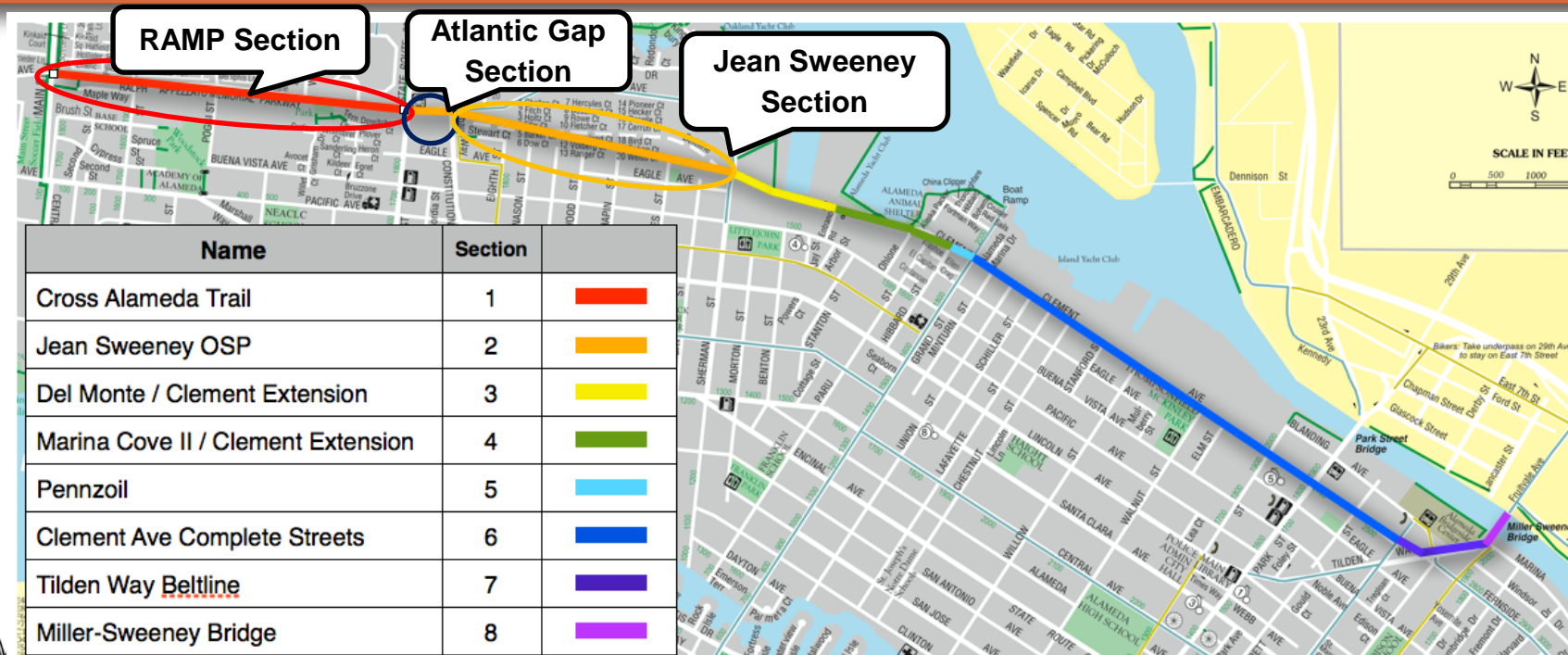


# *Cross Alameda Trail Atlantic Gap Design Concept: Additional Information & Renderings*

City Council  
July 18, 2017



# Cross Alameda Trail: Big Picture



# Atlantic Gap Project Benefits

- Creates a safe, multi-modal street for **all** users
- Connects 1.5 miles of continuous off-street trail in 2018
- Develops seamless transit connections
- Increases safety for people walking and bicycling
- Builds bicycling facility where none exists
- Connects to citywide bicycle network
- Creates minimal impacts to motorists



# Council Action: April 18, 2017

- Approved design option *with* midblock crossing
- Requested enhanced graphics
- Provided input on design
- Asked clarifying questions



