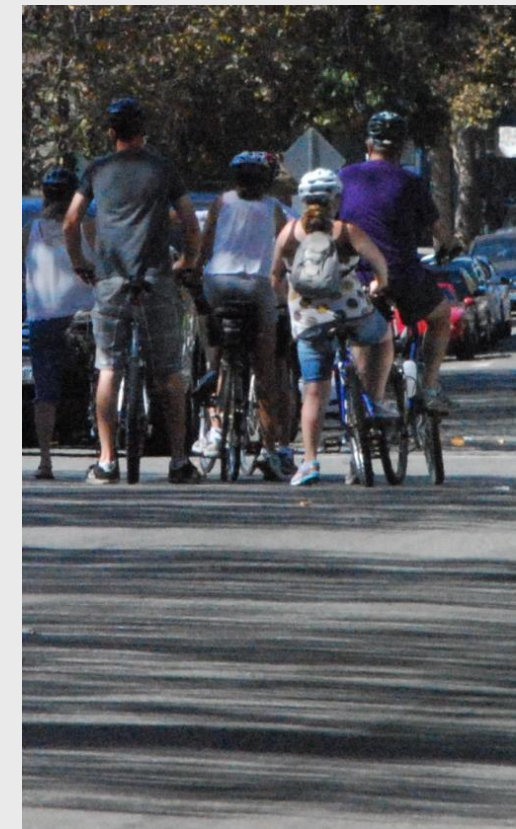


Central Avenue Recommended Safety Improvements

Transportation Commission | November 18, 2015

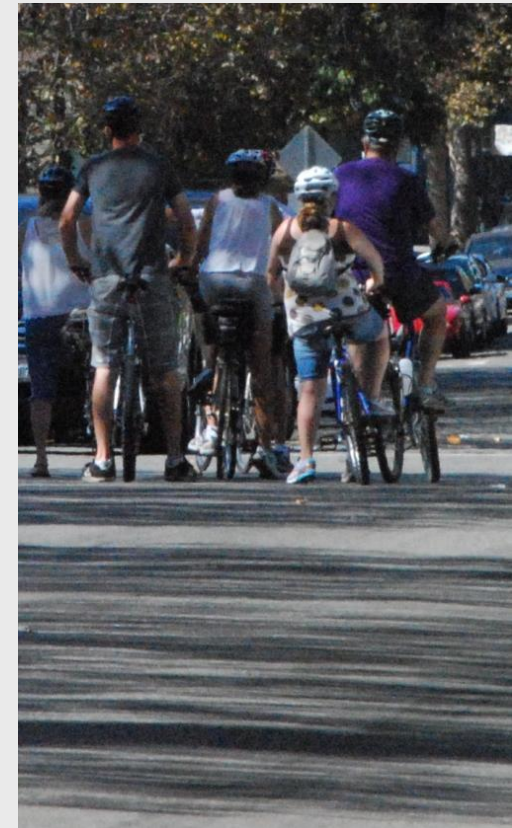
Agenda

- Overview & Purpose
- Outreach
- Safety Improvement Recommendations
- Next Steps
- Q & A



Overview

- Creates Substantial Safety Benefits in Area Concentrated with Schools
- Adds Improvements Making It Easier and Safer to Walk, especially at Encinal High
- Installs Continuous Bikeway for 95% of Corridor Compared to 12% Existing
- Creates Bay Trail connection
- Implements General Plan and Bike Plan
- Minimizes Motorist Delay
- Provides Net Gain of Parking - No Loss Near Webster Street



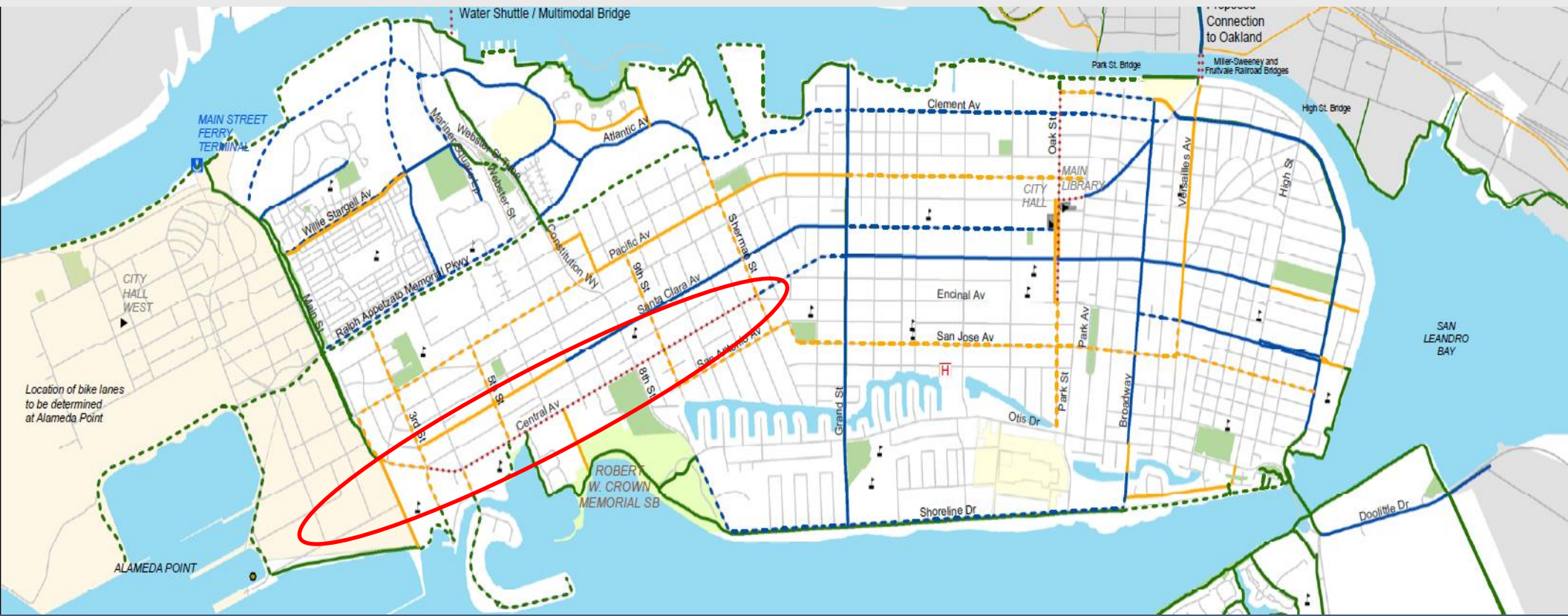
Overview: Stakeholder Support

- Caltrans (owns Sherman-Webster)
- Paden School (315 students)
- Encinal High School / Junior Jets (1,330 students)
- AUSD Superintendent
- San Francisco Bay Trail / Association of Bay Area Governments (proposed 500 mile trail)
- Bike Walk Alameda



Implementing General Plan

- General Plan - Transportation Element (2009)
 - Truck Route
 - Transit and Bicycle Priority Streets
- City of Alameda Bicycle Plan (2010)



Issues to Balance

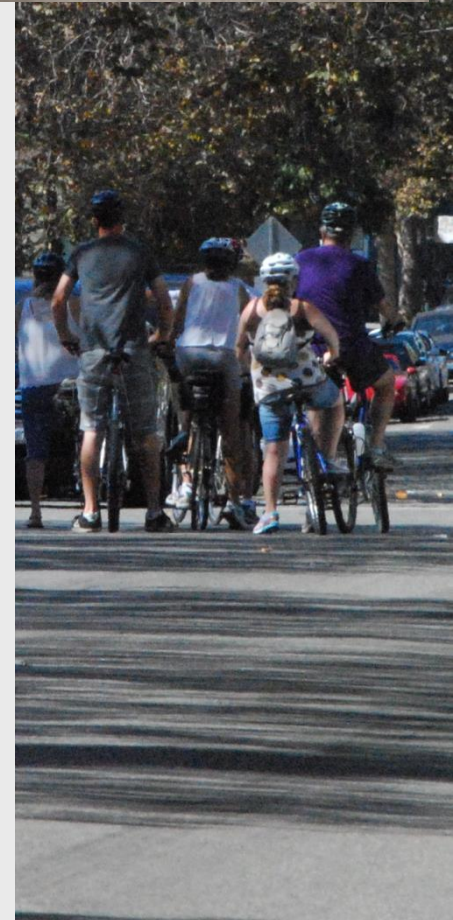
- 1.7 mile study area / residential area
- AC Transit, truck, commercial, jobs and ferry access
- Partial SF Bay Trail / Partial Caltrans facility – SR 61
- Multiple schools (approx. 4,500 students/9 schools)



Central Avenue Proposed Street Concept

Schools

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



Alternatives Considered

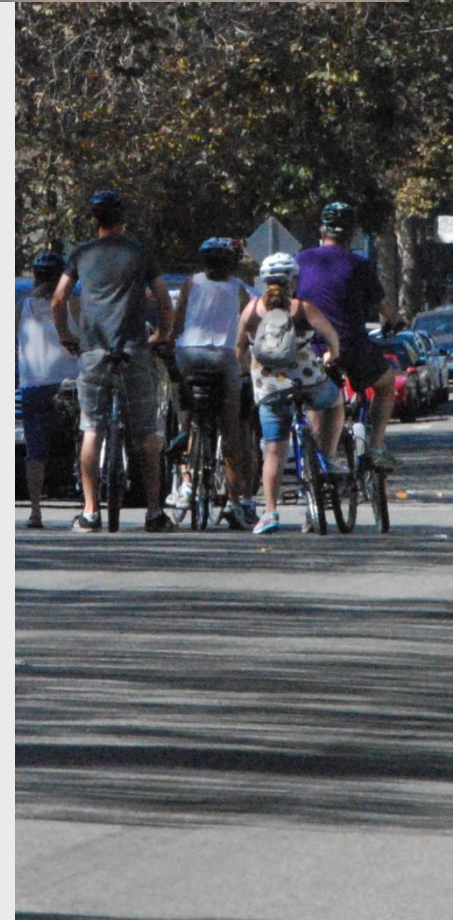
- Do nothing different – leave as is – status quo
- Santa Clara Avenue
- Sharrows
- East End Section:
 - Buffered Bike Lanes
 - One-way Separated Bikeway
 - Median Separated Bikeway
 - Two-way Separated Bikeway on one Side of the Street
- Education/Enforcement



