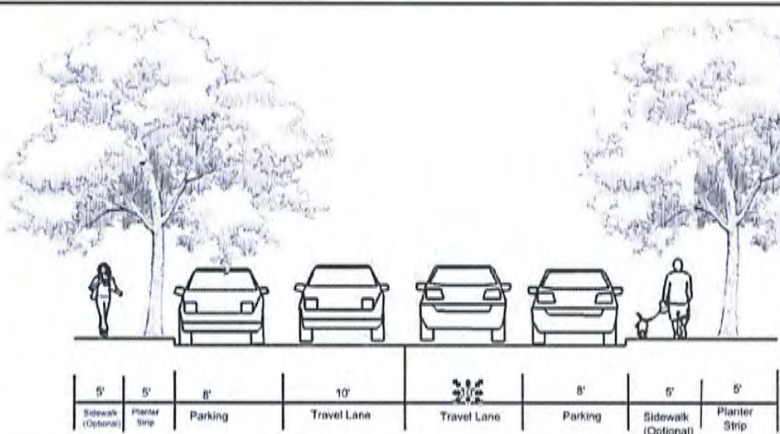
Improvements for this stretch of roadway include designation as bike routes with pavement markings (sharrows and/or signs signs), while maintaining the existing character and on street parking.

Modify intersection at 5th and school entrance into an all-way stop with high-visibility crosswalk treatments.

Street Reclassification Changes:

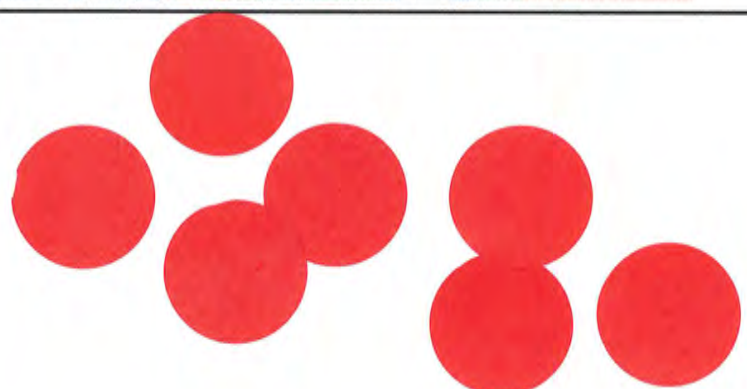
NE 5th Street (north of Maple St)

"Collector" to "Major Local"



Sharrow Symbol

*No stop sign on hill
pls*



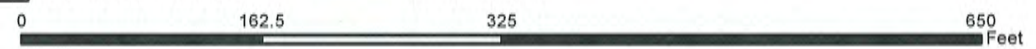
City of Oakland

Bicycle System Alternatives

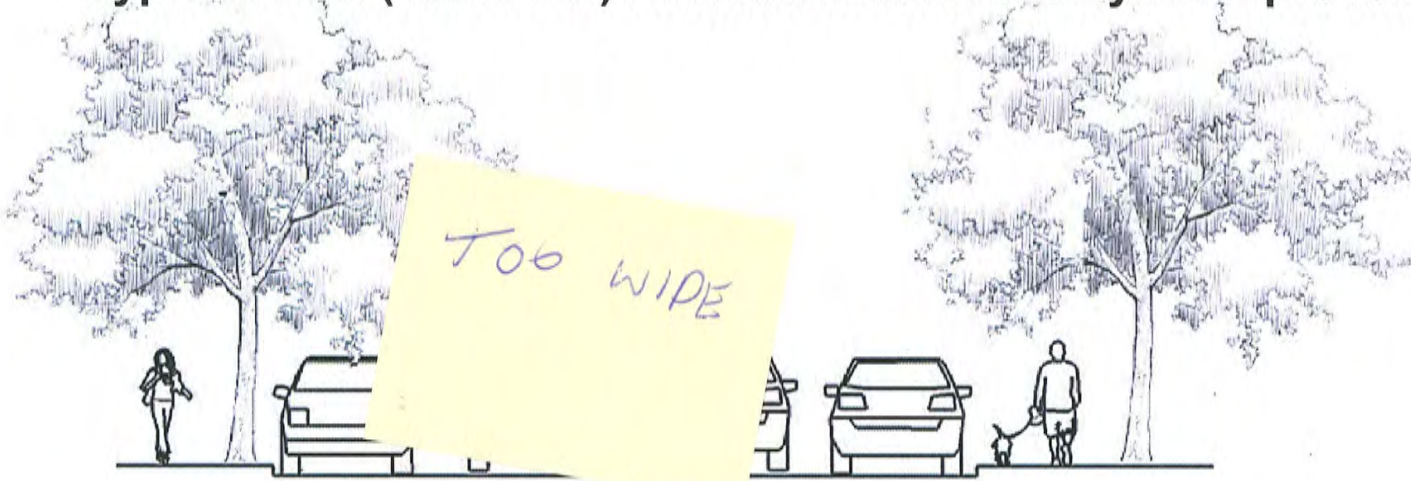
Site Map B-3 - Page 2

- Stop Sign
- Oakland Crosswalks
- Oakland Sidewalks
- Oakland ROW
- Oakland Parcels
- Arterial
- Major Collector
- Minor Collector
- Major Local
- Minor Local
- Dedicated Bike Lane
- Proposed Multi-Use Path
- Existing Path Improved

Sharrow



Cypress Ave. (1st to 5th) Reclassification & Bicycle Improvements Sketch



Too wide



Sharrow Symbol

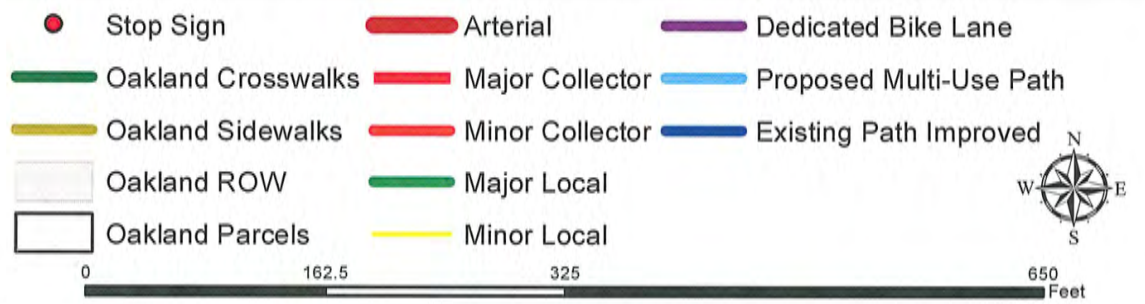
5'	5'	8'	10'		8'	5'	5'
Sidewalk (Optional)	Planter Strip	Parking	Travel Lane	Travel Lane	Parking	Sidewalk (Optional)	Planter Strip



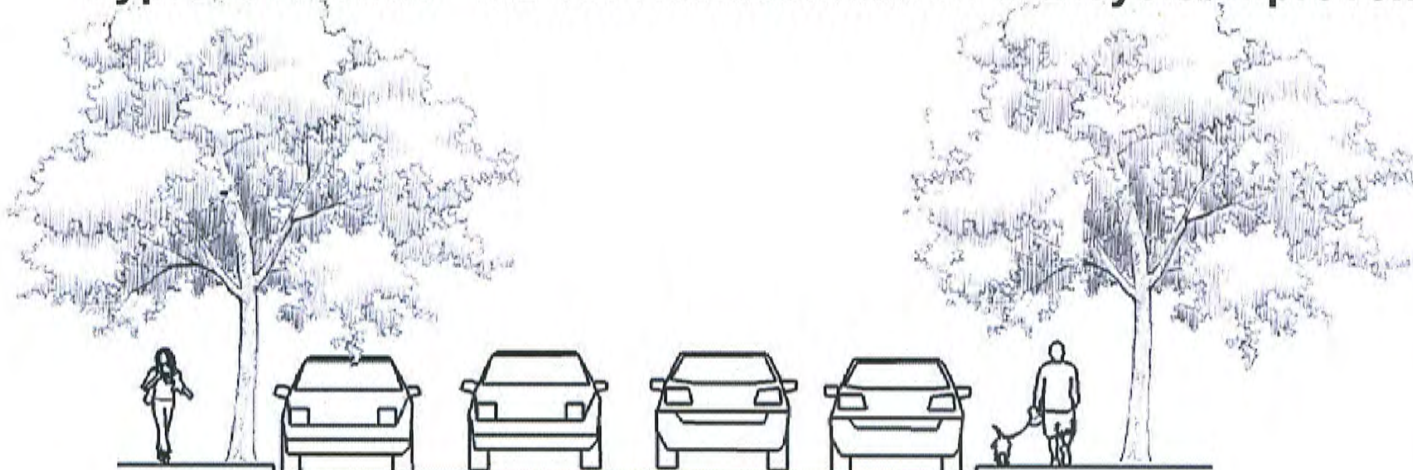
City of Oakland

Bicycle System Alternatives

Site Map B-3 - Page 2



Cypress Avenue –NE 1st Reclassification & Bicycle Improvements Sketch



Sharrows Symbol

5'	5'	8'	10'		8'	5'	5'
Sidewalk (Optional)	Planter Strip	Parking	Travel Lane	Travel Lane	Parking	Sidewalk (Optional)	Planter Strip

City of Oakland

Bicycle System Alternatives

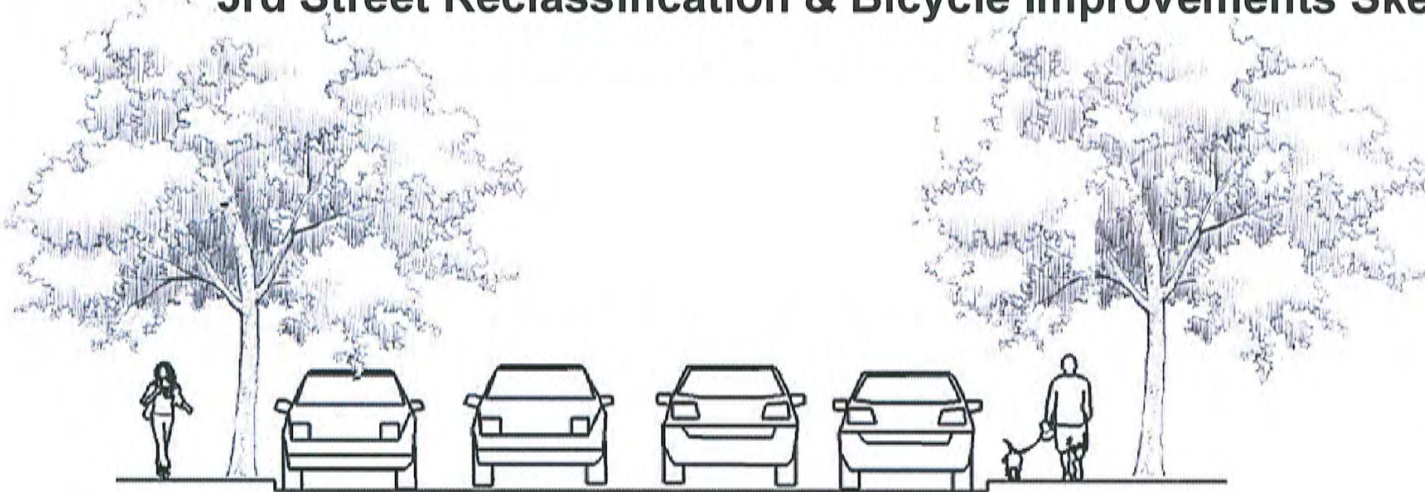
Site Map B-4 - Page 2



sharrow



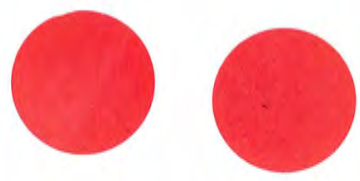
3rd Street Reclassification & Bicycle Improvements Sketch



5'	5'	8'	10'		8'	5'	5'
Sidewalk (Optional)	Planter Strip	Parking	Travel Lane	Travel Lane	Parking	Sidewalk (Optional)	Planter Strip



Sharrow Symbol



HILL BETWEEN OAK + PINE ON 3RD CREATES VISIBILITY ISSUES.

