

Walnut Avenue Protected Bikeway

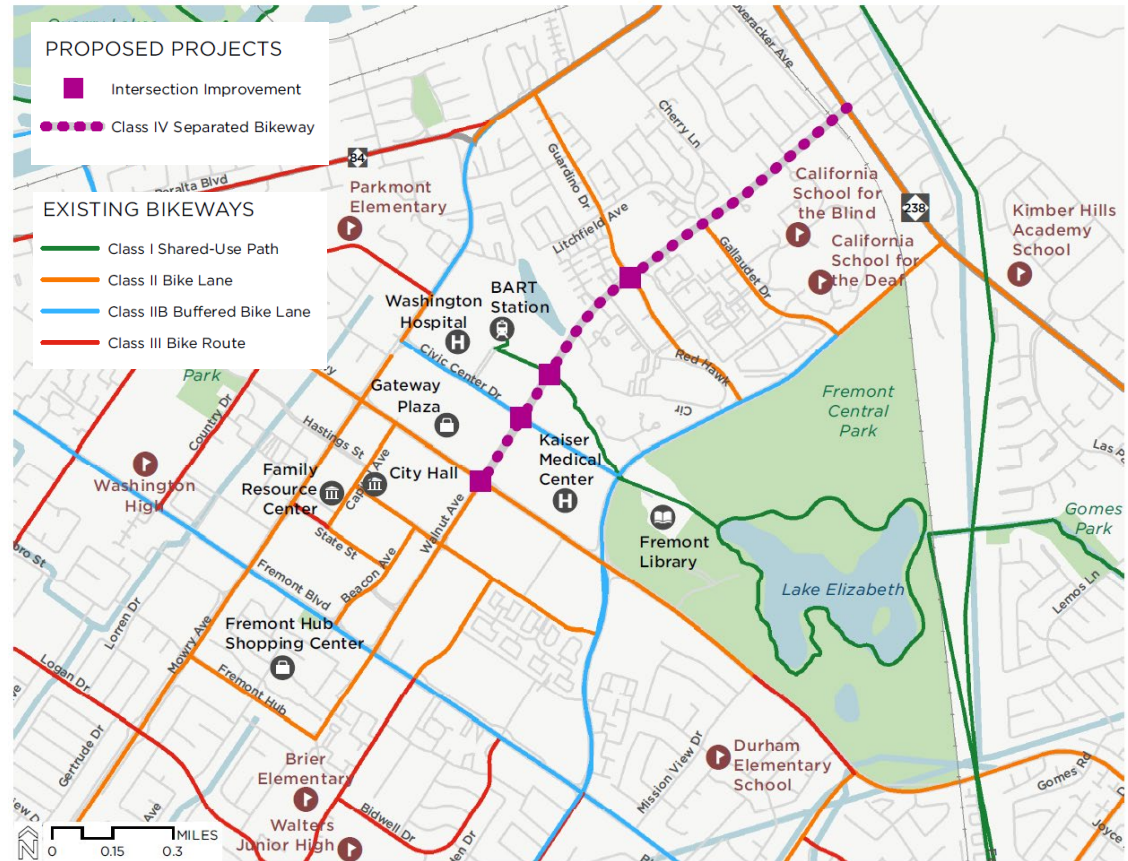


2021 Local Streets & Roads Award Program

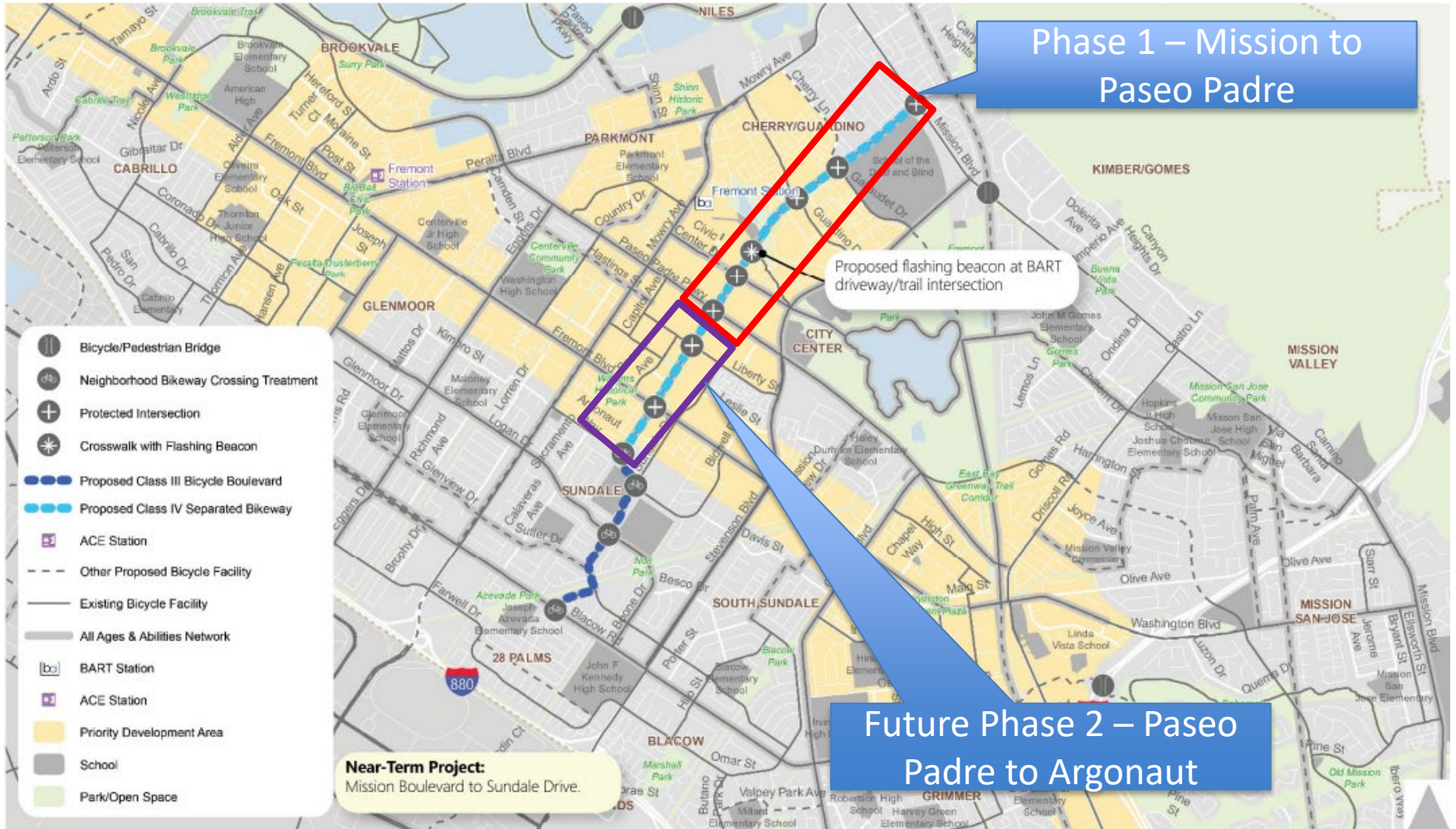


Project context

- East-west connection to BART and City Center destinations
- Part of longer Walnut-Sundale corridor from BMP
- Adjacent to California School for Blind and Deaf
- 1.2 mile long project
- 4 signalized intersections



Location – City Center/Downtown



Existing conditions

Buffered bike lanes with on-street parking



Existing conditions

Buffered bike lanes



Existing conditions

Right turn slip lanes



Existing conditions

No crossing opportunity to BART station



Existing conditions

Bus-bike weaving



Project funding

- Two grant applications
 - Active Transportation Program Cycle 3 (2016)
 - Alameda CTC Comprehensive Investment Program (2017)
- Received \$5 Million grant from Alameda CTC
- Total Project cost \$6.6 Million

