

# Alameda Point Interim Main Street Striping Plan

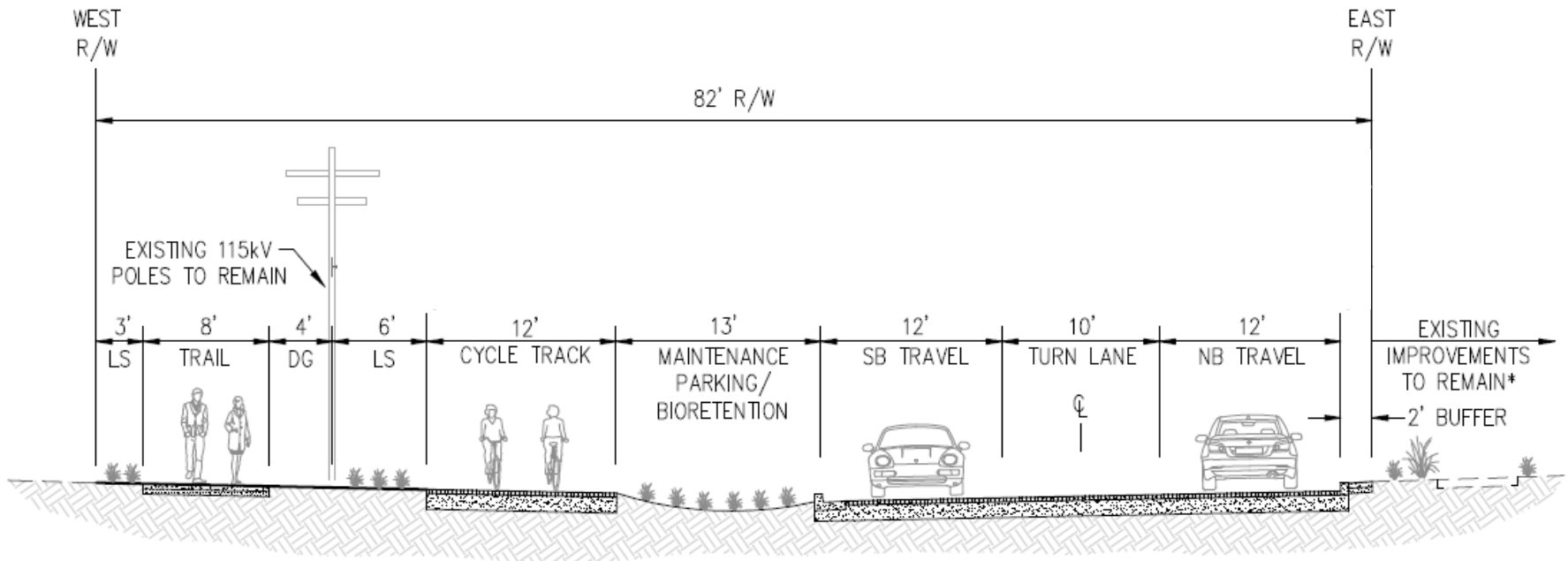
Traffic Calming and Safety Improvements

# Why Mess with Main Street?

- 58 Vehicle Accidents in last 5 years; 26 at Main/Stargell intersection
- Chaos when the ferry arrives / departs
  - 18% of Main St. Ferry riders commute by Bicycle
- Site A Construction
  - New Entrance at Trident Avenue, Merge at RAMP
- Existing pathways are deficient, Eastern pathway ends at Singleton
- Numerous complaints to Public Works, Fire, Police
  
