Meeting Agenda

1. Issues and Opportunities
2. Traffic Calming Toolkit
3. Potential Bikeway Cross-Sections
4. Discussion
Existing Conditions – Prior Meetings and Background Study

- Community Meeting, June 15, 2017
- Community Walk Audit, June 24, 2017
- Background study by City staff and consultant
Community Meeting - Key Issues

- Traffic calming along the Kains and Adams corridors
- Traffic calming at intersections
- On-street parking demand
- Bicycle facility need?
- Bicycle facility design?
Community Walk Audit Key Issues – Traffic Calming

- Intersection protection varied
- Sign and marking placement varied
- High parking density
- Solano & Adams lauded for bulb-outs
- Parking Ts generally helpful
- Need for education and outreach with any changes
Community Walk Audit Key Issues

- Bikeway Design
  - Expectations for bicycle traffic
  - Bicyclist visibility
  - Potential design details
  - Need for public outreach prior to traffic pattern changes

- Parking
  - High parking demand due to dense residential development and local employees parking
## Existing Traffic Speeds

<table>
<thead>
<tr>
<th>Street / Block</th>
<th>Avg Speed (mph)</th>
<th>85th %ile Speed (mph)</th>
<th>Max Speed (mph)</th>
<th>Average Daily Traffic</th>
<th>Dates Sampled</th>
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<tbody>
<tr>
<td>Adams Street (600 blk)</td>
<td>20.6</td>
<td>25</td>
<td>--</td>
<td>500</td>
<td>4/18/2012</td>
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<td>Kains Avenue</td>
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<tr>
<td>400</td>
<td>19.2</td>
<td>23.0</td>
<td>34.2</td>
<td>1200</td>
<td>T 9/9/14 - TH 9/11/14</td>
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<tr>
<td>500</td>
<td>20.5</td>
<td>25.5</td>
<td>41.7</td>
<td>500</td>
<td>F 10/10/14 - TH 10/16/14</td>
</tr>
<tr>
<td>600</td>
<td>20.7</td>
<td>25.7</td>
<td>42.1</td>
<td>600</td>
<td>W 04/19/17 - TH 04/27/17</td>
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<tr>
<td>1000</td>
<td>20.8</td>
<td>26.8</td>
<td>50</td>
<td>1000</td>
<td>TH 05/4/17 - TH 05/11/17</td>
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<tr>
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</tr>
<tr>
<td>600</td>
<td>19.9</td>
<td>25.0</td>
<td>41</td>
<td>500</td>
<td>T 08/25/09 - Su 08/30/09</td>
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<tr>
<td>700</td>
<td>21.8</td>
<td>26.9</td>
<td>38.3</td>
<td>500</td>
<td>T 09/22/09 - Su 09/27/09</td>
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<tr>
<td>Stannage Avenue</td>
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<tr>
<td>800</td>
<td>20.2</td>
<td>26</td>
<td>41</td>
<td>900</td>
<td>TH 07/09/15 - TH 07/16/15</td>
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</table>
Traffic Calming Toolkit

Intersection Improvements

Corridor / Mid-Block Improvements
Intersection Improvements
CORNER RED CURB / DAYLIGHT

**Recommended application**
- Designate no parking zones with red curb paint
- 20’ red curb on the near-side approach, 10’ red curb on the far-side approach

**Purpose**
- Increase sight distance and reaction times at intersections
- Decrease stopping distances
- Increase intersection crossing safety
Intersection Improvements
CORNER RED CURB / DAYLIGHT HT
Intersection Improvements
PAINTED BULB-OUTS

Recommended application

- Designate bulb-out zones on street with on-street parking
- Implement edge-line markings, raised delineators, and colored pavement

Purpose

- Reduce crossing distance
- Increase pedestrian and bicyclist visibility
- Reduce vehicle speeds
Intersection Improvements
PAINTED BULB-OUTS

Image: Parisi Transportation Consulting, 2017
Intersection Improvements
STOP SIGN MODIFICATIONS

Recommended application
- Move STOP sign control from Kains Avenue and Adams Street to the intersecting street when the adjacent intersection with San Pablo Avenue is not signalized.

