

# PLAN REVIEW



## BICYCLE SOLUTIONS

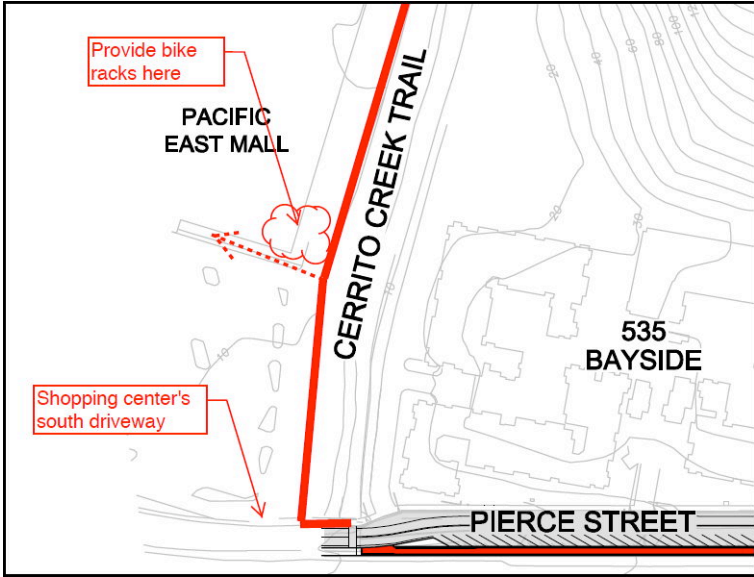
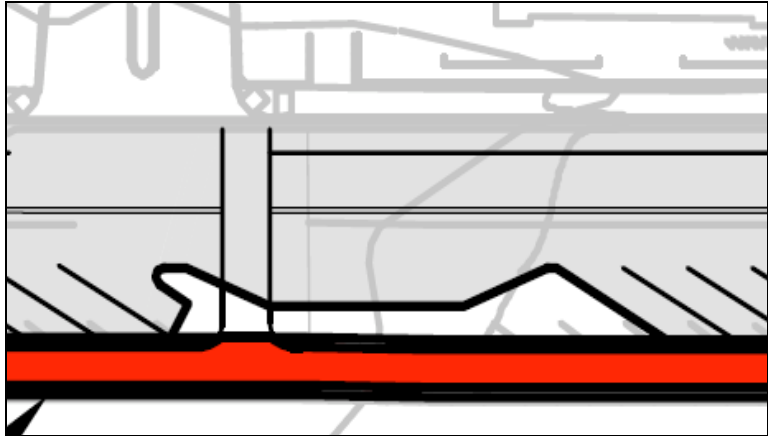
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<b>Subject</b>	Review of "Pierce Street Pavement Rehabilitation and Bikeway" plan	<b>Date</b>	10/6/09
<b>To</b>	Ann Chaney, Community Development Director City of Albany	<b>Pages</b>	5
<b>From</b>	John Ciccarelli, Bicycle Solutions		
<b>File</b>	PierceCleveland_Memo_BicycleSolutions.doc		



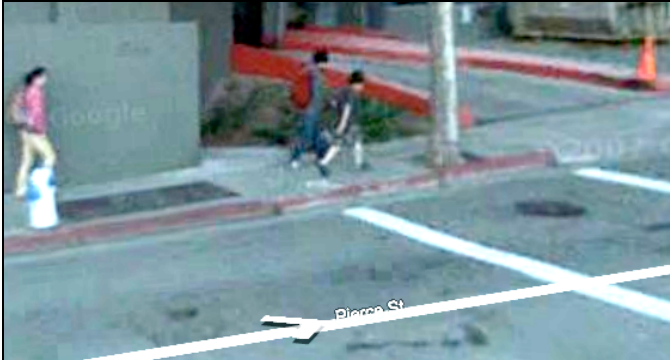

This memo summarizes my review of the plans for a path along the south side of Pierce Street, through an open space parcel, and along Cleveland Avenue to Buchanan Street.

