

Robert Raburn presided. The guest speaker was David Ralston, a City of Oakland planner responsible for implementing Fruitvale Alive!

Approximately forty-five people were in attendance.

As the meeting began, Robert introduced the current DIA board members. Stan Dodson presented the focus of the forthcoming August 3rd general meeting; Sausal Creek watershed trail system which begins in Dimond Park and climbs to Joaquin Miller Park.

Karen Long spoke of concerns of Oakland's budget deficit and how it might affect the libraries, closing all but four of them. She spoke briefly of ways to ameliorate the situation.

Fruitvale Alive! and the Fruitvale transit corridor were initially discussed in 2001. "Streetscape plans for the Dimond district were formulated by Urban Blueprints(probono) in 2002. Led by the Oakland Pedestrian Safety Project, with DIA and Unity Council as cosponsors, the corridor ultimately received a Transportation for Liveable Communities grant of \$2.6 M. Huang Banh and Laura Dutto were DIA's early liaisons. Public meetings were held at Patton College, Fruitvale Village, Lincoln Court, Salvation Army, and Dimond Library. David Ralston was one of the primary writers of the MTC-TLC grant, which brought additional millions to the project. Plans were formulated by Urban Blue Prints(pro-bono) in 2002. The City council had to make a resolution and Cal Trans had to be nudged, but finally the project continued.

In David Ralston's words, "This is a project that would not be denied." Funds were leveraged to total \$4.4M. In the process 134 trees were planted, 78 pedestrian-scale ornamental lights were erected, and 27 decorative crosswalks were installed. Fruitvale Avenue parallels Sausal Creek for more than two miles, starting at the Estuary and ascending to Dimond District.

Significant pedestrian safety and transit mobility issues were addressed in the development of Fruitvale Alive! Now we are working with one remaining site, Champion Street Transit Plaza. There will be bulb-outs on either side of the Champion Street crosswalk shortening the distance pedestrians need to cross the street. This transit plaza was in danger of not being built, but Robert Raburn questioned the decision. With the signing of an adopt-a-spot agreement by DIA on May 2011, the construction of the Plaza will soon begin. There will be new lighting, landscaping, and a bus shelter. The AC bus stop will move from in front of Cybelle's Pizza to this plaza.

This movement of the bus stop might help ease traffic congestion at the intersection of Fruitvale and MacArthur by making right hand turns easier and allowing the buses to flow more smoothly.

The two lanes of traffic going up MacArthur toward the Altenheim will become one lane in each direction, improving safety for bicyclists and pedestrians crossing MacArthur. The center line will be moved to the

center of MacArthur. This will be a “share” lane for cars and bikes. New signage for bikes will be erected.

Victoria Wake, representing AC Transit, explained that there are more than eighteen thousand people a week who use the buses at our intersection of MacArthur and Fruitvale. It will be easier and more comfortable for patrons to access the buses from the new plaza. For the buses it will be easier also. There will be room for two buses to stop at a time. In answer to a question about people who park in the bus loading zone, she stated that the fine for doing this is \$271 and is enforced by patrolling sheriff’s deputies.

What is happening on Fruitvale at Woodbine, or Harold under the 580 freeway? Things to be considered are: signage, the median on Fruitvale, the Woodbine corner, and fencing along the park and ride lot or under the freeway. There is a meeting on Monday, June 6th at Asia House.

A suggested list of future goals included:

1. A Fruitvale Alive dedication ceremony at completion of this ten year project.
2. A car sharing pod included in the park and ride lot under the freeway.
3. Electronic bicycle lockers located in the park and ride lot.
4. A left hand turn lane on Fruitvale south-bound at Harold St.
5. One lane on both sides of Fruitvale in front of St. Jarlaths, not two. There should no longer be any merging.
6. At Fruitvale and Lincoln intersection there should be a left turn arrow, making it safer for bicyclists.

Fruitvale and Lyman intersection still presents a safety problem. Traffic continues to speed through here. The “traffic paddle” seems to have failed. Stan Dodson stated that a committee of concerned residents has been working on this issue for some time. City engineers refuse to install a stop sign, insisting that it would give a false sense of security to pedestrians and those turning onto Fruitvale.

The suggestion that received the broadest approval is to constrict the street width to slow traffic and improve pedestrian safety by installing pedestrian bulb-outs at the intersection. Other ideas included installing an electronic speed sign that would indicate a driver’s speed and the speed limit; paint on street, pedestrian crossing in large letters; or citizens using radar guns and acting as speed monitors. Work still needs to be done.

Miscellaneous items:

1. A flyer should be created to inform the merchants of the Champion St. Plaza installment timeline.
2. Lincoln Ave. will be repaved in its entirety from Palmetto to Hiway 13.

- 3. East Bay MUD will have to fix Montana at the location where pipes were installed and pavement was not replaced correctly.**
- 4. Are the new trees in front of the Shell Station being watered?**

Clipper cards were introduced and presented by Victoria Wake at the close of the meeting. Instructions for use and loading them were included. The meeting ended around 9.