# Approved Concept

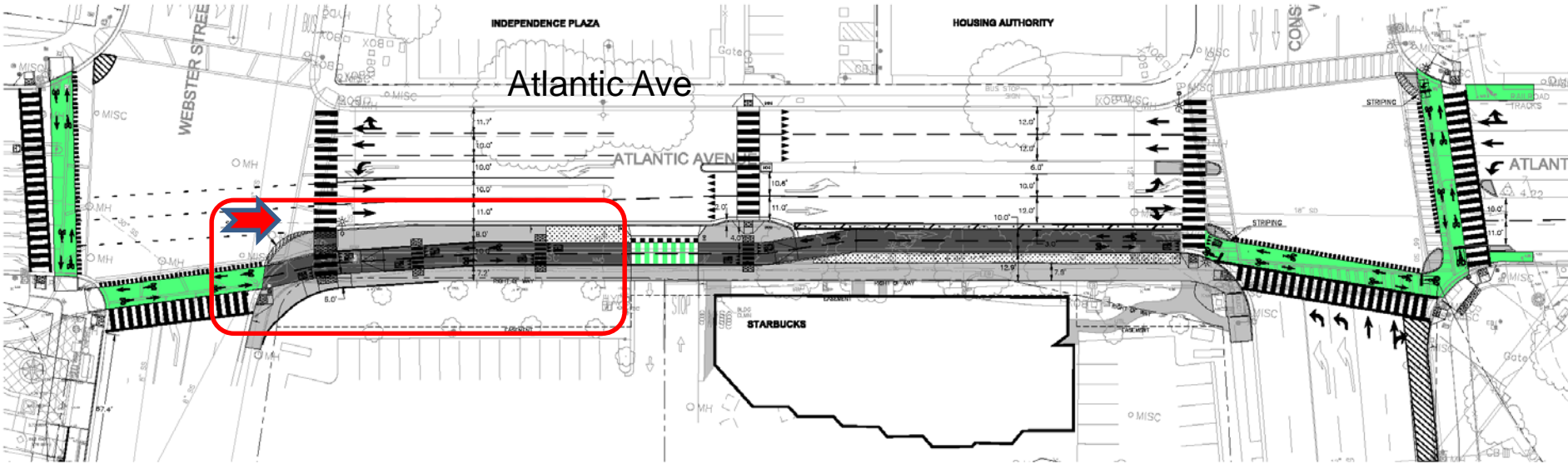
- Southside facility, connecting to off-street CAT segments
- Two-way protected bicycle lanes
- Sidewalk
- Mid-block crossing