Safety

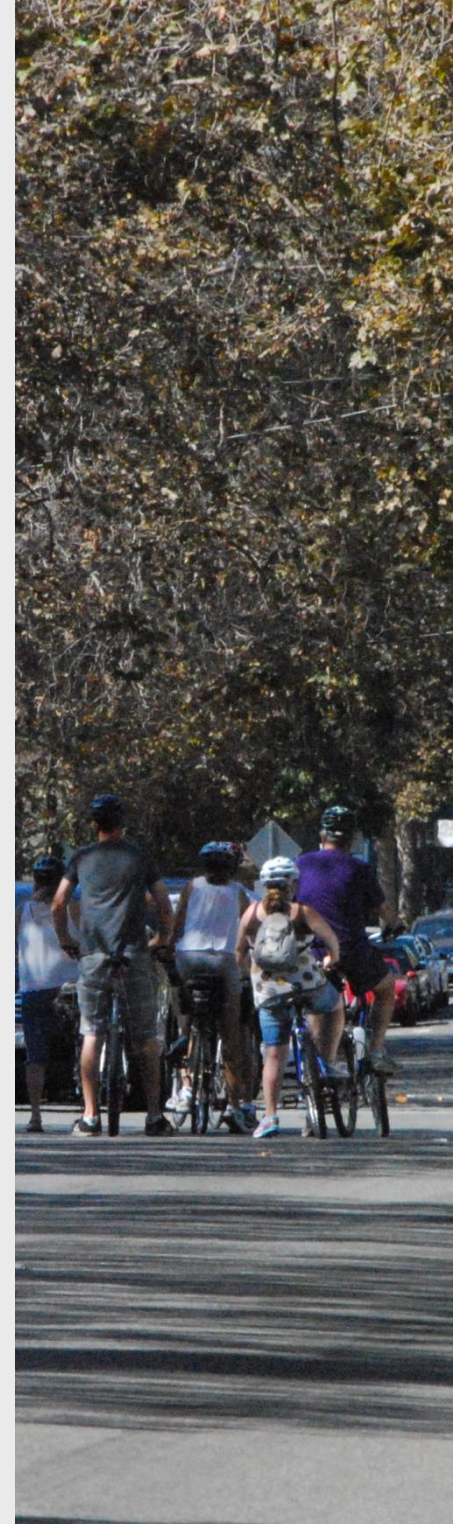
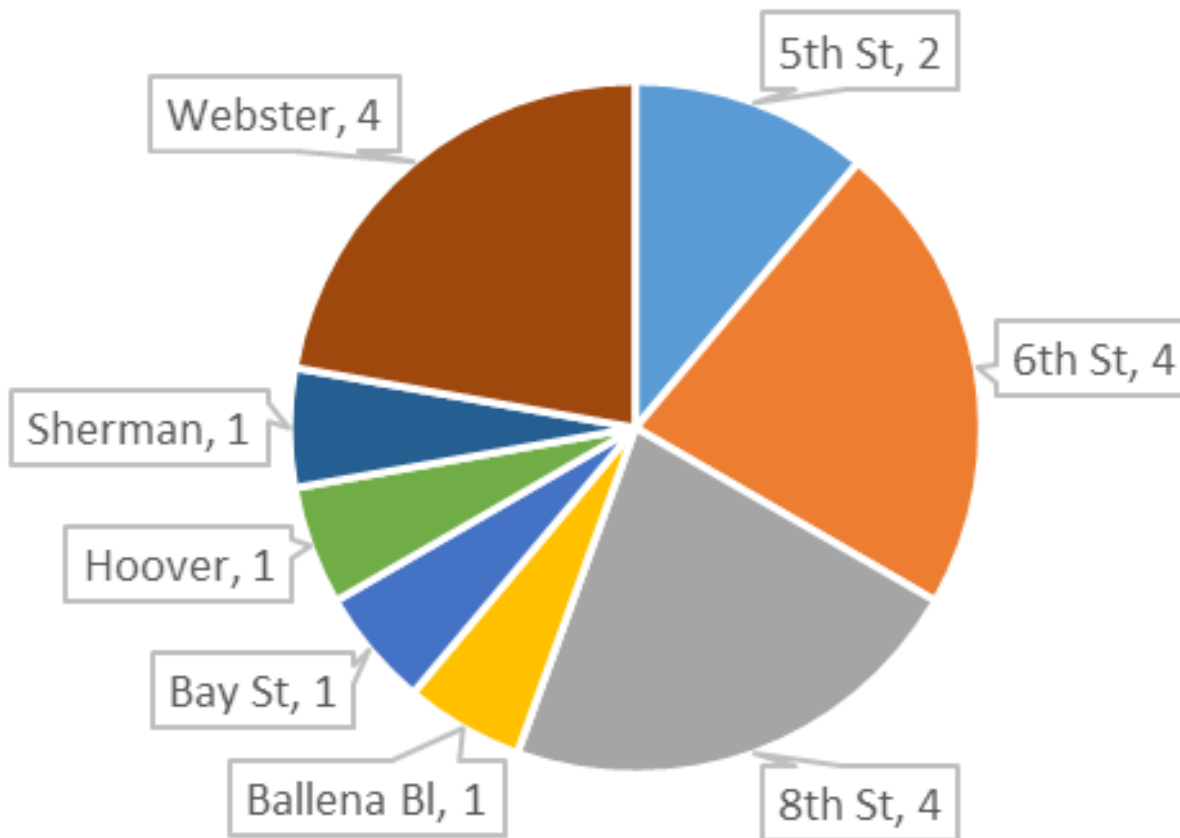
■ Roadway Safety

- Actual Speeds: 30-33 mph
- 89 injuries from collisions past 10 years
 - 18 walking = 20% (16% citywide)
 - 22 bicycling = 25% (16% citywide)
- Bicycling/walking injuries = 45% (32% citywide)
- Study Area mileage = 1.4% of citywide streets
- Study Area injuries = 4.1% (compared to citywide injuries)



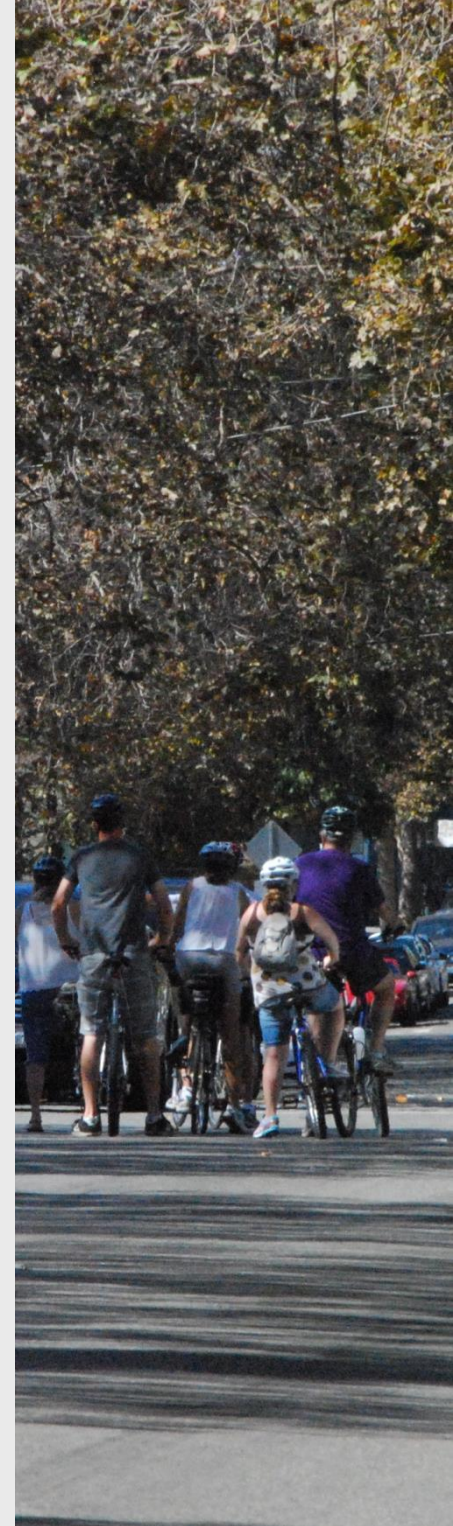
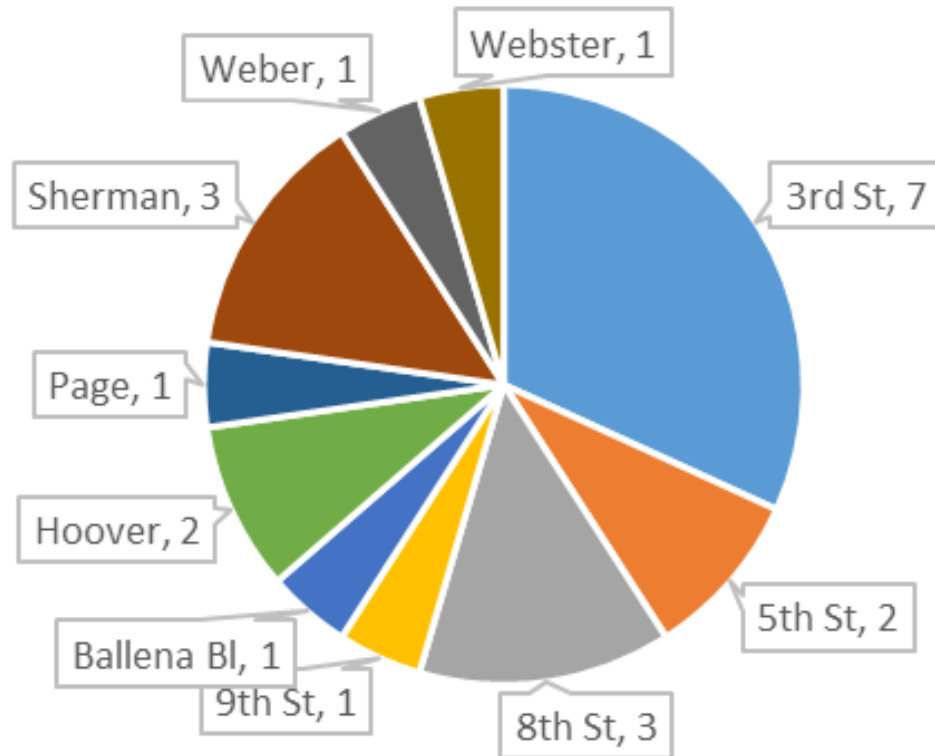
Safety: Ped Injuries at Uncontrolled Intersection and Highly Concentrated Areas

