AGENDA ITEM 6-2

CITY OF ALBANY
TRAFFIC AND SAFETY COMMMISSION
STAFF REPORT

Agenda date: June 25, 2009

SUBJECT: Buchanan Bicycle and Pedestrian Path-Design Alternatives and Traffic Signal at Jackson and Buchanan St.-Public Hearing
FROM: Aleida Andrino-Chavez, Transportation Planner

STAFF RECOMMENDATION

Make a recommendation to City Council on a design alternative for the Buchanan Bicycle and Pedestrian Path project and for the Buchanan/Jackson Traffic signal.

BACKGROUND/DISCUSSION

At its May meeting, the Traffic and Safety Commission held a public hearing to discuss the two projects referenced above and learn about the residents concerns and ideas before formulating a recommendation to the City Council.

Buchanan Bicycle and Pedestrian Path
The Buchanan Bicycle and Pedestrian Path design is being funded by the Alameda County Transportation Improvement Authority (ACTIA). This project is ranked as the top priority for funding in the Alameda Countywide Bicycle Plan because of its regional significance in closing the existing east-west gap between the Ohlone Greenway and the Bay Trail.

At the public hearing in May, residents supported the concept of the bicycle path along Buchanan Street, but had some concerns about loss of parking along the south side of Buchanan and about the impacts of closing the Buchanan spur on AC Transit buses. Residents supported alternatives that would preserve on-street parking and trees as much as possible and were interested on finding mitigation opportunities to replace and plant additional trees wherever possible. For instance, there was interest on creating midblock bulb outs along the Cornell to San Pablo segment where more trees could be planted. Likewise, Commission members expressed their interest in planting trees in the shoulder between the proposed path and the curb along the Gill Tract segment as a mitigation measure to replace the trees that would be removed by the project.

In addition to a series of meetings with stakeholders, staff presented these alternatives to the Albany Fire Department for comment. The Albany Fire Chief had a concern about potential conflicts arising from striping a bicycle lane adjacent to the firehouse entrance on Marin Avenue. The project consultant referred to other locations in neighboring cities

where bicycle lanes were striped adjacent to firehouses and recommended that proper signage indicating to proceed with caution along the bike path and a dashed line instead of a solid one be painted in front of the firehouse.

In addition, the Parks and Recreation Commission will hold a public hearing in relation to the trees that would be potentially removed and replaced by this project. The hearing is scheduled for July 9 at 7:00 pm. The Parks and Recreation Commission will submit its recommendation directly to City Council after its public hearing.

The Commission is being asked at this meeting to make a recommendation on a design for the Buchanan Bicycle and Pedestrian Path project based on the alternatives presented below:

Segment I: From Cornell Avenue to San Pablo Avenue:

- Alternative I: Remove 9 trees and conserve parking. Build bulb outs at every intersection on that segment. Replacement of 4 trees planted in the bulb-outs

- Alternative 2: Conserve existing trees and remove existing parking

Segment II: From San Pablo Avenue to the intersection of Buchanan St. and Jackson St.

- One proposal: Align a bicycle path along the south side of Buchanan Street and continue the westbound bicycle lane along the north side of Buchanan St. Install an exclusive right turn lane on Buchanan St. in the eastbound direction. This proposal requires median curb realignment, reduction of traffic flow lanes from 12 feet to 11 feet, and additional right-of-way from the University of California for the construction of the right turn lane.

Segment III: From the intersection of Buchanan Street and Jackson Street to the Ocean View Park entrance driveway. Note: there are 25 parking spaces along the south side of Buchanan St.

- Alternative 1: Remove 3 Redwood trees at Ocean View School yard and 2 Redwood trees at Ocean View Park. Install 7 bulb outs and plant trees on five of them to replace the removed trees. Remove 9 to 10 parking spaces (15-16 parking spaces left)

- Alternative 2: Remove 20 parking spaces and conserve all the trees (five parking spaces left).

- Alternative 3: Remove 15 parking spaces, remove 5 young trees and split the path around the mature Redwood trees along Ocean View Park (10 parking spaces left). Conserve the Redwood trees at Ocean View Elementary School.