Webster St

Constitution Way

Atlantic Ave

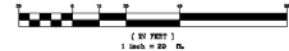


**HORIZONTAL CONTROL LEGEND**

	LANDSCAPING
	CONCRETE
	GREEN THERMOPLASTIC
	ASPHALT



GRAPHIC SCALE





Atlantic Ave at Webster Street:  
BEFORE

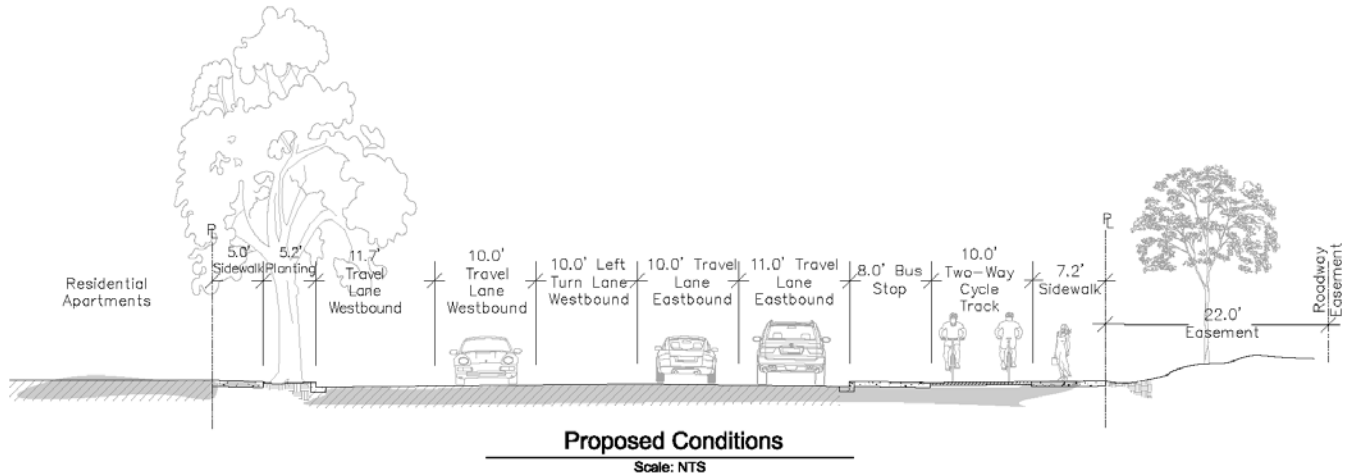
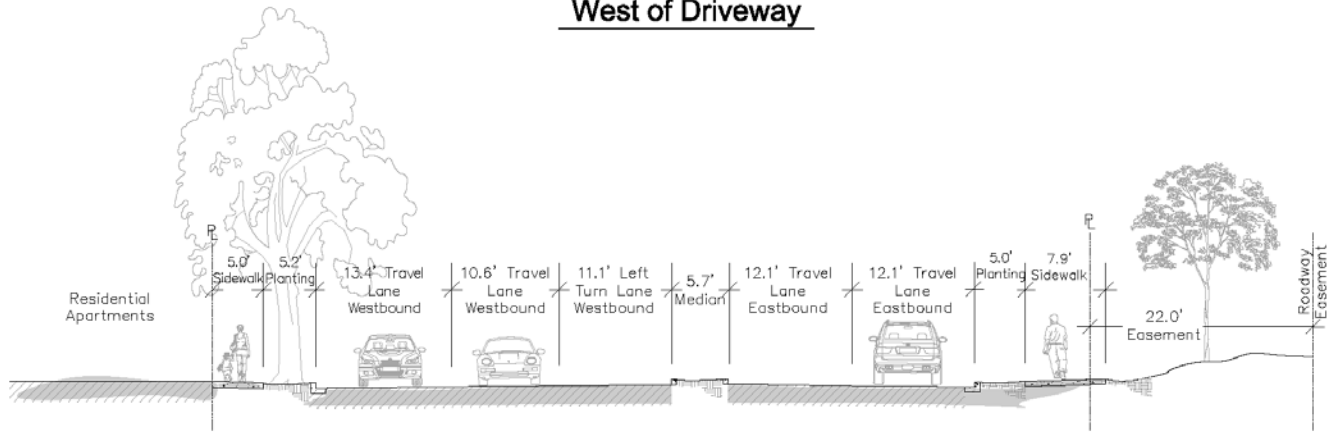


