

Central Avenue Complete Street Concept Proposal

Community Workshop #2 | June 4, 2015

Project Team

- **City of Alameda Staff**

- Gail Payne, Public Works Transportation Coordinator

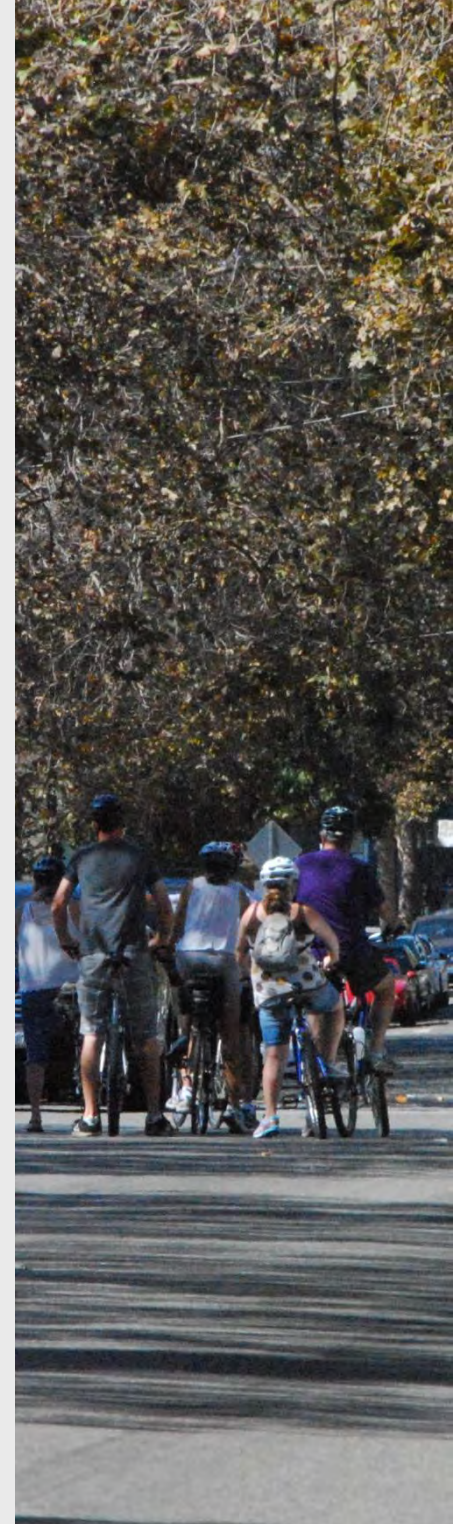
- **PlaceWorks**

- Sarah Sutton, Principal-in-Charge, Landscape Architect
- Melissa Erikson, Senior Associate, Landscape Architect
- Christine Wilson, Project Landscape Designer

- **Kittelson & Associates**

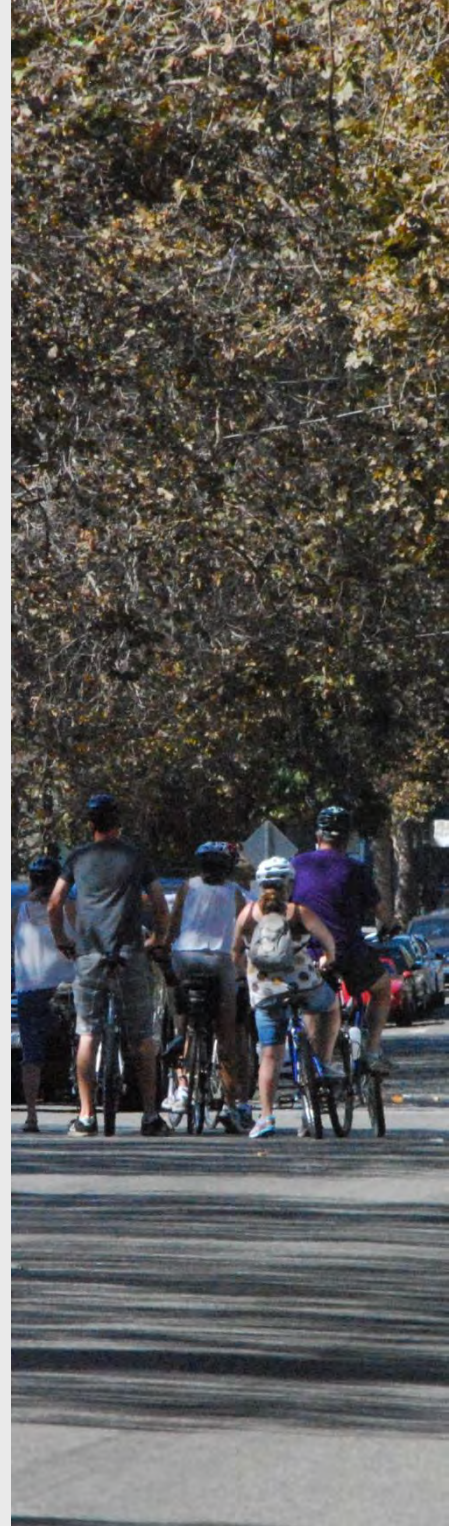
- Alice Chen, Principal Planner
- Laurence Lewis, Associate Transportation Planner
- Amy Lopez, Transportation Analyst

- **Bike Walk Alameda**



Agenda

- Project Overview
- Approaches
- Traffic Analysis
- Preferred Options
- Next Steps



Project Overview



Project Overview: Schools

- West Alameda (approx. 4,500 students)
 - Academy of Alameda Middle School
 - Alameda Community Learning Center
 - Alameda Science and Tech. Institute
 - Child Unique Montessori School
 - Encinal High School
 - Junior Jets Middle School
 - Nea
 - Paden Elementary School
 - Ruby Bridges Elementary School



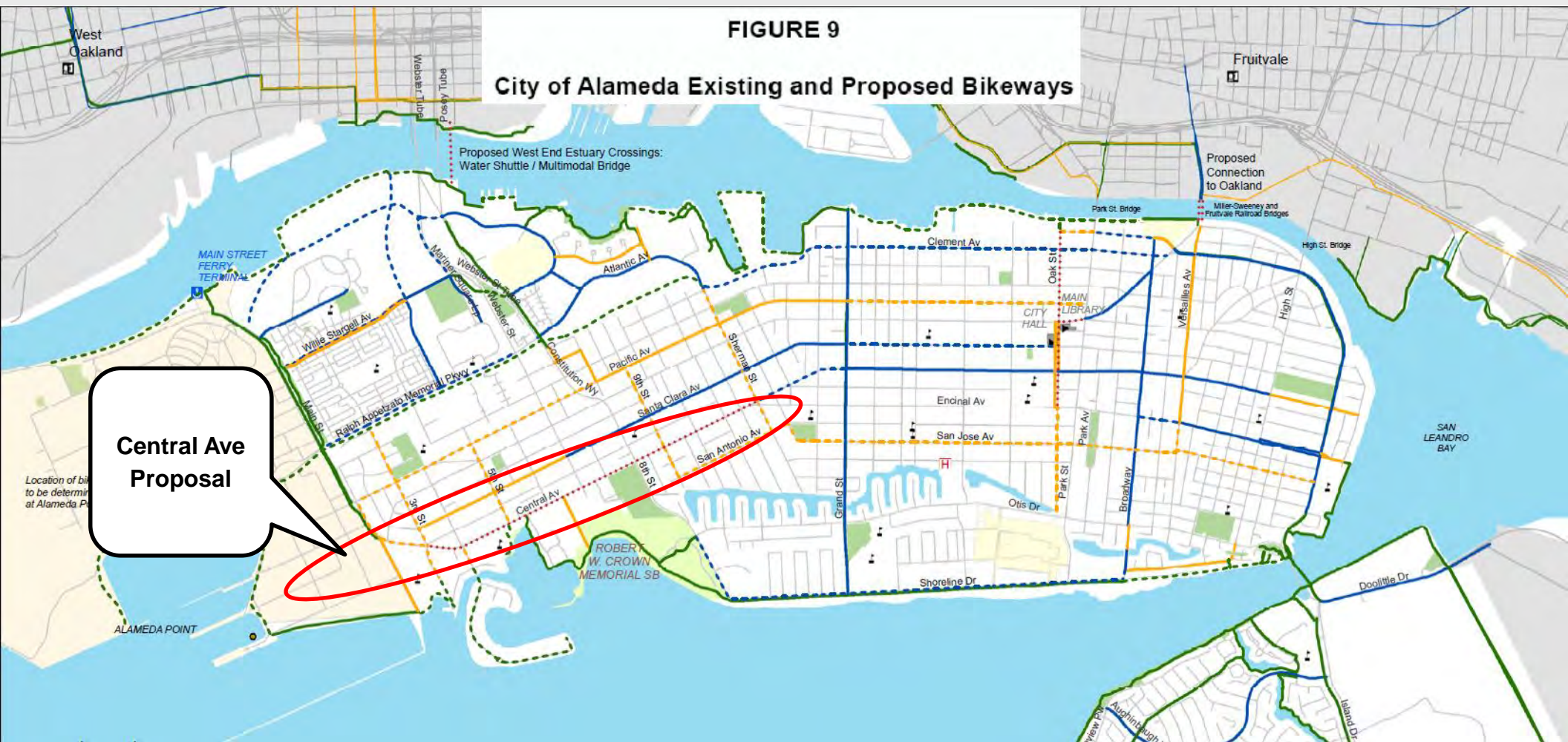
Project Overview (cont.)

- General Plan - Transportation Element
 - Goals
 - Circulation
 - Livability
 - Transportation Choice
 - Implementation
 - Street Classifications
 - Truck Route
 - Transit Priority Street
 - Bicycle Priority Street



Project Overview (cont.)