City of Oakland

Bicycle System Alternatives

Site Map B-4

- Crosswalk Sign
- Stop Sign
- Oakland Crosswalks
- Oakland Sidewalks
- Existing Path Improved
- Oakland Parcels
- Oakland ROW
- Arterial Street
- Collector Street
- Local Street



0 375 750 1,500 Feet



3rd Street Reclassification & Bicycle Improvements Summary

This summary presents the proposal for 3rd Street, between Apple Street and Cypress Ave, to receive upgrades related to a reclassification from "Arterial" to "Major Collector." Improvements for this stretch of roadway include bike routes with pavement markings (or signs), while maintaining character and on-street parking.

BIKES BETTER ON 2nd

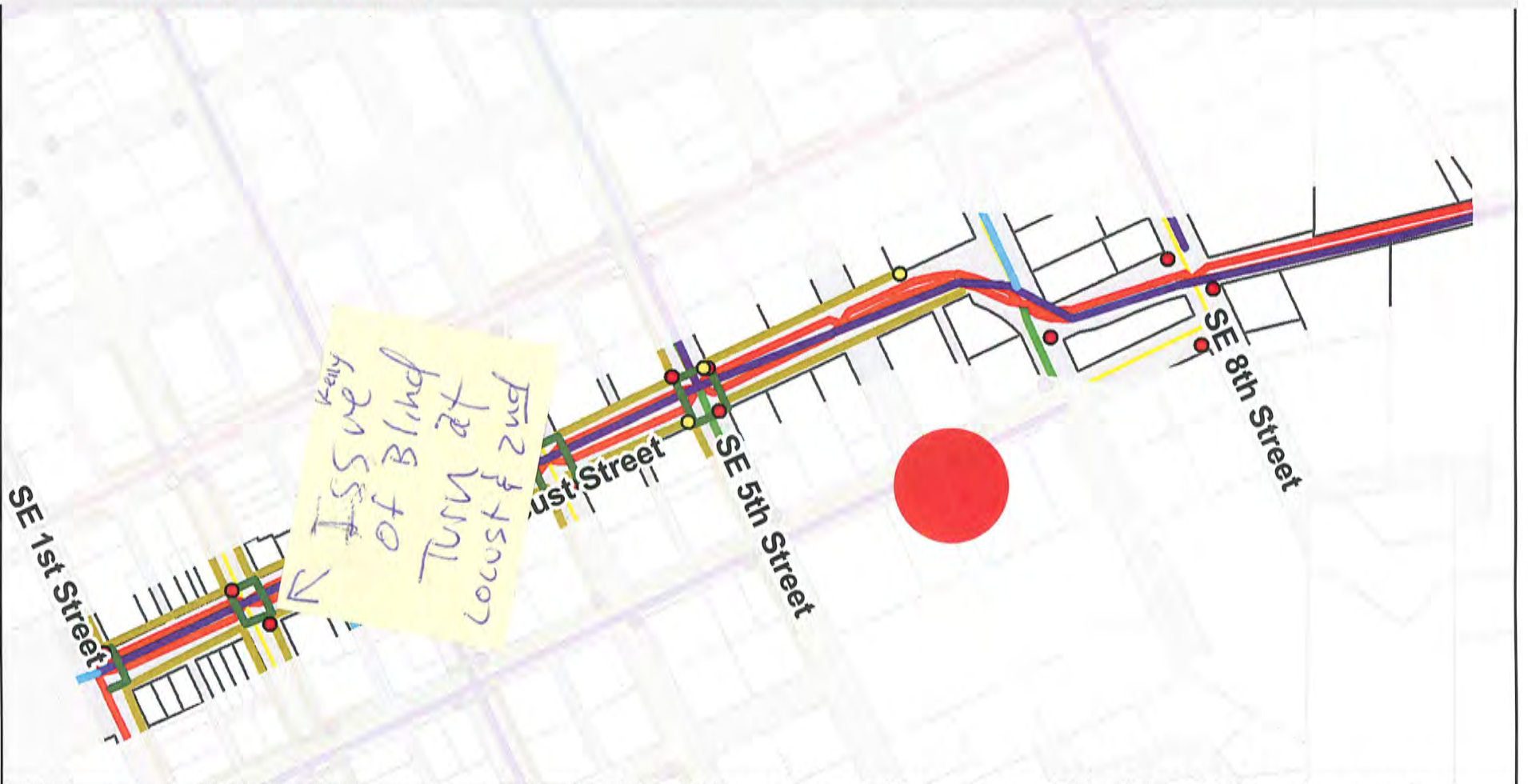
***Note:** 3rd Street has a collapsed storm drain, with resulting drainage issues in the area (see Attachment B).



City of Oakland

Bicycle System Alternatives

Site Map B-5 - Page 2



Locust Street Reclassification & Bicycle Improvements Sketch & Summary

Objective:

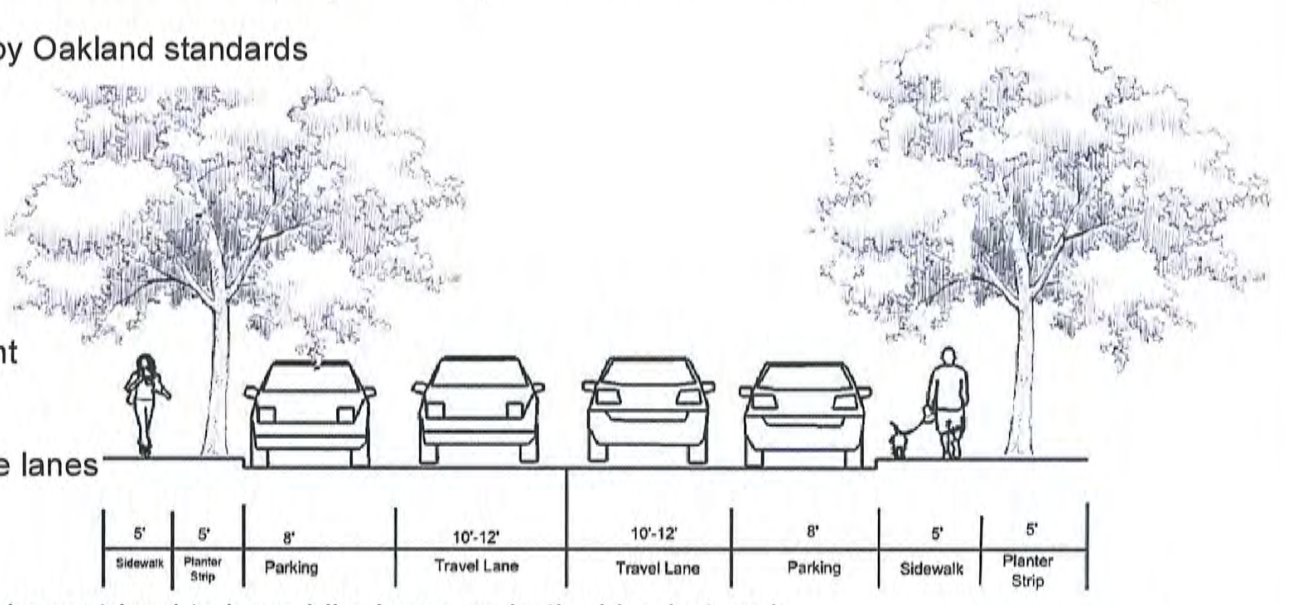
- operate as a medium volume street (by Oakland standards)
- keep through traffic off
- 25 mph speed
- Keep trucks off of it
- Have bike and ped amenities (bike path desired)

Locust has an 80 foot right of way and about 46 feet of existing street pavement

Recommendations:

Option 1: Design the street to have bike lanes

- Planter strip and side walk
- 6 foot bike lane
- 10 foot travel lanes in each direction
- 8 foot parking-currently the street can be restriped to have bike lanes on both sides but and parking on one side. If parking on both sides is wanted existing pavement will have to be widened



Option 2: Sharrow

- On street parking on both sides
- Stripe the travel lanes to have sharrow

Both Options: to help divert traffic from

- Changed to all way stops. The multiple
- Slow traffic
- Keep through traffic off of locust-the multiple stop signs will deter drivers from this route the stops will cause delay
- The stop signs will help provide a safer crossing across locust for pedestrians at these crossings

NO STOP ON 3rd



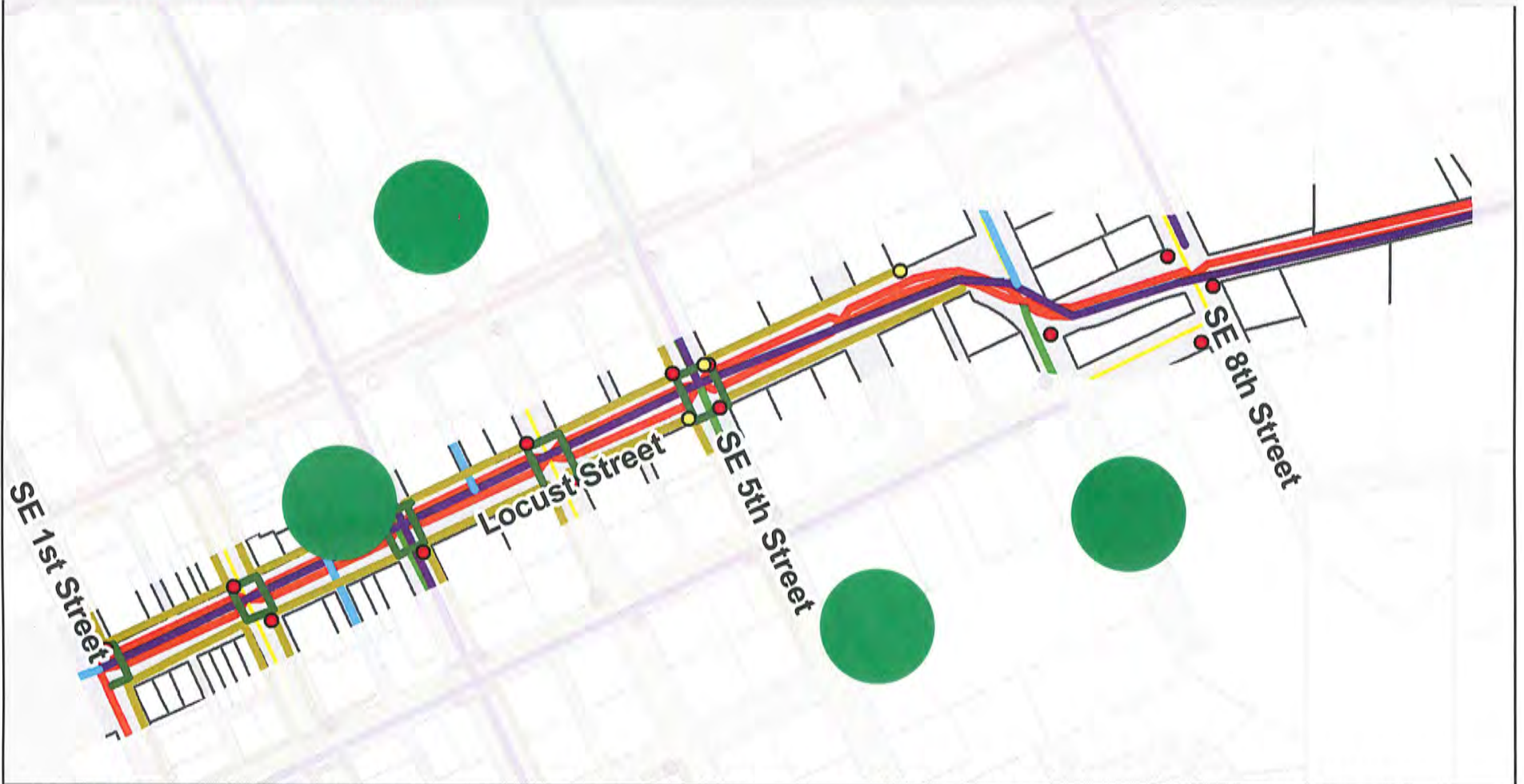
Sharrow Symbol

80 FT - TOO WIDE
MATH CORRECT? 12
2 TRAVEL LANES = 24
+ 2 PARKING → 40

City of Oakland

Bicycle System Alternatives

Site Map B-5 - Page 2



Locust Street Reclassification & Bicycle Improvements Sketch & Summary

Objective:

- operate as a medium volume street (by Oakland standards)
- keep through traffic off
- 25 mph speed
- Keep trucks off of it
- Have bike and ped amenities (bike path desired)

Locust has an 80 foot right of way and about 46 feet of existing street pavement

Recommendations:

Option 1: Design the street to have bike lanes

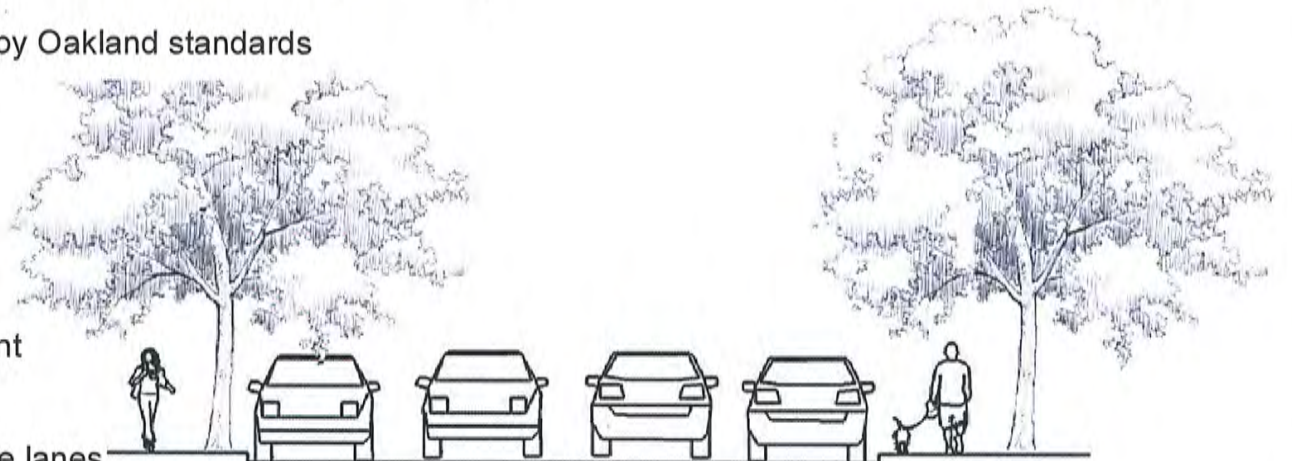
- Planter strip and side walk
- 6 foot bike lane
- 10 foot travel lanes in each direction
- 8 foot parking-currently the street can be restriped to have bike lanes on both sides but and parking on one side. If parking on both sides is wanted the existing pavement will have to be widened

Option 2: Sharrows

- On street parking on both sides
- Stripe the travel lanes to have sharrows to designate as a bike lane

Both Options: to help divert traffic from using locust 2nd, 3rd, and 5th streets should be changed to all way stops. The multiple stopping along Locust will:

- Slow traffic
- Keep through traffic off of locust-the multiple stop signs will deter drivers from this route the stops will cause delay
- The stop signs will help provide a safer crossing across locust for pedestrians at these crossings

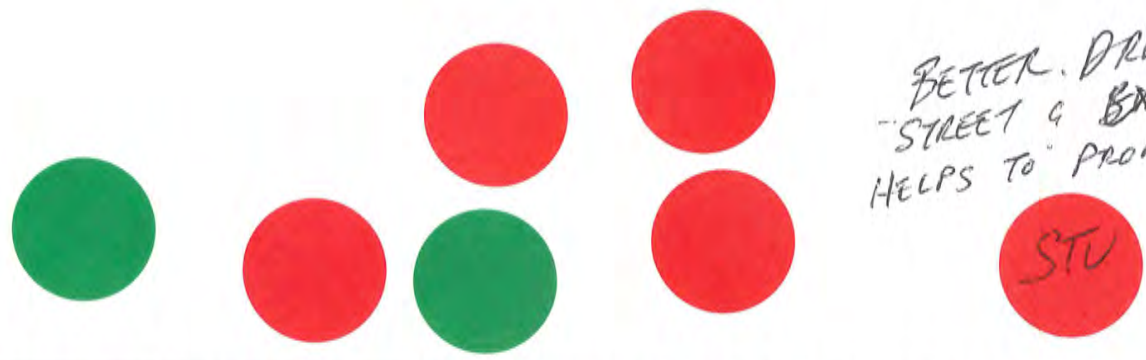


5'	5'	8'	10'-12'	10'-12'	8'	5'	5'
Sidewalk	Planter Strip	Parking	Travel Lane	Travel Lane	Parking	Sidewalk	Planter Strip



Sharrows Symbol

Have better access & improvement to 6th for anterior RTs to School Hill



BETTER DRAINAGE FOR STREET & EXISTING SIDEWALK HELPS TO PROMOTE EXISTING IMPROVEMENTS.

P1 – 5th Street Reclassification & Pedestrian Improvements

Improvement Goals:

- Improve pedestrian amenities
- Improve Drainage Issues

Design Elements:

High Visibility Crosswalks at select locations

Improve Drainage:

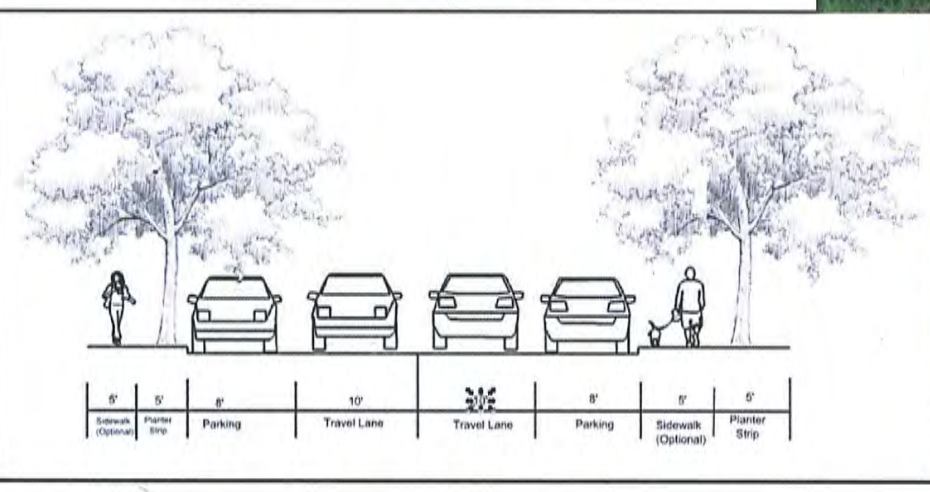
1. Convert existing asphalt ditch between roadway and walkway into a "bio-swale" (shown in green in illustration) this will allow water to infiltrate into the soil to lessen the water draining into the storm drain system

Improve the pedestrian walkway on the east side. Replace walkway with new asphalt with adequate rock base and drainage or concrete walkway. (shown in grey on the illustration)

Modify intersection at 5th and school entrance into an all-way stop with high-visibility crosswalk treatments.

Street Reclassification Changes:

NE 5th Street (north of Maple St)
"Collector" to "Major Local"



new 18 inch Between Oak and h to Ash

P1 – 5th Street Reclassification & Pedestrian Improvements

Improvement Goals:

- Improve pedestrian amenities
- Improve Drainage Issues

Design Elements:

High Visibility Crosswalks at select locations

Improve Drainage:





1. Convert existing asphalt ditch between roadway and walkway into a “bio-swale” (shown in green in illustration) this will allow water to infiltrate into the soil to lessen the water draining into the storm drain system

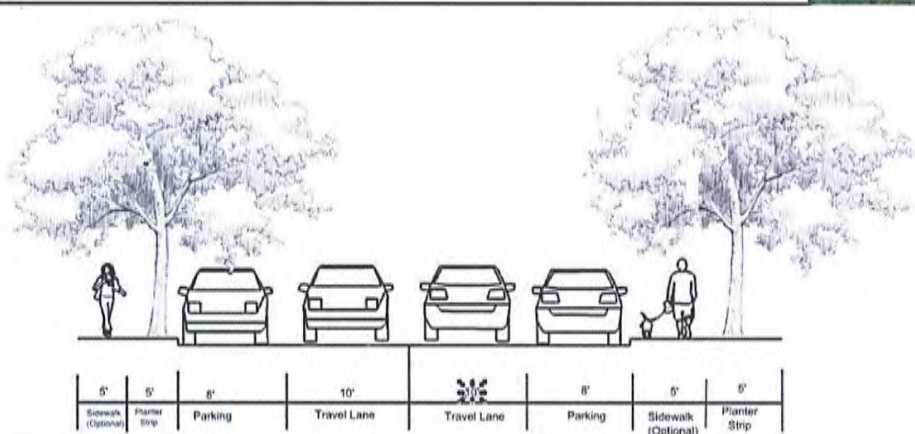
Improve the pedestrian walkway on the east side. Replace walkway with new asphalt with adequate rock base and drainage or concrete walkway. (shown in grey on the illustration)

Modify intersection at 5th and school entrance into an all-way stop with high-visibility crosswalk treatments.

Street Reclassification Changes:

NE 5th Street (north of Maple St)
“Collector” to “Major Local”

- | | | | |
|---|-----------------|---|-----------------------------|
|  | - Stop Sign |  | - High Visibility Crosswalk |
|  | - Existing Path |  | - Bio-swale |

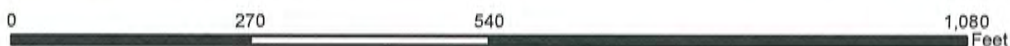


City of Oakland

Pedestrian System Alternatives

Site Map P-1

- Crosswalk Sign
- Stop Sign
- Oakland Crosswalks
- Oakland Sidewalks
- Existing Path Improved
- Oakland ROW
- Arterial Street
- Collector Street
- Local Street
- Oakland Parcels



5th Street Reclassification & Pedestrian Improvements Summary

This summary presents the reclassification proposal for NE 5th Street, between Oak Street and the School, from “Collector” to “Major Local.” NE 5th Street is the only street in town with a dedicated off-street multi-use path. Improvements that are contemplated for this stretch of roadway include reconstructing the multi-use path to improve the surface to include adequate subbase, drainage and crossing treatment, as well as ADA amenities. The area lacks proper drainage. To address the drainage issue it is recommended that the concrete/ asphalt ditch between the roadway and multi-use path be converted to a bioswale to allow water to infiltrate and reduce the impact on the storm drain system. The bioswale should be designed to allow for adequate infiltration but low maintenance (see Attachment B).