Segment IV From Taylor Street to the Buchanan Bridge Over crossing

- Alternative 1: Cross the path to the north side of Buchanan Street at Taylor Street. A traffic signal would be needed at this location for the path crossing;

however, it is not warranted by any of the parameters. Remove 11 trees ranging from 9" to 3" trunk diameter. Remove parking along the north side of Buchanan Street from Taylor to Pierce St.

- Alternative 2: Cross the path to the north side of Buchanan St. at Pierce St. Vehicular right-turning volumes at this location warrant the implementation of a traffic signal. This alternative proposes the closure of the Buchanan St. spur leading to Cleveland St. to create a safer bicycle and pedestrian connection between the proposed path and the Buchanan Bridge Over Crossing. ***Note:*** *the Traffic Engineer recommends this location as the best crossing alternative for the path.*

- Alternative 3: Bring the path along the northern limit of the USDA property and under the Buchanan Over Crossing.

- Alternative 4: Bring path around the Redwood trees and along the east side of the Cleveland spur. This creates a 14% slope path from the Buchanan spur/Cleveland intersection under the bridge and the bridge access.

- Alternative 5: Bring path around the Redwood trees and along the west side of the Cleveland spur. This yields a 22% slope for the path from the Buchanan spur/Cleveland intersection to the bridge access.

Buchanan/Jackson Signal

The Buchanan/Jackson Traffic signal project is being funded by a Safe Routes to School (SR2S) grant and involves replacement of the existing signal with four way protected left turns. This was recommended by the team conducting the walking audit that took place in the fall of 2007 in preparation for the City's SR2S grant application. It was observed that unprotected left turns at this intersection conflicted with children and pedestrians at the crosswalk. A four-way protected left turn, would add a higher level of pedestrian safety at this busy intersection.

In order to add a four-way protected left turn signal, it is necessary to create a turning lane on both directions of Jackson Street at each of the intersection approaches. The turning lane on the north leg approach would eliminate four (4) on-street parking spaces on the east side of the 900 block of Jackson Street. At the May Traffic and Safety Commission meeting, residents of the 900 block of Jackson Street were concerned about the loss of parking spaces created by the proposed left turn signal. Residents were in favor of eliminating the protected left turn arrow in the north leg of the intersection to preserve on-street parking on Jackson Street. Protected left turn signal implementation is usually done as a two-way or four –way system. A three-way system is not recommended because the exclusion of a left turn lane on one leg alters the geometry of the intersection and creates the risk of channeling traffic in the wrong direction.

Staff recommends that at the moment, a two-way protected left turn be implemented at this intersection and that provisions be sent in place in the electrical plans of the new controller for the installation of a four way protected left turn in the future.