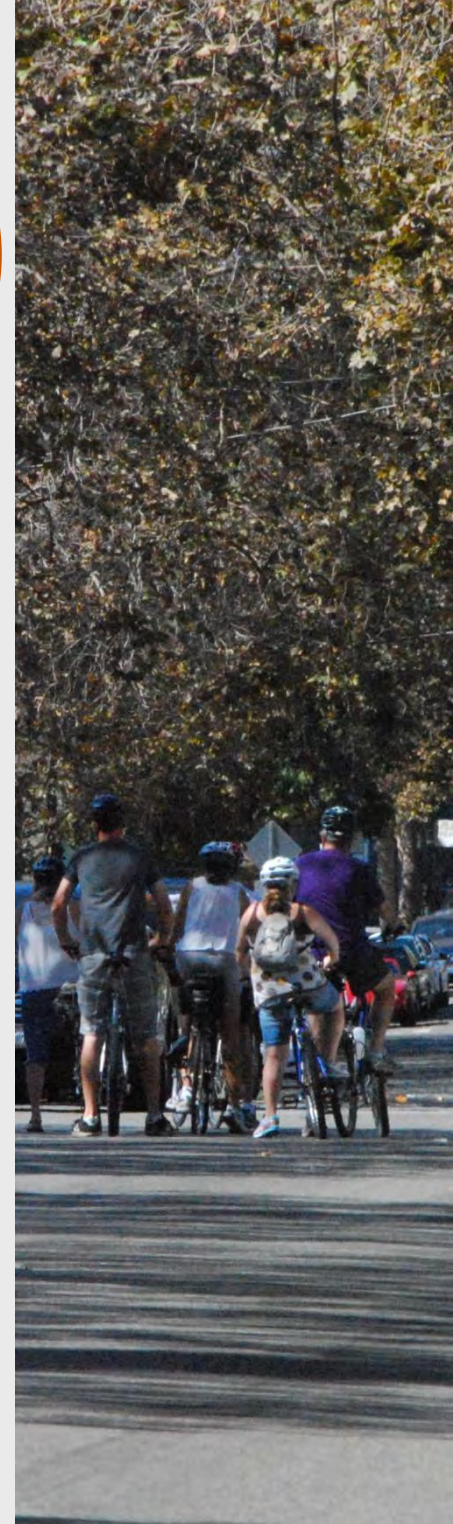
- City of Alameda Bicycle Plan (2010)



Project Goals

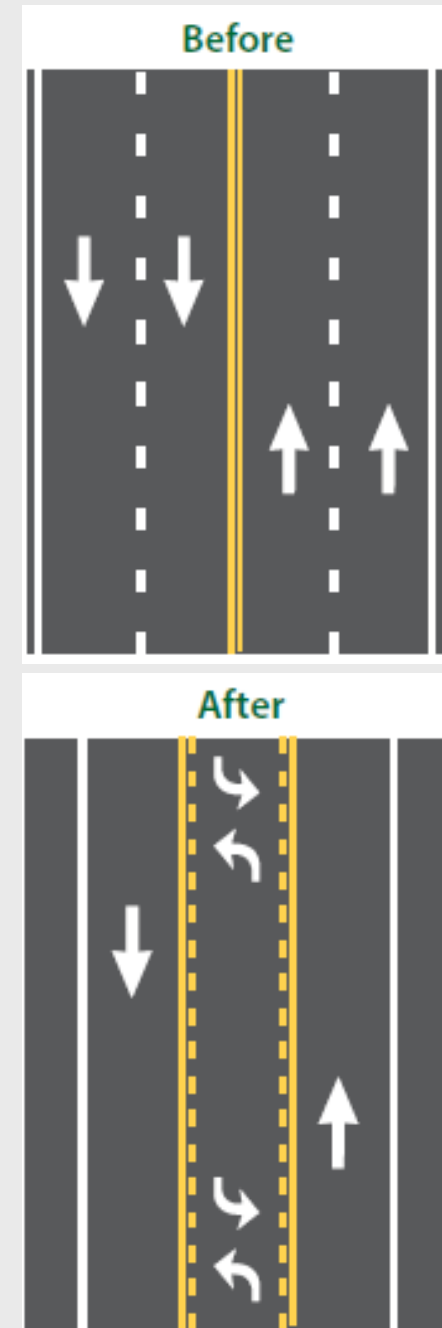
Based on
community
input

1. **Safety (new!)**
2. **Encourage bicycling and walking**
3. **Traffic calming**
4. **Minimize disruption to motorists (new!)**
5. **Improve the streetscape**
6. **Encourage transit use**
7. **Improve public access to the SF Bay**
8. **Revitalize West Alameda**
9. **Improve truck access**



Project Concept Components

- **Pedestrian crossings**
- **Bikeway**
- **Road diet**
- **Accessibility**
- **Streetscape (e.g., gateway, trees)**
- **Utilities: storm, sewer and undergrounding**
- **Pavement resurfacing**
- **Truck and bus access**



Pedestrian Improvements

Considering:

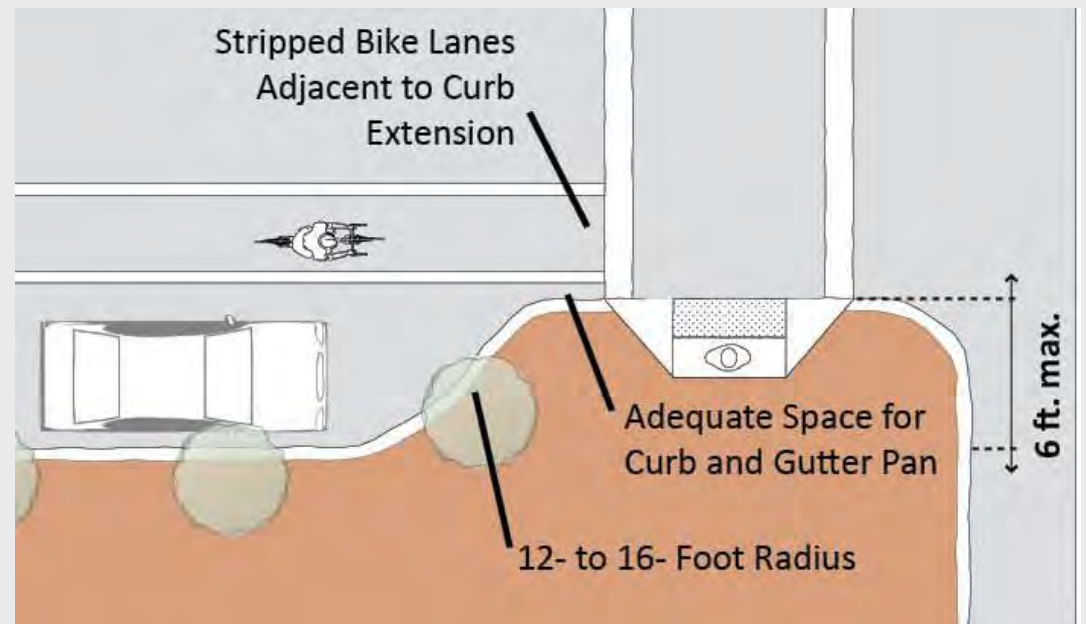
- Ladder crosswalks and
 - Rectangular rapid flash beacons
- = Increases visibility of pedestrians



Pedestrian Improvements

Considering:

- Road diets
 - Decreases number of vehicle lanes to cross
- Curb bulb-outs:
 - Shortens crossing distances
 - Helps reduce speeds



Streetscape Improvements

- **Trees:** maintain and improve tree canopies
- **Gateway:** Webster Street visioning effort
- **Stormwater management:** rain garden bulb-outs, bio-filtration trenches, permeable pavers in parking lanes



Bikeway Approaches

Within the roadway, between the curbs:

- A. Do Nothing
- B. Sharrow Markings (Class III Bike Route)
- C. Class II Bike Lanes
- D. Buffered Bike Lanes
- E. One-Way Cycle Track (Protected Bike Lanes)
- F. Two-Way Curbside Cycle Track
- G. Two-Way Median Cycle Track

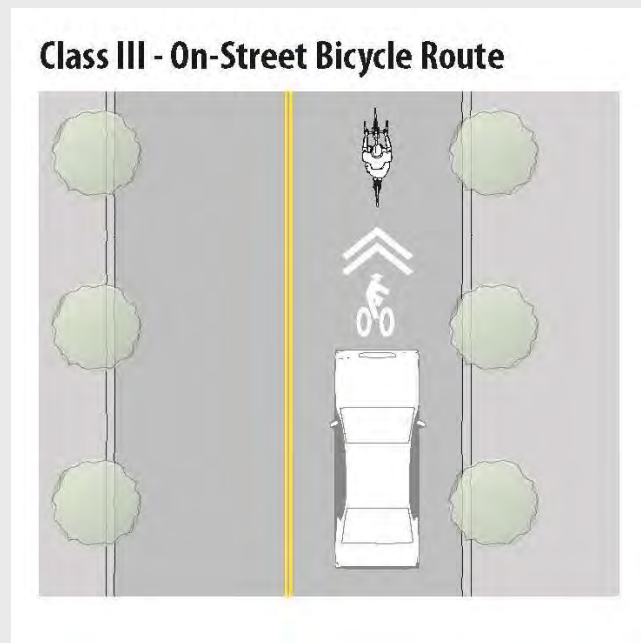


Option A: Do Nothing



Option B: Class III Bike Route

- Pros:
 - Indicates space in right-of-way for bicyclists
- Cons:
 - No separation between bicycles and motor vehicles
 - Bicycle speed can slow motor vehicles in shared lane



Source: NACTO Urban Bikeway Design Guide



Source: Bike Arlington, Bicycle Facilities (www.bikearlington.com)

Option B: Class III Bike Route



Option C: Class II Bike Lanes

- Pros:
 - Provides dedicated lane for bicyclists
 - Allows for a center two-way left-turn lane
- Cons:
 - Removes one motor vehicle travel lane on Central Avenue
 - No buffer between moving traffic, or from parked cars



Option C: Class II Bike Lanes



Option D: Buffered Bike Lanes

- Pros:
 - Provides buffered space for bicyclists
- Cons:
 - Removes two motor vehicle travel lanes on Central Avenue
 - Prevents a center two-way left-turn lane



Option D: Buffered Bike Lanes



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Option E: One-Way Cycle Track (Protected Bike Lanes)

- Pros:
 - Creates a physical barrier between bikes and traffic
- Cons:
 - Removes two motor vehicle travel lanes
 - Prevents a center two-way left-turn lane
 - Conflicts with driveways
 - Prevents disabled parking spaces



Source: Active Transportation Alliance (<https://activetrans.org>)

Option E: One-Way Cycle Track (Protected Bike Lanes)



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Option F: Two-Way Cycle Track

- Pros:
 - Creates a physical barrier between bikes and traffic
- Cons:
 - Removes two motor vehicle travel lanes
 - Prevents a center two-way left-turn lane
 - Conflicts with driveways
 - Prevents disabled parking spaces



Option F: Two-Way Cycle Track



Option G: Median Cycle Track

- Pros:
 - Avoids driveway conflicts
 - Creates a separation between bicyclists and motorists
- Cons:
 - Removes two motor vehicle travel lanes
 - Prevents a center two-way left-turn lane
 - Requires separate signal phases for turning movements
 - Causes excessive intersection delays