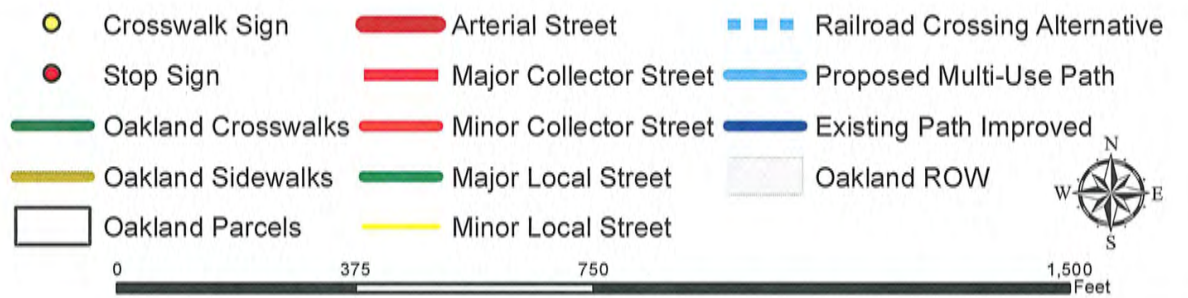
2012 Air Photo



City of Oakland

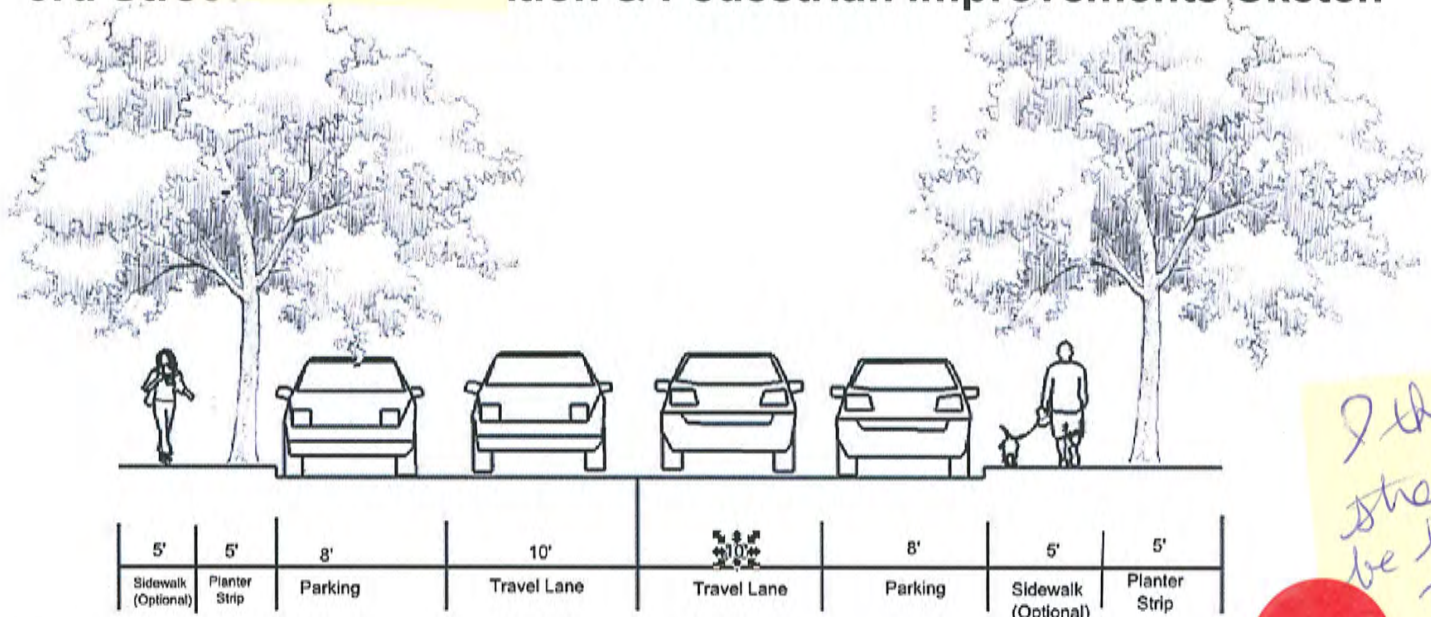
Pedestrian System Alternatives

Site Map P-2 - Page 2



one sidewalk on right side

3rd Street Intersection & Pedestrian Improvements Sketch



I think 2nd street would be better than 3rd street

AGREE THAT 2ND IS A BETTER CHOICE THAN 3RD. LESS SLOPE + BETTER VISIBILITY

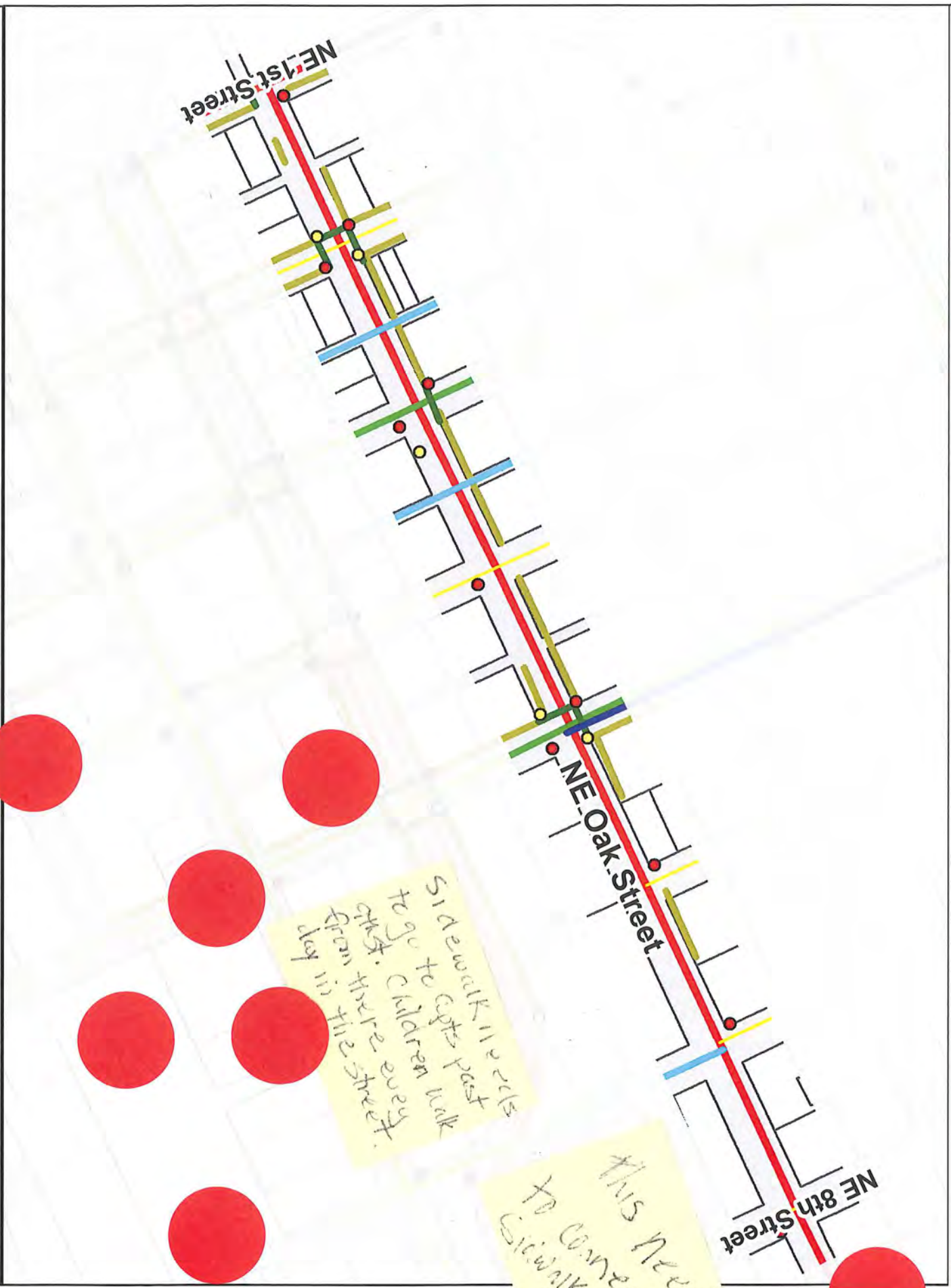
agree w/ considerations of 2nd rather than 3rd

City of Oakland

Pedestrian System Alternatives

Site Map P-3 - Page 2

- Crosswalk Sign
- Stop Sign
- Proposed Multi-Use Path
- Existing Path Improved
- Oakland ROW
- Oakland Crosswalks
- Oakland Sidewalks
- Major Collector Street
- Minor Collector Street
- Major Local Street
- Minor Local Street



Oak Street Reclassification & Pedestrian Improvements Sketch

60 Foot Right-of-way

Objective:

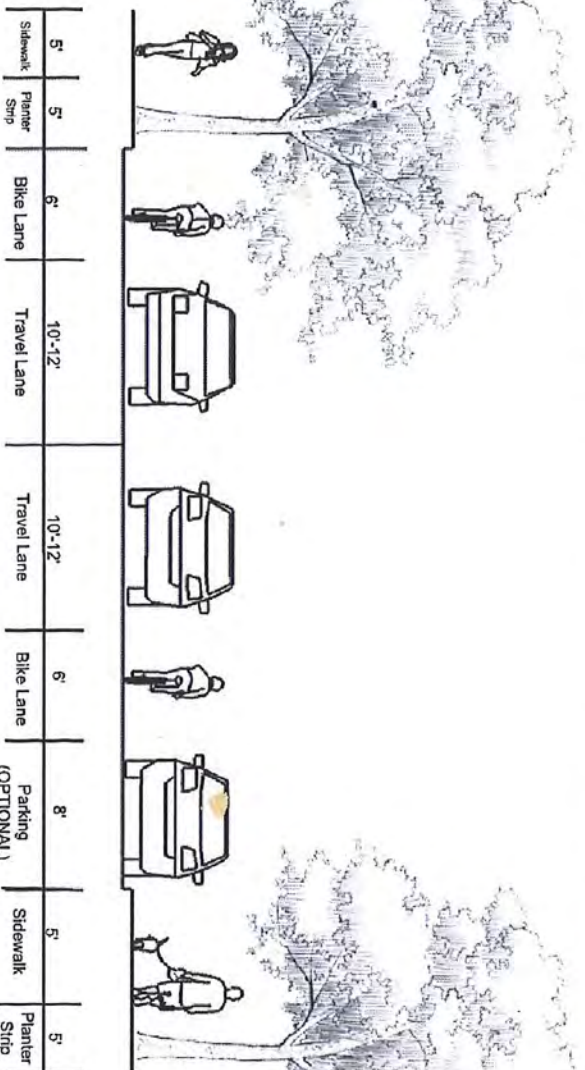
- * Encourage through traffic to use this street

Design Considerations:

- * Need for on-street parking
- * Truck traffic
- * Higher volume streets

Recommendations:

- * Sidewalk and planter strips
- * Separated bike facilities - bike lanes
- * On-Street parking - one or both sides
- * Crossing across 3rd & 5th street to have enhanced pedestrian crossings