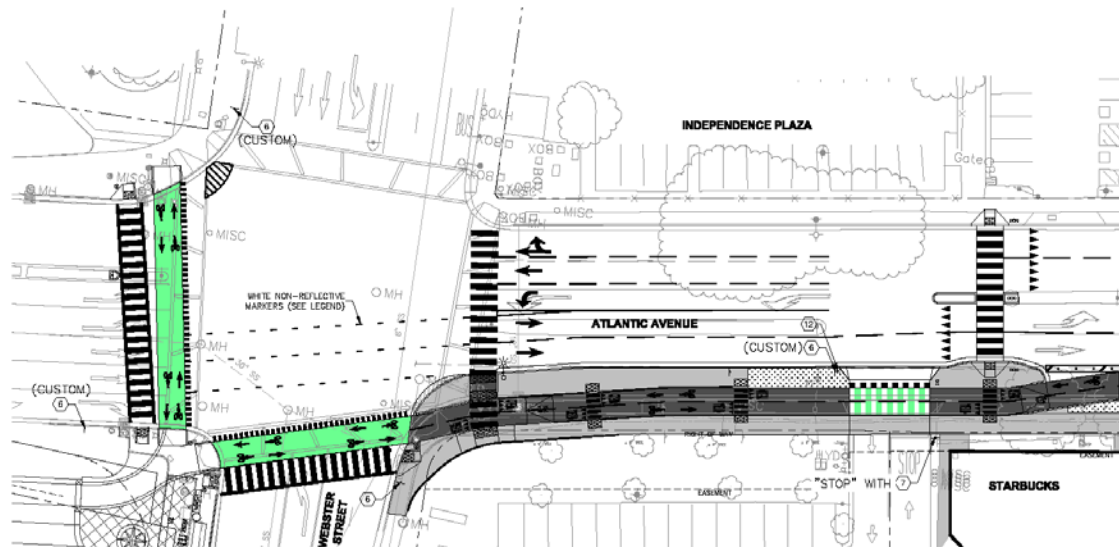
# Atlantic Ave at Webster Street: AFTER





## West of Driveway





R10-15 ALT

6



R10-15 (Custom)

6 (Custom)



W11-1

M6-4 UNDERNEATH

7



R1-5 ALT "B"

12



14



GRAPHIC SCALE



HORIZONTAL CONTROL LEGEND



# West End: Webster Street to Starbucks Driveway

## *Illustrative Examples*

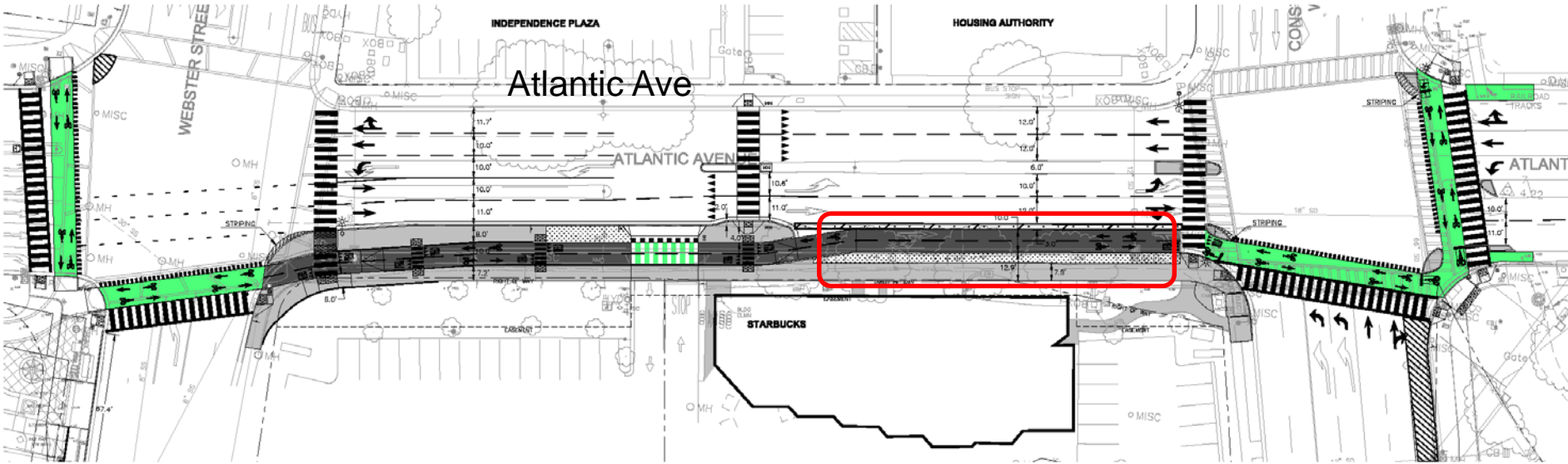


Above: Cambridge, MA. Guidance Document: FHWA Separated Bike Lane Planning & Design Guide; Middle: Vancouver, Canada and Right: Cambridge, MA. Guidance Document: Massachusetts DOT Separated Bike Lane Planning & Design Guide