- **Safety, Safety, Safety**

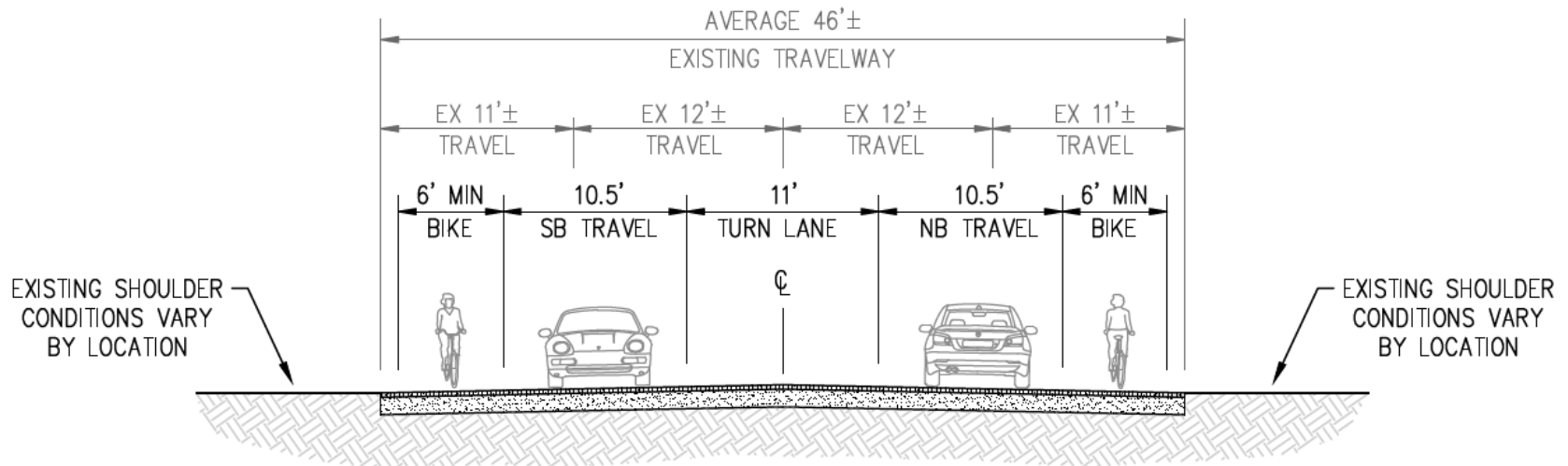
# Alameda Point Master Infrastructure Plan

- Three Lane Road based on Cumulative Buildout
- Separated 2-way Cycle Track
- Completely Reconstructed Roadway
- No Timeframe for Implementation



