Approve
Cross Alameda Trail:
Atlantic Gap Design Concept

Transportation Commission, Item 5A
March 22, 2017
Cross Alameda Trail: Big Picture

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<tr>
<td>Jean Sweeney OSP</td>
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Recommended Concept

• On-street segment southside of Atlantic, connecting to off-street CAT segments, between two busy intersections

• Bicycle Corridor
  – Two-way, 10’ wide protected bicycle lanes
  – Elevated at sidewalk-level on west end
  – Street-level on east end
Recommended Concept (cont.)

• Pedestrian Corridor
  – Continuous 6’ to 7.9’ sidewalk
  – Large pedestrian refuge for northbound peds
  – ADA accessible

• Bus Stop (Eastbound)
  – Upgraded, 8’ wide concrete bus pad, per AC Transit requirements
  – Level crossing from sidewalk to bus stop, across protected bike lanes
Recommended Concept (cont.)

• Intersection Crossings & Safety
  – Protected intersections: Raised corner safety islands with visible curb aprons to slow turning cars
  – Protected left turn signal phase from Atlantic to Constitution
  – Warning signage
  – Separated bicycle and pedestrian crossings with high visibility paint
  – Bicyclists at sidewalk-level through driveway
Recommended Concept (cont.)

- **Auto Travel Lanes**
  - Two eastbound lanes remain
  - One eastbound lane removed for half block, from driveway to Constitution, to add protected bike lanes
  - No changes to number of westbound lanes
Recommended Concept (cont.)

• Midblock Crossing
  – Considered and evaluated, but not recommended
  – Does not meet key guidance criteria: pedestrian volume, collision history and distance to nearest signalized crossing
Commission Input

• Request for more extensive traffic analysis and data
  – Multi-modal Level of Service analysis performed
  – Results: Improvements for bicycling and walking
  – Results for Autos:
    • Intersection delays at Constitution/Atlantic of 1 to 7.5 seconds. No changes at Webster/Atlantic.
    • Some reductions in auto speeds (eastbound only)
    • Increased vehicle queuing (eastbound only)
• Address right-turning vehicle/bike conflicts at Atlantic/Constitution
  – Elements included in design:
    • Protected left turn phase
    • Corner safety island to slow vehicles
    • Waiting bicyclists stop ahead of the auto stop line to increase visibility
    • Signage warning turning vehicles to watch for bicyclists and pedestrians
Commission Input (cont.)

• Easement Area considered?
  – Easement includes major utilities which are expensive to relocate
  – Alignment of protected bike lane would not work well if use easement
  – Concept includes small amount of easement near the Webster corner
Commission Input (cont.)

• Work with AC Transit on bus stop
  – Extensive consultation with AC Transit on needs
  – Eastbound bus stop retained and enhanced

• Midblock Crossing design?
  – Design Option 2 illustrates project with midblock crossing
Commission Input (cont.)

• Barrier design type for protected bike lane?
  – Closely spaced 3-feet high lane delineators with hatched striping

• Lack of shoulder with one travel lane?
  – Two lanes in each direction with new concept

• Emergency Services?
  – Consulted; minor changes incorporated
Recommendation

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