Pennsylvania Avenue, Washington, DC

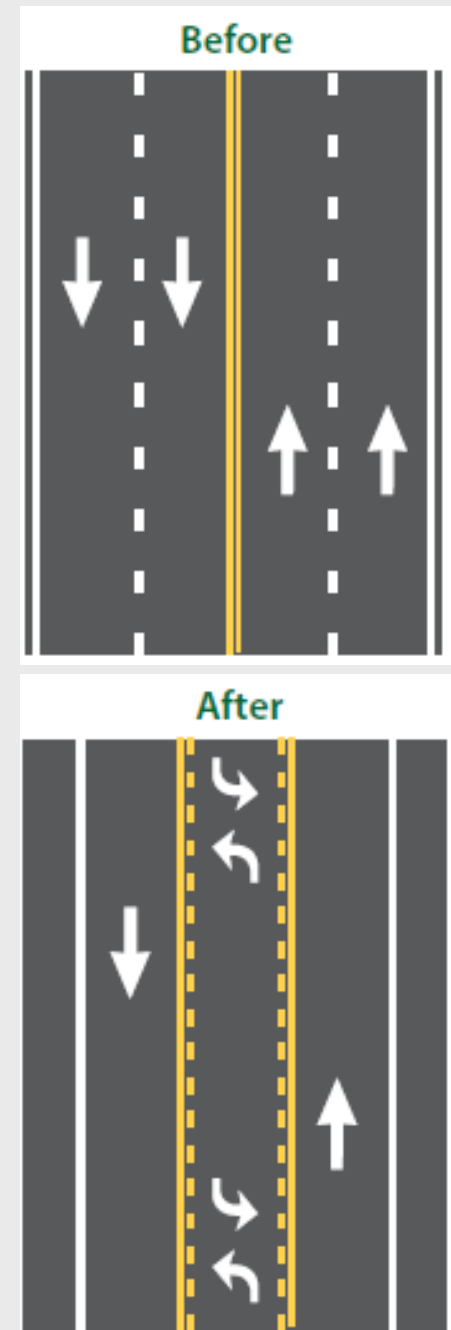
Option G: Median Cycle Track



Road Diet Benefits

According to FHWA:

- Decrease vehicle lanes for pedestrians to cross
- Allow better visibility of pedestrians
- Improve circulation for bicyclists
- Reduce collisions by 19% to 47% with a center left-turn lane
- Reduce speeds by 3 to 5 miles per hour
- Reduce severity of collisions
- Improve travel flow



Road Diet Guidelines

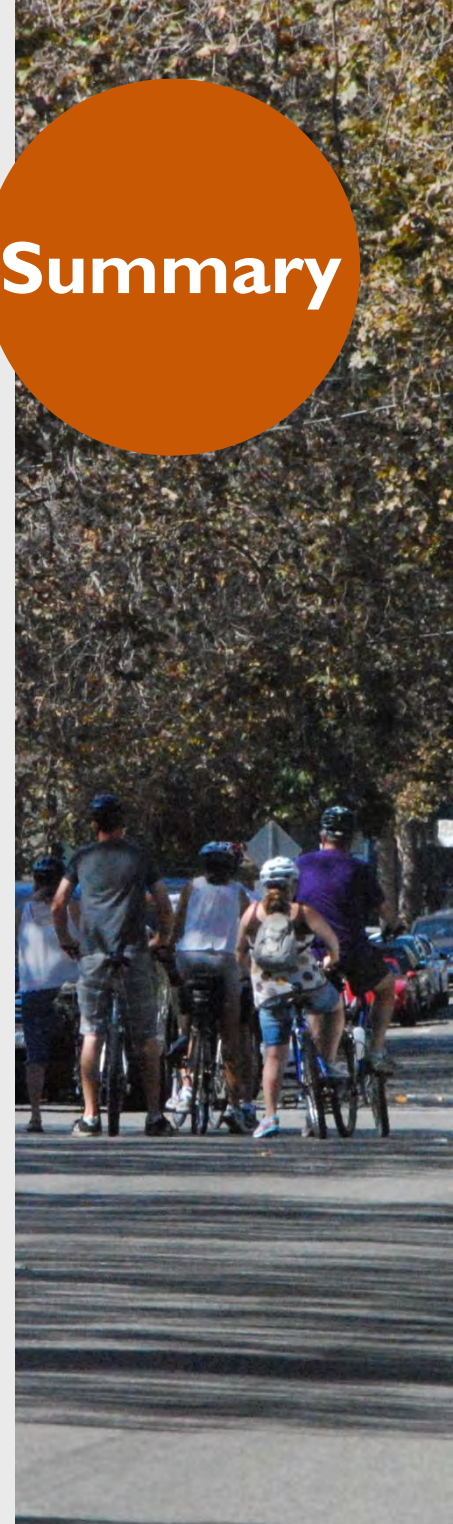
FHWA identifies volumes below 20,000/day as feasible

Street Name	Veh/Day
Atlantic Ave. (Buena Vista to Constitution)	10,956
Broadway (Santa Clara Ave to Otis Dr)	10,552
Fernside Blvd. (Tilden Way to High St)	8,550
Central Avenue	9,327
Central Avenue: FUTURE (average)	12,000
Central Avenue: FUTURE (max.)	16,000

Traffic Analysis

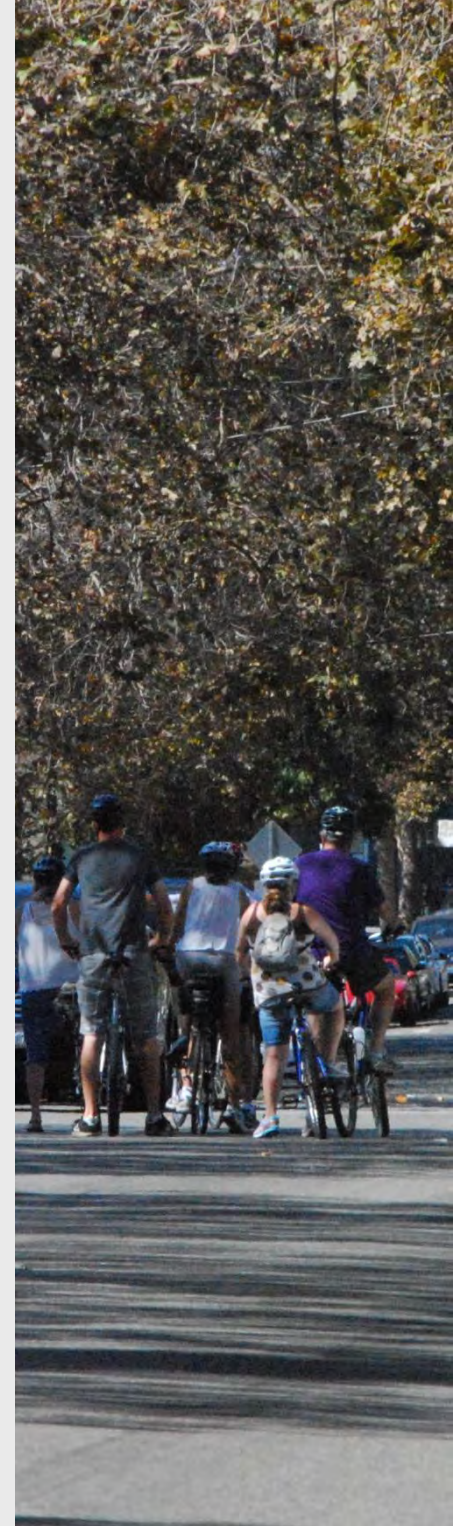
- Based on 2015 counts
- High-level analysis to inform number of lanes
- Key intersections with signal or stop sign
- Highest traffic volumes

Summary



Traffic Analysis (cont.)

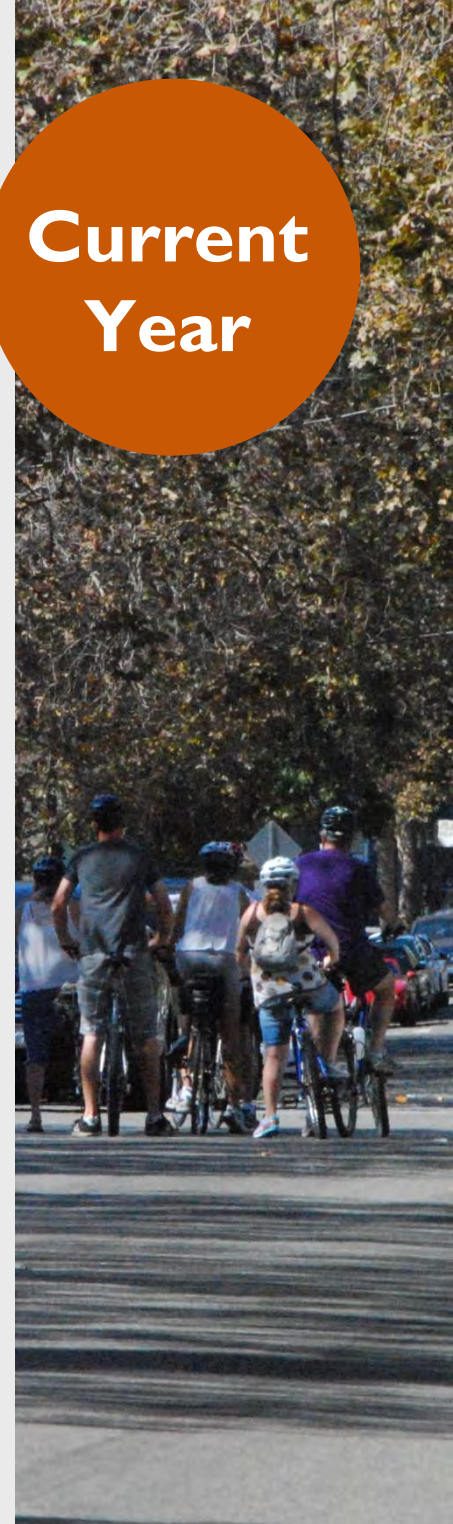
- Theoretical worst-case scenario
 - No mode shift to biking or walking
 - No diversion to parallel routes
- Results used to identify key locations for traffic operation improvements



Traffic Analysis (cont.)

- With **existing conditions** (4 lanes), all intersections currently operate *below* capacity
- With **3-lane road diet**, there are two capacity constraints
 - Webster/Central intersection – delays on Webster southbound
 - Eighth/Central intersection – delays on Central westbound
- With **2-lane road diet**, there are no additional capacity constraints
 - Webster/Central and Eighth/Central both experience greater delays

Current
Year



Traffic Analysis (cont.)

End-to-End Travel Time Comparison:

Current
Year

Time Period / Direction	Existing Conditions	3-Lane Road Diet	2-Lane Road Diet
Weekday AM Peak (7-9 AM)			
Eastbound	6.9 min.	7.6 min.	11.7 min.
Westbound	6.8 min.	15.2 min	16.8 min.
Weekday PM Peak (4-6 PM)			
Eastbound	6.5 min.	10.8 min.	17.4 min.
Westbound	7.0 min.	8.6 min.	14.1 min.