Project Elements

- Raised cycle track
- Protected intersections
- Floating bus stops
- Pedestrian crossing beacon

Project Elements

Raised cycle track

- High degree of separation between cyclists and motor vehicles
- Solves some maintenance issues associated with delineators
- Proposed asphalt bikeway surface



Project Elements

Protected intersection

- Continues protection through intersection
- Shortens crossing distances
- Reduces vehicle turning radii
- Improves visibility of bicyclists and pedestrians



Project Elements

Protected intersection

- Bicyclist left turns happen in two-stage movement
- Locations:
 - Paseo Padre
 - Civic Center
 - Gallaudet
 - Guardino



Project Elements

“Floating” bus stops

- Bus stops in travel lane
- Eliminates bus/bike weaving
- Speeds bus travel time



Image source: MassDOT Separated Bikeway Design Guide

Project Elements

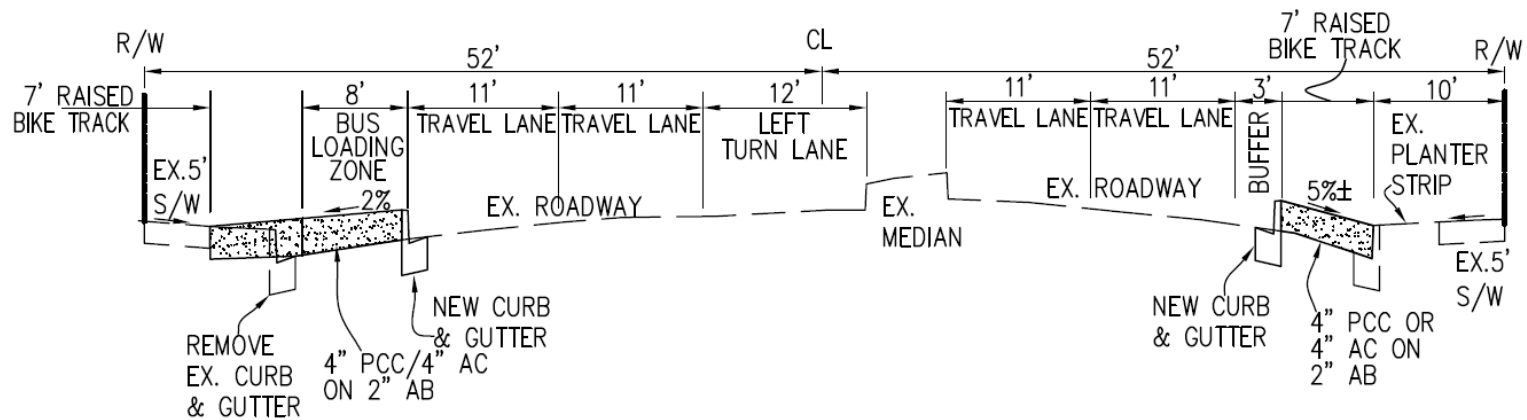
Pedestrian crossing beacon

- New midblock crossing at BART driveway/trail
- Enhanced with flashing pedestrian beacon



