

Table B-5: Cumulative Traffic Mitigation Measures

Project ID	Improvement Name	Improvement Description	Source Document(s)	Cost (\$2015)
1	Perry Place/I-580 Eastbound Ramps/Oakland Avenue	Optimize signal timing for the PM peak hour.	Broadway Valdez District Specific Plan DEIR (2013)	\$52,000
3	24th Street/Broadway	Signalize the intersection providing actuated operations, with permitted left turns on all movements	Broadway Valdez District Specific Plan DEIR (2013); Broadway-West Grand Mixed Use Project Addendum (2013)	\$399,000
4	23rd Street/Broadway	Signalize the intersection providing actuated operations, with permitted left turns on all movements	Broadway Valdez District Specific Plan DEIR (2013)	\$399,000
5	23rd Street/Harrison Street	Prepare Traffic Study Report to determine if appropriate mitigation, which may include signalization and coordination with Harrison St/Grand Av signal.	Broadway Valdez District Specific Plan DEIR (2013)	\$435,000
6	27th Street/24th Street/Bay Place/Harrison Street	Restrict 24th to RTs only from 27th. Create a pedestrian plaza. Convert 24th west of Valdez to 2-way. Allow RTs from 24th to SB Harrison (requires ROW in SW corner). Modify EB 27th to 1 RT, 1 thru, & 2 LT. Realign crosswalks. Reduce cycle to 120 seconds.	Broadway Valdez District Specific Plan DEIR (2013)	\$642,000
7	Broadway/51st Street/Pleasant Valley Avenue	Modify SB to provide 2 LT, 1 thru, and 1 shared thru/RT lane. Modify NB to provide 1 LT, 1 thru, and 1 shared thru/RT lane. Upgrade signal equipment to replace N/S split phasing with protected LTs. Eliminate existing NB and SB slip RTs and pork chops.	Broadway Valdez District Specific Plan DEIR (2013)	\$518,000
8	40th Street/Telegraph Avenue	Provide permitted-protected operations on the eastbound and westbound approaches	Broadway Valdez District Specific Plan DEIR (2013); Macarthur Transit Village EIR (2008)	\$155,000
9	Telegraph Avenue/Macarthur Boulevard	Provide protected left-turn phase(s) for the northbound and southbound approaches; Optimize signal timing, coordinate signal timing	Broadway Valdez District Specific Plan DEIR (2013); ABSMC Summit Campus Seismic Upgrade and Master Plan DEIR (2009); Macarthur Transit Village EIR (2008)	\$161,000
10	Telegraph Avenue/27th Street	Provide protected left-turn phases for the northbound and southbound approaches, optimize signal timing, coordinate signal timing	Broadway Valdez District Specific Plan DEIR (2013); ABSMC Summit Campus Seismic Upgrade and Master Plan DEIR (2009); Kaiser Center Office Project DEIR (2010)	\$269,000