Notes:

1. Travel times do not include delays due to mid-block parking maneuvers and left-turn movements.
2. Travel times do not account for diversion to alternate routes during congested conditions.

Traffic Analysis (cont.)

- Traffic volumes include cumulative build-out
- With **existing conditions** (4 lanes), there is one capacity constraint
 - Webster/Central intersection – delays on Webster southbound
- With **3-lane road diet**, there are three capacity constraints
 - Fifth/Central intersection - delays at all-way STOP
 - Webster/Central intersection
 - Eighth/Central intersection
- With **2-lane road diet**, there are additional capacity constraints at Sherman
 - Delays for eastbound approach

Year
2035
Conditions



Traffic Analysis (cont.)

End-to-End Travel Time Comparison:

Year
2035
Conditions

Time Period / Direction	Existing Conditions	3-Lane Road Diet	2-Lane Road Diet
Weekday AM Peak (7-9 AM)			
Eastbound	8.4 min.	9.4 min.	17.1 min.
Westbound	8.9 min.	22.4 min.	27.2 min.
Weekday PM Peak (4-6 PM)			
Eastbound	9.1 min.	20.0 min.	48.1 min.
Westbound	10.7 min.	14.5 min.	27.1 min.

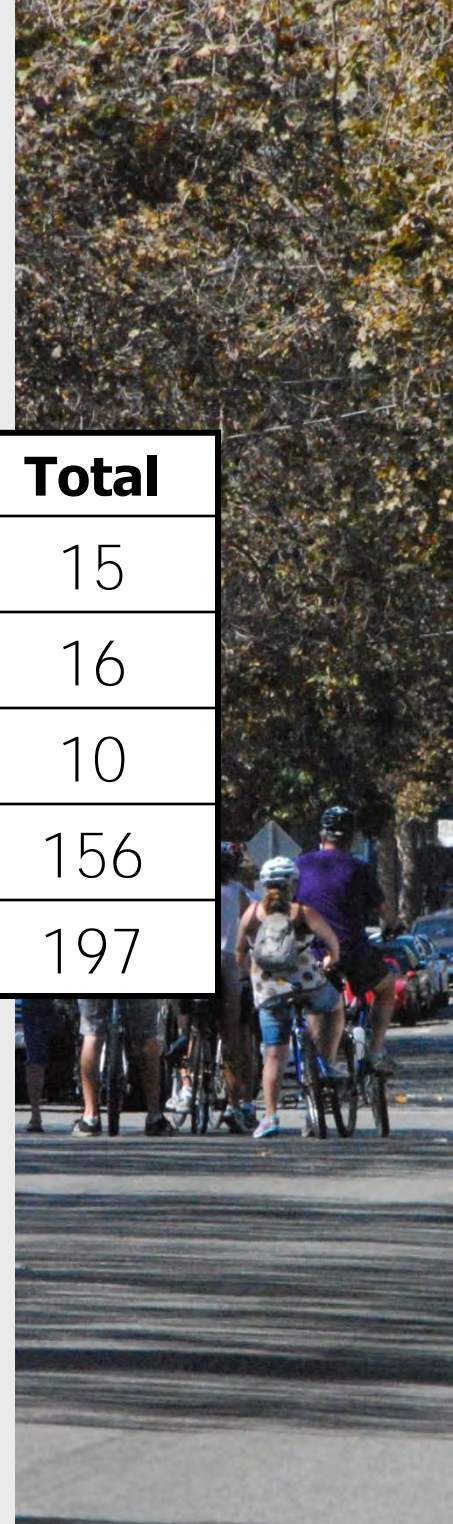
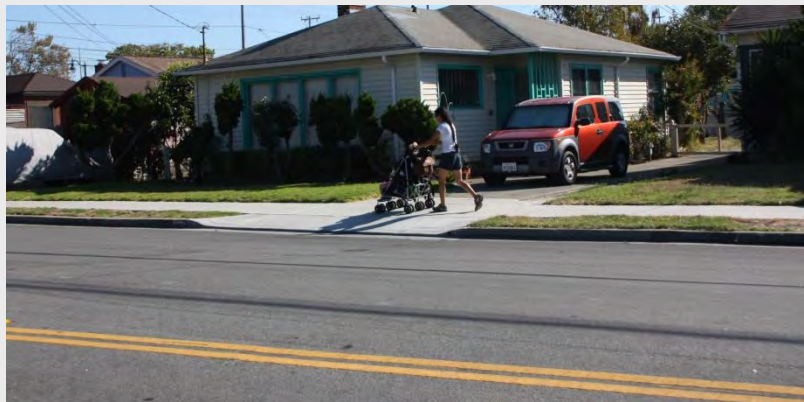
Notes:

1. Travel times do not include delays due to mid-block parking maneuvers and left-turn movements.
2. Travel times do not account for diversion to alternate routes during congested conditions.

Traffic Analysis (cont.)

Driveway Counts:

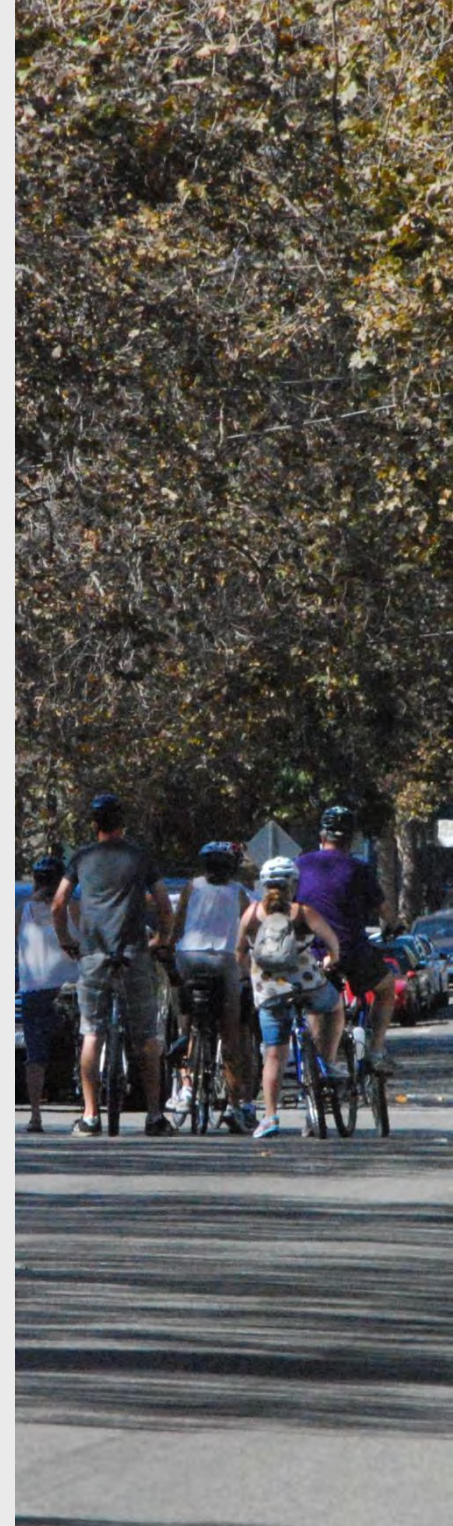
	North/East	South/West	Total
Pacific/Main to Lincoln	14	1	15
Lincoln to Third/Taylor	12	4	16
Third/Taylor to Fourth	9	1	10
Fourth to Sherman/Encinal	86	70	156
Total	121	76	197



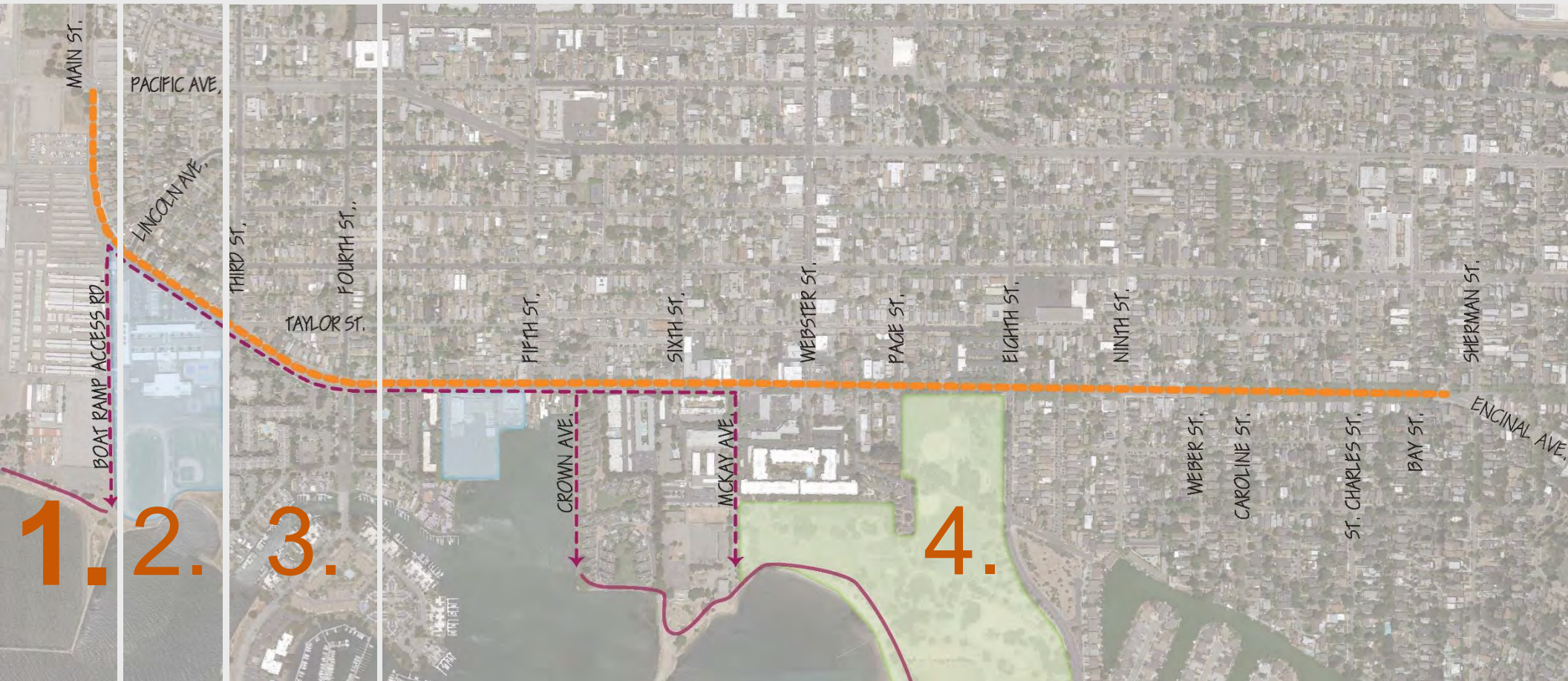
Traffic Analysis (cont.)