Number of Pedestrian Injuries by Intersection
(2004-2013)

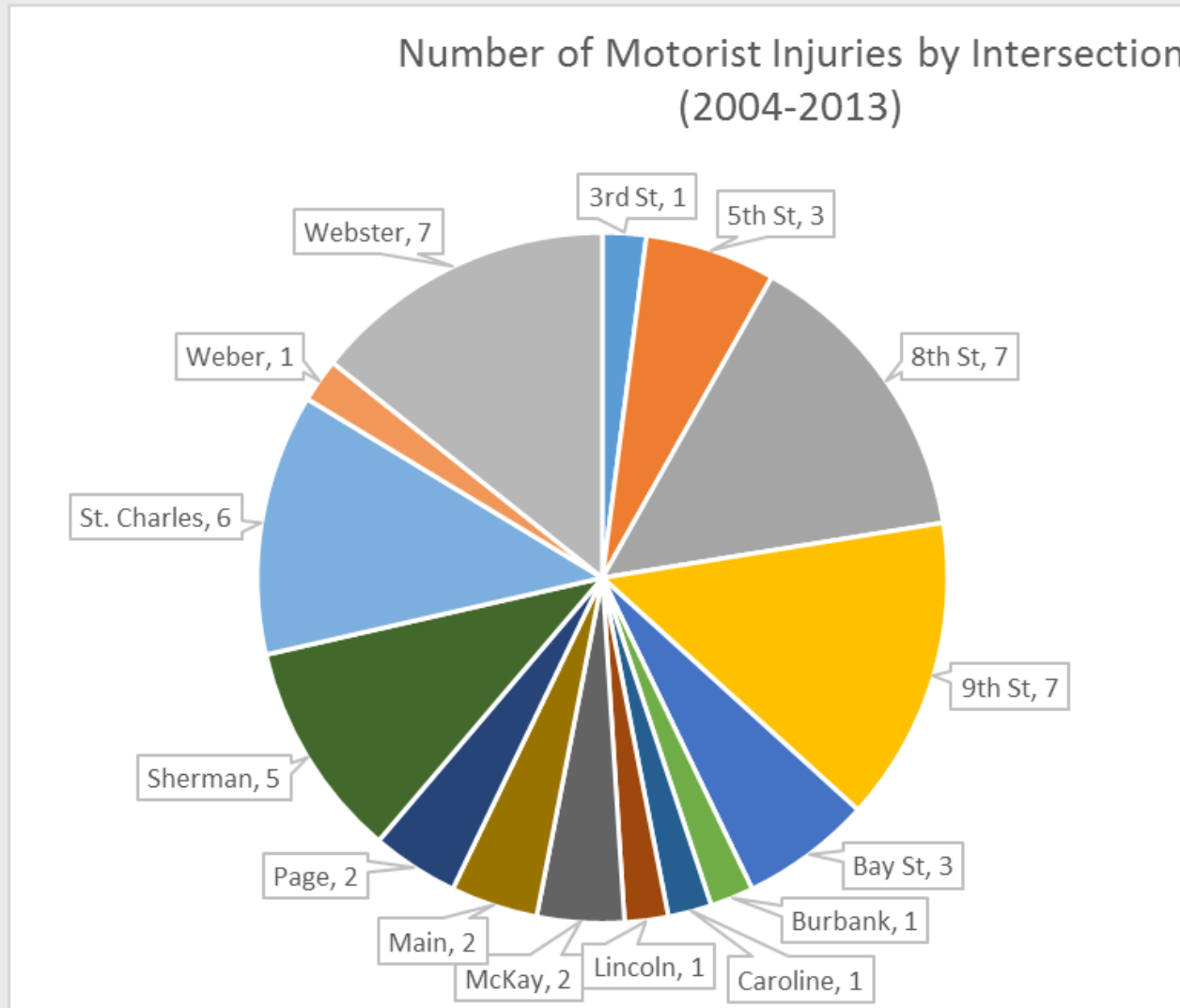


Safety: Bike Injuries Concentrated at Third Street near Encinal High and 5 out of 7 during Drop-Off/Pick-Up Times

Number of Bicyclist Injuries by Intersection (2004-2013)

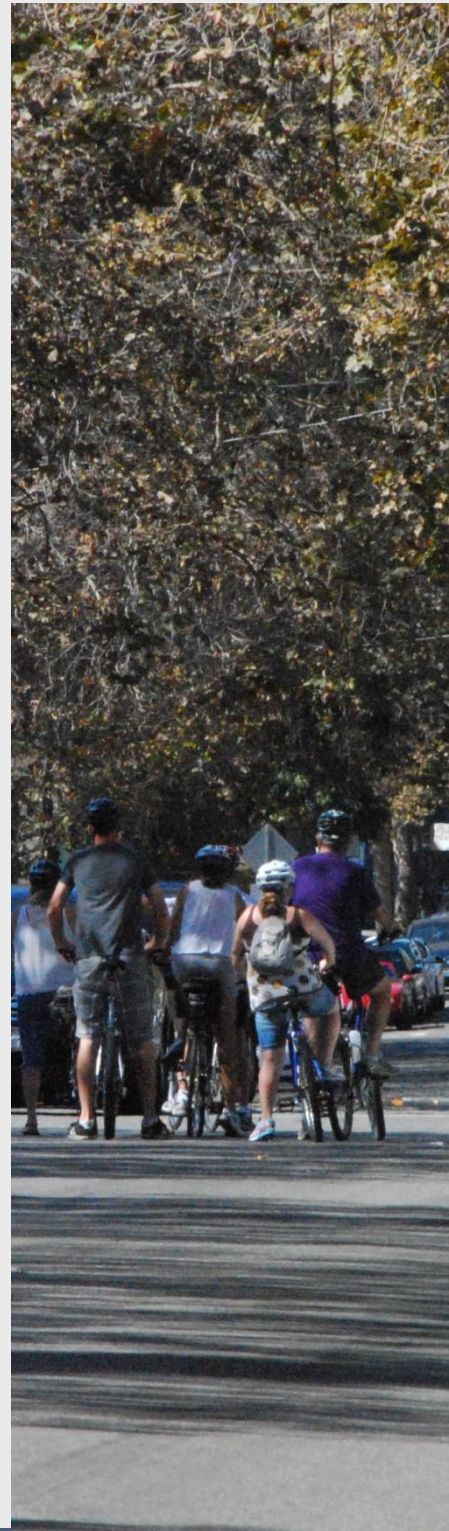


Safety: Motorist Injuries More Dispersed throughout Study Area

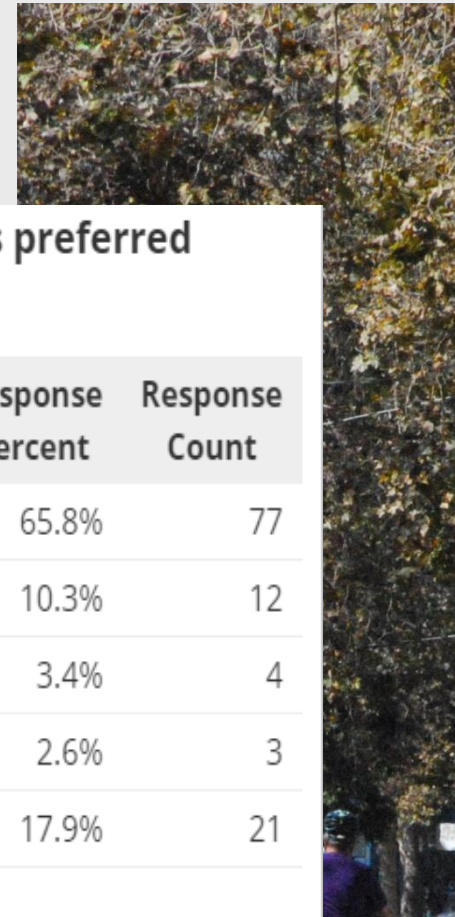


Outreach: Process

- Community Workshops: April, June and September
- Transportation Commission Meetings: May and Nov.
- Advisory Committee: met three times and individually
- Outreach Materials
- Project Email List Serv: 350 emails and growing
- Web Page: <http://alamedaca.gov/public-works/central-avenue-complete-street>
- Open Forum: <http://alamedaca.gov/public-works/open-forum> - attracted almost 500 visitors
- City Council: Recommended Concept (early 2016)



Outreach: Survey Results



- Two-way separated bikeway in West End = favorable response

- Bike lanes in east section = mixed support

How would you rank Corridor Segment #1's preferred option? (1 as favored and 5 as not favored)

		Response Percent	Response Count
1		65.8%	77
2		10.3%	12
3		3.4%	4
4		2.6%	3
5		17.9%	21

How would you rank Corridor Segment #4's preferred option? (1 as favored and 5 as not favored)

		Response Percent	Response Count
1		28.4%	33
2		18.1%	21
3		12.1%	14
4		16.4%	19
5		25.0%	29