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11	27th Street/Broadway	Upgrade traffic signal ops at the intersection to actuated-coordinated operations. Reconfigure WB 27th Street approach to provide a 150-foot LT pocket, 1 thru lane, and 1 shared Thru/R-turn lane. Provide protected LT phase/s for the NB and SB approaches.	Broadway Valdez District Specific Plan DEIR (2013)	\$394,000
12	Broadway/West Grand Avenue	Provide permitted-protected left-turn phasing for the northbound and southbound approaches.	Broadway Valdez District Specific Plan DEIR (2013); West Oakland Specific Plan Draft EIR (2014); Lake Merritt Station Area Plan DEIR (2014); Broadway-West Grand Mixed Use Project Addendum (2013)	\$337,000
35	Embarcadero/16th Avenue Intersection	Install traffic signal and reconfigure lanes at this location, optimize and coordinate signal timing. Construct other roadway improvements that support not only vehicle travel, but all other modes safely to and through the intersection.	Central Estuary Implementation Guide DSEIR (2012)	\$869,000
36	East 9th Street/Fruitvale Avenue	Provide a LT lane on SB E 9th and modify signal to protected LTs. The SB LT lane can be accommodated by: a) convert 1 NB lane on E 9th to SB LT, b) widen E 9th on the west, which requires removing trees, reconfiguring the rail crossing, and new signal.	Central Estuary Implementation Guide DSEIR (2012)	\$580,000
37	29th Ave/Ford St	A detailed design to the Park St Triangle improvements (including 29th Av/Ford St), subject to review and approval of the City of Oakland TSD. The study of the Park St Triangle improvements to prepared no later than 2020, implementation required by 2022.	Central Estuary Implementation Guide DSEIR (2012)	\$4,814,000
39	High Street: I-880 to Tidewater	The 42nd Ave/High St Access Improvements Project will widen High St to accommodate additional travel and left-turn lanes.	Central Estuary Implementation Guide DSEIR (2012)	\$5,898,000
59	Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp	Signalize intersection providing actuated operations with permitted left-turns on E-W approaches and split phasing on N-S approaches. Coordinate signal timing with the adjacent intersection in the same signal coordination group.	Coliseum Area Specific Plan DEIR (2014) and Southeast Oakland Traffic Improvement Fee Study (2006)	\$1,114,000
60	Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp	Restripe EB Seminary Ave approach to provide 1 LT and 1 shared Thru/RT. Signalize intersection with actuated operations with split phasing on all approaches. Coordinate signal timing with the adjacent intersections in the same signal coordination group.	Coliseum Area Specific Plan DEIR (2014)	\$732,000
61	Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp	Signalize intersection providing actuated operations with protected LTs on the WB Seminary Ave approach and split phasing on the N-S Overdale Ave/Off-Ramp approaches. Coordinate signal timing.	Coliseum Area Specific Plan DEIR (2014), and Southeast Oakland Traffic Improvement Fee Study (2006)	\$614,000

Project ID	Improvement Name	Improvement Description	Source Document(s)	Cost (\$2015)
62	San Leandro Street/66th Avenue	Restripe EB 66th Ave approach to provide 1 LT Lane, 1 thru lane, and 1 RT lane, and narrow the WB direction to one receiving lane. Restripe WB 66th Ave approach to provide 1 LT Lane and one shared thru/RT lane. Optimize and coordinate signal timings.	Coliseum Area Specific Plan DEIR (2014)	\$327,000
65	Coliseum Way/High Street	1) Implement planned 42nd Ave/High St Access Improvements which include addition of 2nd LT lane on EB High St and a LT lane on WB High St. 2) Restripe NB Coliseum Way to a shared left/thru lane and a RT lane. 3) Optimize and coordinate signal timing.	Coliseum Area Specific Plan DEIR (2014)	\$123,000
69	Camden Street/North MacArthur Boulevard/Seminary Avenue	Restripe EB Seminary Av to 1 LT and 1 shared thru/RT lane by eliminating 1 WB receiving lane. Restripe WB to 1 LT, 1 thru and 1 RT lane. Restripe NB Camden St to 1 shared lane and 1 bicycle lane. Convert signal to permitted N/S and protected E/W phasing.	Coliseum Area Specific Plan DEIR (2014)	\$148,000
70	Foothill Boulevard/35th Avenue	Restripe the EB and WB 35th Ave approaches to provide an exclusive LT lane within existing ROW on each approach. Update signal equipment to provide protected E/W LTs. Optimize and coordinate signal timing.	Coliseum Area Specific Plan DEIR (2014)	\$311,000
71	Foothill Boulevard/High Street	Convert traffic signal from pre-timed to actuated operations. Optimize signal timing. Coordinate signal timing changes with adjacent intersections in the same signal coordination group.	Coliseum Area Specific Plan DEIR (2014)	\$391,000
72	Foothill Boulevard/Seminary Avenue/Walnut Street	Increase signal cycle length at this intersection and the adjacent and closely spaced signal at Bancroft Ave/Seminary Ave to 90 seconds during the PM peak hour. Optimize signal timing. Coordinate signal timing changes	Coliseum Area Specific Plan DEIR (2014)	\$141,000
73	San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue	Implement the following measures at the San Leandro St/Hegenberger Rd Off-Ramp/75th Ave intersection: a) Convert signal operations for LT on SB San Leandro St from permitted to protected b) Optimize signal timing c) Coordinate signal timing changes	Coliseum Area Specific Plan DEIR (2014)	\$165,000
77	Oakport Street/I-880 SB Ramps/High Street	Convert the SB I-880 SB Off-Ramp approach to provide one left-turn lane, two through lanes, and one right-turn lane. Optimize signal timing. Coordinate signal timing changes with adjacent intersections in the same signal coordination group.	Coliseum Area Specific Plan DEIR (2014)	\$757,000
78	Bancroft Avenue/73rd Avenue	Provide 2nd LT lane on NB Bancroft. Replace ex 6-ft gutters, prohibit parking on NB and SB Bancroft. Reconfigure EB 73rd Ave to 1 LT, 2 Thru, 1 bicycle, and 1 RT lanes. Reconfigure WB 73rd to 1 LT, 1 thru, 1 thru/RT, and 1 bicycle lane. Optimize timings.	Coliseum Area Specific Plan DEIR (2014)	\$441,000
79	Oakport Street/Zhone Way (66th Avenue)	Implement the following measures at the Oakport St/Zhone Way intersection: a) Provide a RT lane on the NB Oakport St approach. b) Optimize signal timing c) Coordinate signal timing	Coliseum Area Specific Plan DEIR (2014)	\$461,000