Purpose
- Control traffic traveling to and from San Pablo Avenue with STOP control
- Indicate entry into residential area
- Improve crossing safety
Intersection Improvements
MINI-CIRCLES

Recommended application
- Install a raised circular island
- Wayfinding signs and optional landscaping.

Purpose
- Control traffic traveling to and from San Pablo Avenue with YIELD control.
- Indicate entry into residential area
- Improve crossing safety
Intersection Improvements
MINI-CIRCLES
Intersection Improvements
PARTIAL TRAFFIC CLOSURES

**Recommended application**
- Install a raised barrier and sign
- Deny access to motor vehicles
- Allow bicycle entry

**Purpose**
- Reduce wrong-way vehicle traffic on one-way streets
- Limit vehicle traffic access on two-way streets
- Calm traffic at the intersection
Intersection Improvements
PARTIAL TRAFFIC CLOSURES
Intersection Improvements
TRAFFIC DIVERSIONS

**Recommended application**
- Install raised barrier
- Motor vehicles must turn

**Purpose**
- Reduce cut-through traffic on local streets

**Additional notes**
- Residents on treated streets most negatively affected
Potential Traffic Paths with Diverters
Intersection Improvements
ALTERNATING ONE-WAY STREETS

**Recommended application**
- Install a raised barrier that restricts vehicle access between blocks
- Alternate the direction of one-way traffic
- May be implemented with contra-flow bike lanes

**Purpose**
- Reduce cut-through traffic on local streets.

**Additional notes**
- Residents on the treated street tend to be most negatively affected by traffic diversions
Traffic Calming Toolkit

Intersection Improvements

Corridor / Mid-Block Improvements
Corridor / Mid-Block Improvements
MARKED PARKING SPACES

Purpose
- Increase sight distance for drivers pulling into and out of residential driveways.
- Reduce instances of driveway blocking and crowding
- Improve safety for pedestrians, bicyclists and other drivers.

Additional notes
- Striping designated parking spaces will likely reduce the total number of parking spaces on the street
- Parking enforcement will be needed to ensure driver compliance with parking Ts.
- May be implemented with residential parking permit program or two-hour time limit.
Corridor / Mid-Block Improvements
SPEED HUMPS / SPEED CUSHIONS

**Recommended application**
- Install raised speed hump that allows vehicular traffic to pass over at 15 to 20 mph.

**Purpose**
- Decrease vehicular speeds along the corridor, especially instances of excessive speed

**Additional notes**
- Speed humps are a device of last resort and other traffic calming solutions should be considered first.
Corridor / Mid-Block Improvements
TWO-WAY STREET

**Recommended application**

- Permit two-way travel on Kains Avenue and Adams Street
- Modify signage and pavement markings to indicate two-way traffic

**Purpose**

- Decrease vehicular speeds
- Calm traffic to improve pedestrian and bicycle safety
30’ Roadways in Albany