Concept: Goals

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

**Based on 129
responses**



Concept: Demographics

Millennials: the Generation that Walks the Talk

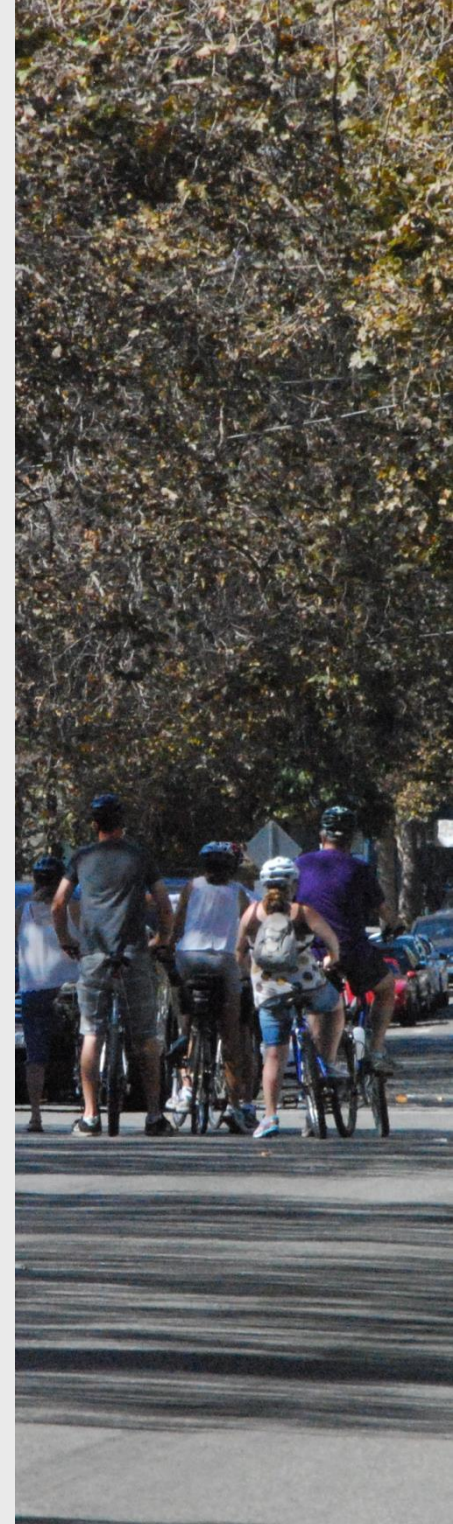
- **Walked to Work/School**
 - Millennials: 32%
 - Generation X: 19%
 - Baby Boomers: 13%

Source: National Association of Realtors & Portland State University

- **22% of young people plan on never getting a driver's license**

Source: University of Michigan survey

- **Encinal HS student parking lot is not full**



Recommended Concept

- East End Section
 - Bike Lanes
- West End Section
 - Two-way Separated Bikeway
 - Westbound Bike Lane



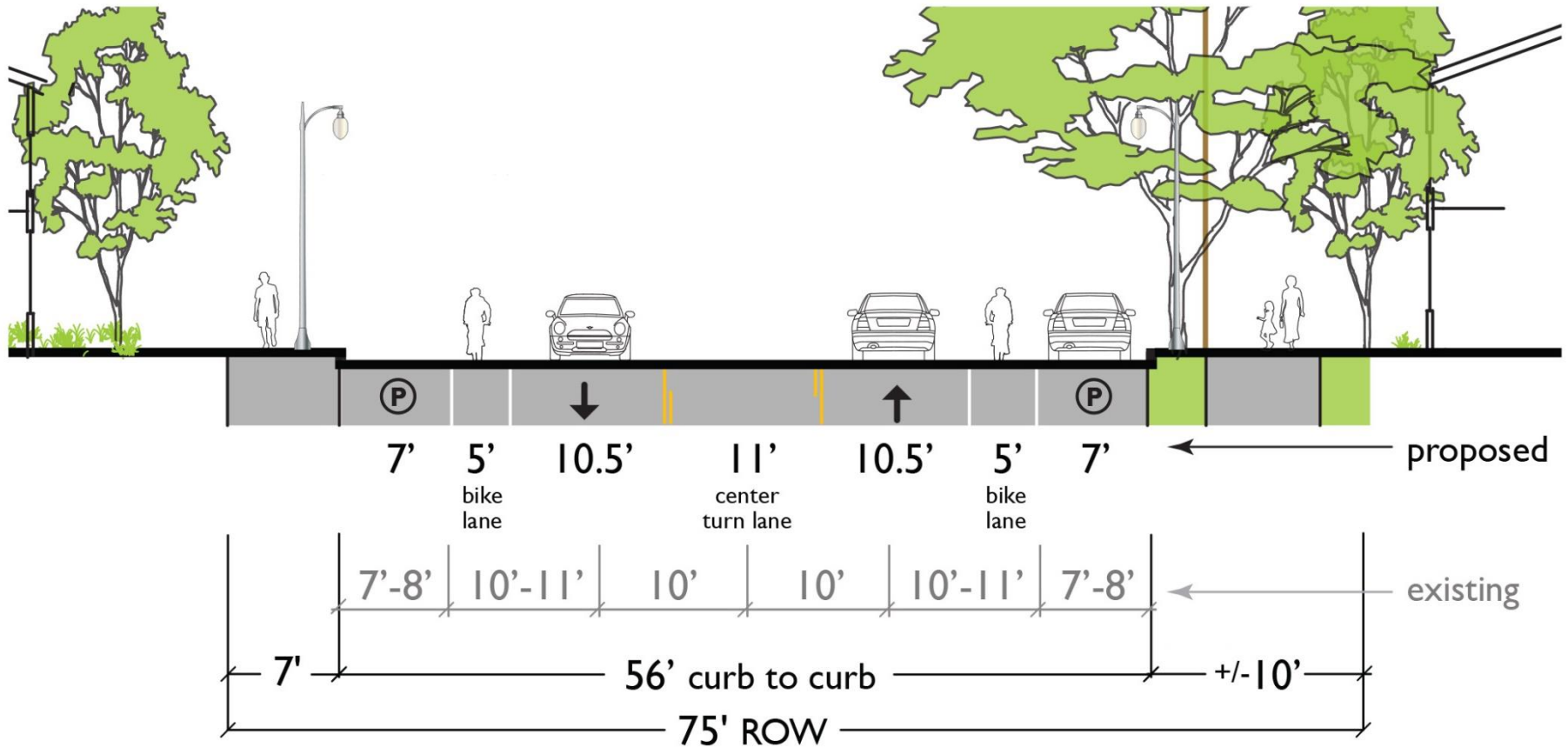
Central Avenue Proposed Street Concept

Concept: Bikeway (Sherman-Paden School)

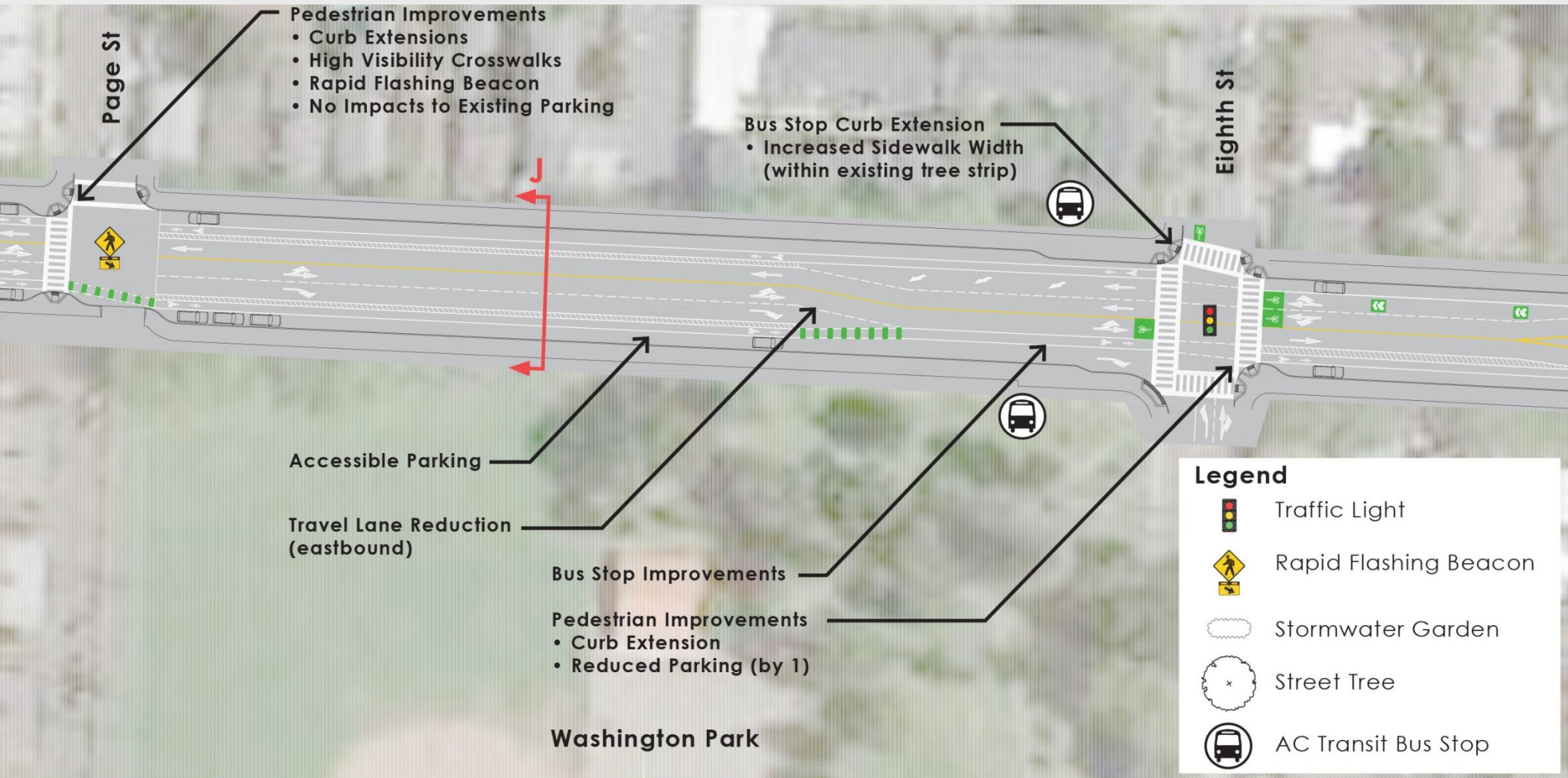
- Do nothing different
- Sharrows markings
- Bike lanes + center turn lane
- Two-way separated bikeway
- One-way separated bikeway
- Buffered bike lanes