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80	Hegenberger Road/I-880 Southbound Off-ramp	Restripe the SB I-880 Off-Ramp approach from 2 exclusive RT lanes and 2 exclusive LT lanes to 2 exclusive RT lanes, one shared L/RT, and one exclusive LT lane. Optimize signal timing. Coordinate signal timing	Coliseum Area Specific Plan DEIR (2014)	\$114,000
82	Hegenberger Road/Hegenberger Court/Edgewater Drive	Add a RT lane on the SB Edgewater Dr approach. Restripe the NB Hegenberger Ct approach to provide one LT lane, and one shared thru/RT lane. Convert N/S approaches from split phasing to protected. Optimize and coordinate signal timing	Coliseum Area Specific Plan DEIR (2014)	\$568,000
83	Airport Access Road/Pardee Drive/Hegenberger Road	Convert left-turn operations on the north/south approaches from permitted phasing to protected phasing. Optimize signal timing. Coordinate signal timing changes with adjacent intersections in the same signal coordination group.	Coliseum Area Specific Plan DEIR (2014)	\$173,000
126	Adeline Street/18th Street	Upgrade signal to actuated signal control.	West Oakland Specific Plan Draft EIR (2014)	\$132,000
127	Adeline Street/5th Street	Modify the traffic signal to remove split phasing and provide protected-permitted LT phasing for the NB and SB LT movements	West Oakland Specific Plan Draft EIR (2014)	\$328,000
131	Castro Street/17th Street	Optimize signal timing, coordinate signal timing, modernize signal	1800 San Pablo SEIR (2012); ABSMC Summit Campus Seismic Upgrade and Master Plan DEIR (2009)	\$50,000
133	Castro Street/18th Street	Optimize signal timing	1800 San Pablo SEIR (2012)	\$50,000
134	Brush Street/17th Street	Optimize signal timing	1800 San Pablo SEIR (2012)	\$50,000
135	Brush Street/18th Street	Optimize signal timing	1800 San Pablo SEIR (2012)	\$50,000
141	27th Street/Northgate Avenue/I-980 On-Ramps	Optimize signal timing, coordinate signal timing	ABSMC Summit Campus Seismic Upgrade and Master Plan DEIR (2009)	\$50,000
142	Telegraph Avenue/Grand Avenue	Add protected LT lanes, optimize signal timing, coordinate signal timing	ABSMC Summit Campus Seismic Upgrade and Master Plan DEIR (2009)	\$375,000
152	MacArthur Boulevard/Market Street	Stripe a LT lane on NB Market Street at MacArthur Blvd. Change signal cycle length.	ABSMC Summit Campus Seismic Upgrade and Master Plan DEIR (2009); 2012 Oakland Army Base Project IS/Addendum; Macarthur Transit Village EIR (2008)	\$456,000
174	West Grand Avenue/I-880 Frontage Road	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000
175	7th Street/I-880 NB Off-Ramp	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000

