

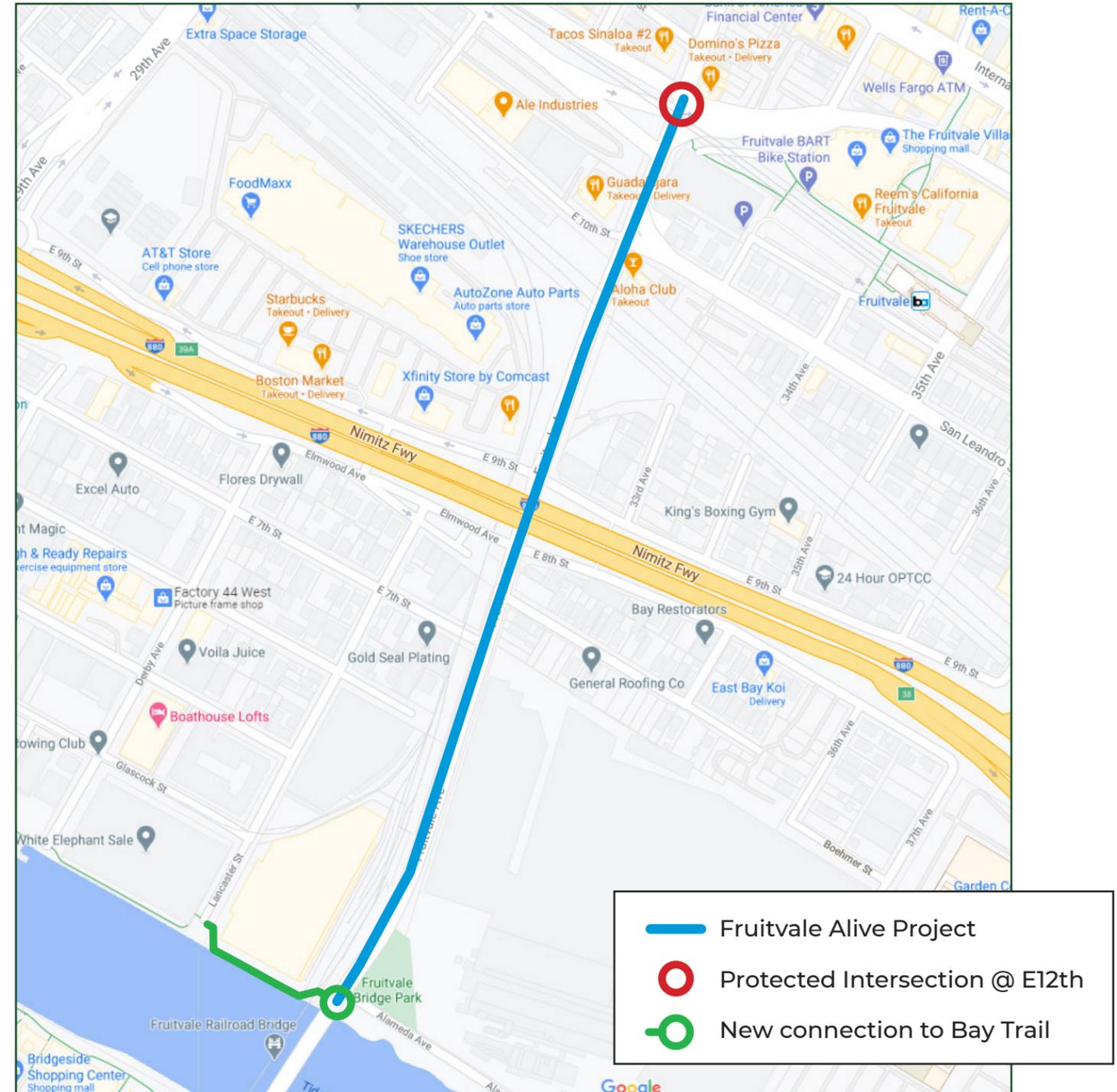
About the Project

The Fruitvale Alive project is an ATP-funded project to install sidewalk-level protected bike lanes to connect the Fruitvale Ave Bridge with Fruitvale BART Station and E12th Street. In addition to closing a critical gap in the City's protected bike infrastructure, the project will connect to a new segment of the Bay Trail at the southern end of Fruitvale Avenue and will address problematic "pork chop" islands at E12th Street.

OakDOT has reached Final Design of the project and expects to advertise for construction in January 2021

Project Elements

- Sidewalk-level protected bike lane for full length of project corridor
- New RRFB pedestrian signal at E7th Street
- High-visibility crosswalks throughout project corridor
- Install new sidewalk lighting and roadway lighting
- Connection to new segment of Bay Trail at southern end of project corridor
- Close the "pork chop" cut-throughs on the south side of the E12th Street intersection. Install partially protected intersection on south side of intersection.
- Improve safety for bikes crossing railroad tracks (roadway-level bike lanes)
- Narrow existing roadway and travel lanes to calm traffic



Fruitvale Alive!