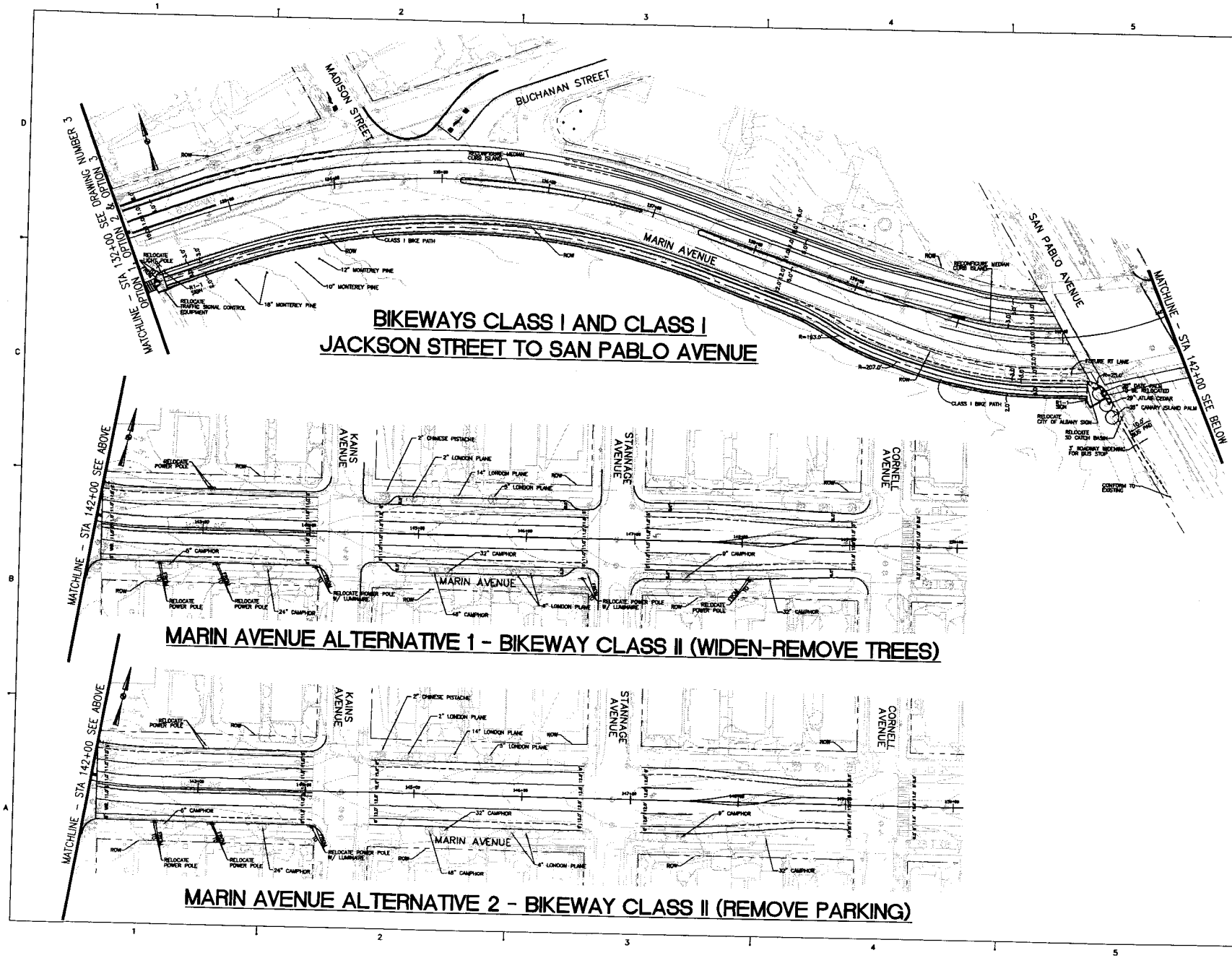
Both recommendations, for the Buchanan Path project and the Buchanan/Jackson Signal will be presented to City Council at its July 20 meeting.

Project Meeting schedule:

-Design alternatives presentation to the institutional stakeholders: USDA, School District, and University of California—March 11, 2009
-Design Alternatives presentation to the Albany Strollers and Rollers—March 13, 2009
-Initial design alternatives presentation to the Traffic and Safety Commission Meeting—March 26, 2009
-Design alternatives presentation to the Parks and Recreation Commission meeting—May 14, 2009
-Traffic and Safety Commission Public Hearing—May 28, 2009
-Parks and Recreation Commission walking audit—June 11, 2009
- Traffic and Safety Commission to formulate recommendation to City Council—June 25, 2009
-Parks and Recreation Commission public hearing to formulate recommendation to City Council—July 9, 2009
-Project consideration by City Council—July 20, 2009

Large-scale plans of the project will be available at the meeting.