Initial Recommendations:

- Add traffic signal at Third/Taylor
 - Maintain four lanes with sharrows at:
 - Central/Webster
 - Central/Eighth
 - Evaluate need for signal at Central/Fifth
 - Modify signal timing and coordination
- = Reduced delay from road diet**



Preferred Options: Corridor Segments



1. Pacific/Main to Boat Ramp Access (Alameda Point)
2. Boat Ramp Access to Third/Taylor (Encinal HS)
3. Third/Taylor to Fourth
4. Fourth to Sherman/Encinal

1. Alameda Point Master Infrastructure Plan (2014)

Pacific/Main to Lincoln:

- Shifts street towards Alameda Point
- Removes offset
- Provides on-street parking on both sides
- Installs bikeway



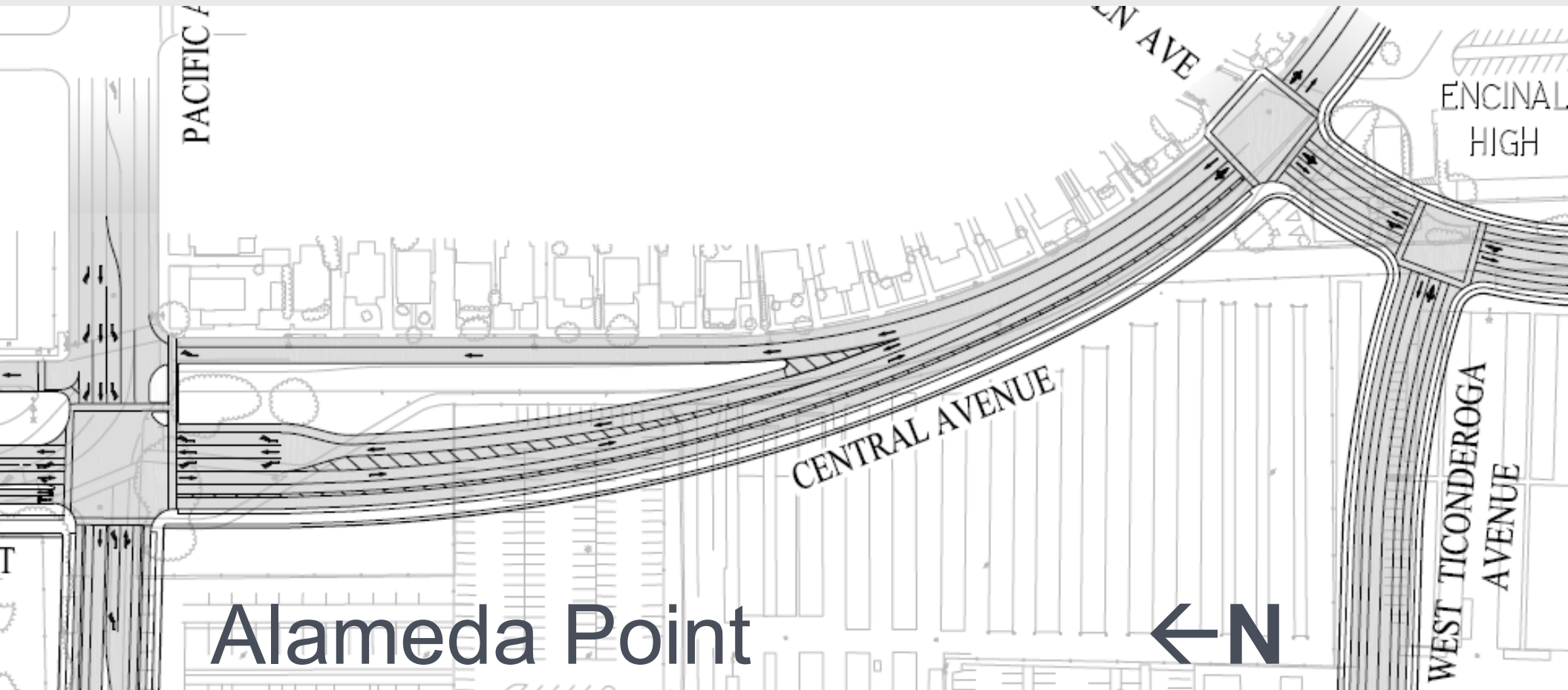
Central Ave @ Pacific Main



1. Alameda Point

Master Infrastructure Plan

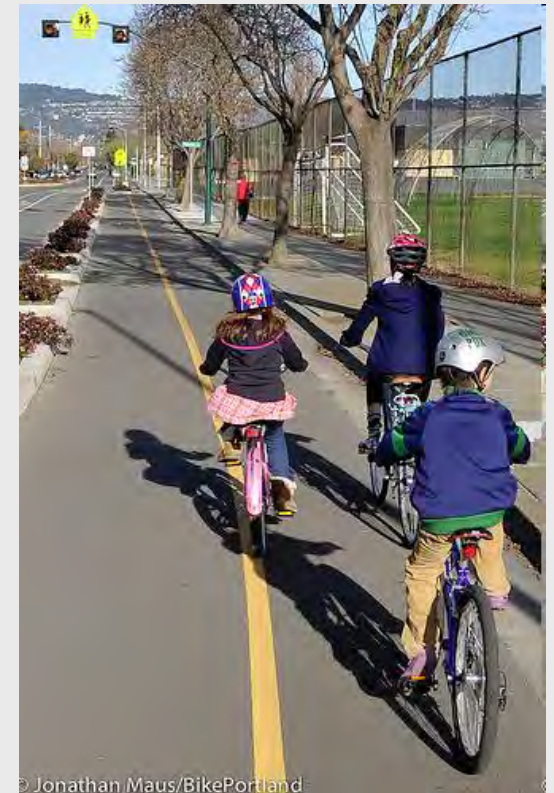
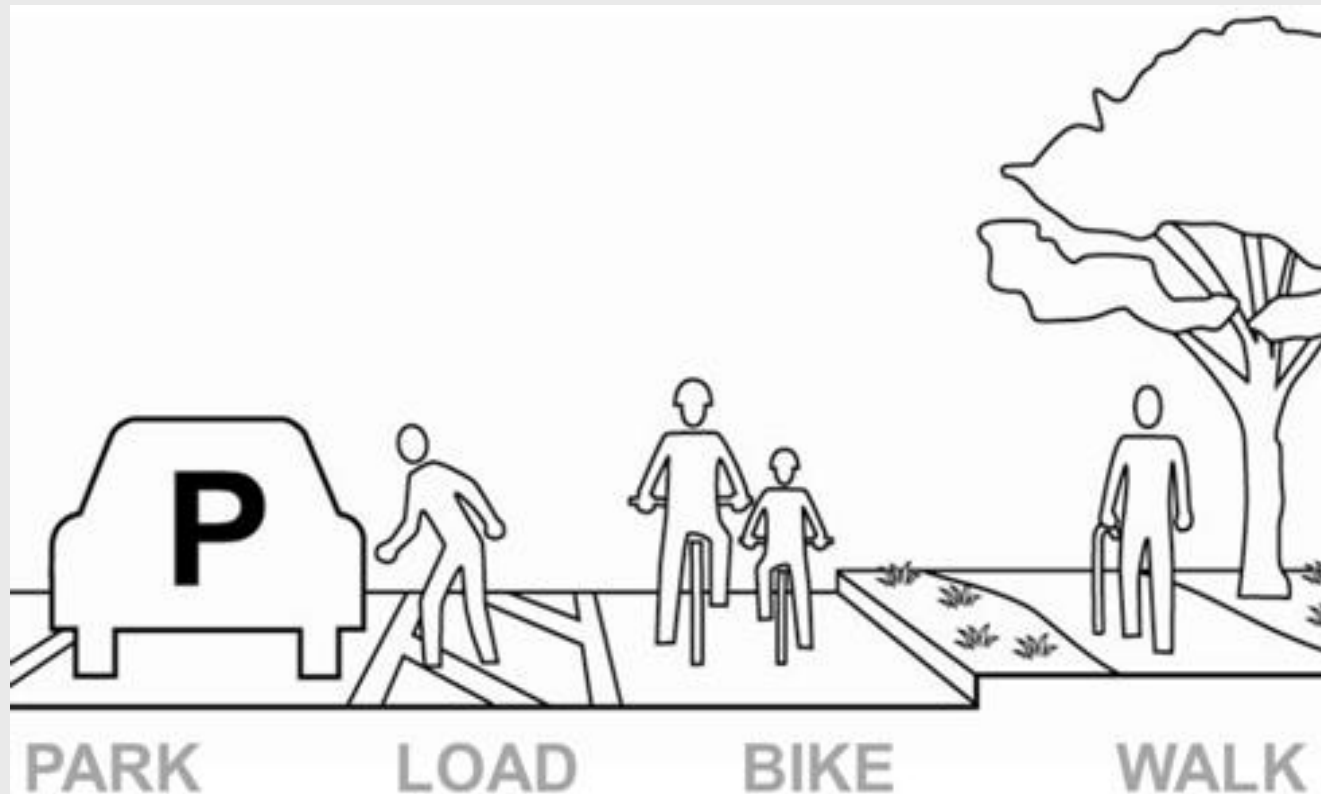
- Preliminary Concept for Pacific/Main to Lincoln



Source: Alameda Point Master Infrastructure Plan (2014)