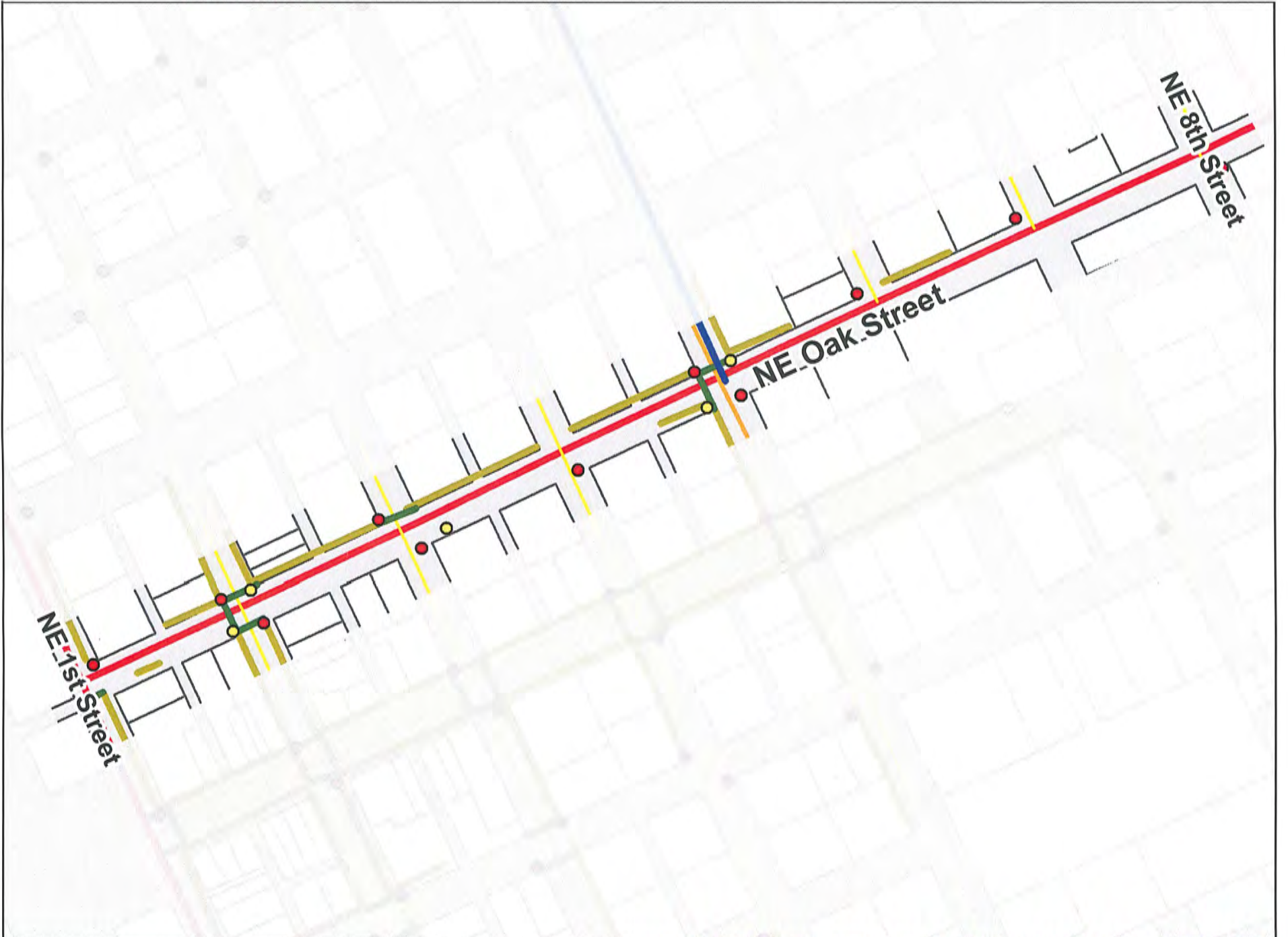
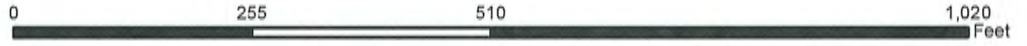


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Pedestrian System Alternatives

Site Map P-3

- Crosswalk Sign
- Stop Sign
- Oakland ROW
- Oakland Parcels
- Existing Path Improved
- Oakland Crosswalks
- Oakland Sidewalks
- Arterial Street
- Collector Street
- Local Street



Oak Street Reclassification & Pedestrian Improvements Summary

This summary presents the proposal for Oak Street, between 1st Street and 8th Street, to receive upgrades related to a local reclassification from "Arterial" to "Major Collector." Improvements that would be considered for this stretch of roadway include infill of the missing sidewalks (ADA compliant) to provide a complete pedestrian connection.

***Note:** Oak Street has documented collapsed storm drains, with resulting drainage issues in the area (see Attachment B).

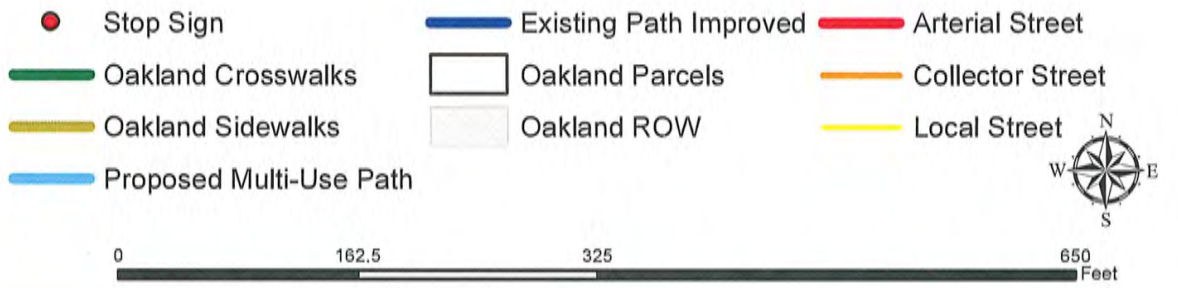




City of Oakland

Pedestrian System Alternatives

Site Map P-4



Cypress Avenue –NE 1st Reclassification & Pedestrian Improvements Summary

This summary presents the proposal for NE Cypress Avenue, between First Street and 5th Street, to receive upgrades related to a reclassification from “Local” to “Major Local.” Cypress Street is the only street north of Oak Street that is paved between First and 5th Streets. Improvements that would be considered for this stretch of roadway include sidewalk completion on one or both sides.

***Note:** Cypress Avenue has documented drainage issues but is one of only a few streets identified by Public Works as being in “good” condition (see Attachment B).

2012 Air Photo

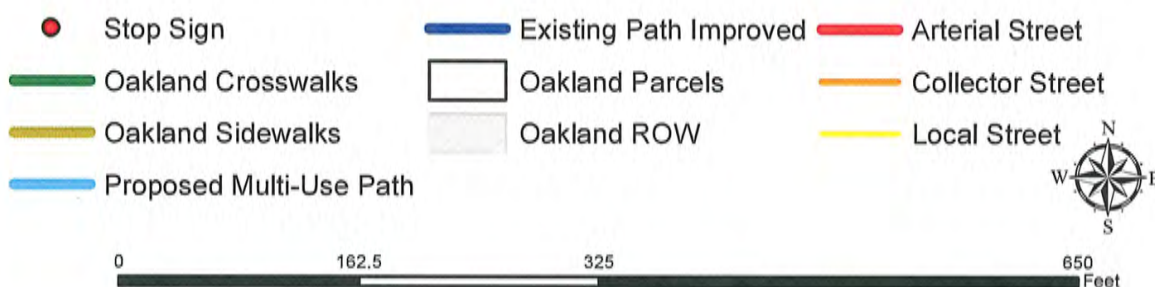




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Pedestrian System Alternatives

Site Map P-4



Cypress Ave. (1st to 5th) Reclassification & Pedestrian Improvements Summary

This summary presents the proposal for NE Cypress Avenue, between First Street and 5th Street, to receive upgrades related to a reclassification from "Local" to "Major Local." Cypress Street is the only street north of Oak Street that is paved between First and 5th Streets. Improvements that would be considered for this stretch of roadway include sidewalk completion on one or both sides.

***Note:** Cypress Avenue has documented drainage issues but is one of only a few streets identified by Public Works as being in "good" condition (see Attachment B).

2012 Air Photo



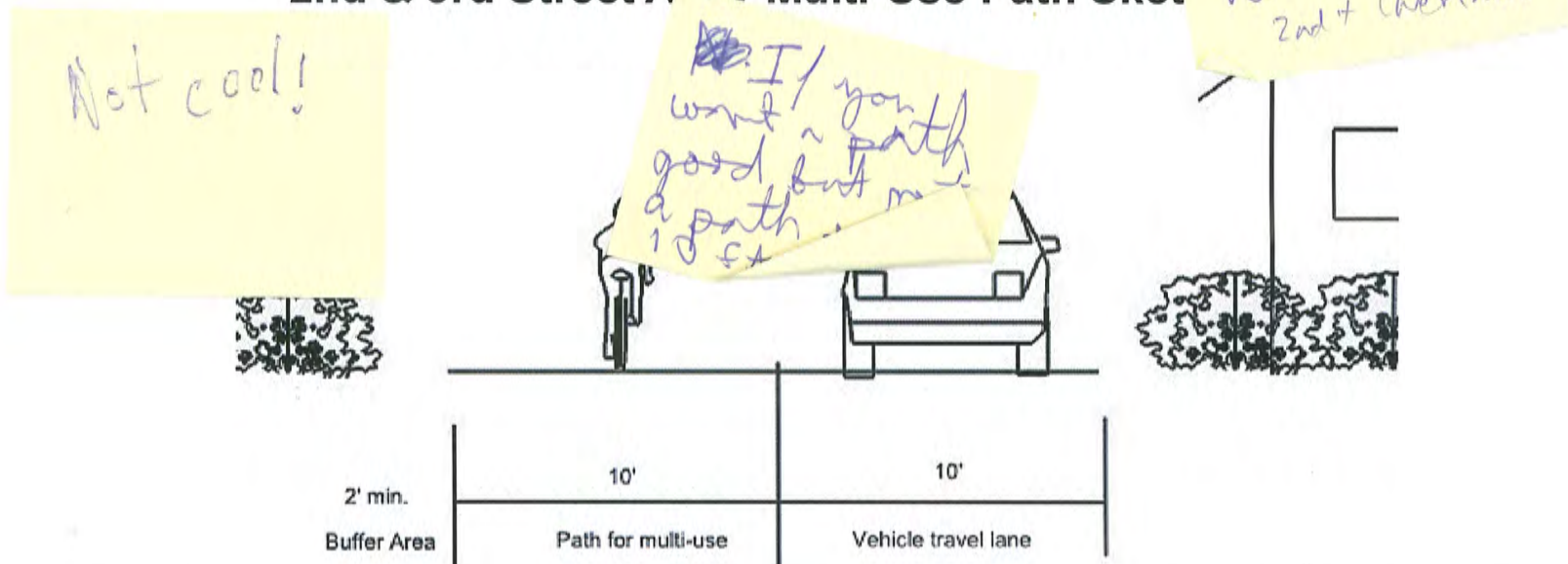
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Pedestrian System Alternatives

Site Map P-5 - Page 2



2nd & 3rd Street Alley Multi-Use Path Sket

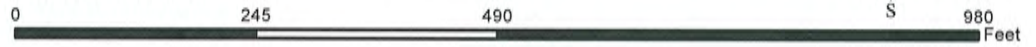


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Pedestrian System Alternatives

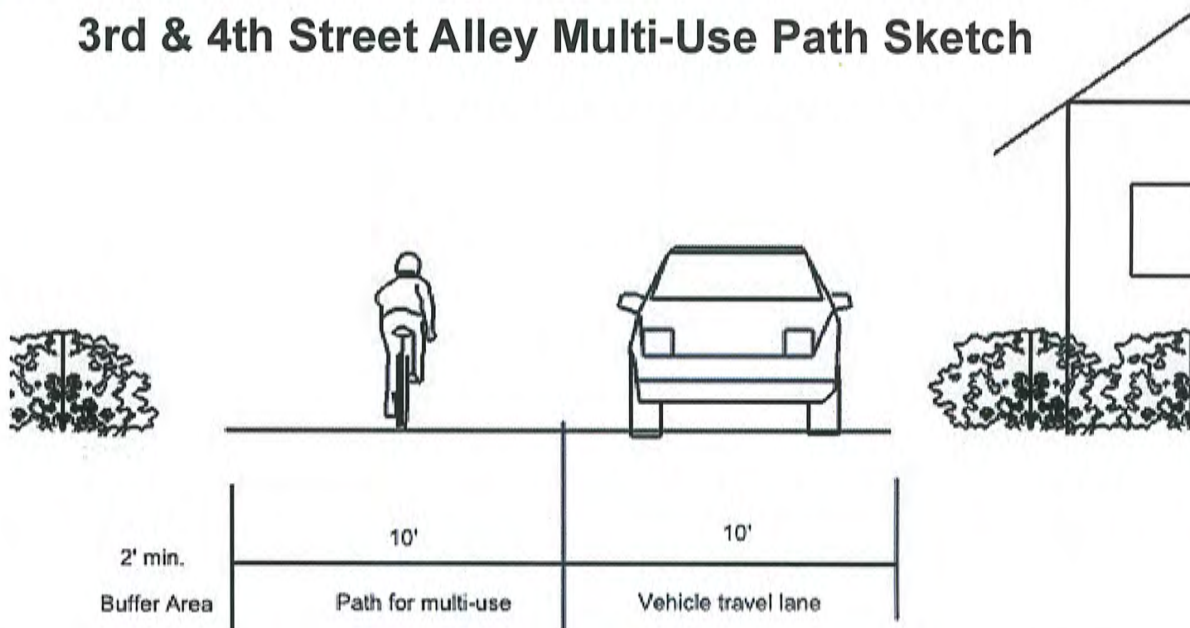
Site Map P-6 - Page 2

- Crosswalk Sign
- Stop Sign
- Oakland Crosswalks
- Oakland Sidewalks
- Oakland Parcels
- Proposed Multi-Use Path
- Existing Path Improved
- Railroad Crossing Alternative
- Oakland ROW
- Arterial Street
- Collector Street
- Local Street