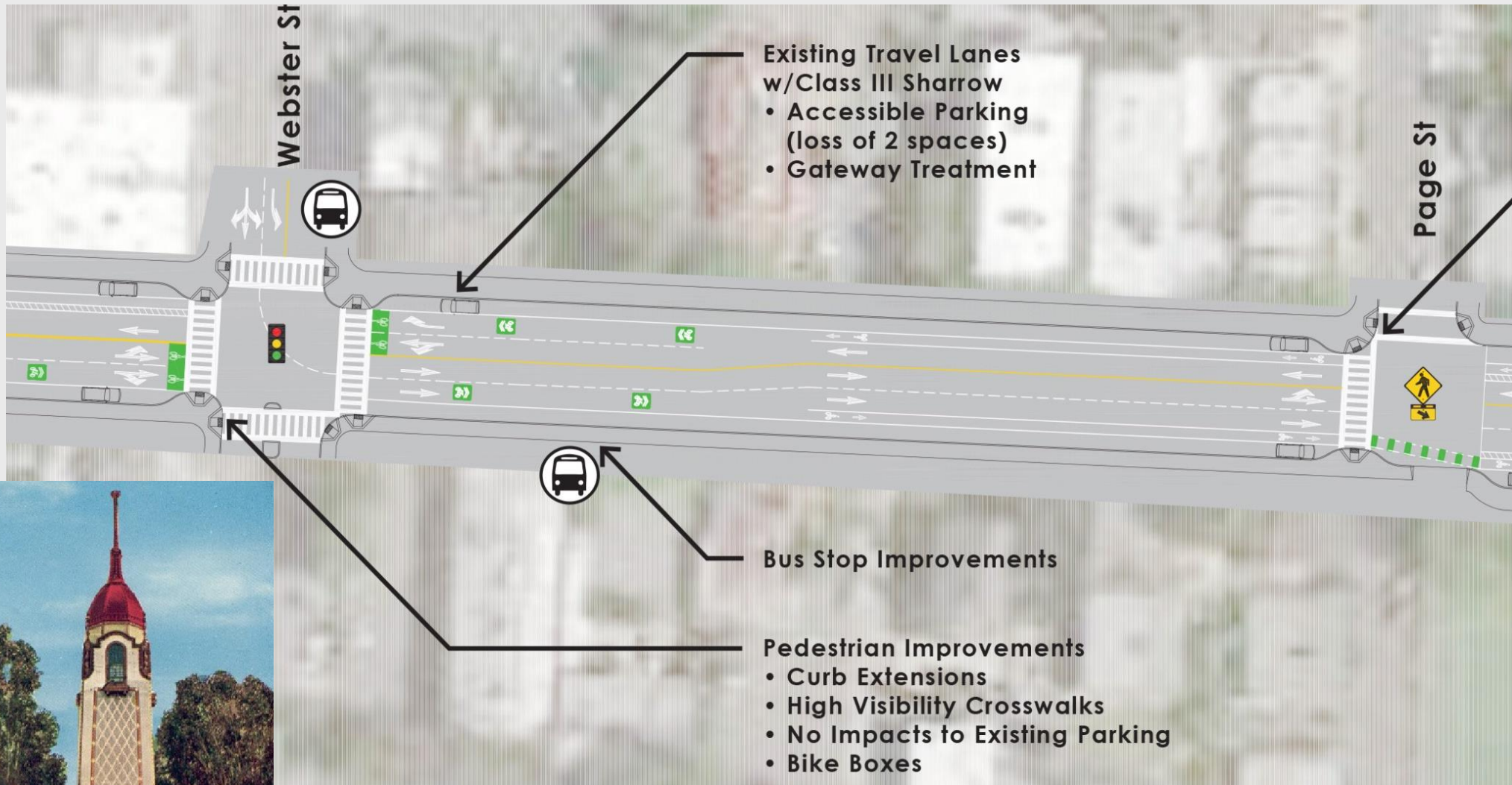
Concept: Sherman – Paden School



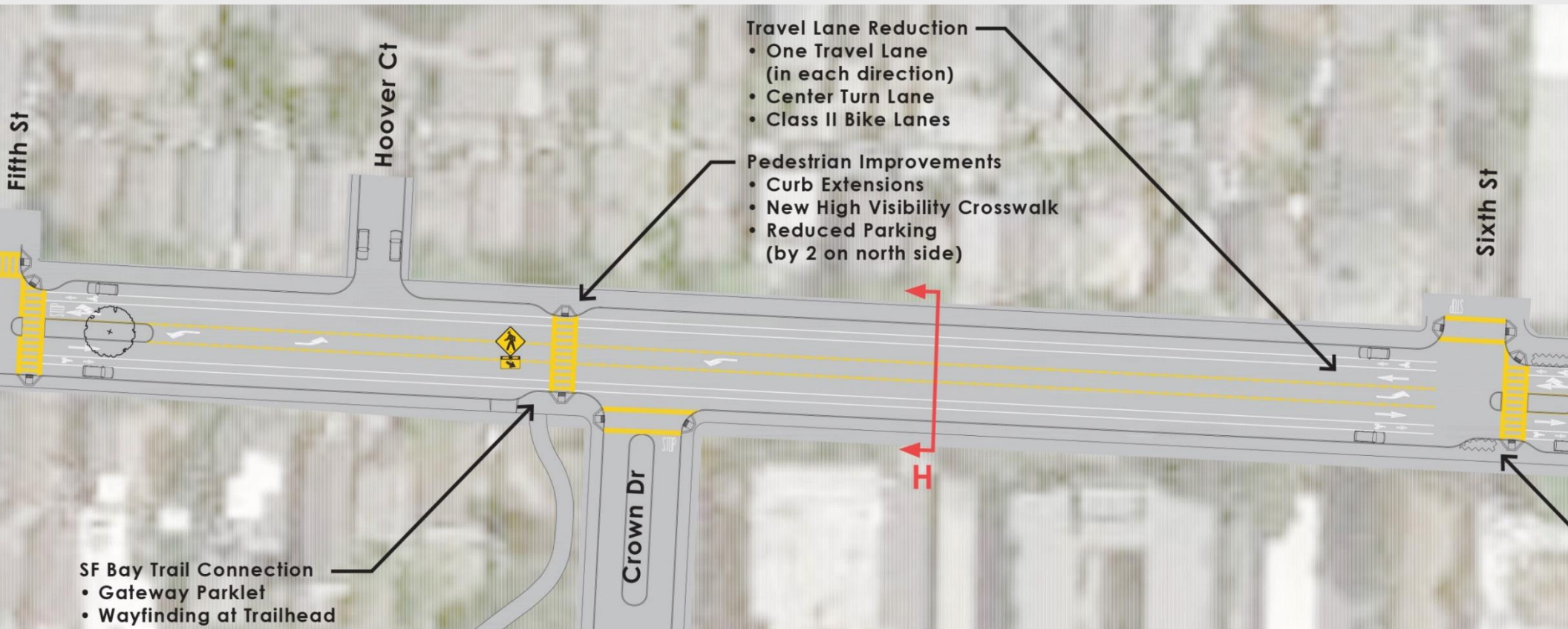
Concept: Eighth St - Page St



Concept: Page St – Webster St

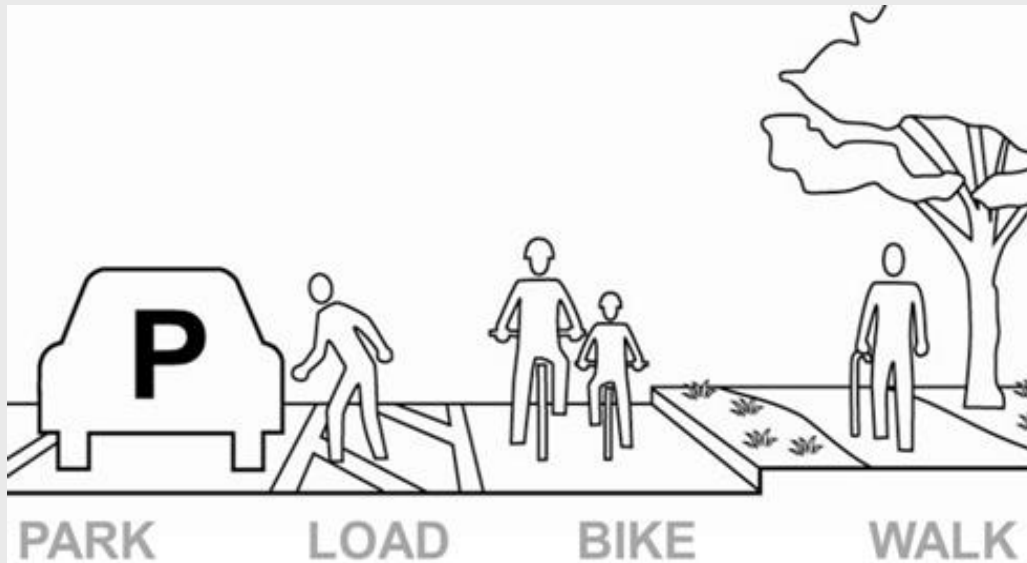


Concept: Fifth St – Sixth St

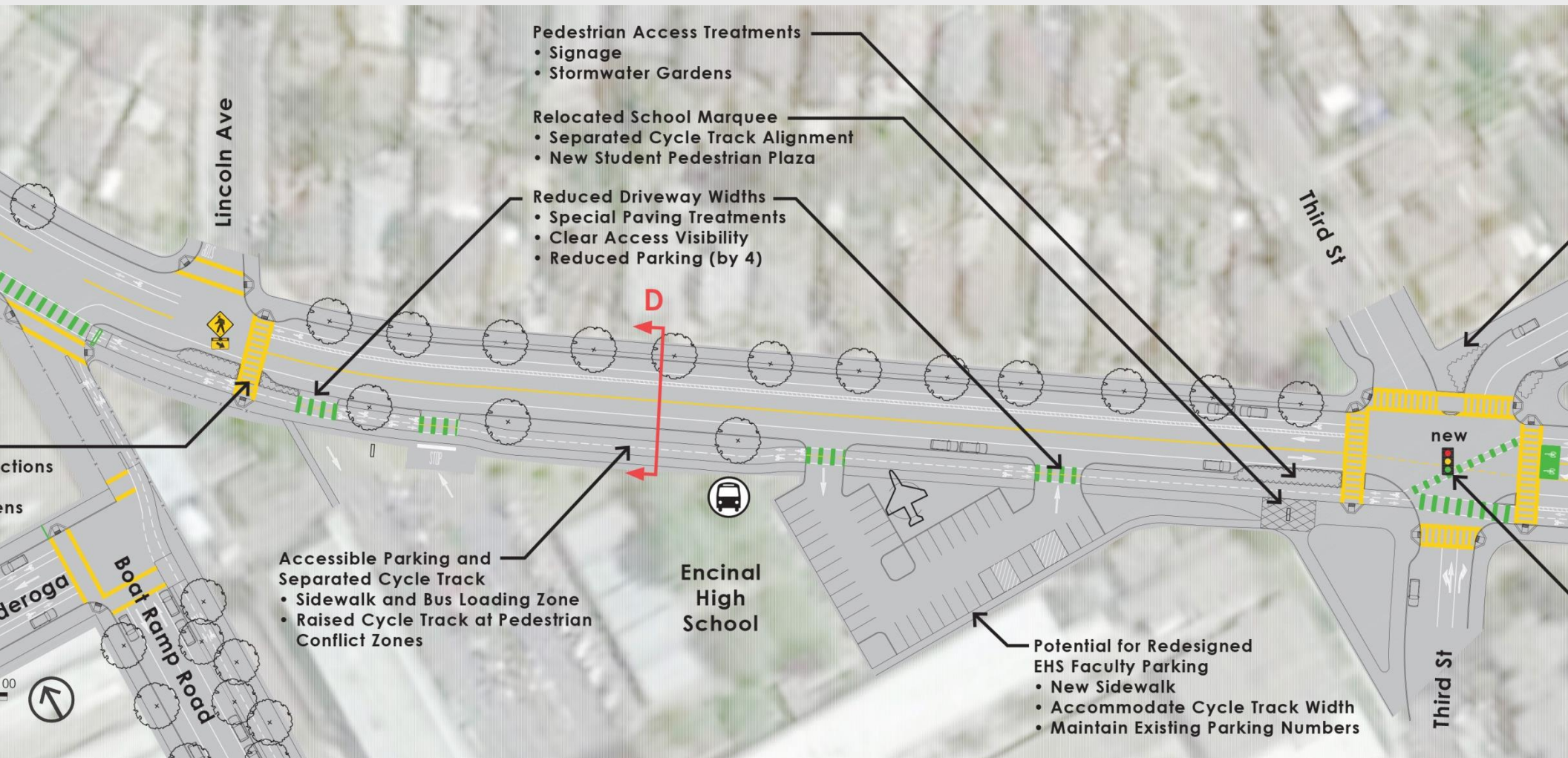


Concept: Bikeway - West End

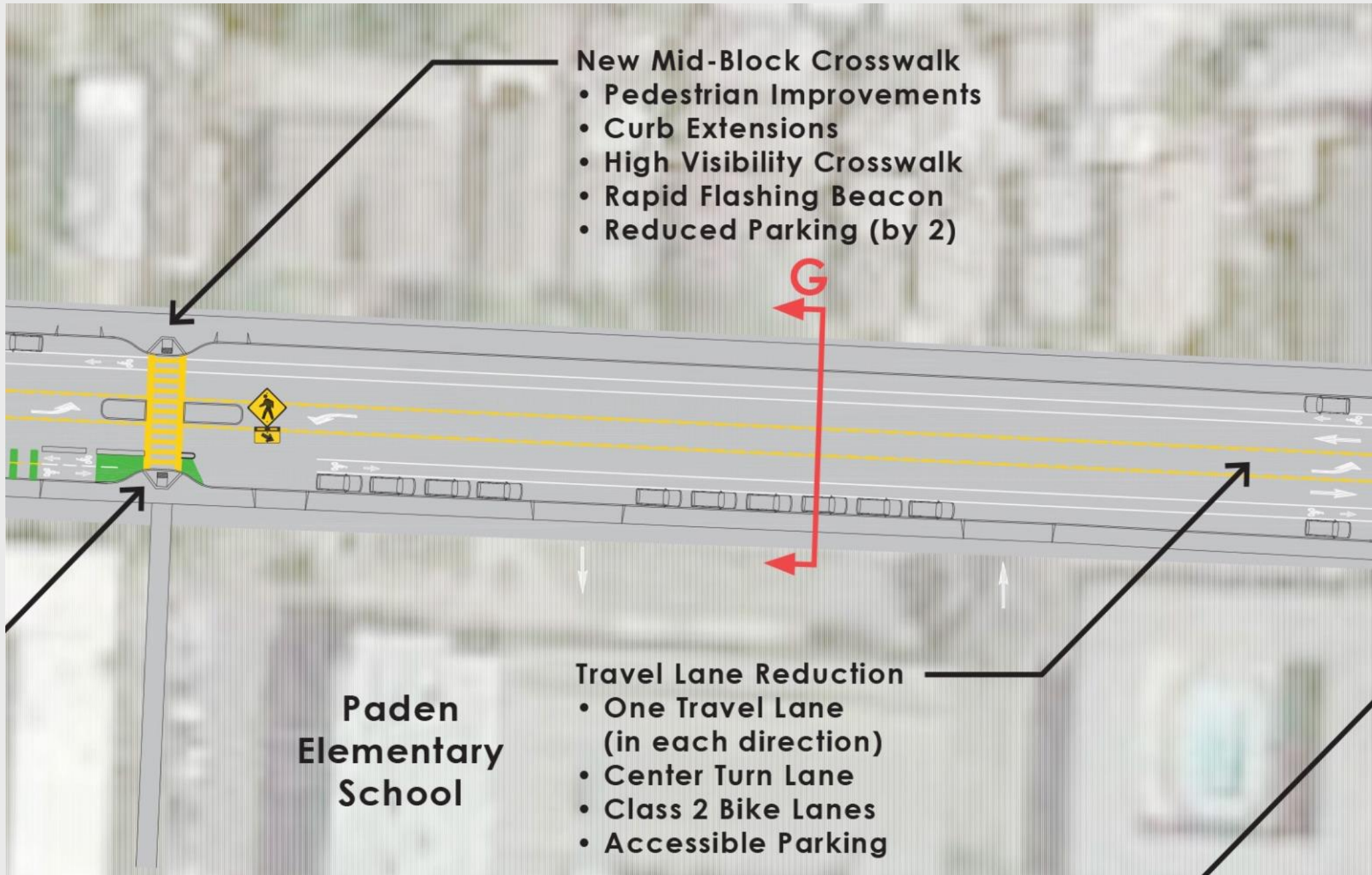
- Two-way separated bikeway by