1. Pacific/Main to Lincoln

- Preliminary Concept: Cycle Track
+ Class 2 Bike Lanes
= Fernside Blvd. model



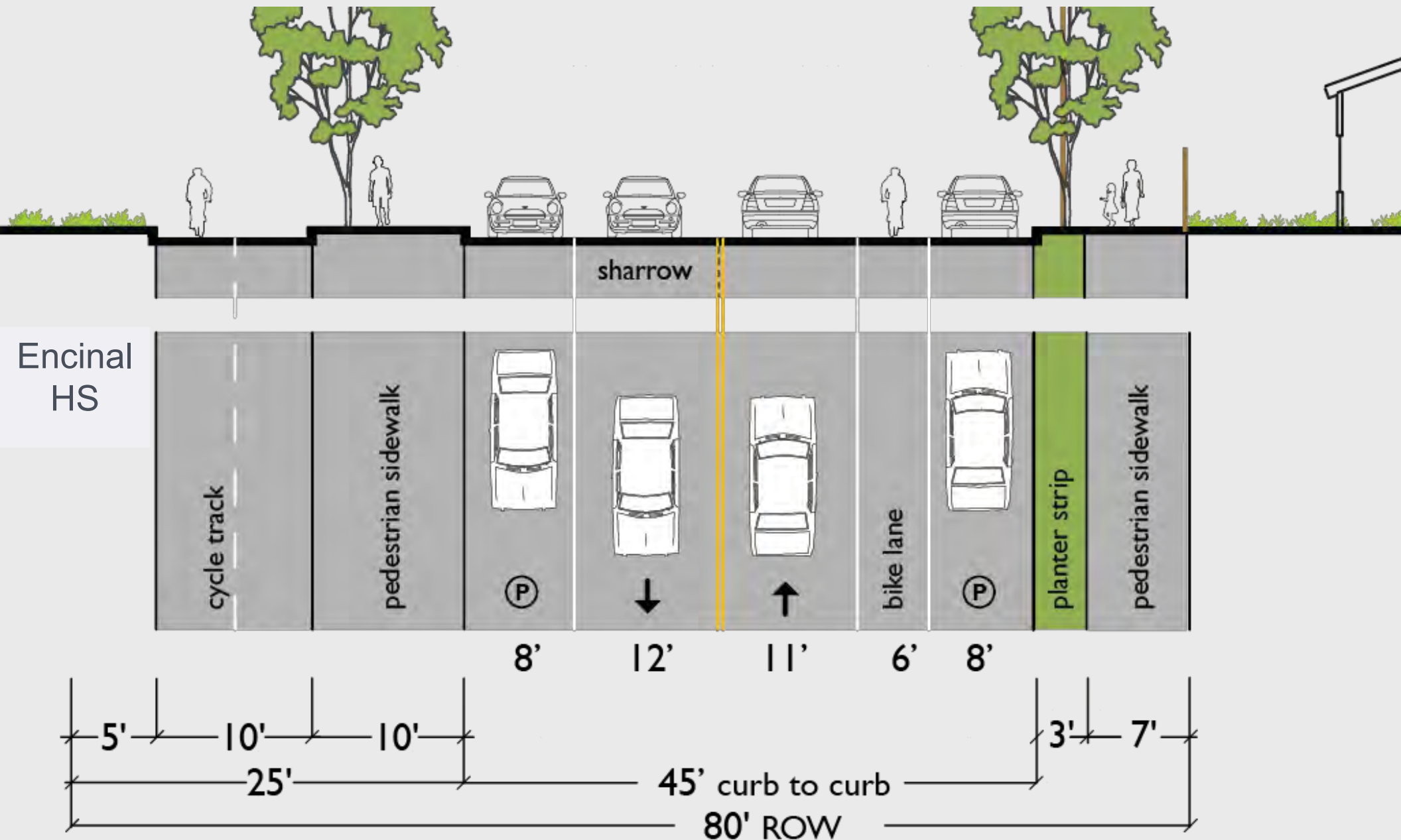
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2. Boat Ramp Access Road to Third/Taylor

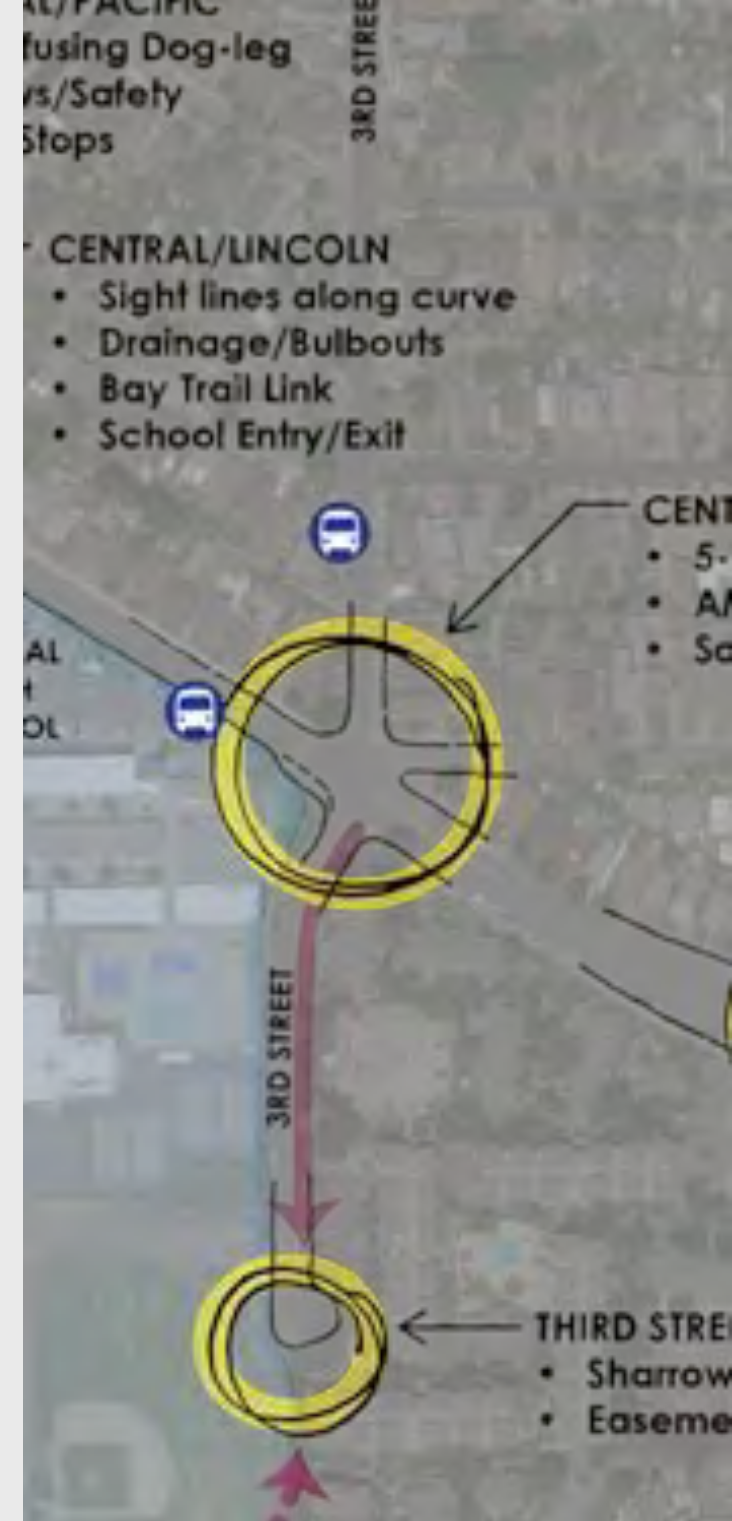
Cycle Track + Bike Lane



Third/Taylor

Intersection Improvements

- City conducted outreach in 2013
- Installed curb extension on south side
- Little support for restricting movements to and from Taylor
- Traffic signal?



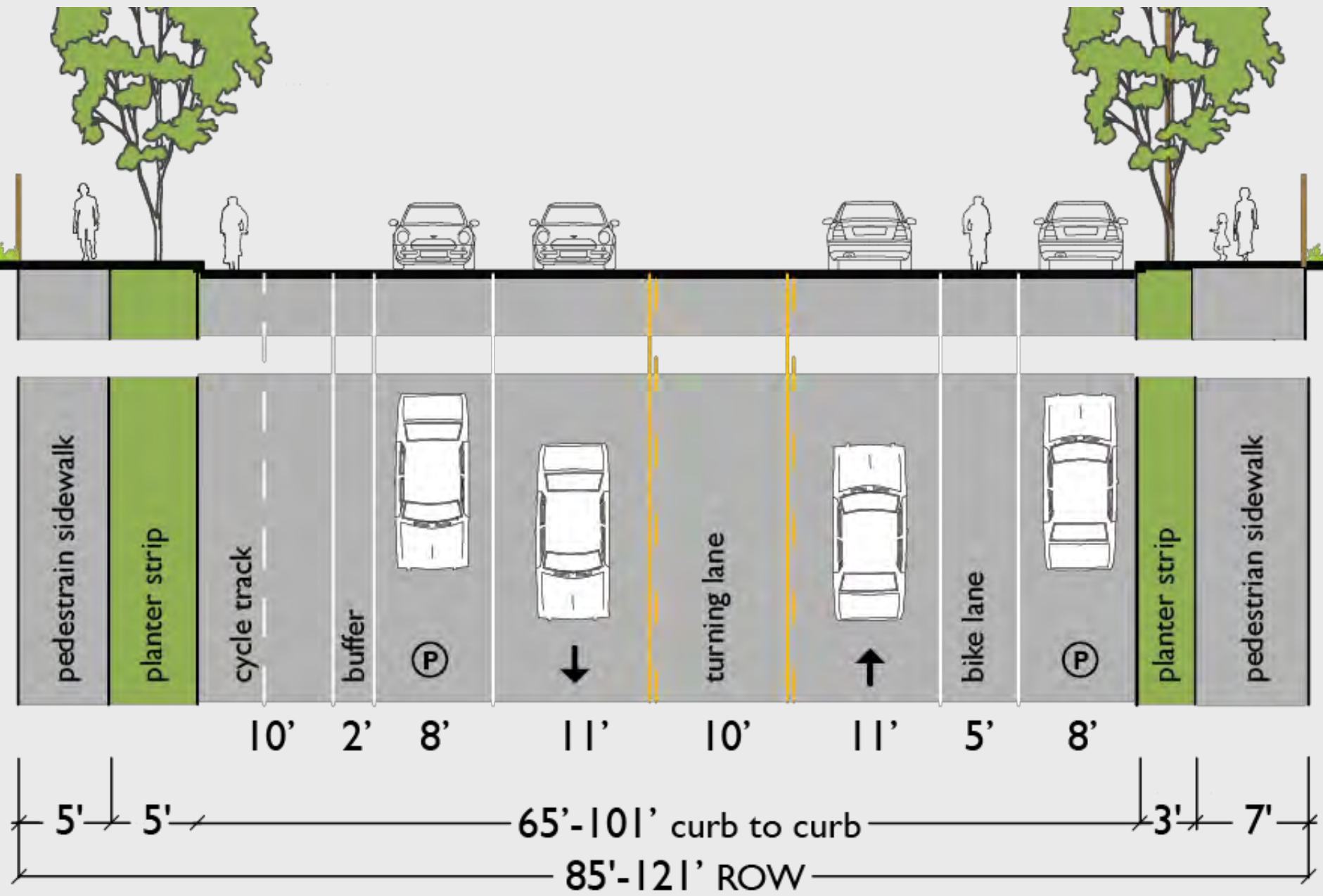
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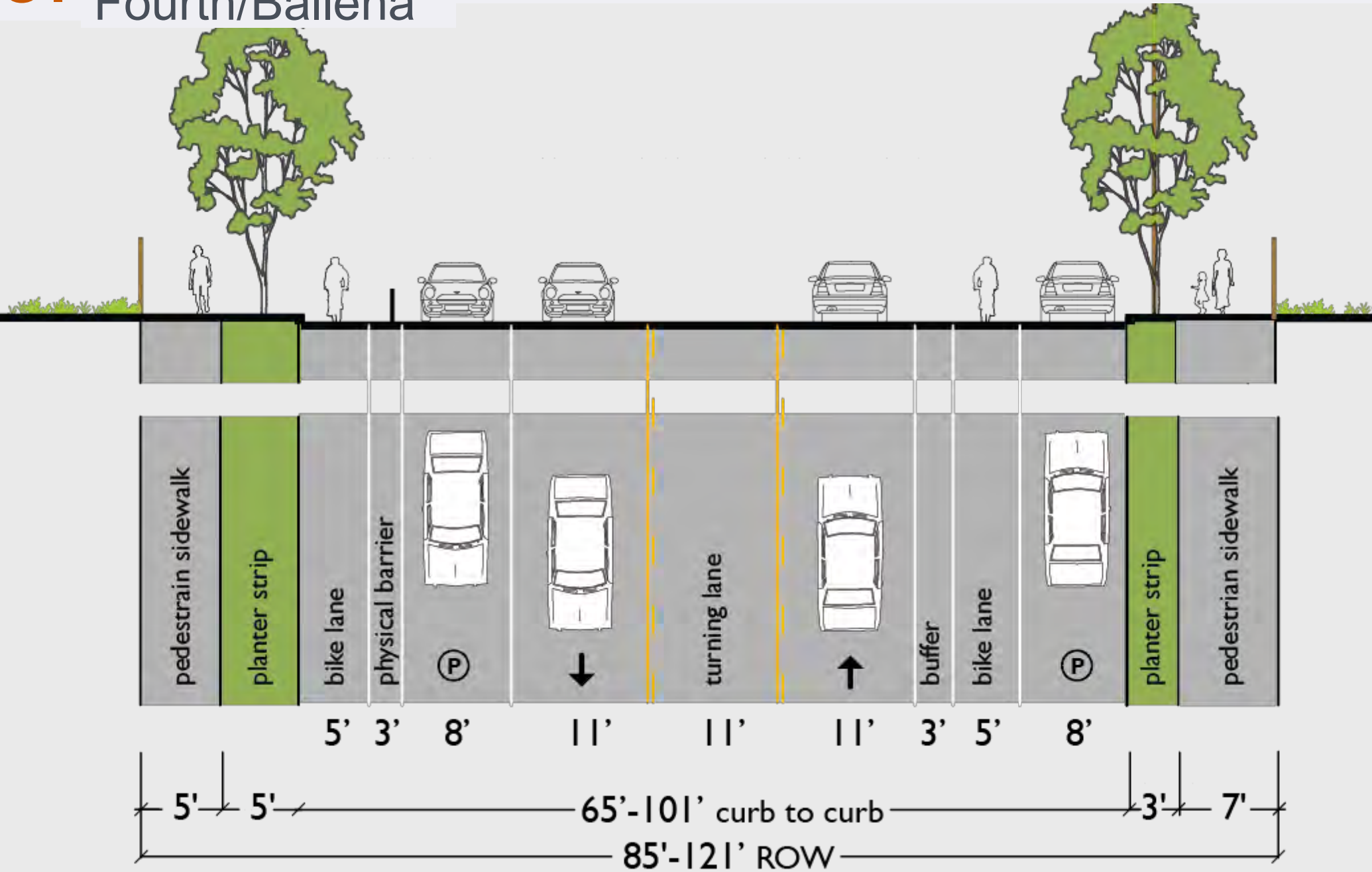
3. Third/Taylor to Fourth/Ballena