Why another street for cars going across town? You would need to force Ash - set with a 22 ft bridge! You already have 1st/2nd/3rd/5th/6th street access. I understand a path with the ability for garage access but like it is now but not a thru street for cars

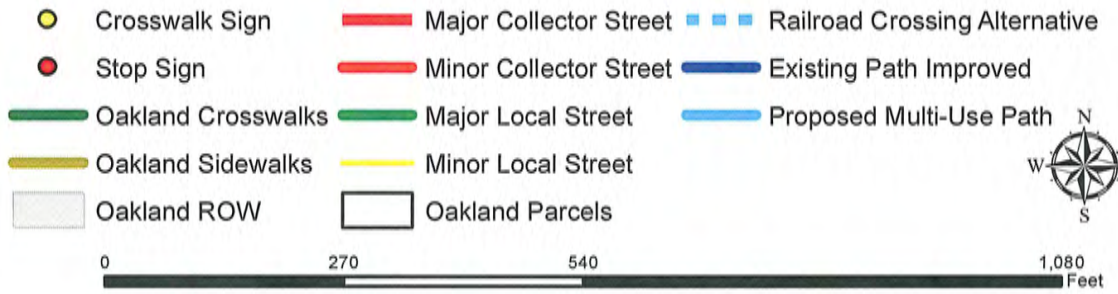
3rd & 4th Street Alley Multi-Use Path Sketch



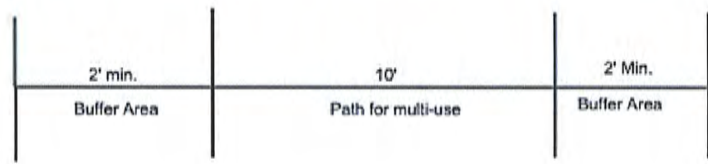
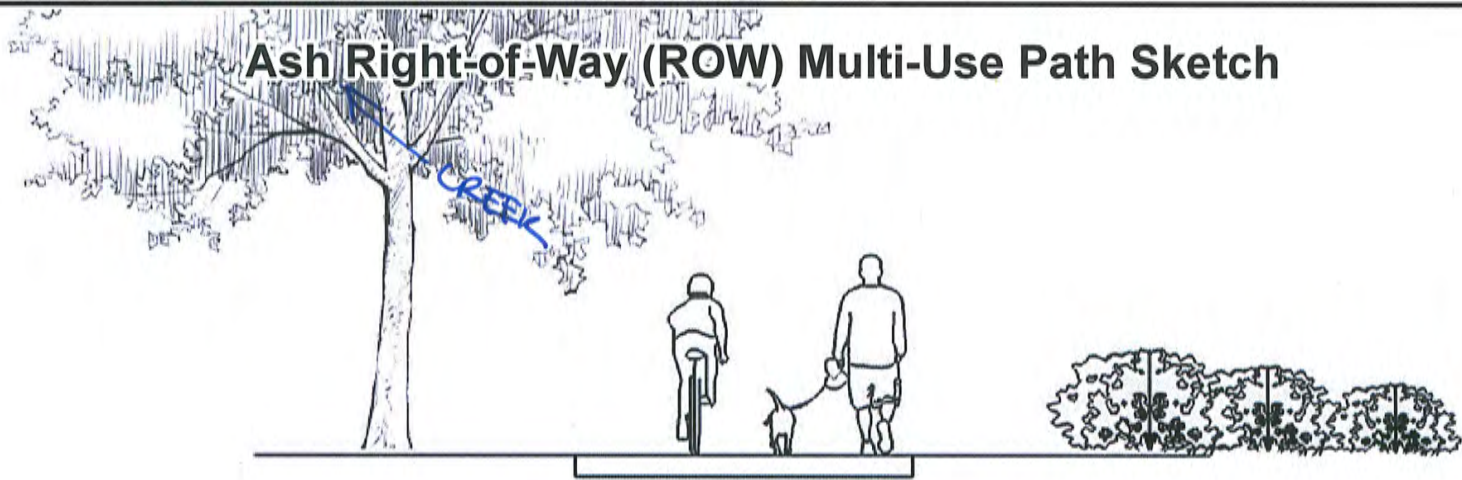
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Pedestrian System Alternatives

Site Map P-7 - Page 2



Ash Right-of-Way (ROW) Multi-Use Path Sketch



● GREAT IDEA!
● ROW ALREADY EXISTS - NO NEED TRIBUT TO OBTAIN ROW!
● CREATES BETTER PEDESTRIAN CONNECTIVITY TO DOWNTOWN & 5TH ST.
● WIFE Should connect w/ path along creek.

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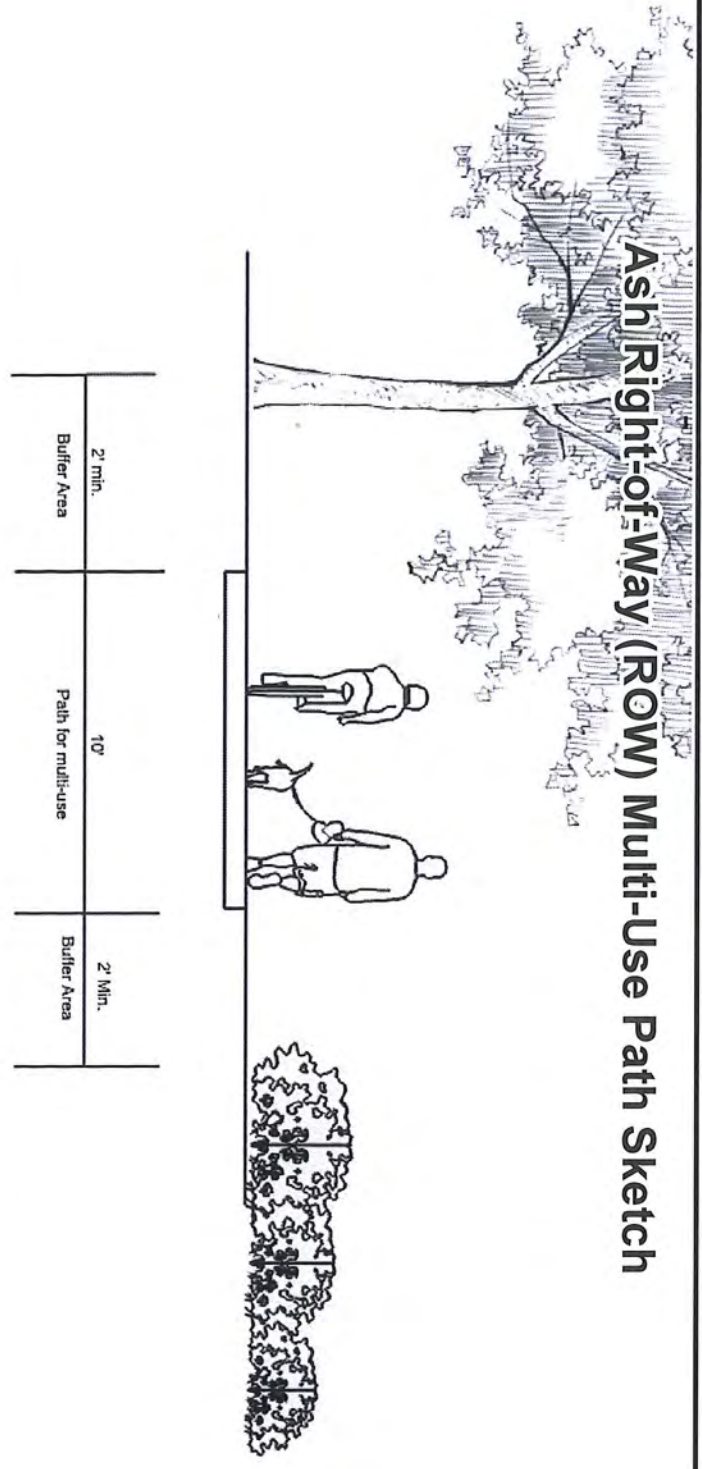
Pedestrian System Alternatives

Site Map P-7 - Page 2

- Crosswalk Sign
- Stop Sign
- Major Collector Street
- Minor Collector Street
- Railroad Crossing Alternative
- Existing Path Improved
- Oakland Crosswalks
- Major Local Street
- Proposed Multi-Use Path
- Oakland Sidewalks
- Minor Local Street
- Oakland ROW
- Oakland Parcels



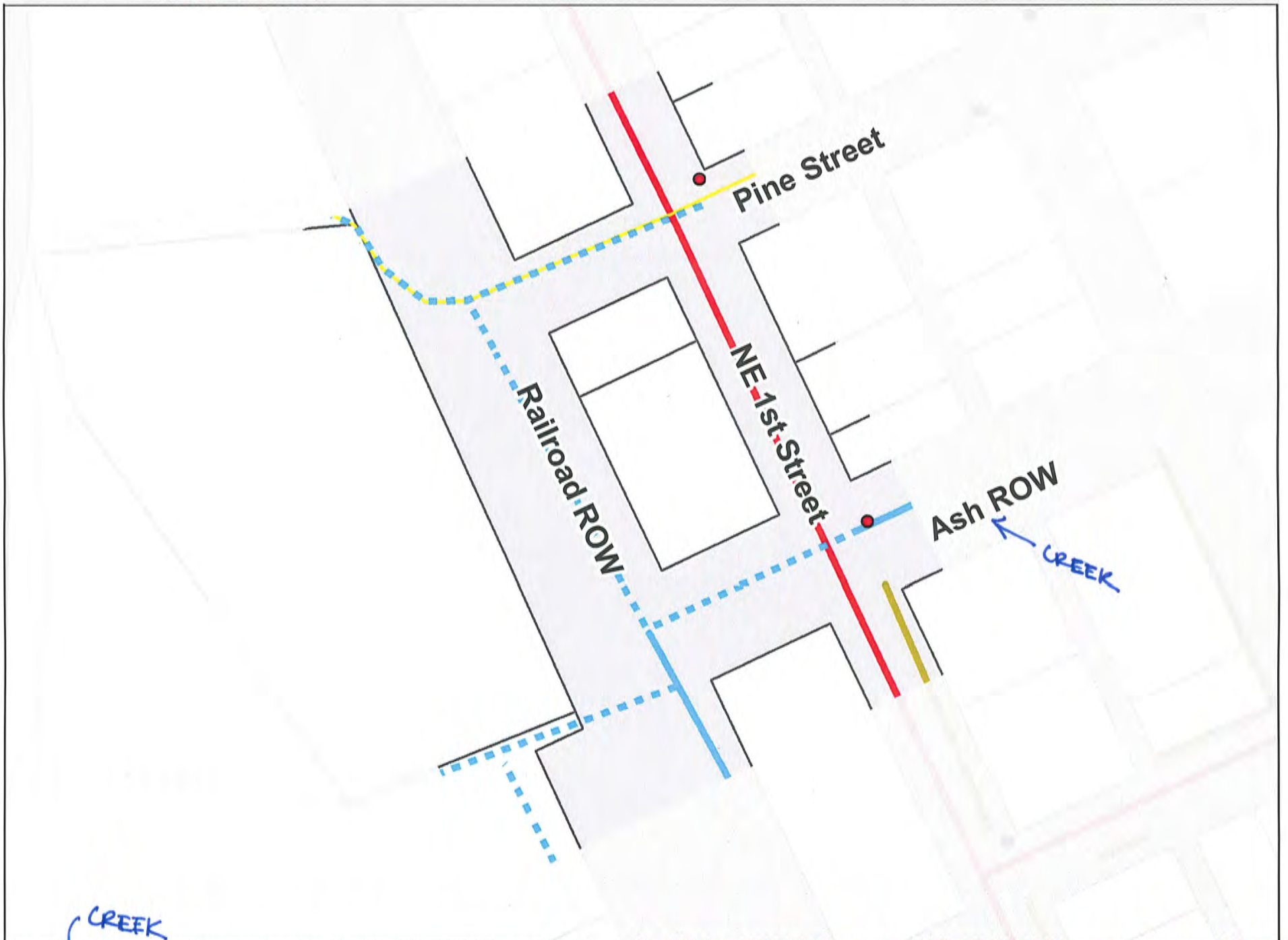
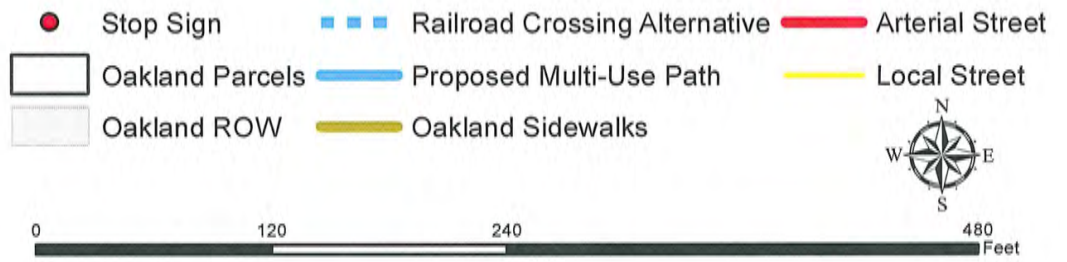
Ash Right-of-Way (ROW) Multi-Use Path Sketch