Creating a protected bike lane and between Alameda and E12th Street



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880 UNDERPASS EXISTING CONDITIONS



Existing Condition

1. 6' sidewalks.
2. 5' bike lanes.
3. No pedestrian-oriented lighting
4. Chain link fence

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

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880 UNDERPASS
PROPOSED PROJECT
(2017 RENDERING)

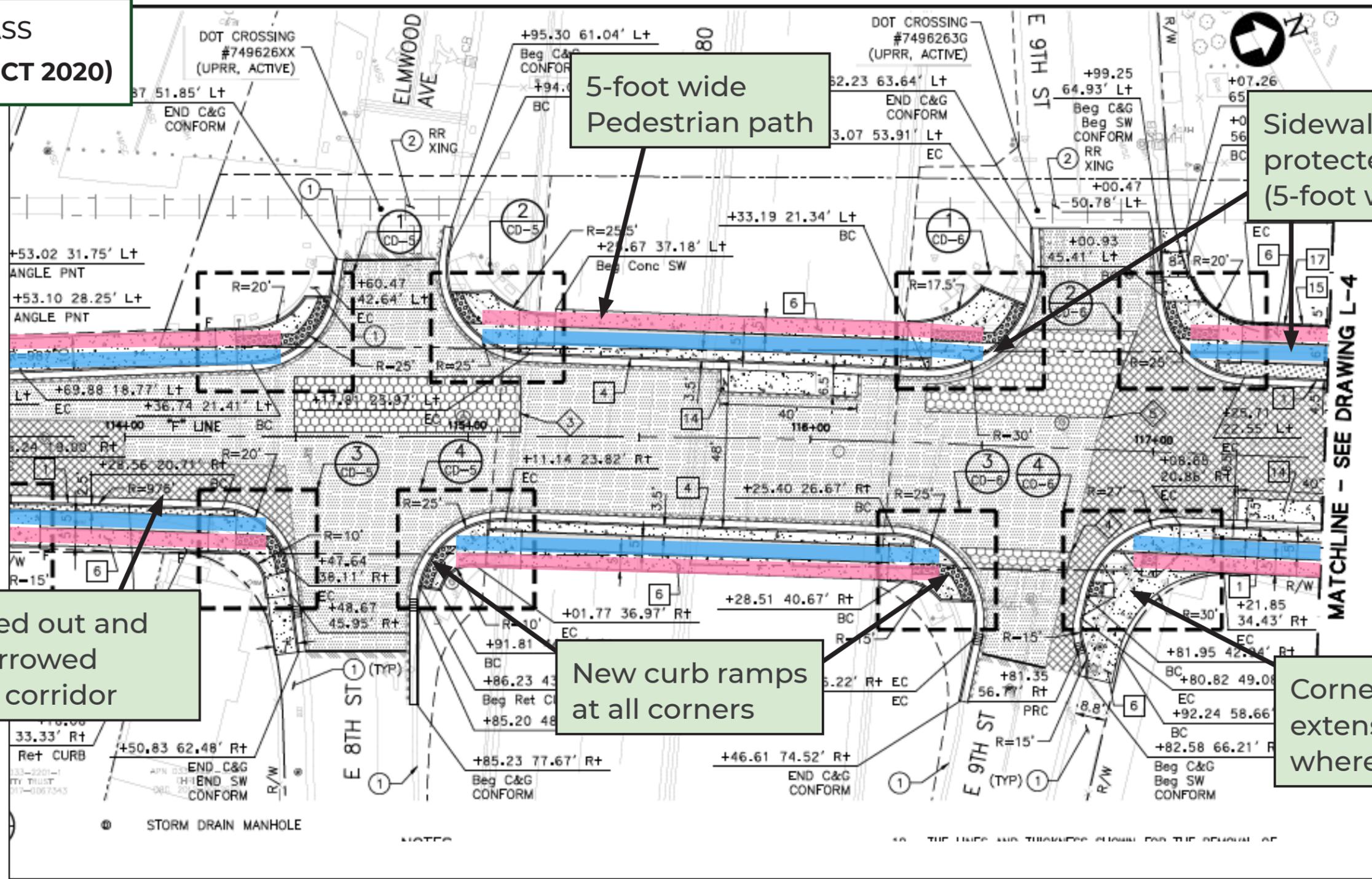


Raised Cycle Track Concept

1. Raised Cycle track
2. Bus stop moved to far-side (New bus shelter)
3. Highly visible striped bike crossings provided on three intersection legs
4. Pedestrian-oriented lights improve pedestrian safety and match Fruitvale Alive lights.
5. Chain link fence replaced with decorative green fencing and relocated to back of columns.
6. Cobble surfacing for low maintenance edge band.
7. Underpass paint improvements cleaned and refurbished.
8. Curb radius reduced to shorten pedestrian crossing distance.
9. Gateway signage added.
10. Decorative railings protect bikeways from adjacent vehicles