Project Design

Typical cross-section



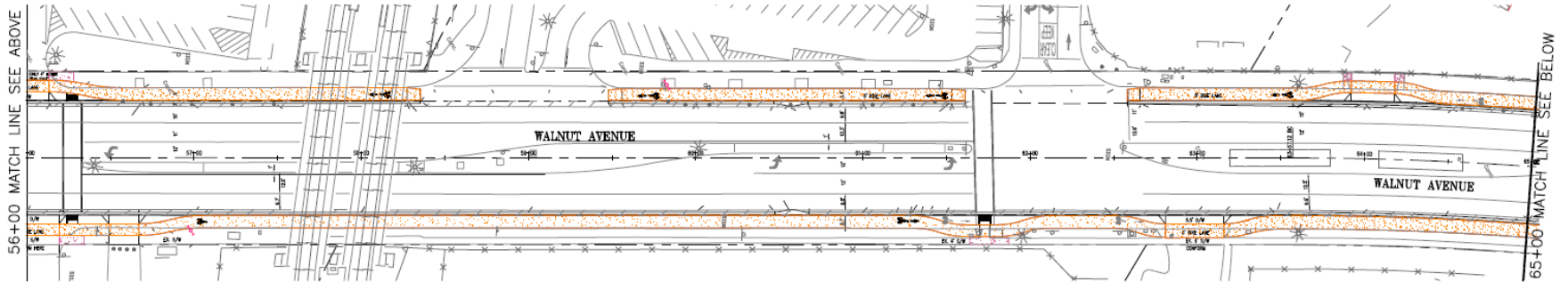
TYPICAL SECTION OF RAISED BIKE TRACK AND BUS LOADING ZONE

NOT TO SCALE

Project Design

Plan View (3 of 4)