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176	West Grand Avenue/Maritime Street	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000
177	7th Street/Union Street	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000
178	West Grand Avenue/Northgate Avenue	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000
179	5th Street/Union Street/I-880 North Ramps	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000
182	West Grand Avenue/Adeline Street	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000
183	West Grand Avenue/Market Street	Provide split phasing for NB and SB approaches, Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$245,000
184	West Grand Avenue/San Pablo Avenue	Remove seven parking spaces on south side of Grand Ave, add EB Thru lane between San Pablo Ave and MLK Jr. Way, convert EB RT lane to a Thru-RT Lane , Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum; Emerald Views DEIR (2011)	\$230,000
185	Harrison Street/Grand Avenue	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum; Kaiser Center Office Project DEIR (2010); Oak to Ninth Avenue Project DEIR (2005)	\$50,000
186	7th Street/Harrison Street	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum	\$50,000
190	Powell Street/Stanford Avenue/San Pablo Avenue	Optimize signal timing, coordinate signal timing with adjacent intersections	2012 Oakland Army Base Project IS/Addendum; BMSP Redevelopment DSEIR (2011)	\$50,000
193	55th Street/Market Street	Increase signal cycle length to 65 seconds during PM Peak Hour; Optimize signal timing; coordinate signal timing	BMSP Redevelopment DSEIR (2011)	\$50,000
194	55th Street/MLK Jr. Way	Optimize signal timing, coordinate signal timing	BMSP Redevelopment DSEIR (2011)	\$50,000
195	36th Street/San Pablo Avenue	Optimize signal timing, coordinate signal timing	BMSP Redevelopment DSEIR (2011)	\$50,000

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196	Lowell between 62nd Street and Adeline Street	Provide continuous sidewalks at least 6 feet wide and a 2-4 foot utility zone, provide directional curb ramps	BMSP Redevelopment DSEIR (2011)	\$6,362,000
209	Piedmont Avenue/Pleasant Valley Avenue	Modify signal control equipment to provide lagging protected phasing for NB traffic	Safeway Redevelopment Project Broadway at Pleasant Valley Avenue DEIR (2013)	\$148,000
249	Harrison Street/Lakeside Drive	Optimize the traffic signal for PM peak hour in tune with the relative traffic volumes on approaches; Coordinate signal timing	Emerald Views DEIR (2011)	\$50,000
254	East 7th Street/Kennedy Street	Optimize the traffic signal at East 7th/Kennedy Street	Gateway Community Development Project DEIR (2007)	\$50,000
255	East 12th Street/29th Avenue	Widen and reconfigure the northbound approach to the East 12th Street/29th Avenue intersection to include a LT lane, thru lane, and RT lane. Adjust signal phasing.	Gateway Community Development Project DEIR (2007)	\$411,000
265	Oakland Avenue/MacArthur Boulevard/Santa Clara Avenue/I-580 Westbound Off-Ramp	Restripe the NE Oakland Ave approach from the current configuration to 1 LT, 1 Left/Thru lane, 1 Thru lane. Optimize traffic signal. Coordinate signal timing.	Kaiser Center Office Project DEIR (2010)	\$157,000
267	Lakeshore Avenue/MacArthur Boulevard/I-580 Eastbound On-Ramp	Optimize traffic signal. Coordinate signal timing.	Kaiser Center Office Project DEIR (2010)	\$50,000
269	Harrison Street/Grand Avenue	Implement MM Trans-3c (optimize signal timing, coordinate signal timing) and prohibit SB LT's during the AM peak period	Kaiser Center Office Project DEIR (2010)	\$50,000
270	Harrison Street/21st Street	Prohibit EB RT from 21st Street to Harrison Street during the PM Peak Period. Optimize Signal for PM Peak Period. Coordinate signal timing changes.	Kaiser Center Office Project DEIR (2010)	\$50,000
271	Harrison Street/MacArthur Boulevard/Santa Clara Avenue	Optimize the traffic signal. coordinate the signal timing changes	Kaiser Center Office Project DEIR (2010)	\$50,000
277	Telegraph Avenue/51st Street	Change signal cycle length. Optimize signal timing.	Macarthur Transit Village EIR (2008); Safeway Redevelopment Project Broadway at Pleasant Valley Avenue DEIR (2013)	\$50,000
278	West Street/40th Street	Optimize signal timing. Coordinate signal timing.	Macarthur Transit Village EIR (2008)	\$50,000