 - Paden, Encinal and Junior Jets Schools
 - SF Bay Trail
 - Alameda Point
- Westbound bike lane



Concept: Encinal High School



Concept: Paden School



Concept: Improves Safety

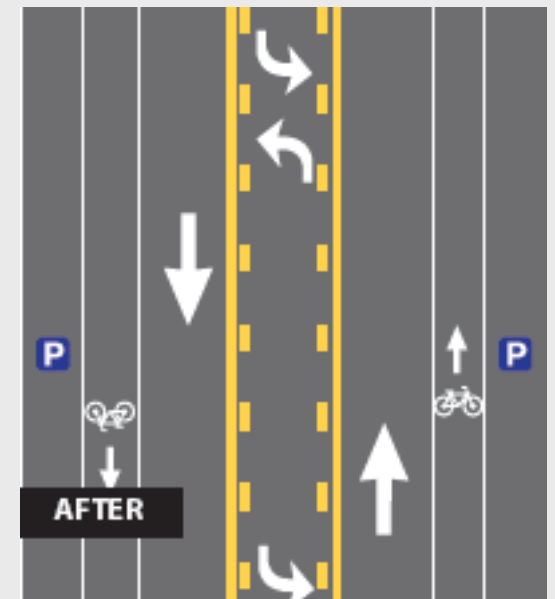
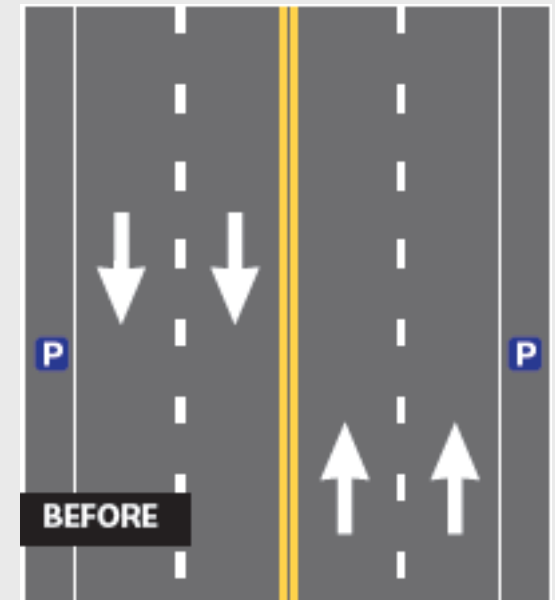
Federal Highway Administration (FHWA) identifies volumes below 20,000 motorists/day as feasible for lane reduction.