<table>
<thead>
<tr>
<th>STREET</th>
<th>WIDTH (ft)</th>
<th>Roadway (ft)</th>
<th>WALK (ft)</th>
<th>BETWEEN</th>
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<tr>
<td>Adams Street</td>
<td>50</td>
<td>30</td>
<td>10</td>
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<tr>
<td>Albany Terrace</td>
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<td>24</td>
<td>8</td>
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<tr>
<td>Beverly Place</td>
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<td>36</td>
<td>12</td>
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<tr>
<td>Brighton Avenue</td>
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<td>Buchanan Avenue</td>
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<td>46</td>
<td>12</td>
<td>West of Madison 91-94</td>
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<td></td>
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<td>Walk N/S only</td>
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<td></td>
<td>E/S = 60’</td>
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<td>Varies 8-12 Pierce to Cleveland</td>
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<td></td>
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<td>(M-ComL 73’)</td>
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<tr>
<td>Calhoun Street</td>
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<td>Carmel Avenue</td>
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<td>14</td>
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<td>Castro Street</td>
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<td>30</td>
<td>10</td>
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<td>Carrillo Street</td>
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<tr>
<td>Cerro Street</td>
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<td>24</td>
<td>6</td>
<td>6’ on W/S, 10’ on E/S Castro - Washington</td>
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<tr>
<td>Clay Street</td>
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<td>10</td>
<td></td>
</tr>
<tr>
<td>Cleveland Avenue</td>
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<td>37</td>
<td>10</td>
<td>320 Cleveland - 8’ from curb belongs to City.</td>
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<td>Gateview Avenue</td>
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</tr>
<tr>
<td>Hillside Avenue</td>
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<td>5</td>
<td>From face of curb, no parking strip between Solano &amp; Castro</td>
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<td>Jackson Street</td>
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<tr>
<td>Madison Street</td>
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<td>Marin Avenue</td>
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<tr>
<td>STREET</td>
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<td>Roadway</td>
<td>WALK (ft)</td>
<td>BETWEEN</td>
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<td></td>
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<tr>
<td>City of Albany 30-wide streets</td>
<td>2 views</td>
<td></td>
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</table>
Corridor / Mid-Block Improvements
LANE NARROWING

**Recommended application**
- Paint lane markings to provide a 10-foot wide vehicle lane
- Redistribute additional space to bike or parking lanes

**Purpose**
- Decrease vehicular speeds by narrowing the vehicle right of way
- Calm traffic to improve pedestrian and bicycle safety
Potential Bikeway Cross-Sections
Potential Bikeway Cross-Sections
TWO-WAY SHARED STREET
Potential Bikeway Cross-Sections

TWO-WAY SHARED STREET

**Advantages**
- Largely maintains existing parking supply
- Traffic congestion may calm traffic in areas where speeding is observed
- Design is identical to parallel corridors with same cross-sectional width
- Presence of two-way traffic will create the expectation to look both ways when pulling out of driveways (compared to contraflow bike lane)
- Yield streets allow bicyclists and motorists to ride / drive down the center of the street
- Eliminates issues of wrong-way traffic

**Disadvantages**
- Narrow vehicular lane width combined with dense parking demand will create need for oncoming traffic to yield to each other
- May exacerbate traffic congestion in areas of high demand (e.g., YMCA)
- May create impassible situations with oncoming large vehicles
# Potential Bikeway Cross-Sections

## CONTRA-FLOW BIKE LANE

<table>
<thead>
<tr>
<th>6'</th>
<th>7'</th>
<th>5½'</th>
<th>10½'</th>
<th>7'</th>
<th>6'</th>
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<tbody>
<tr>
<td>Sidewalk</td>
<td>Parking lane</td>
<td>Bike lane</td>
<td>Sharrow</td>
<td>Parking lane</td>
<td>Sidewalk</td>
</tr>
</tbody>
</table>

[Diagrams showing different cross-sections of bikeways with varying dimensions for sidewalks, parking lanes, bike lanes, and sharrows.]
Advantages

- Largely maintains existing parking supply
- Allows street to maintain existing one-way vehicular circulation pattern
- Narrowed vehicular lane may calm traffic
- Can be combined with traffic calming measure at intersection at midblock

Disadvantages

- Drivers on the street and pulling out of driveways may not expect to see bicyclists
- Cars entering and exiting the parking lane will be maneuvering head-on with oncoming bicyclists.
- Drivers parked on the left will have a difficult time seeing oncoming bicyclists
Potential Bikeway Cross-Sections
CONTRA-FLOW BIKE LANE
Potential Bikeway Cross-Sections Considered but Rejected
Potential Bikeway Cross-Sections Considered but Rejected
Potential Bikeway Cross-Sections Considered but Rejected
Discussion
Next Steps

- Traffic and Safety Commission Meeting, Thursday October 26, 7pm