City of Oakland

Pedestrian System Alternatives

Site Map P-8



Ash Right-of-Way (ROW) & Pine Street Railroad Crossing Summary

This summary presents alternative proposals for crossing the railroad tracks in Oakland to facilitate a connection to publicly owned parkland and open space on the western end of town. The Ash Street right-of-way presents an opportunity for crossing (right-of-way beginning immediately to the west of Old Highway 99/First Street). Such a crossing would involve obtaining permission for, and developing, an at grade crossing over the railroad. A crossing at Pine Street is a second alternative and would involve improvements to an existing (but generally low quality) crossing. It is assumed that no additional crossing could be added. Therefore a crossing is only possible at either Ash OR Pine Street. A third alternative, directly west of the railroad right-of-way (P-10), is included as an alternative to the Ash and Pine Street crossings if necessary, and would utilize the existing Stearns Lane railroad crossing.

2012 Air Photo



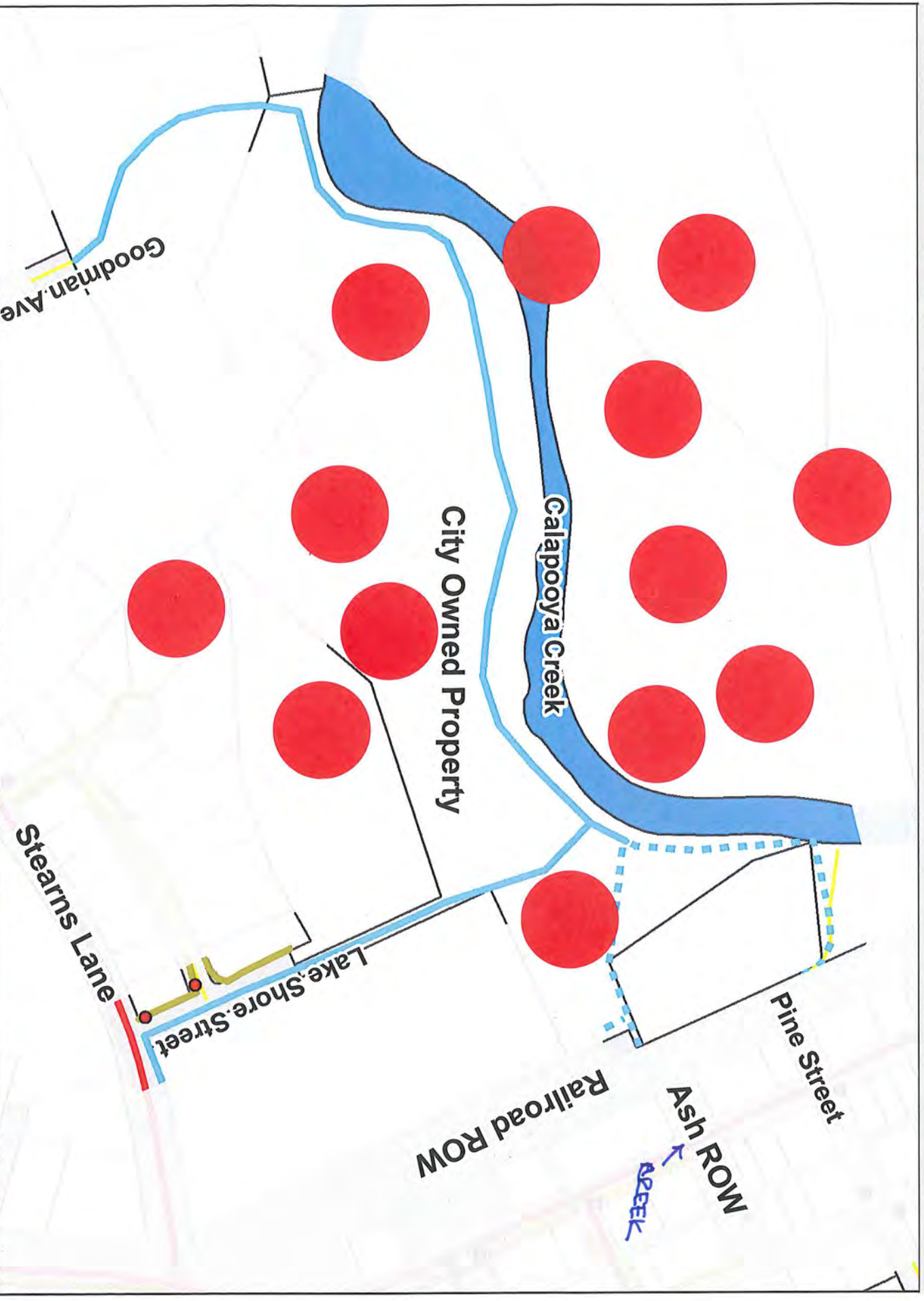
City of Oakland

Pedestrian System Alternatives

Site Map P-9

yes please

- Stop Sign
- Oakland Crosswalks
- Railroad Crossing Alternative
- Oakland Sidewalks
- Proposed Multi-Use Path
- Arterial Street
- Oakland Parcels
- Oakland ROW
- Local Street



Calapooya Creek Multi-Use Path Summary

This summary presents a conceptual multi-use path system for the publicly owned lands south of Calapooya Creek and west of the railroad. The concept can be considered as a set of alternatives or phases for a multi-use path system. The system is facilitated by connections through Stearns Park, Goodman Avenue, Lake Shore Street and improvements presented in Alternatives P-7 and P-8. The multiuse path would include hardened surfaces but sections could be set aside for other surface types (uses). The width of the hardened portions of the path would be a minimum of eight feet and would likely be an asphalt construction. One important consideration for the path is the potential impacts to natural resources including the riparian area adjacent to Calapooya Creek. Another important factor is the points of access to the east (across the railroad). Consideration must be given to existing needs for access to the water intake, private property dynamics and ability to use railroad right-of-way.



MXD Source: \\msr\11\gis\projects\cities\oakland\Oakland LSNP_GIS\Oakland_GIS_MXD

Data Source: \\msr\11\gis\projects\cities\oakland\Oakland LSNP_GIS

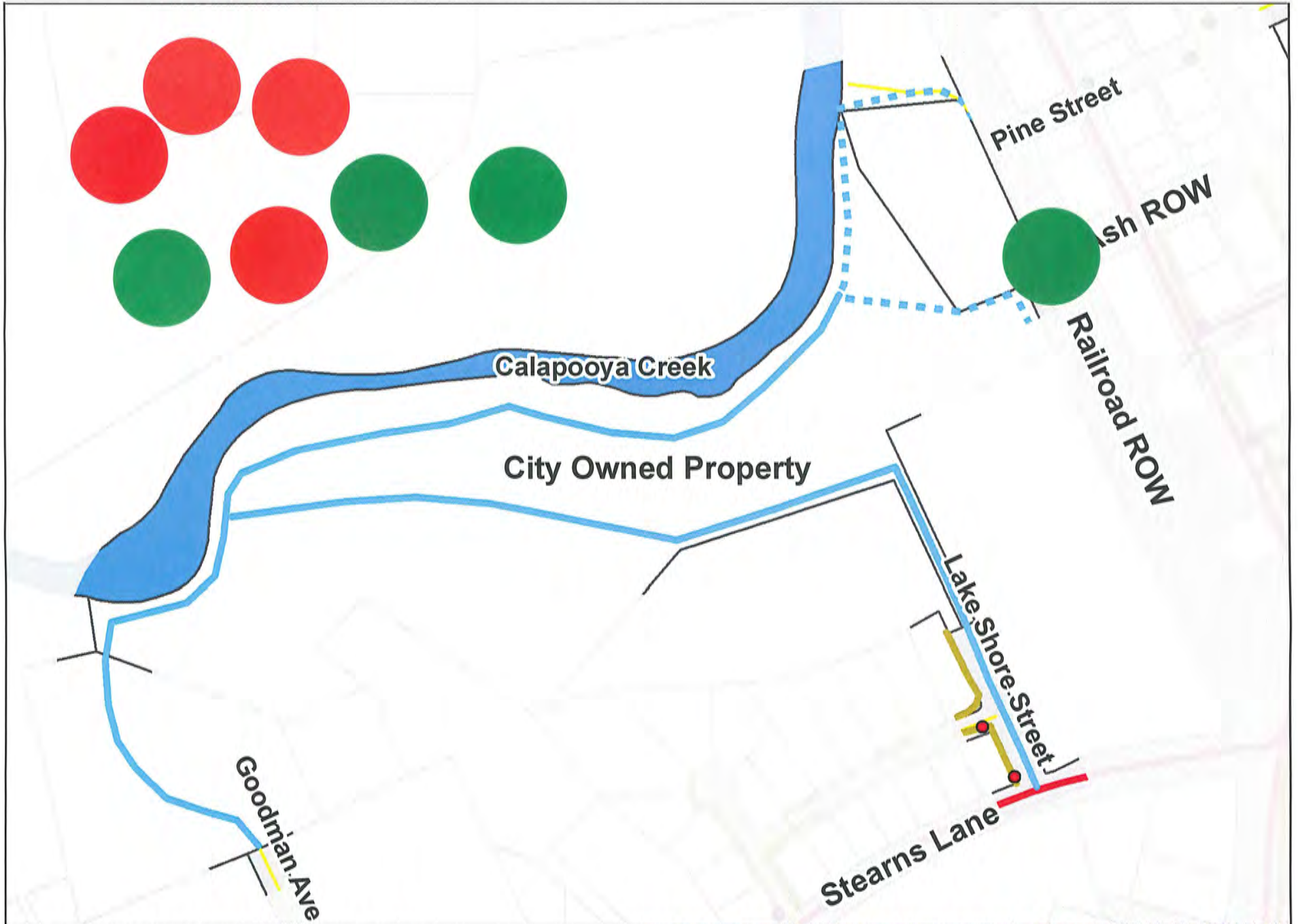
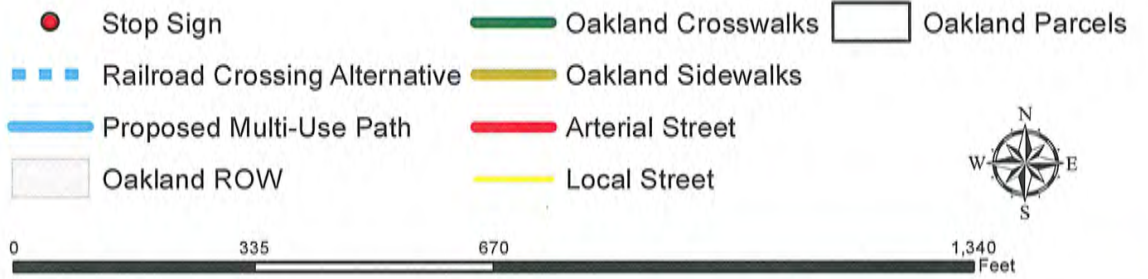
Created By: LOOG Jan. 2015

yes, yes, yes!
 Then work w/ Sutherland - Sutherland Oakland & work on bike path
 ← Oakland - Sutherland - partner!