Attachments
Project plans



CLIENT:

Buchanan Bikeway Feasibility Study

FOR

CITY OF ALBANY, CA

1000 SAN PABLO AVENUE
ALBANY, CALIFORNIA 94706
(510) 528-5760

DESIGNER:

AECOM

155 Grand Avenue, Suite 700
Oakland, CA 94612
510.763.2929
510.763.2796

CONSULTANTS:

REGISTRATION:

REV	DATE	DESCRIPTION

PROJECT NO: 60043220

DRAWN BY:

CHECKED BY:

SCALE: 1"=40'

DRAWING START DATE:

KEY PLAN:

DRAWING TITLE:

PRELIMINARY BIKEWAY LAYOUT BUCHANAN STREET

DRAWING NUMBER:

4

SHEET

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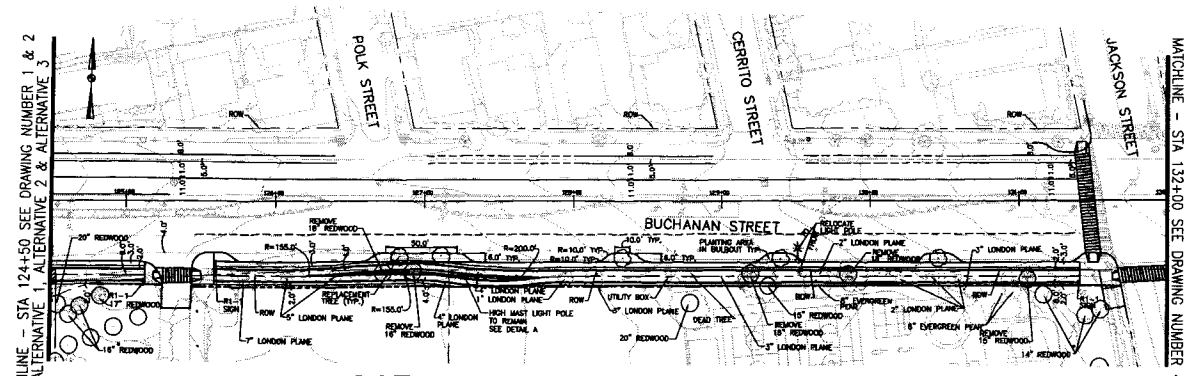

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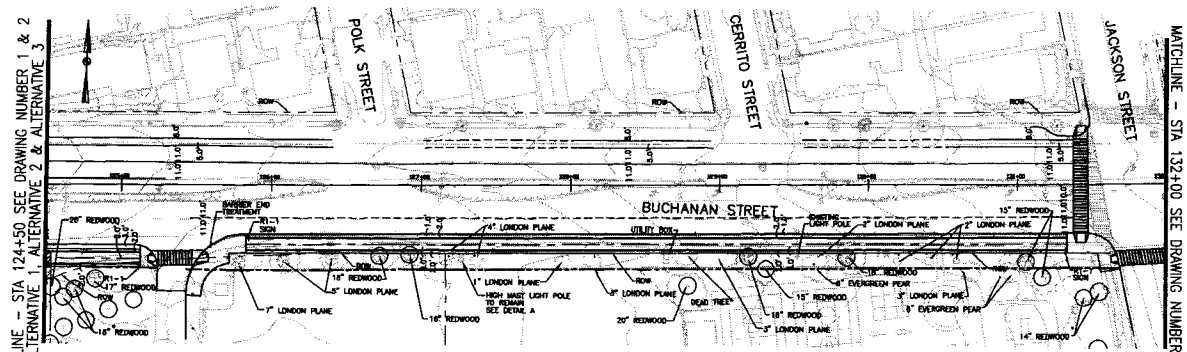

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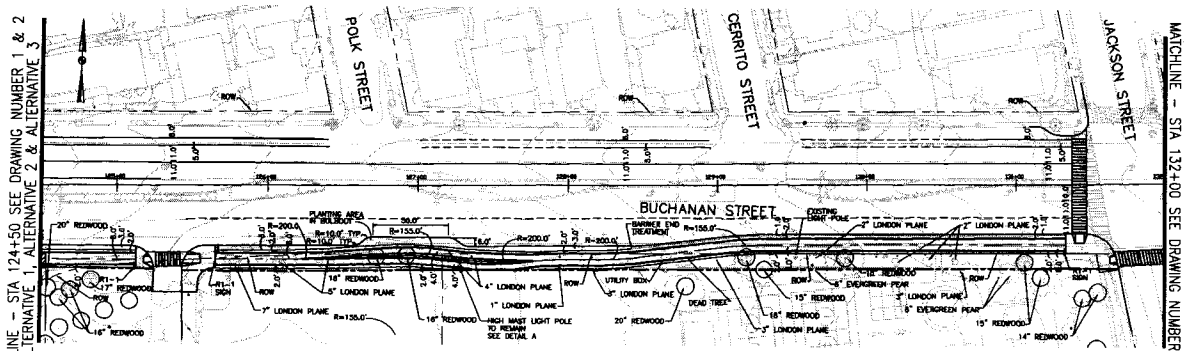