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 (max.)	9,327
Central Avenue: FUTURE (average)	12,000
Central Avenue: FUTURE (max.)	16,000

Concept: Benefits

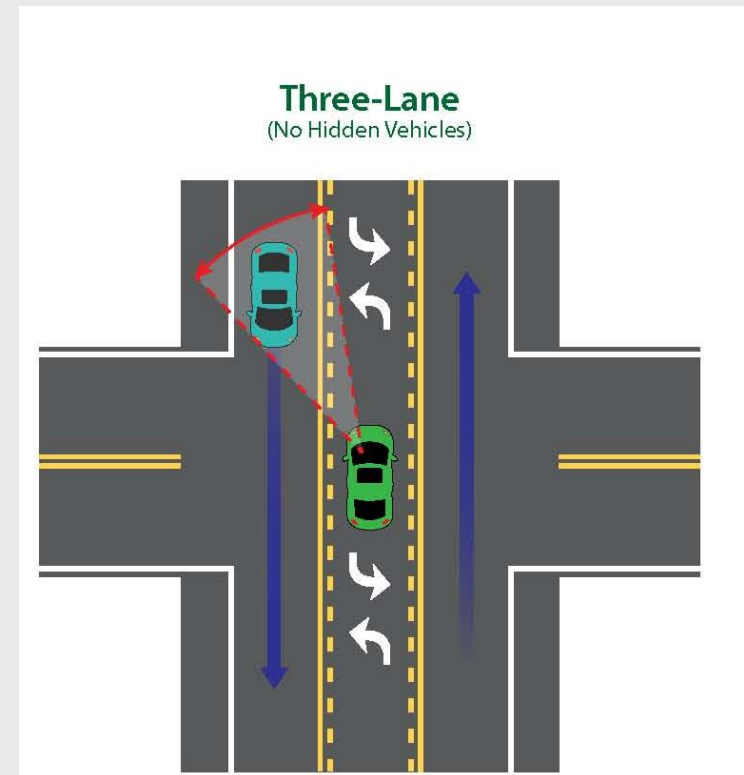
According to FHWA:

- Reduces collisions by at least 19%
- Reduces speeds by at least 3 mph
- Less severe collisions
- Fewer vehicle lanes to cross
- Better visibility of pedestrians
- Space for bicyclists
- Smoother travel flow



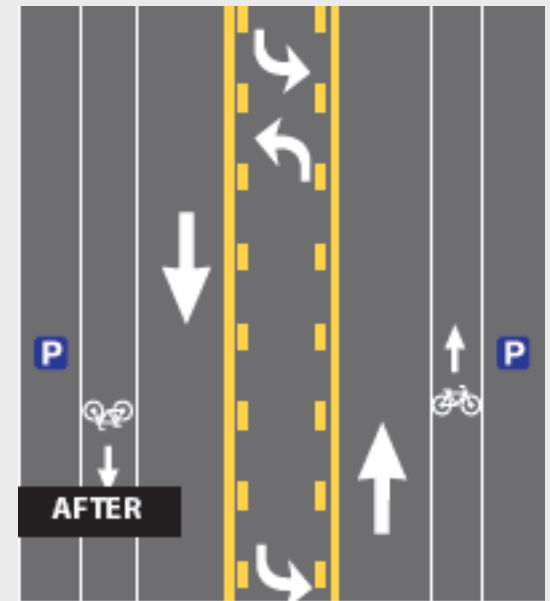
Concept: Motorist Safety

- Simpler crossings for side street motorists
- Fewer conflict points for sideswipe and rear-end collisions
- More visibility for left turning vehicles



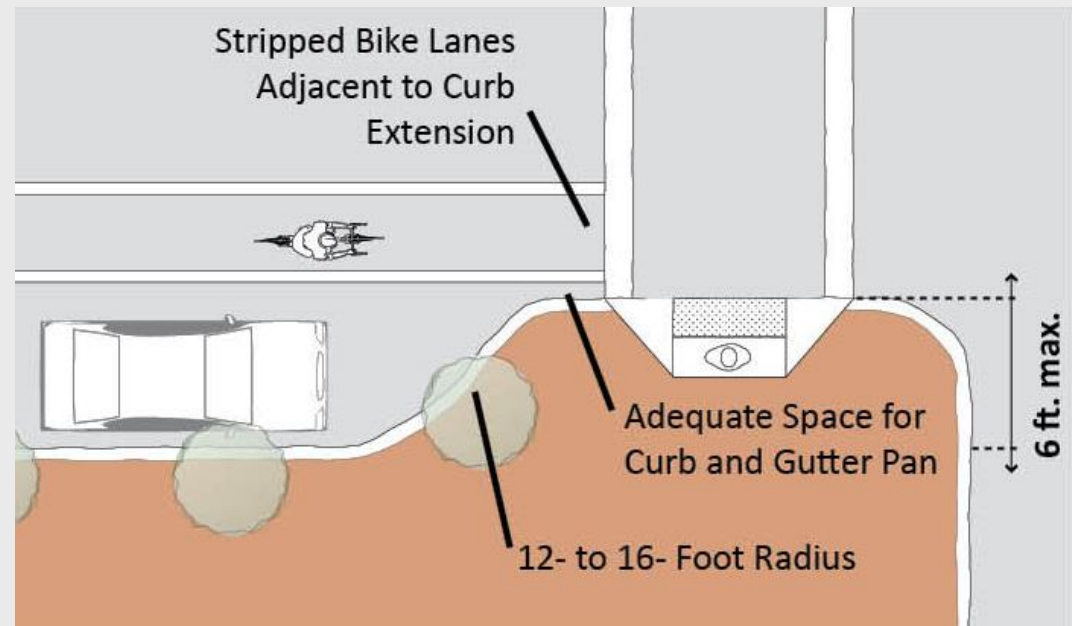
Concept: Pedestrian and Bicyclist Safety

- Fewer motor vehicle travel lanes to cross
- More visibility for pedestrians and bicyclists
- Space for bicyclists
- Slower vehicle speeds lead to fewer and less severe crashes
- Shorter pedestrian crossing distances



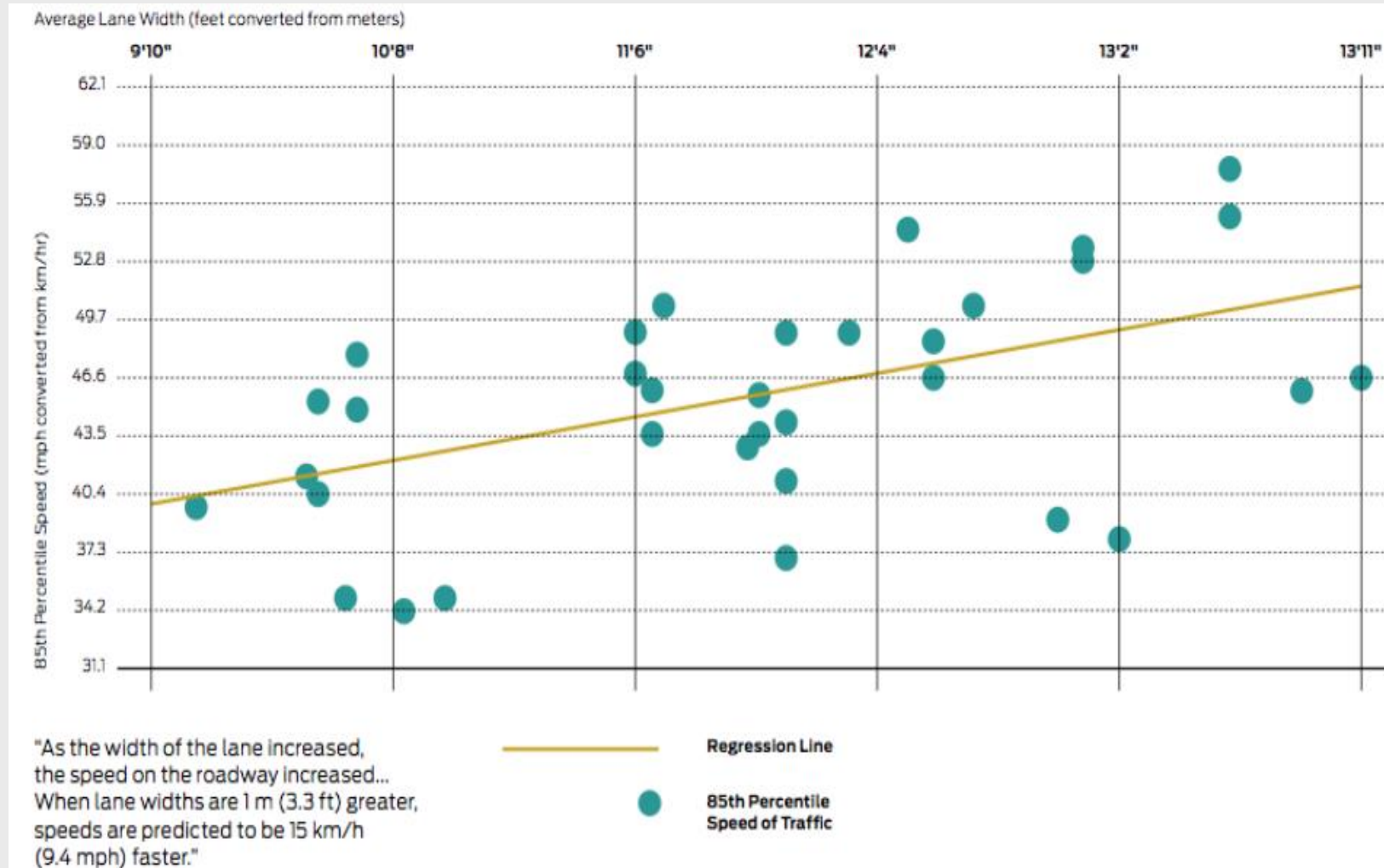
Concept: Achieves Key Goals

- Safer Street – Center Lane
- Bikeway
- Pedestrian Improvements
- Streetscape Improvements
 - gateway, trees, stormwater, landscape
- SF Bay Trail Access
- Minimizes Motorist Delay
- Net Gain of Parking



