

**LEGEND**

- BART Station
- Interstate
- Ferry Terminal
- Bike Friendly Streets
- Existing Bike Lanes
- Modify Existing Signal
- Proposed Activated Pedestrian Beacon
- Parks
- Commercial
- Water
- Project Area Alameda R/W
- Project Area Caltrans R/W
- Proposed Traffic Signal

**Central Avenue Safety Improvement Project**  
Overview - 2019



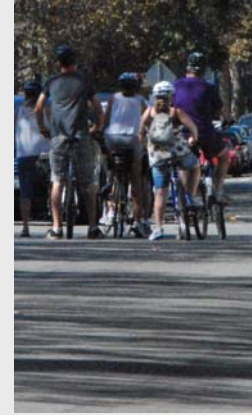
## Work to Date

- City Council Approvals (2016 and 2018)
  - West End: Two-way Protected Bikeway
  - East End Section: Bike Lanes
- Federal Grants: \$11 million (2017) – 74% of total project costs
- Completing Caltrans Required Project Initiation Document (2019)



## City Council Approvals

- 2010: High-priority bikeway in Bike Plan
- 2013: Planning Grant Application
- 2014: Consultants for Concept Planning
- 2016: Concept (except Webster area) and Grant Submittal
- 2017: Central Ave CIP Project
- 2018: Caltrans Co-op Agreement and Consultants for PID
- 2019: CIP Project; Webster Area Options and 2-way Bikeway Extended to McKay



Central Avenue Safety Improvement Project

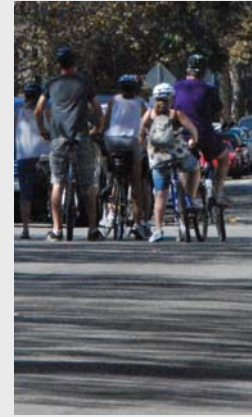
## Funding Overview

	Concept	PID	PA&ED	PS&E	Construction	Total	%
<b>Grants</b>	\$198,095	\$0	\$180,000	\$300,000	\$10,333,000	\$11,011,095	74%
<b>Local Match</b>	\$23,455	\$557,000	\$1,420,000	\$600,000	\$1,340,000	\$3,940,455	26%
<b>Total Cost</b>	\$221,550	\$557,000	\$1,600,000	\$900,000	\$11,673,000	\$14,951,550	
<b>Schedule</b>	2014-2016	2018-19	2019-21	2021-22	2022		

Central Avenue Safety Improvement Project

## Project Milestones

- Request City Council to Approve Consultant Amendment – Nov 5, 2019
- Analyze Webster Street Area Options and Potential for Third St Roundabout – late 2019
- Request Concept Approval for Webster Street Area and Third Street – Spring 2020
- Complete Environmental Review – Early 2021
- Final Design/Construction – 2022



Central Avenue Safety Improvement Project

## Safety

- 89 injuries from collisions past 10 years
  - 18 walking = 20% (16% citywide)
  - 22 bicycling = 25% (16% citywide)
- Bicycling/walking injuries = 45% (32% citywide)
- Study Area mileage = 1.4% of citywide streets
- Study Area injuries = 4.1% (compared to citywide injuries)
- Actual Speeds: 30-33 mph
  - 25% Average Risk of Death at 32.5 mph
  - 10% Average Risk of Death at 24.1 mph

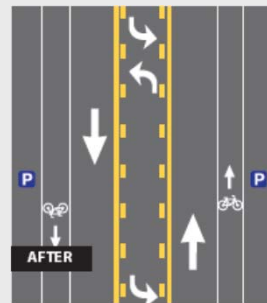
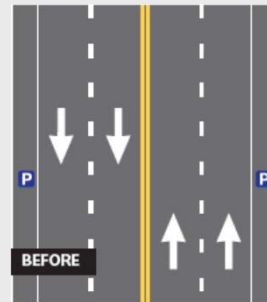


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## Safety: Three-lane Streets

According to FHWA:

- Reduces collisions by at least 19%
- Reduces speeds by at least 3 mph
- Less severe collisions
- Fewer vehicle lanes to cross
- Better visibility of pedestrians
- Space for bicyclists
- Smoother travel flow



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## Approved Concept: West End

- Two-way Protected Bikeway:
  - Alameda Point
  - Paden, Encinal and Junior Jets Schools
  - SF Bay Trail