Webster St

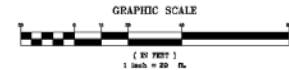
Constitution Way

Atlantic Ave



**HORIZONTAL CONTROL LEGEND**

	LANDSCAPING
	CONCRETE
	GREEN THERMOPLASTIC
	ASPHALT





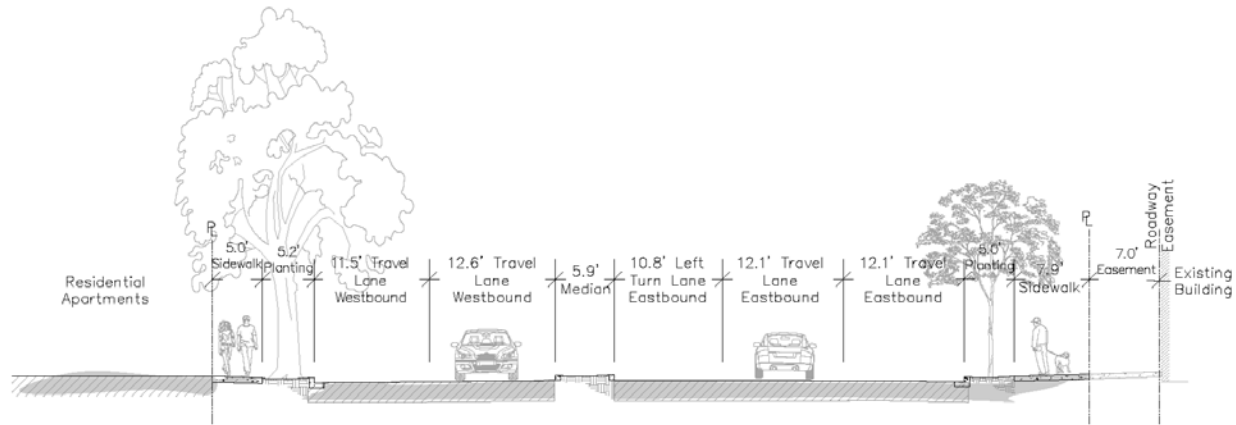
# East End: Starbucks Driveway to Constitution Way

## *Illustrative Examples*



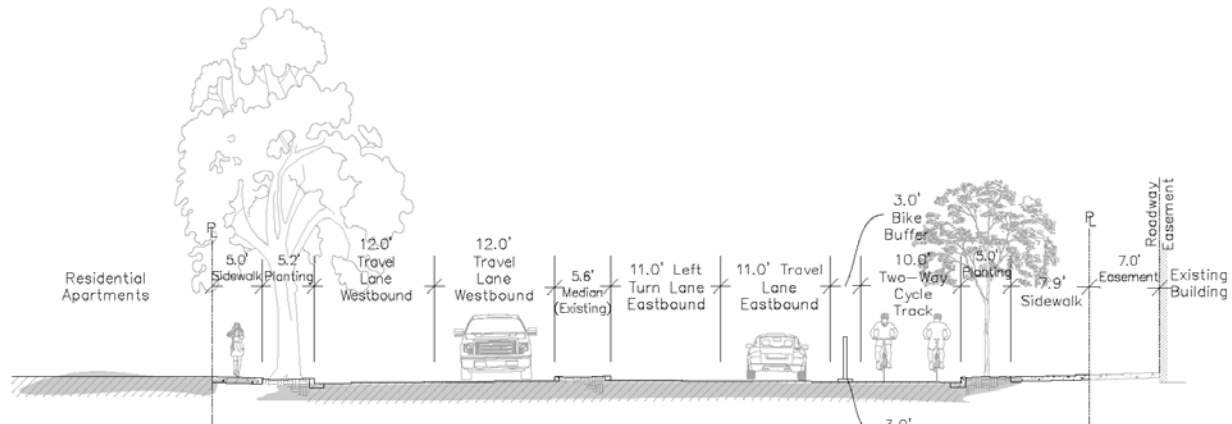
*Indianapolis, IN (left) and Two-way separated bike lanes graphic (right).*  
Guidance Document: FHWA Separated Bike Lane Planning & Design Guide