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291	I-580 Westbound Off-Ramp/Mountain Boulevard/Shone Avenue	Implement Trans-1c (install all-way stop controls) and restripe EB I-580 WB Off-Ramp to provide a left-turn lane and shared left/right-turn lane, and restripe the northbound receiving lanes to provide two lanes	Oak Knoll DSEIR (2007)	\$19,000
304	Embarcadero/I-880 Northbound Off-Ramp/6th Avenue	Install traffic signal.	Oak to Ninth Avenue Project DEIR (2005)	\$595,000
306	Embarcadero/Broadway	Install traffic signal.	Oak to Ninth Avenue Project DEIR (2005)	\$856,000
309	Lakeshore Avenue/Foothill Boulevard	Optimize signal timing.	Oak to Ninth Avenue Project DEIR (2005)	\$50,000
311	Embarcadero/5th Avenue	Widen Embarcadero to provide two travel lanes in each direction along project frontage. Reconfigure intersection.	Oak to Ninth Avenue Project DEIR (2005)	\$9,918,000
312	Embarcadero/I-880 Southbound On-Ramp/10th Avenue	Signalize intersection. Optimize signal timing. Coordinate signal timing.	Oak to Ninth Avenue Project DEIR (2005)	\$597,000
313	5th Avenue/7th Street/8th Street	Optimize signal timing. Restripe the WB and EB 5th Ave approaches within the current paved to remove on-street parking and provide separate left-turn, through, and through/right-turn lanes.	Oak to Ninth Avenue Project DEIR (2005)	\$308,000
314	14th Avenue/7th Street/12th Street	Optimize signal timing.	Oak to Ninth Avenue Project DEIR (2005)	\$50,000
315	Foothill Boulevard/14th Avenue WB	Optimize signal timing.	Oak to Ninth Avenue Project DEIR (2005)	\$50,000
316	Foothill Boulevard/14th Avenue EB	Optimize signal timing.	Oak to Ninth Avenue Project DEIR (2005)	\$50,000
317	16th Street/23rd Avenue	Optimize signal timing.	Oak to Ninth Avenue Project DEIR (2005)	\$50,000
326	Broadway/Hawthorne /Brook Street	Optimize traffic signal.	Oakland Kaiser Medical Center Master Plan DEIR (2006)	\$50,000
345	East 12th Street/35th Avenue	Restripe NB 35th Ave to provide one shared LT/thru lane and one shared RT/thru lane, which requires parking removal. Modify signal timings.	Fruitvale Transit Village Phase 2 DEIR (2010)	\$213,000
346	San Leandro Street/35th Avenue	eliminate the protected left-turn signal phase for westbound San Leandro Street, and optimize the signal split. Restripe SB 35th Ave to provide one shared LT/thru and one exclusive RT lane.	Fruitvale Transit Village Phase 2 DEIR (2010)	\$148,000