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## Approved Concept: McKay - Sherman (except for the Webster Street Area)

- Do nothing different
- Sharrow markings
- **Bike lanes + center turn lane**
- Two-way separated bikeway
- One-way separated bikeway
- Buffered bike lanes



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## Options at Webster Area

(McKay Avenue to Washington Park)

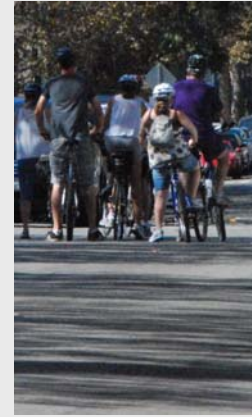
- No Build Alternative (Existing Conditions)
- Two-way Protected Bikeway (staff/consultant preference)
- Continuous Bike Lanes
- Bike Lanes and Sharrows at Webster Street



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## General Improvements

- Bicycle Lanes, Two-way Protected Bikeway and Bike Racks
- Curb Bulbs, Enhanced Crosswalks, Pedestrian Refuges and Pedestrian Beacons
- Traffic Signal – New / Improved – or Roundabout at Third Street/Taylor Avenue
- Street Lighting
- Bus Stop Improvements
- Landscaping, Street Trees and Green Stormwater Infrastructure
- Accessible On-street Parking



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## Webster Street (Two-way Protected Bikeway Option)



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## Webster Street (Bike Lane Option)



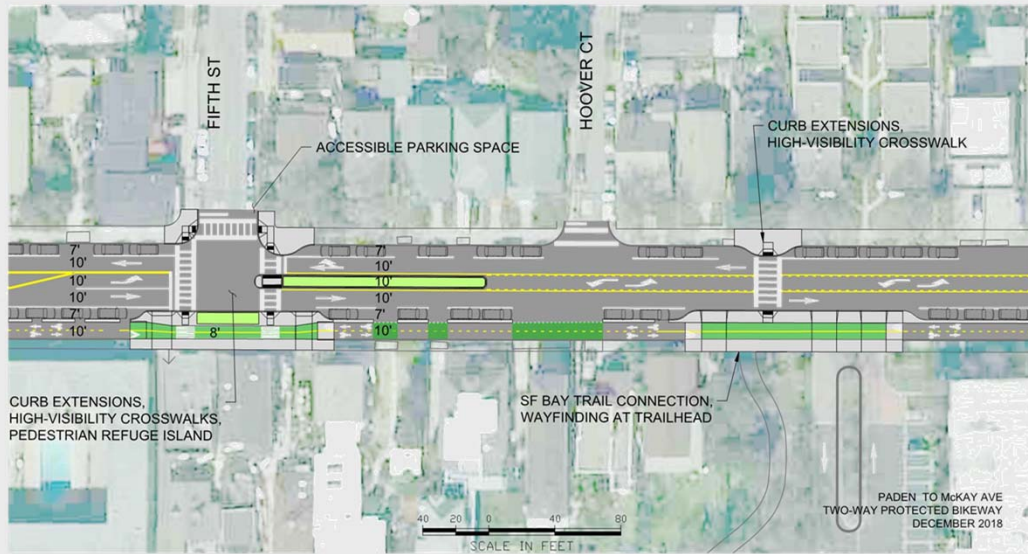
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## Webster Street (Sharrow Option)



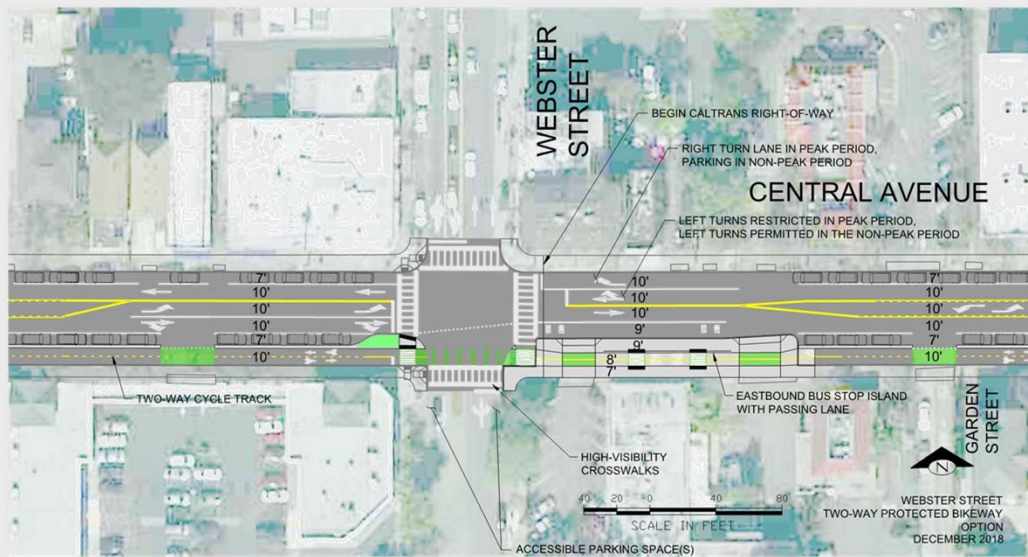
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# Paden to McKay (Two-way Protected Bikeway Option)