Two-Way Cycle Track (South)



3. Third/Taylor to Fourth/Ballena

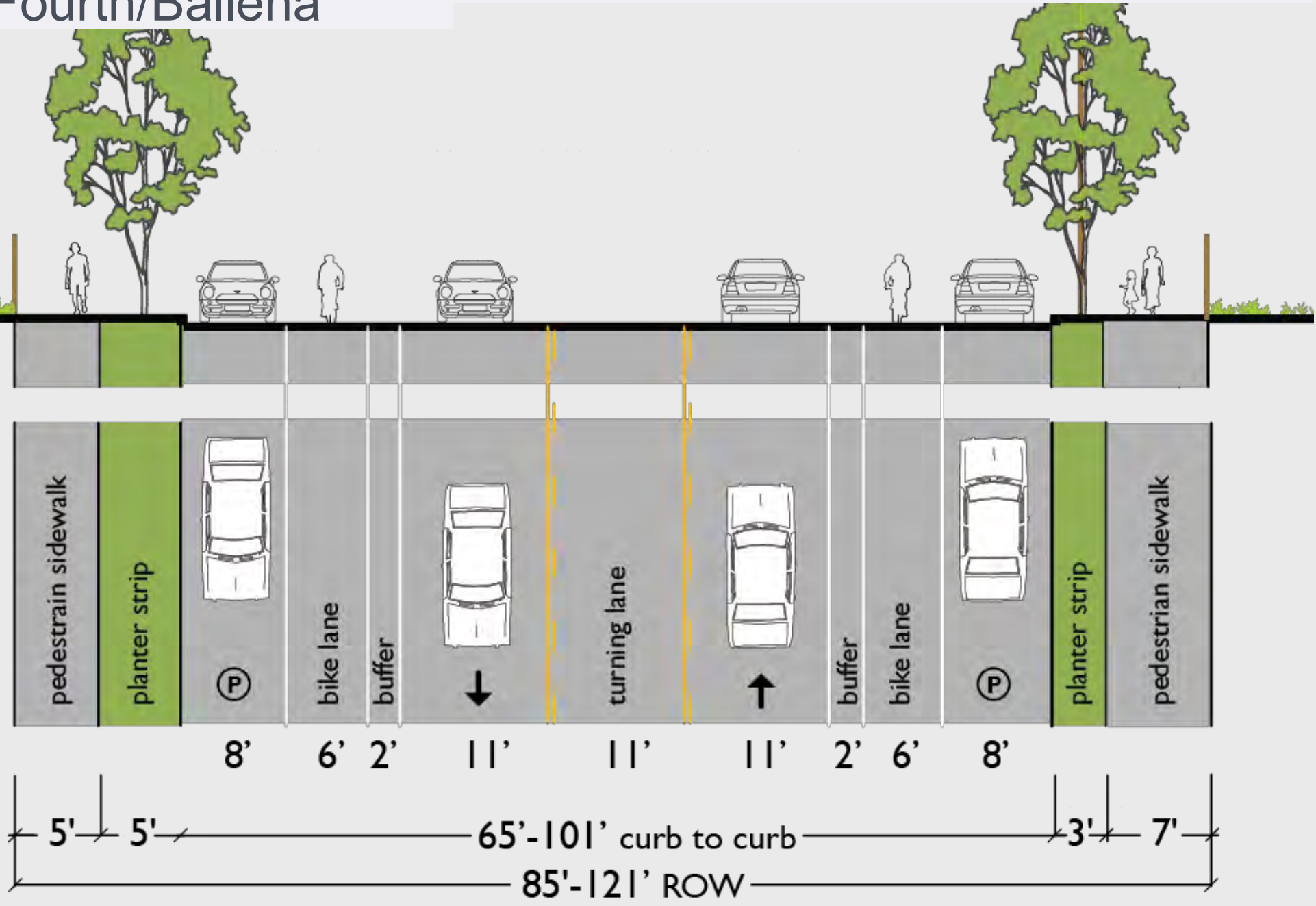
One-Way Cycle Track (South)



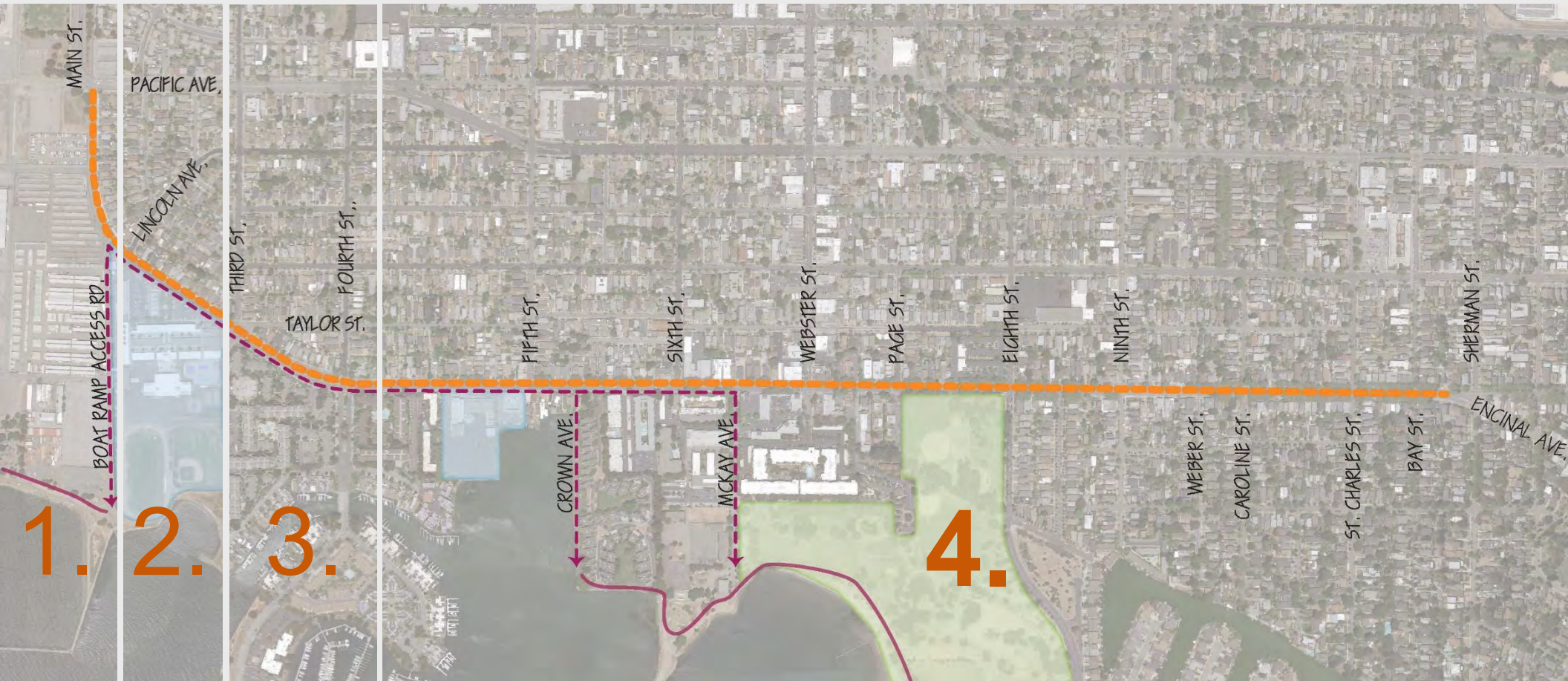
3.