# Proposed Street Section – a “Road Diet”

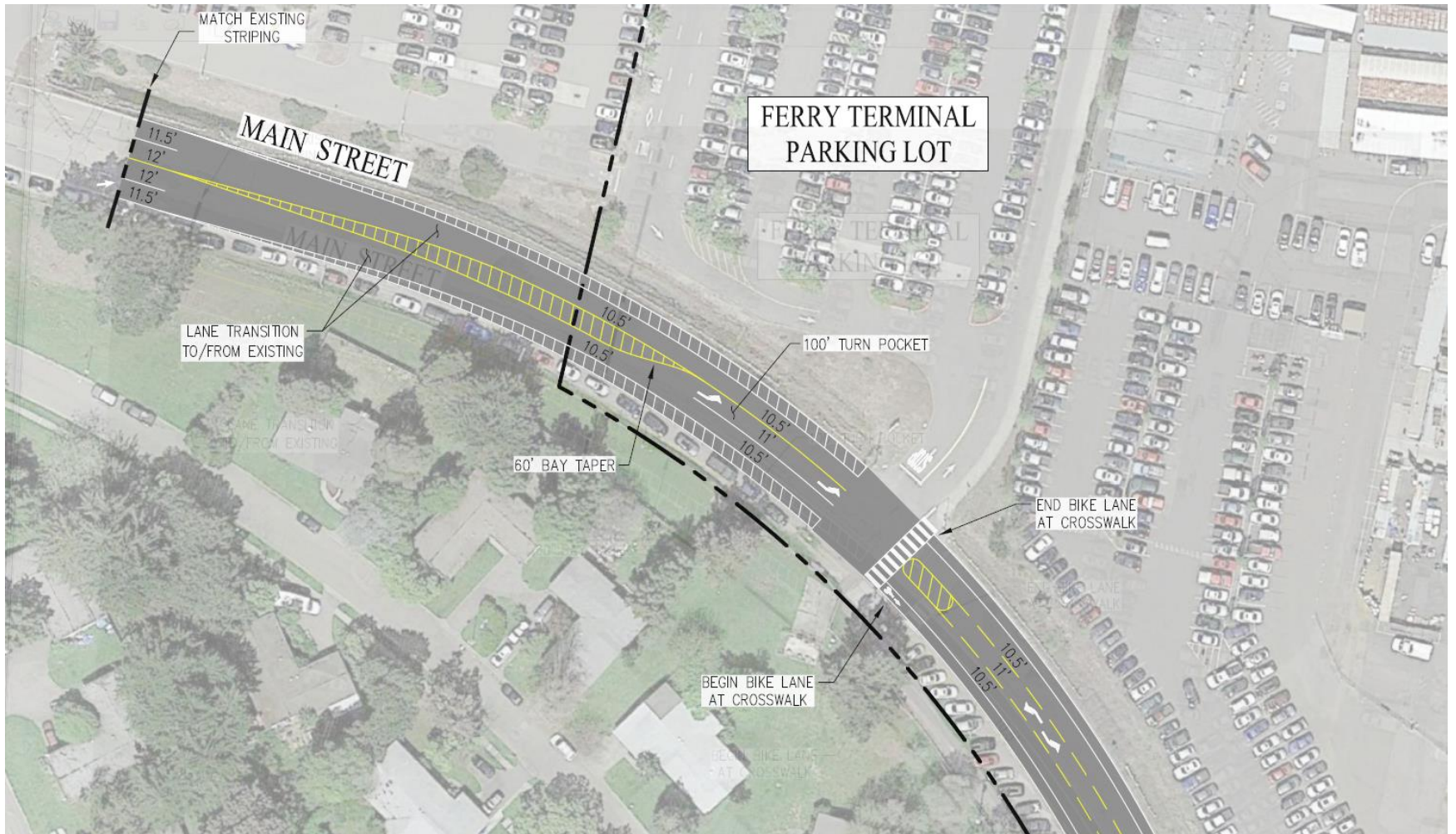
- Three Lane Road, Center Left Turn Lane
- Class 2 Bike Lanes
- Striping Only Solution
- Inexpensive (relatively) and can be quickly implemented