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347	San Leandro Street/High Street	Modify signal timings.	Fruitvale Transit Village Phase 2 DEIR (2010)	\$50,000
350	East 12th Street/Fruitvale Avenue	Provide protected-permissive left-turn phasing for EB and WB East 12th Street	Fruitvale Transit Village Phase 2 DEIR (2010)	\$198,000
352	East 8th Street/Fruitvale Avenue	Modify signal timings.	Fruitvale Transit Village Phase 2 DEIR (2010)	\$50,000
353	East 12th Street/37th Avenue	Signalize intersection.	Fruitvale Transit Village Phase 2 DEIR (2010)	\$597,000
354	San Leandro Street/37th Avenue	Restripe SB 37th Ave to one exclusive LT lane and one shared RT/through lane. Restripe WB San Leandro St to one shared LT/thru lane, one thru lane and one RT lane, which would require removal of two parking spaces on the north side of San Leandro St.	Fruitvale Transit Village Phase 2 DEIR (2010)	\$97,000
360	Embarcadero/Oak Street	Install traffic signals at the intersection. The signals shall have fixed-time controls with permitted left-turn phasing.	Jack London Square Redevelopment Project Addendum (2014), Oak to Ninth Avenue Project DEIR (2005)	\$350,000
361	Embarcadero/5th Avenue	Install traffic signals at the intersection. The signals shall have fixed-time controls with permitted left-turn phasing. Widen Embarcadero from one to two travel lanes in each direction.	Oak to Ninth Avenue Project DEIR (2005); Jack London Square Redevelopment Project Addendum (2014); Central City East Redevelopment Plan DEIR (2003)	\$245,000
365	Mountain Boulevard/Keller Avenue	Signalize intersection and coordinate with adjacent intersection. Restripe EB Keller Ave to a shared left/thru and shared thru/right, and restripe west leg of Keller Ave from two lanes to one lane.	Southeast Oakland Traffic Improvement Fee Study (2006)	\$1,211,000
367	I-580 Eastbound Off-Ramp/Fontaine Street/Keller Avenue	Signalize intersection and coordinate with adjacent Mountain Blvd/Keller Ave intersection.	Southeast Oakland Traffic Improvement Fee Study (2006)	\$605,000
370	Study of Edwards Ave and Seminary Ave operational improvements	A study of long-term traffic improvements along the Edwards Ave, 82nd Ave segment and Seminary Ave routes, particularly the Foothill-82nd and the MacArthur-Seminary segments.	Southeast Oakland Traffic Improvement Fee Study (2006)	\$515,000
371	Lake Merritt Boulevard/11th Street	Optimize signal timings and coordinate timings with adjacent intersections.	Lake Merritt Station Area Plan DEIR (2014)	\$50,000
373	Jackson Street/7th Street	Optimize signal timings and coordinate timings with adjacent intersections.	Lake Merritt Station Area Plan DEIR (2014)	\$50,000
374	Jackson Street/6th Street	Optimize signal timings and coordinate timings with adjacent intersections.	Lake Merritt Station Area Plan DEIR (2014)	\$50,000
375	Oak Street/6th Street	Optimize signal timings and create an interconnected corridor along Oak St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$473,000

Project ID	Improvement Name	Improvement Description	Source Document(s)	Cost (\$2015)
376	5th Street/Oak Street/I-880 Southbound On-Ramp	Optimize signal timings and create an interconnected corridor along Oak St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$132,000
378	Madison Street/14th Street	Optimize signal timings and create an interconnected corridor along Madison St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$132,000
379	Madison Street/11th Street	Optimize signal timings and create an interconnected corridor along Madison St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$132,000
380	Madison Street/10th Street	Optimize signal timings and create an interconnected corridor along Madison St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$132,000
381	Oak Street/10th Street	Optimize signal timings and create an interconnected corridor along Oak St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$132,000
382	Jackson Street/8th Street	Optimize signal timings and coordinate timings with adjacent intersections.	Lake Merritt Station Area Plan DEIR (2014)	\$375,000
383	Oak Street/8th Street	Optimize signal timings and create an interconnected corridor along Oak St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$132,000
384	Oak Street/7th Street	Optimize signal timings and create an interconnected corridor along Oak St from 5th to 14th Streets.	Lake Merritt Station Area Plan DEIR (2014)	\$132,000
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			Total Cost	\$51,440,000

Source: Fehr and Peers, based on the source documents listed in the table, and the methodology described in this appendix.