880 UNDERPASS
95% PLANS (OCT 2020)



5-foot wide
Pedestrian path

Sidewalk-level
protected bike lanes
(5-foot wide)

Curbs pushed out and
roadway narrowed
throughout corridor

New curb ramps
at all corners

Corner curb
extensions
where feasible

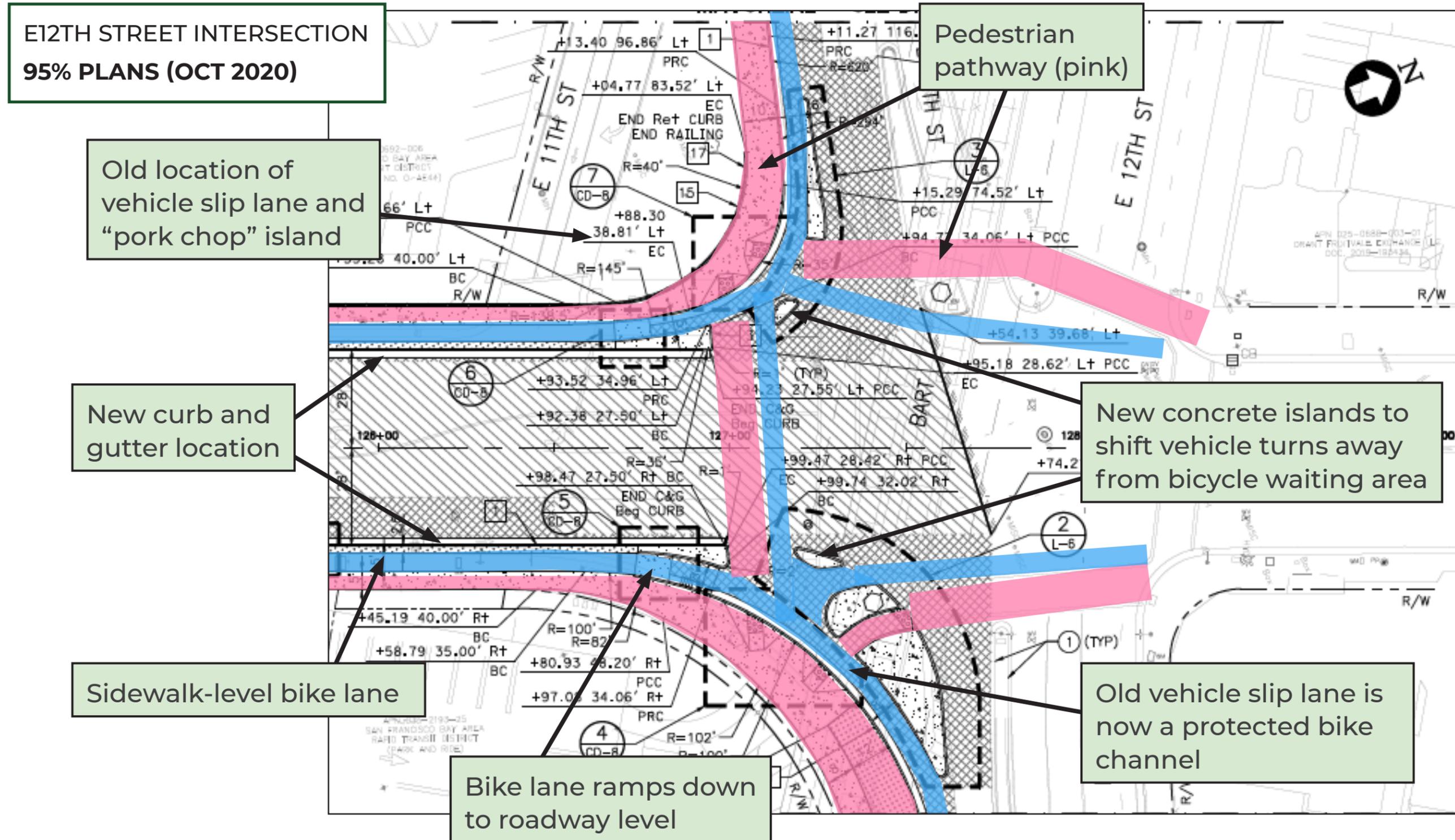
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SCHEDULE/NEXT STEPS

- » November 2020 - 100% Design!
- » January 2021 - Advertise project for construction
- » Winter/Spring 2021 - Community notification regarding construction
- » Summer 2021 - Construction begins
- » Winter 2023 - Project close-out