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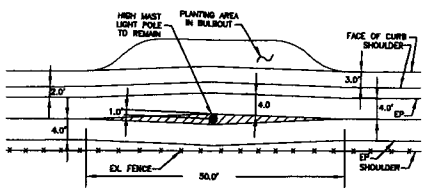

DETAIL A

CLIENT:
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CITY OF ALBANY, CA
1000 SAN PABLO AVENUE
ALBANY, CALIFORNIA 94706
(510) 528-5760

DESIGNER:
AECOM
153 Grand Avenue, Suite 700
Oakland, CA 94612
510.763.2929
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DRAWING NUMBER: 3

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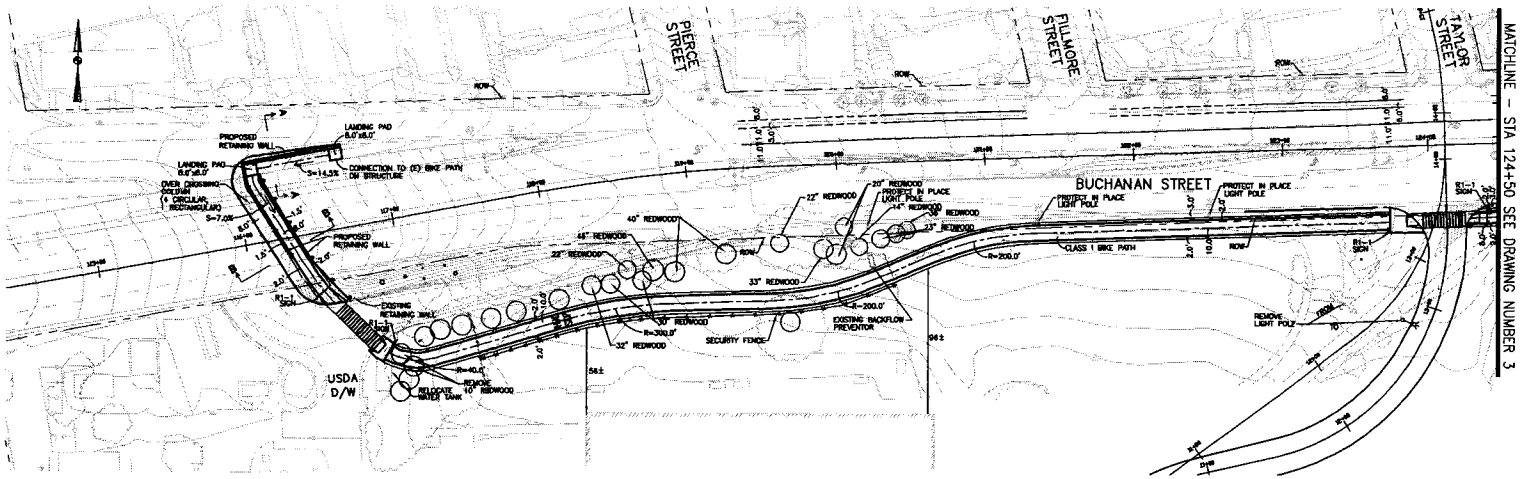
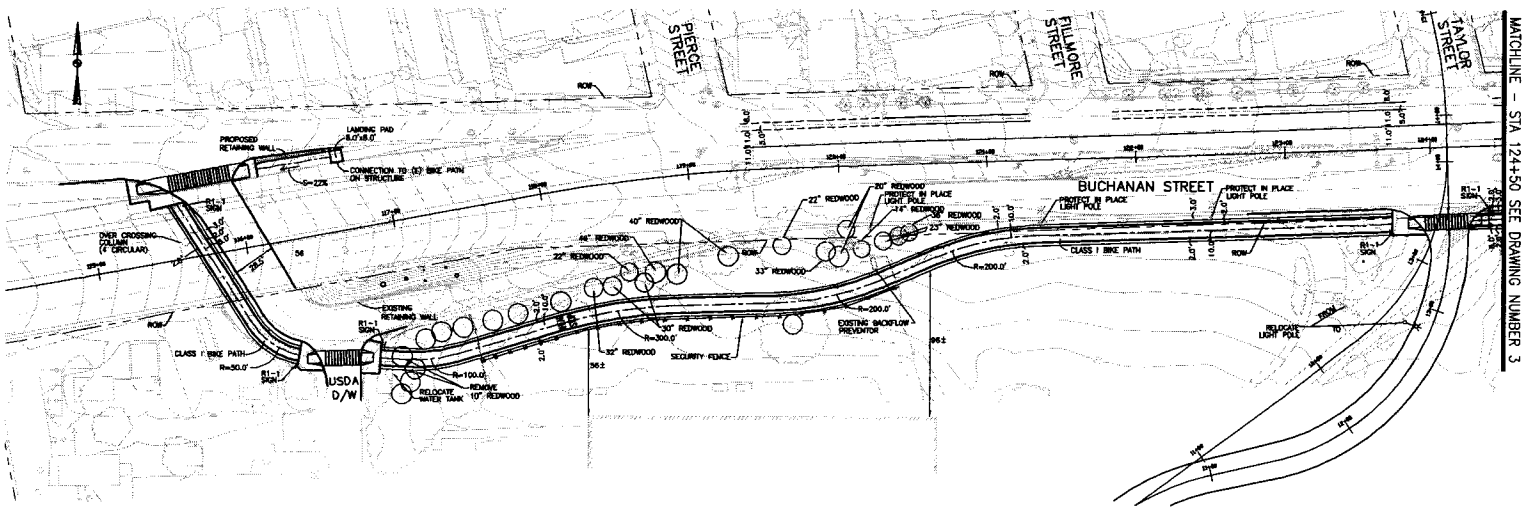