Item	Comment	Notes
1. Terminology	<p>Phase 1 drawing uses "CLASS I BIKE PATH" for Phase I segment but "12' WIDE MIXED USE TRAIL" for Phase II segment. Suggest "Shared-Use Path" for both.</p> <p>"Class I" is Caltrans jargon and inappropriately implies that off-street cycling is preferable to on-street. "Trail" is a popular synonym for "path" but in many states denotes an unpaved facility. AASHTO's Guide for the Development of Bicycle Facilities uses "Shared Use Path".</p>	

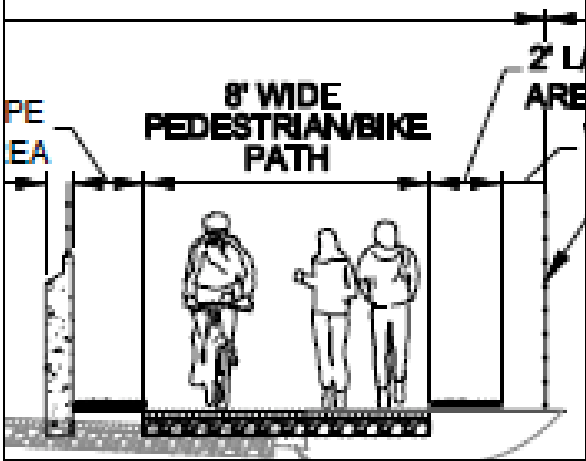

(Table continues on subsequent pages)

Item	Comment	Notes
2. Phase I north end	<p>Work with City of El Cerrito to link across Cerrito Creek bridge to Cerrito Creek Trail, serving Pacific East Mall and points east in El Cerrito via local streets behind the mall.</p> <p>Path width on the bridge could be provided by bulbing out the east curb. This would leave the mid-block crosswalk on the south (Albany) side of the creek as shown, where it would serve both 535 Bayside (at its north driveway) and the Cerrito Creek connection.</p> <p>Alternatively the west-side path could be carried across the bridge and the mid-block crosswalk placed just south of the shopping center driveway, but there it would not serve 535 Bayside. A second mid-block crosswalk could perhaps be located just north of the first diagonal stall to serve 535 Bayside.</p>	
3. Phase I cross section	<p>7   12    12   15   2   8   2 dimensions seem adequate, though a 10' paved path would be better. Can southbound lane be 11' and path 9'?</p> <p>Consider Shared Lane Markings in southbound (uphill) lane to encourage bicyclists who use the street to stay clear of diagonal parking back-outs.</p>	
4. Bus stop opposite 545 Bridgewater	<p>Marked crosswalk lands where tail of bus will be. Consider shifting bulbout 1 stall south so crosswalk's west end intersects northernmost projection of bulbout.</p>	



Item	Comment	Notes
5. Crosswalk markings and signage	These are mid-block crosswalks and are of course uncontrolled. Consider high visibility markings plus signage (W11-1 + W16-7p).	 
6. Bus stop at south end of Phase I (555 Gateview, south end)	<p>Consider bulbing out the east curb to shorten the crosswalk.</p> <p>Google Maps Street View currently shows no curb ramp at this location. A bulbout would provide an off-sidewalk location for a ramp.</p>	
7. Access to path through Pierce Street Park	<p>Residents of homes along Pierce may wish to use the path to avoid the fast segment of Pierce. Will the design of the park include a spur path connecting Pierce Street to the path?</p> <p>If so, consider aligning the spur near #736 Pierce, where Pierce begins to bend. Consider a marked crosswalk with speed cushions (bus-traversable speed humps) at this point.</p>	



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8. Cleveland segment: callout	Callout says "12' WIDE" but Section C-C shows 8' paved width. For consistency, say "8' wide". In contrast, Section B-B really has 12' paved width.	
9. Cleveland segment: barrier	The barrier between the path and the street is drawn very high. It can be lower, like a K-rail.	
10. Cleveland segment: tree impacts	<p>Trees between Washington and Buchanan are a beautiful view screen and key property value element for owners and tenants -- and an attractive shade amenity for future path users. Wholesale removal is unnecessary.</p> <ul style="list-style-type: none"> <li>a) Involve a creative arborist.</li> <li>b) Prioritize retention of large-caliper trees, ones along the railroad property line and ones along the new street curb.</li> <li>c) Be flexible about the landscape strips. These can vary down to 1', e.g. to bend the path along a tree at the edge.</li> <li>d) Split the path around trees that are roughly centered on the path alignment.</li> <li>e) Be innovative with subsurface preparation for root health. Example: tree islands along Palo Alto's University Ave. had soil prepared for roots under adjacent roadway.</li> </ul>	



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11. Cleveland segment: cross street access	Will there be openings for pedestrians from Solano Avenue and Johnson Street? If so, suggest aligning them with south sidewalks of those streets to minimize vehicle-pedestrian conflicts, because left-turn-in movements will be faster than left-turn-out movements, and probably more numerous.	
12. Spelling	Section C-C label says "CLEAVLAND AVENEUE"	