MAIN STREET RESTRIPIPING

NOT TO SCALE

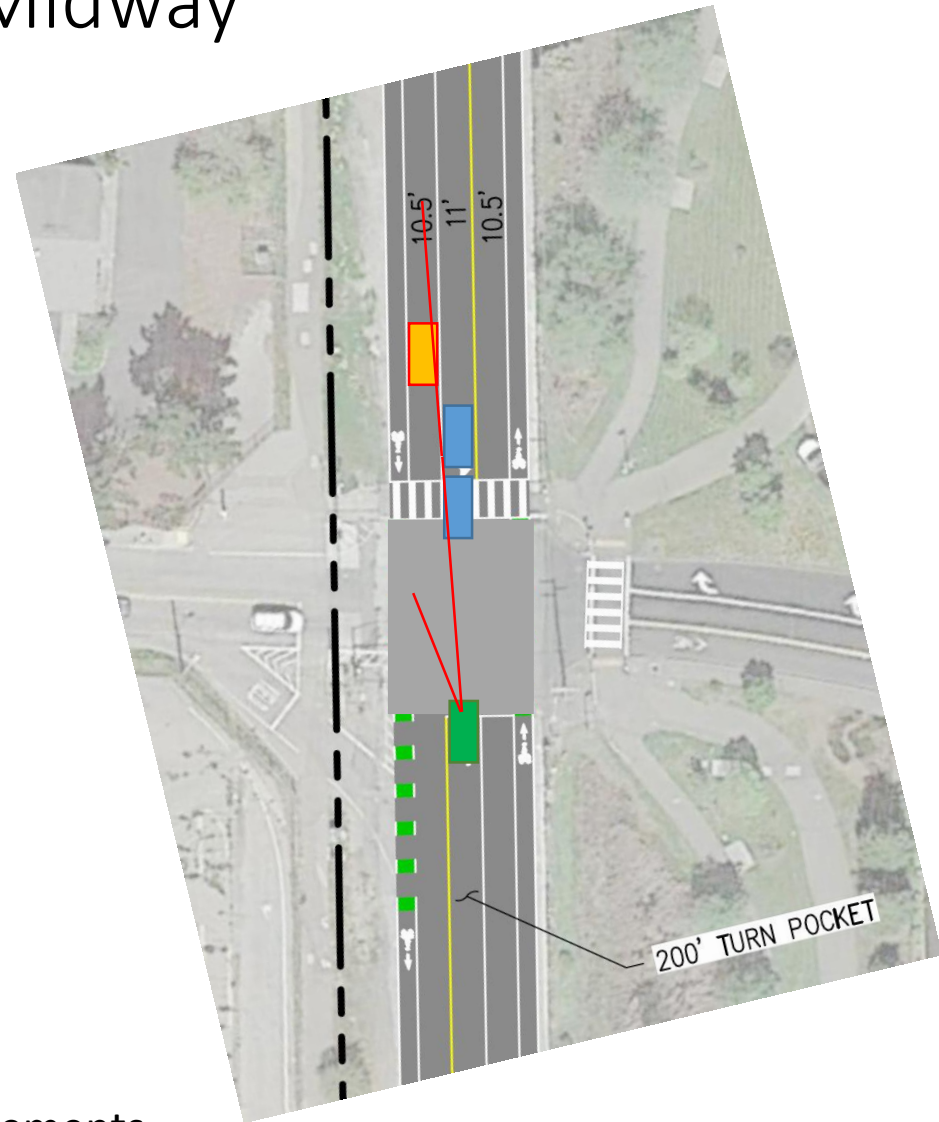
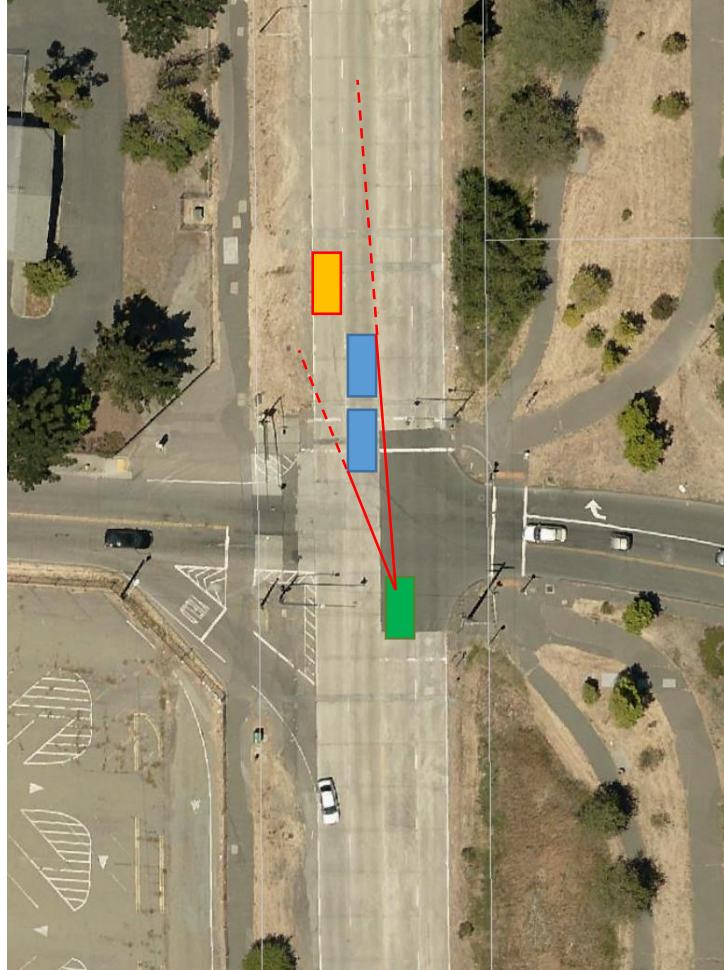
# Main Street at Ferry Terminal