## East of Driveway



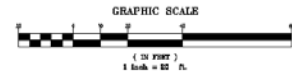
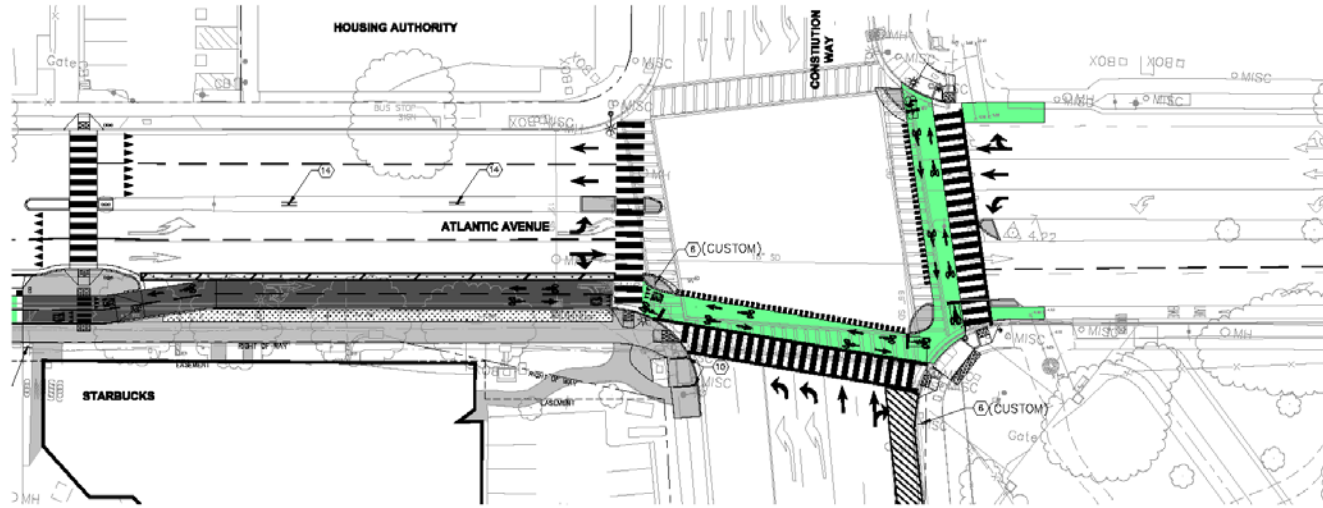
**Existing Conditions**

Scale: NTS



**Proposed Conditions**

Scale: NTS



R10-15 ALT

6



R10-15 (Custom)

6



W11-1  
M6-4 UNDERNEATH

7



10



R1-5 ALT "B"

12



14

#### HORIZONTAL CONTROL LEGEND



# Midblock: Starbucks Driveway Crossing

## *Illustrative Example*



Missoula, MT. Guidance  
Document: FHWA  
Separated Bike Lane  
Planning & Design Guide



# Other Council Questions/Input

- Evaluate allowing mid-block left turns into Housing Authority driveway
  - Staff reviewed and recommend against it, given number of conflict points
  - Staff evaluating allowing U-turn at Constitution Way, and will add if feasible

# Other Council Questions/Input

- Concerns about left turns into Starbucks driveway
  - Owner of shopping center is opposed
  - Staff exploring peak-hour turn restrictions
  - Addition of midblock crossing may create an intersection-type feel at driveway, which could slow left-turning vehicles

# Other Council Questions/Input

- Traffic impacts of eliminating through/right-turn lane from EB Atlantic to SB Constitution?
  - Multi-modal level of service transportation analysis was prepared
  - Overall, project is very beneficial to those bicycling and walking, and has minimal negative impacts on those driving

# Other Council Questions/Input

- Traffic impacts at Constitution/Atlantic (cont)
  - One second of delay in AM peak hour and 7.5 seconds of delay in PM peak hour
  - Current speeds of 10 mph in the AM and PM peak hours would slow to 6.6 and 5.3 mph, respectively
  - Auto queuing will increase in turn lane
    - AM Peak hour: adequate
    - PM Peak hour: queuing will extend beyond midblock crossing by 80 feet (or 3 cars)
    - In future, could address by removing center median and restoring the third eastbound lane.



# Questions