ALTERNATIVE 3 - OPTION 1 - BIKEWAYS CLASS I AND CLASS II



ALTERNATIVE 3 - OPTION 2 - BIKEWAYS CLASS I AND CLASS II

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Buchanan Bikeway Feasibility Study
FOR
CITY OF ALBANY, CA
1000 SAN PABLO AVENUE
ALBANY, CALIFORNIA 94706
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KEY PLAN:

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PRELIMINARY BIKEWAY LAYOUT BUCHANAN STREET

DRAWING NUMBER: 2

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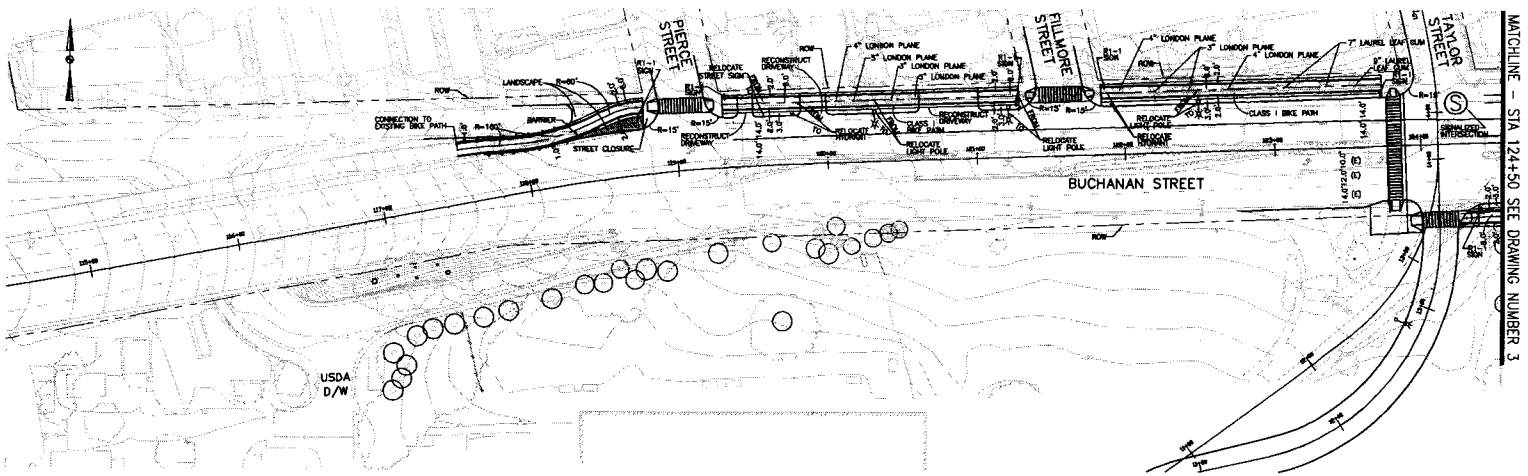

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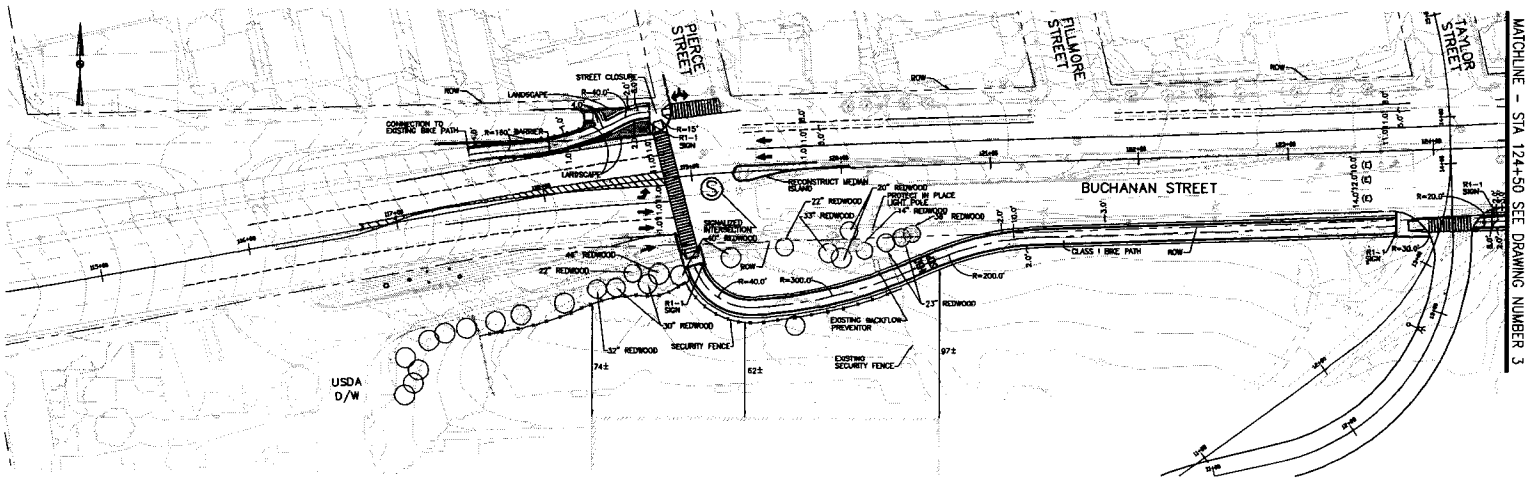

ALTERNATIVE 2 - BIKEWAYS CLASS I AND CLASS II

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FOR
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1000 SAN PABLO AVENUE
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Oakland, CA 94612
510.763.2929
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DRAWING TITLE:
PRELIMINARY BIKEWAY LAYOUT
BUCHANAN STREET