City of Oakland

Pedestrian System Alternatives

Site Map P-9



Calapooya Creek Multi-Use Path Summary

This summary presents a conceptual multi-use path system for the publicly owned lands south of Calapooya Creek and west of the railroad. The concept can be considered as a set of alternatives or phases for a multi-use path system. The system is facilitated by connections through Stearns Park, Goodman Avenue, Lake Shore Street and improvements presented in Alternatives P-7 and P-8. The multiuse path would include hardened surfaces but sections could be set aside for other surface types (uses). The width of the hardened portions of the path would be a minimum of eight feet and would likely be an asphalt construction. One important consideration for the path is the potential impacts to natural resources including the riparian area adjacent to Calapooya Creek. Another important factor is the points of access to the east (across the railroad). Consideration must be given to existing needs for access to the water intake, private property dynamics and ability to use railroad right-of-way.

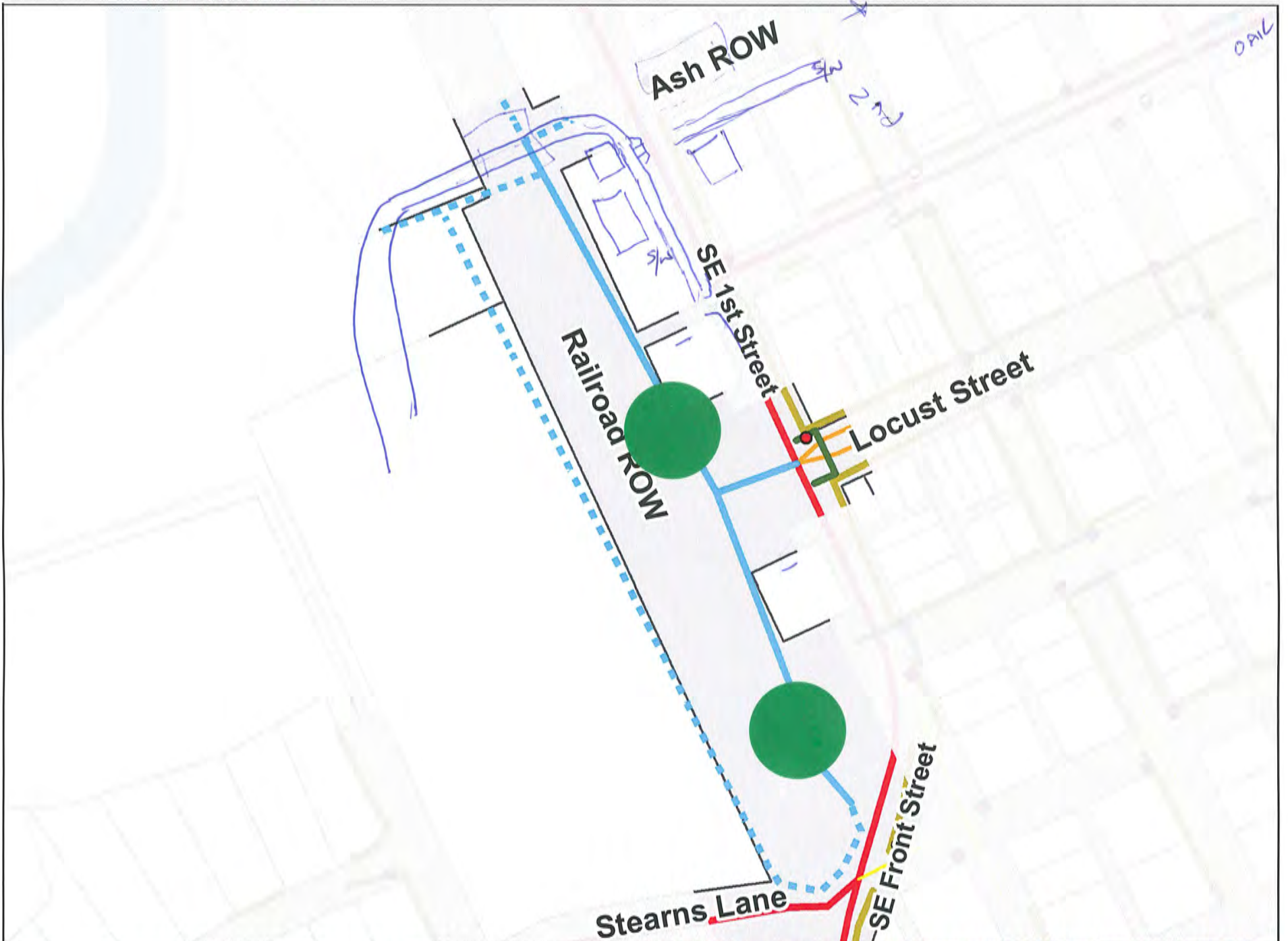
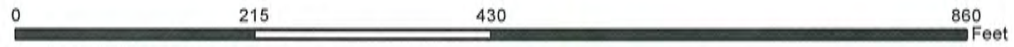


City of Oakland

Pedestrian System Alternatives

Site Map P-10

- Crosswalk Sign
- Stop Sign
- Oakland Crosswalks
- Oakland Sidewalks
- Arterial Street
- Collector Street
- Local Street
- Oakland Parcels
- - - Railroad Crossing Alternative
- Proposed Multi-Use Path
- Oakland ROW



Railroad Right-of-Way (ROW) Multi-Use Path Summary

This summary outlines a 0.18 mile segment of the conceptual multi-use path system that relates to the railroad right-of-way directly east of the railroad tracks. Portions of this area are currently leased to the City for park and other uses. The area could potentially accommodate a safe off-road dedicated multi-use path that connects areas of upper First Street/Old Highway 99 with lower sections of First Street/Old Highway 99 and Stearns Lane. In combination with other conceptual paths, this could complete a nearly two mile network of off street paths in Oakland. The proposal includes a connection to the west side of Locust Street.

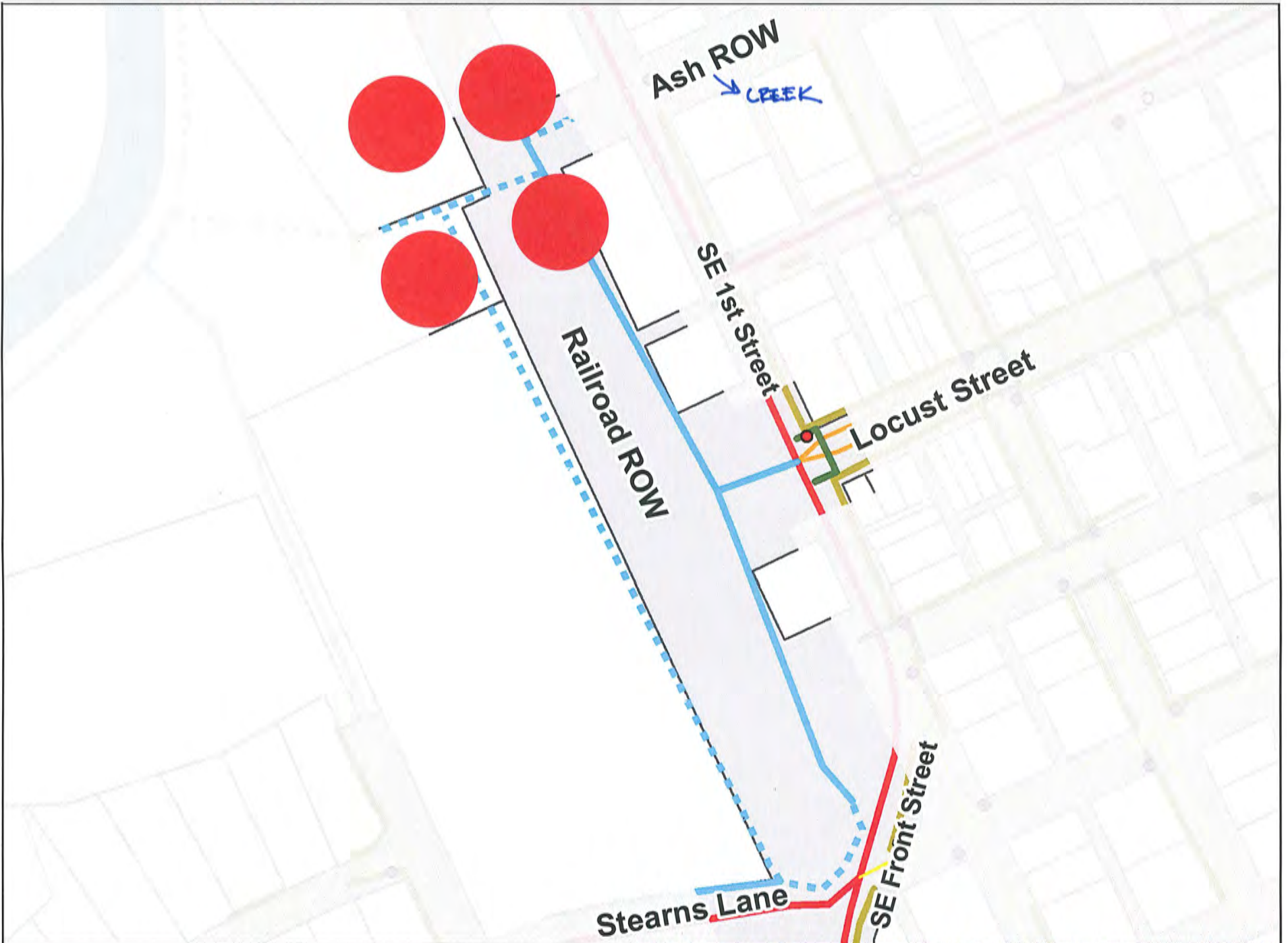




City of Oakland

Pedestrian System Alternatives

Site Map P-10



Railroad Right-of-Way (ROW) Multi-Use Path Summary

This summary outlines a 0.18 mile segment of the conceptual multi-use path system that relates to the railroad right-of-way directly east of the railroad tracks. Portions of this area are currently leased to the City for park and other uses. The area could potentially accommodate a safe off-road dedicated multi-use path that connects areas of upper First Street/Old Highway 99 with lower sections of First Street/Old Highway 99 and Stearns Lane. In combination with other conceptual paths, this could complete a nearly two mile network of off street paths in Oakland. The proposal includes a connection to the west side of Locust Street.



City of Oakland

Existing Sidewalks