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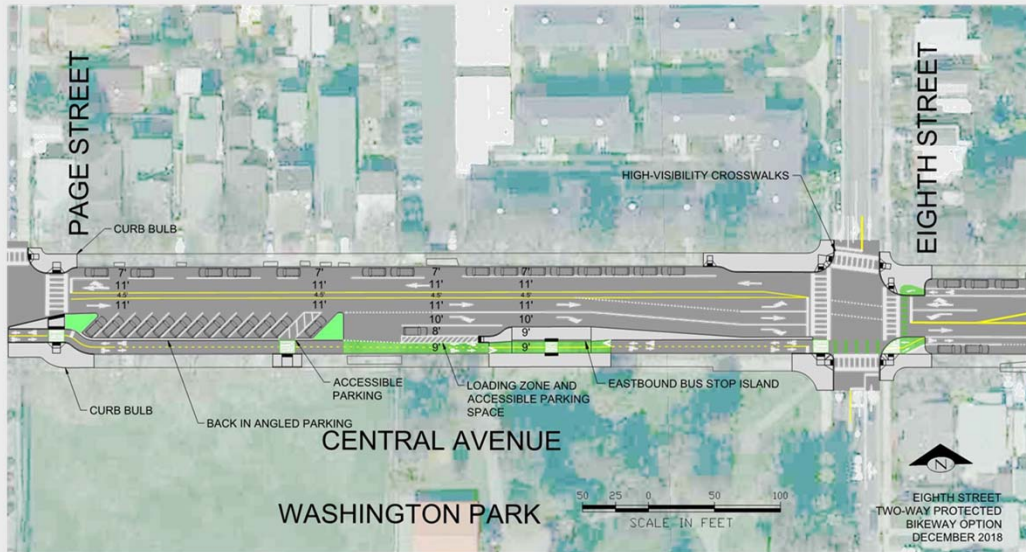
# Webster Street (Two-Way Protected Bikeway Option)



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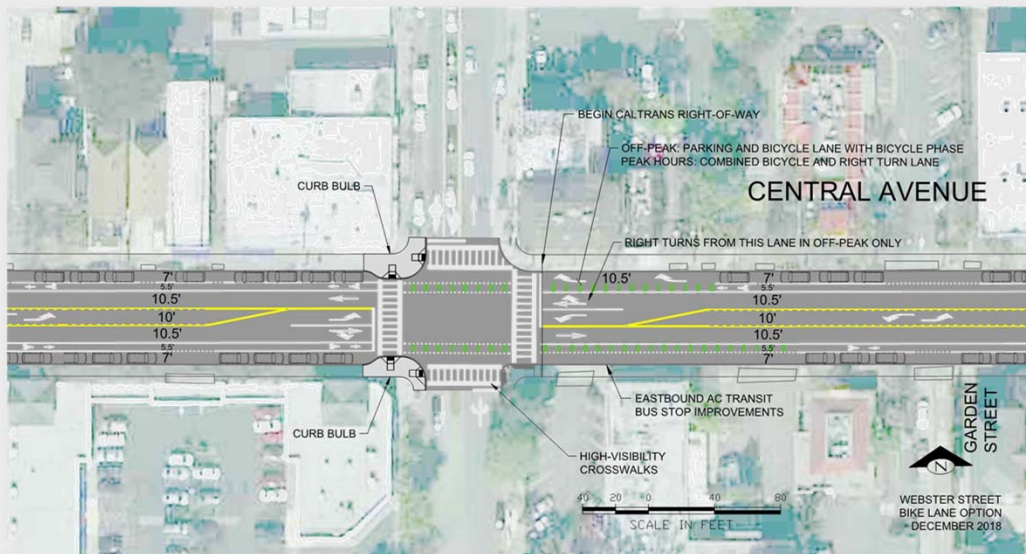