# Main St at Stargell/ Midway

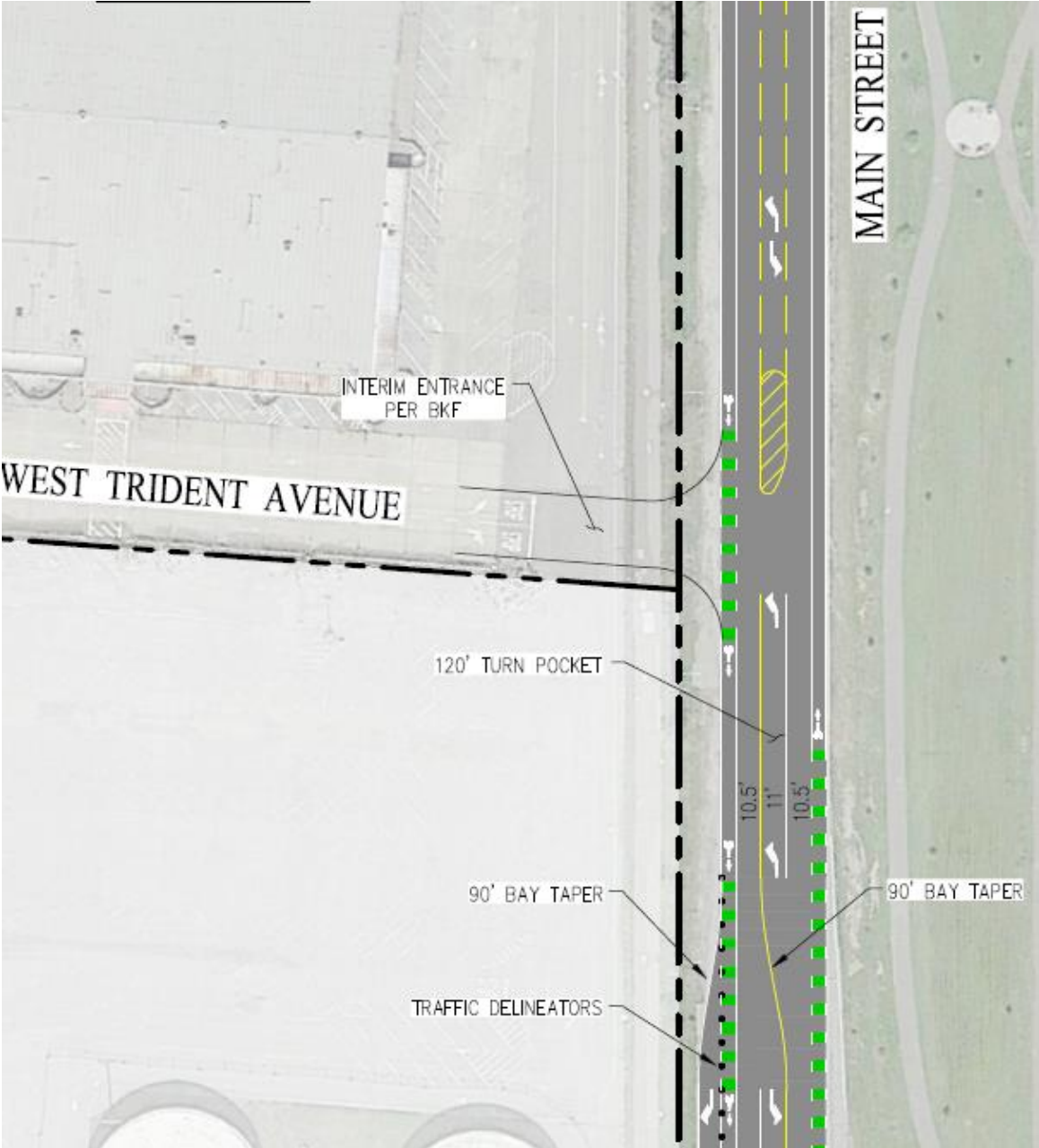


# Main Street at Stargell/Midway



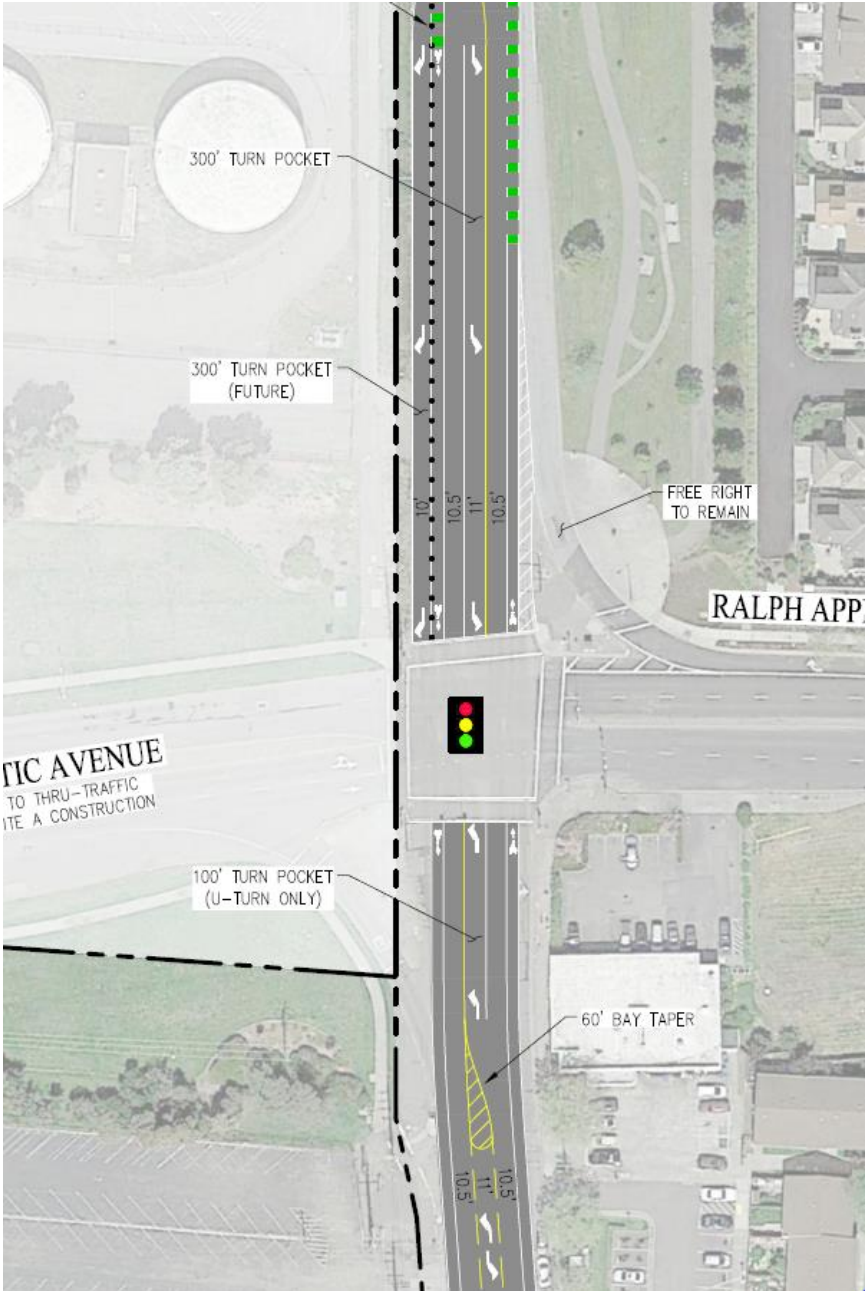
Improved Sight Distance for Left Turn Movements

# Main St at W. Trident





# Main Street at RAMP



# Main St at Pacific Ave



# Project Highlights

- Early Implementation of the Alameda Point Master Infrastructure Plan
- Low Cost – Striping Only Project (no signals, no concrete)
- Extends Bicycle Connections to/from the CAT RAMP Project
- Upgrades Bike Facilities to Current Standards (although less than in MIP)
- Defined Left Turn Lanes – Improved Visibility
- *Possible Elimination of Free Right Turns – Pending Further Study*
- **Improved Safety for Motorists and Bicycles**

# Recommended Action

- Accept Public Comments
- Provide input to Staff
- Approve the Interim Striping Plan
- *Direct Staff to evaluate the removal of free right turns at RAMP and Midway and return to the Commission*