Third/Taylor to
Fourth/Ballena

Buffered Bike Lanes



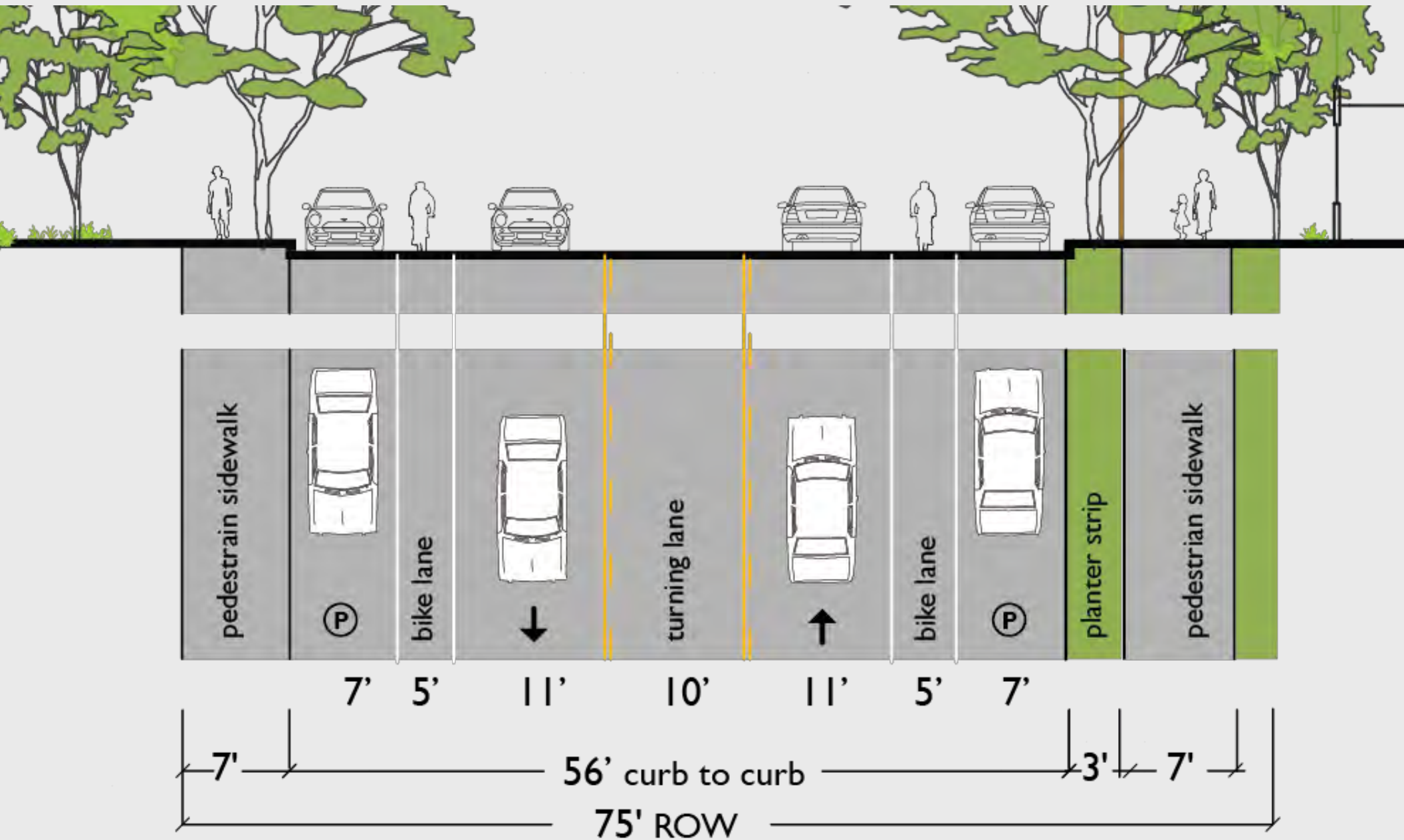
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3. Third/Taylor to Fourth
4. Fourth to Sherman/Encinal

4. Fourth/Ballena to Sherman/Encinal

Bike Lanes



Option C: Class II Bike Lanes



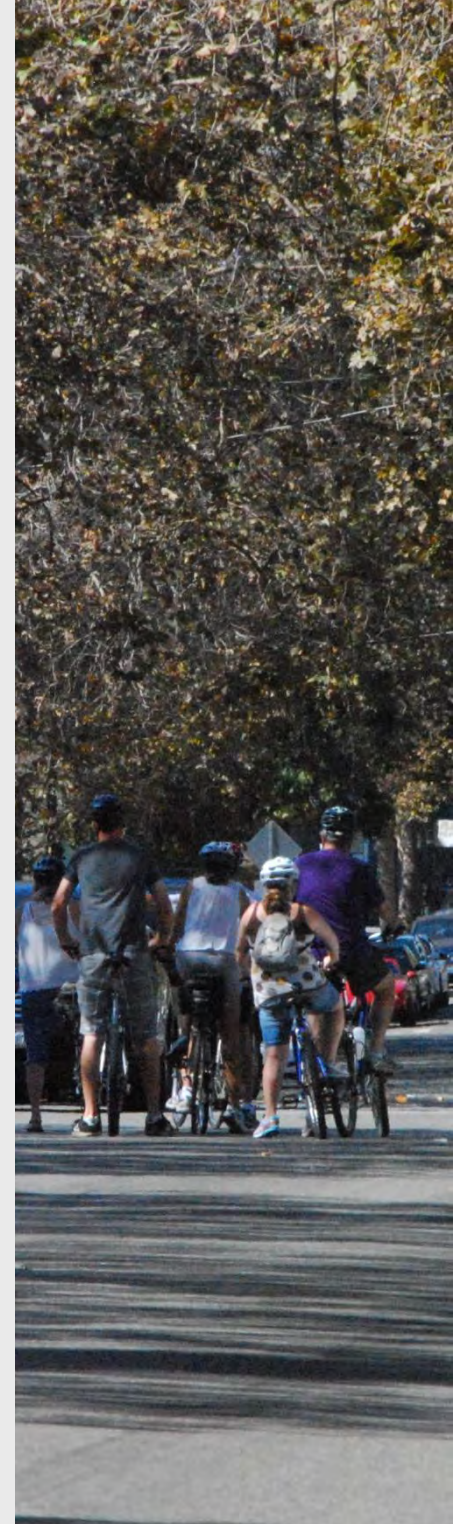
Project Concept Components

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- **Bikeway**
- **Road diet**
- **Accessibility**
- **Streetscape (e.g., gateway, trees)**
- **Utilities: storm, sewer and undergrounding**
- **Pavement resurfacing**
- **Truck and bus access**



Break-out Groups

- Ground Rules
 - Be safe
 - Be respectful
 - Be responsible
 - Be an ally
- = Better Together!**



Break-out Groups

1. Introductions

2. Select

- Facilitator
- Spokesperson
- Timekeeper

3. Discuss

1. Revised Goals
2. Preferred Options



Next Steps

- ***Complete/Return Comment Card***
- Open Forum: <http://alamedaca.gov/public-works/open-forum>
- Community Meeting #3: Preferred Concept, September 17
- Transportation Commission: November 18



Comments or Questions?

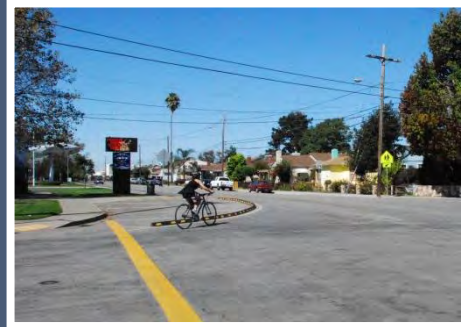
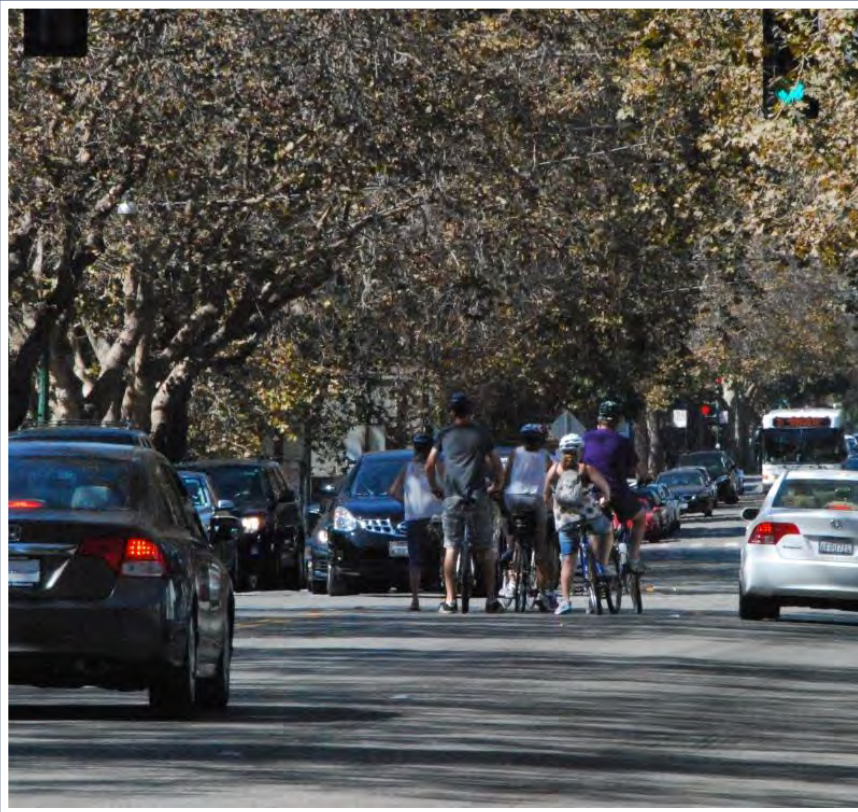
- Open forum:

<http://alamedaca.gov/public-works/open-forum>

- Contact: Gail Payne at 510-747-7948 or gpayne@alamedaca.gov

- Project web page:

<http://alamedaca.gov/public-works/central-avenue-complete-street>



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