Concept: Addresses Concerns

- Accessible parking
- Minimal delay
- Bus/truck access

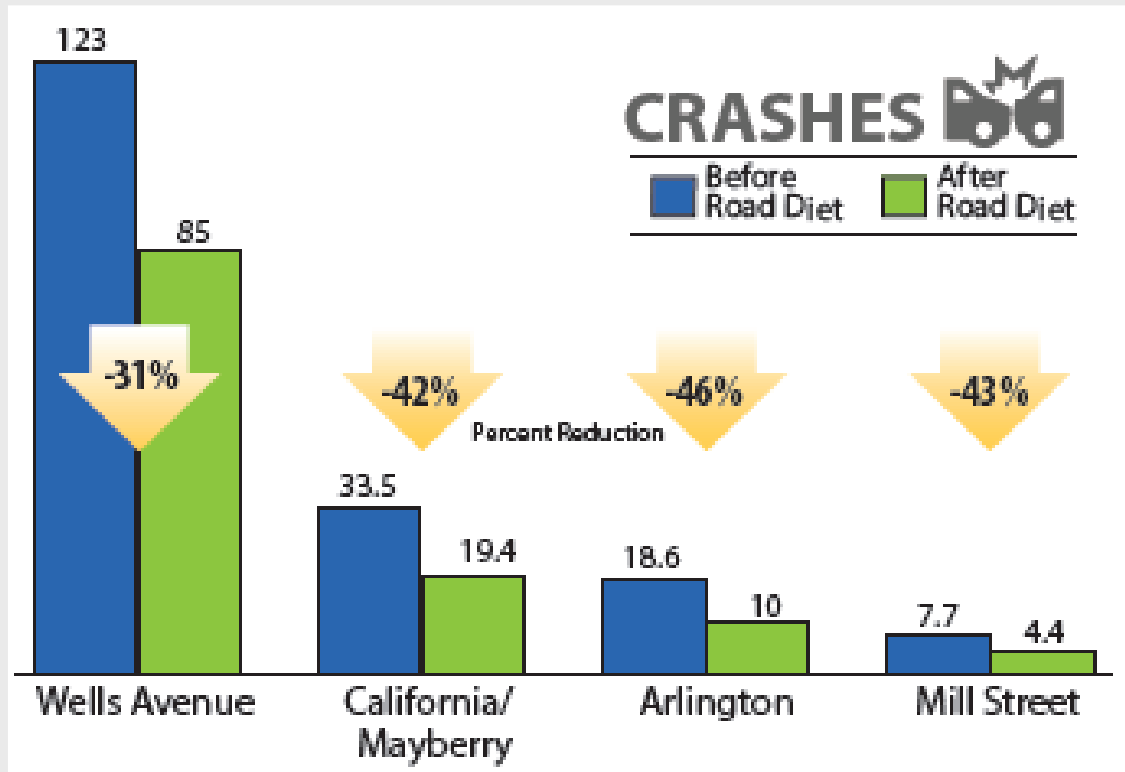


Concept: Local 3-Lane Examples

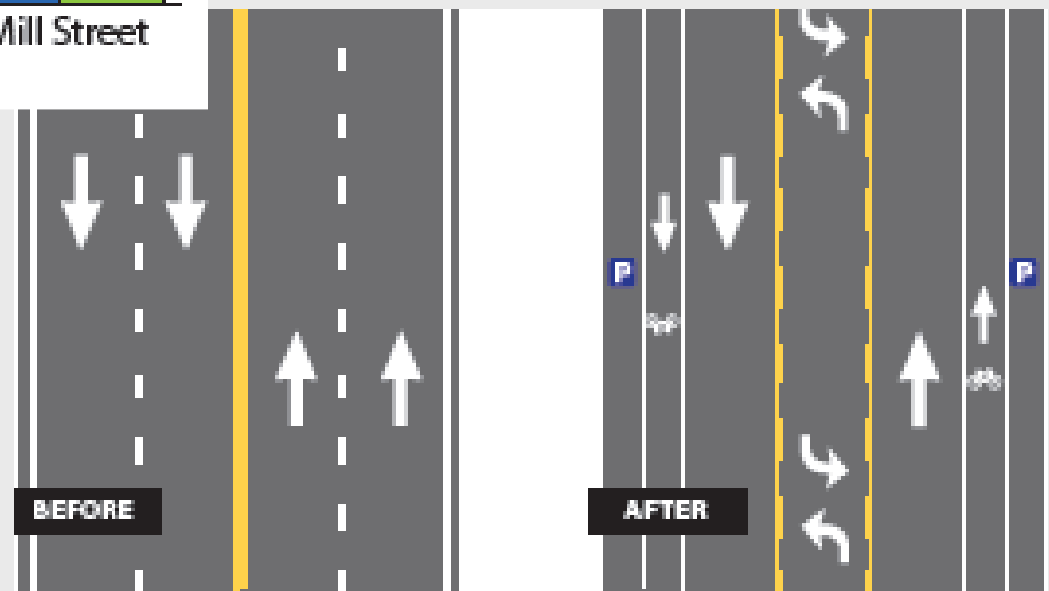
- Atlantic Avenue
- Broadway (mid-section)
- Fernside (Tilden-High)
- Fernside (San Jose-Otis)
 - Two-way separated bikeway installed in 2009
 - Increase in bicycling
 - Slower speeds
 - One bicyclist/motorist collision in bikeway



Concept: Lane Reductions



- Reno, Nevada corridors
- Reduction in collisions between 31% and 46%



Concept: Lane Reductions (cont.)



- Santa Monica – Ocean Park Blvd
 - 65% reduction in collisions
 - 60% reduction in injury collisions

Concept: Lane Reductions (cont.)



- Seattle, Washington – Stone Way
 - More than 80% reduction in top speeders
 - 14% reduction in collisions
 - 33% reduction in injury collisions
 - 80% reduction in pedestrian collisions
 - 35% increase in bicyclists
 - No motorist diversions

Concept: Lane Reductions (cont.)



- Valencia St in San Francisco

- Lakeshore Avenue by Lake Merritt in Oakland



Central Avenue Proposed Street Concept

Concept: Lane Reductions (cont.)



- Story/Lincoln in San Jose



- Charleston-Arastradero in Palo Alto

Next Steps

- Transportation Commission Approval – November 18, 2015
- City Council- Early 2016
- Next Phase
 - Seek Funding
 - Design
 - Transportation Commission Design Approval
 - City Council Approve Construction Bid



Comments or Questions?

Contact:

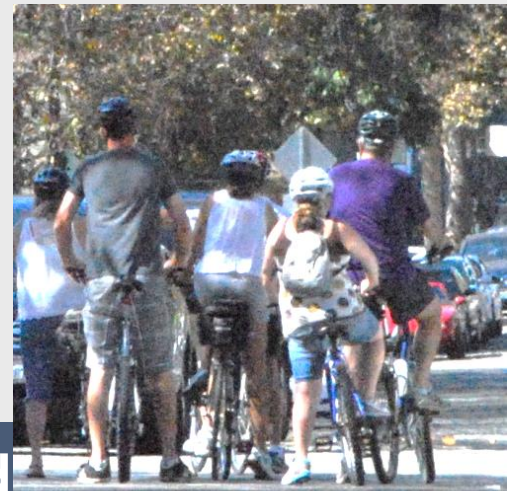
Gail Payne

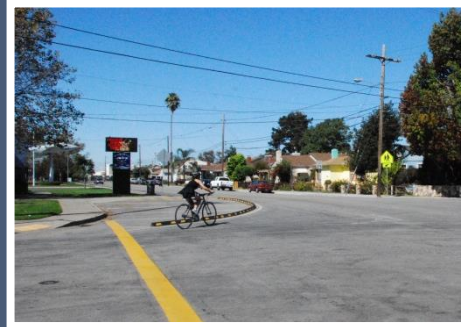
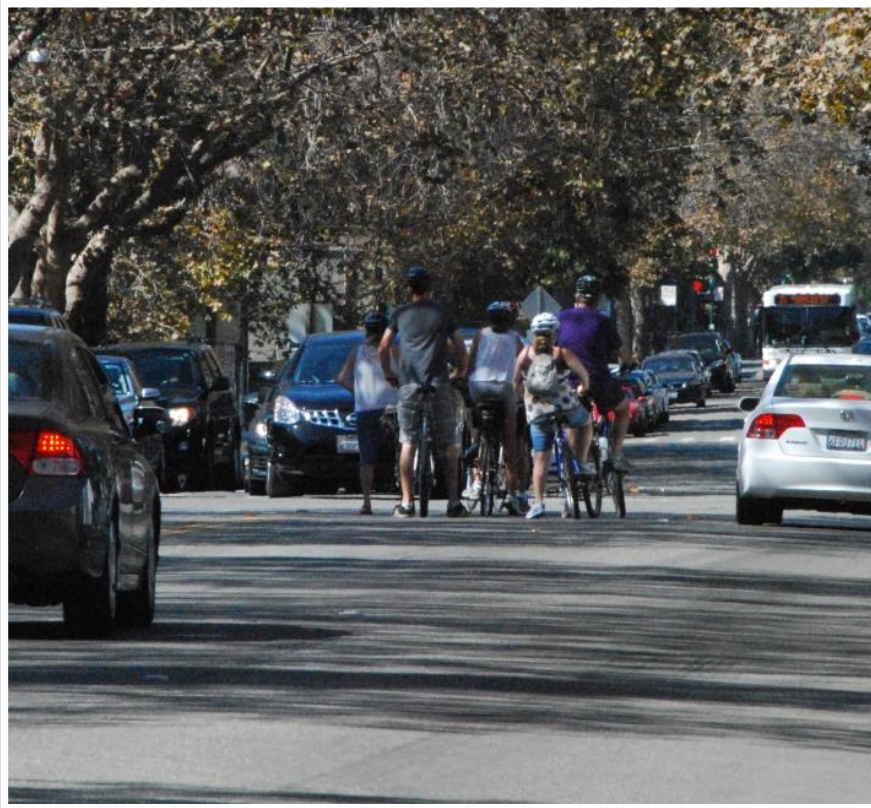
510-747-6892 or

gpayne@alamedaca.gov

Project web page:

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





Central Avenue Recommended Safety Improvements

Transportation Commission | November 18, 2015