DRAWING NUMBER: 1

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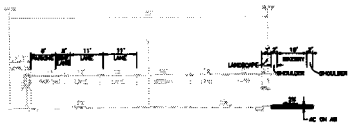
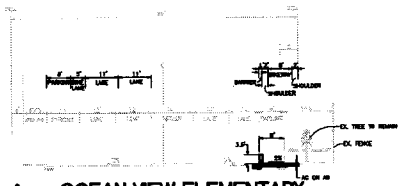
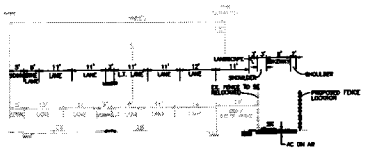


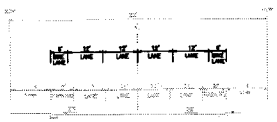
(A) ALTERNATIVE 2 AND ALTERNATIVE 3 CLASS I AND CLASS II BIKEWAY
STA 119+40 TO 125+50



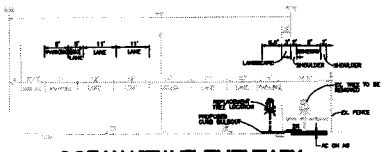
(B) OCEAN VIEW ELEMENTARY OPTION 1 AND OPTION 2
STA 125+50 TO 131+50



(D) BIKEWAYS CLASS I AND CLASS II JACKSON STREET TO SAN PABLO AVENUE
STA 139+50 TO 141+00
OPTION 1



(F) MARIN AVENUE ALTERNATIVE 2
STA 144+60 TO 149+05



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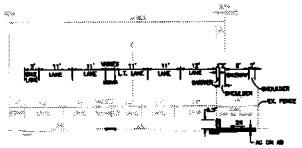
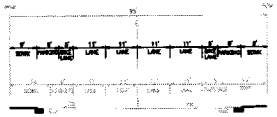
STA 125+50 TO 132+20



(C) BIKEWAY CLASS I JACKSON STREET TO SAN PABLO AVENUE
STA 132+00 TO 141+20
OPTION 2



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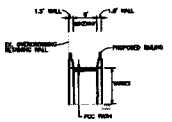
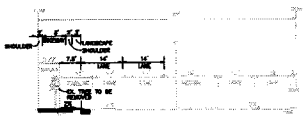
STA 144+60 TO 149+05



SECTION A-A
ADJACENT TO OVER CROSSING



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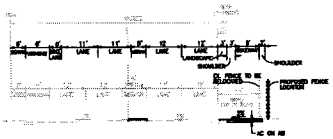
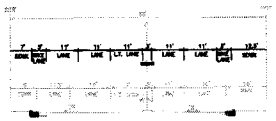
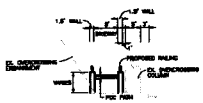
STA 119+40 TO 123+80



(C) BIKEWAYS CLASS I AND CLASS II JACKSON STREET TO SAN PABLO AVENUE
STA 132+00 TO 139+50
OPTION 1



(E) MARIN AVENUE ALL ALTERNATIVES
STA 142+00 TO 144+60



SECTION B-B
UNDER OVER CROSSING

CLIENT:
Buchanan Bikeway Feasibility Study
FOR
CITY OF ALBANY, CA
1000 SAN PABLO AVENUE
ALBANY, CALIFORNIA 94706
(510) 528-5760

DESIGNER:
AECOM
155 Grand Avenue, Suite 700
Oakland, CA 94612
510.763.2929
510.763.2796

CONSULTANTS:

REGISTRATION:

REV	DATE	DESCRIPTION

PROJECT NO: 60043220
DRAWN BY:
CHECKED BY:
SCALE: 1"=20'
DRAWING START DATE:

KEY PLAN:

DRAWING TITLE:
BIKEWAY SECTIONS
BUCHANAN STREET

DRAWING NUMBER:
5

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