# Eighth Street (Two-Way Protected Bikeway Option)



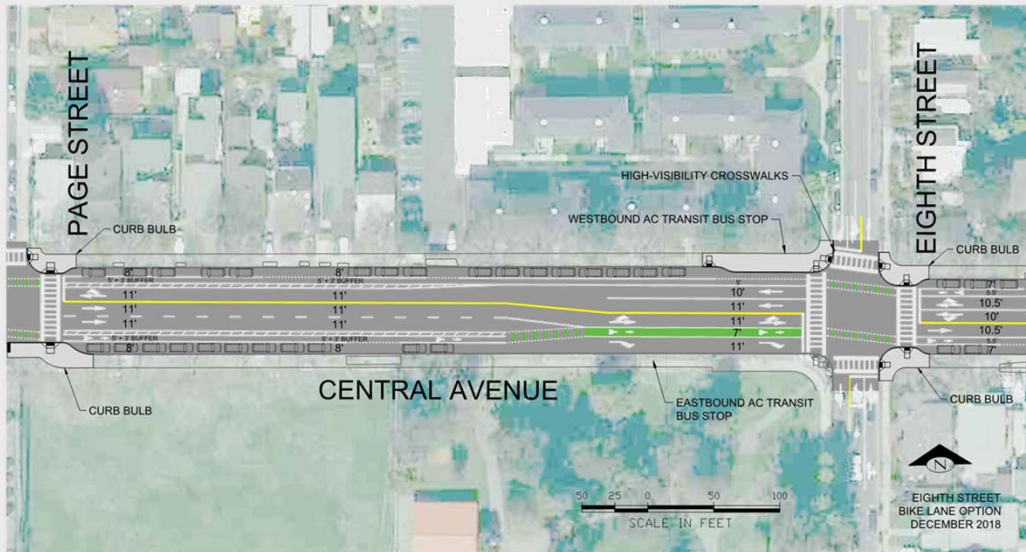
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# Webster Street (Bike Lane Option)



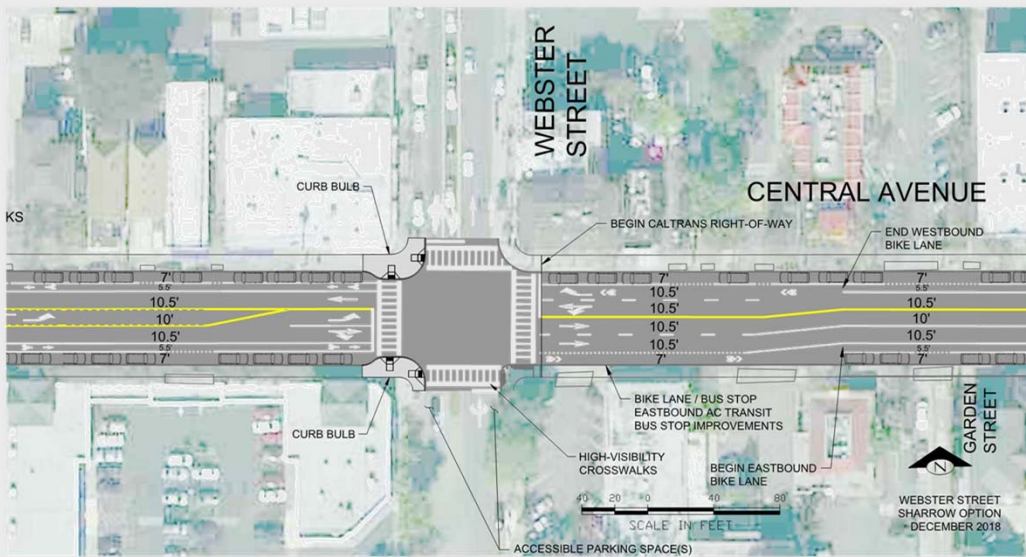
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# Eighth Street (Bike Lane Option)



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# Webster Street (Sharrow Option)



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