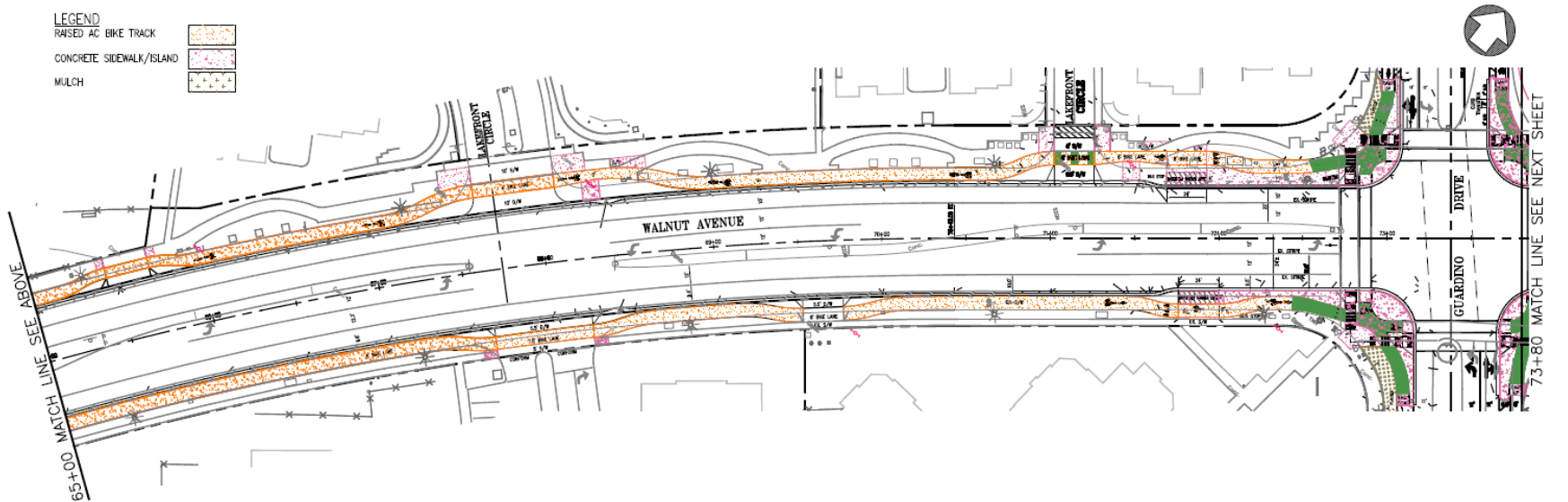
BART Station



Trail

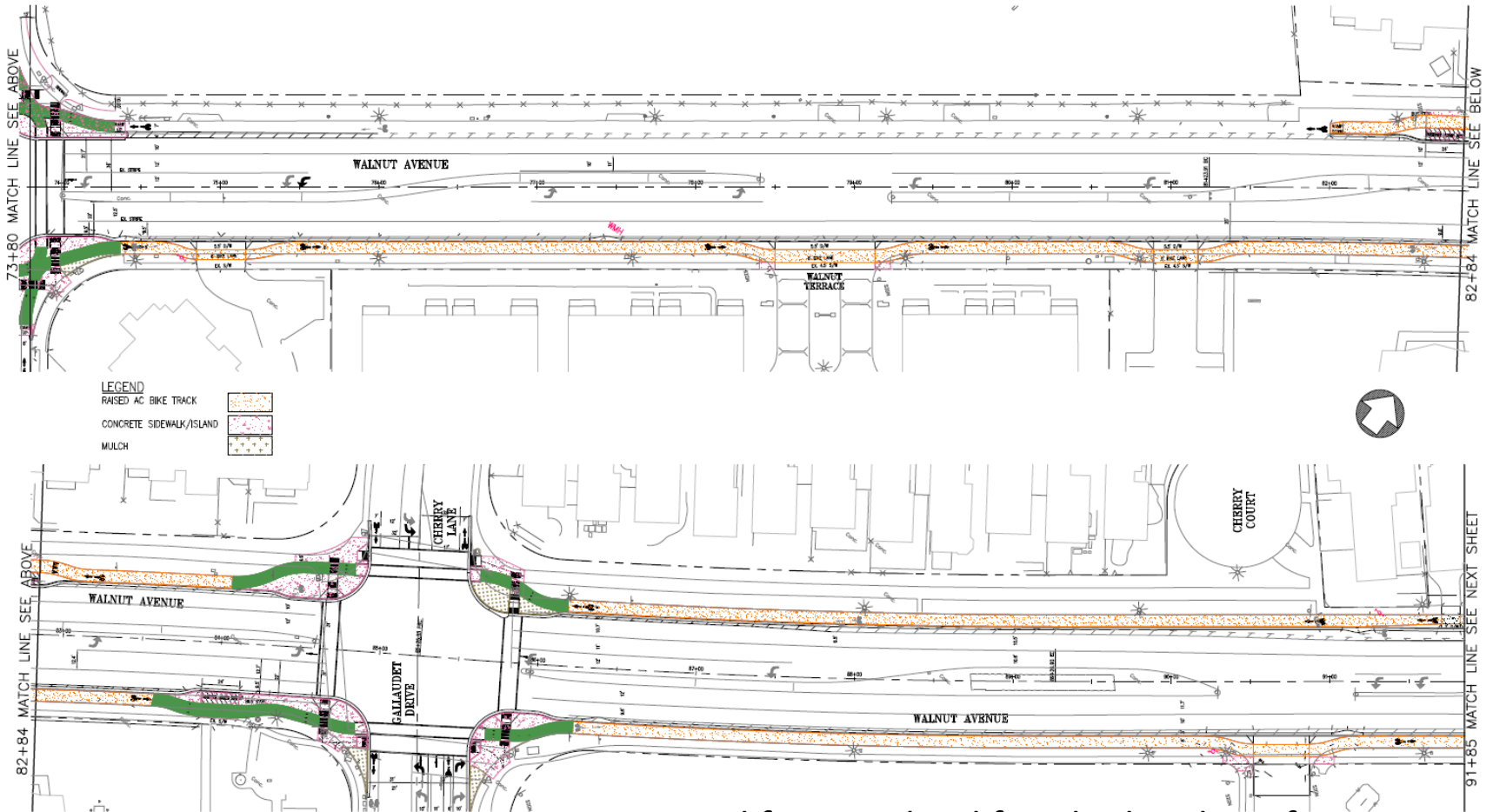
LEGEND

- RAISED AC BIKE TRACK
- CONCRETE SIDEWALK/ISLAND
- MULCH



Project Design

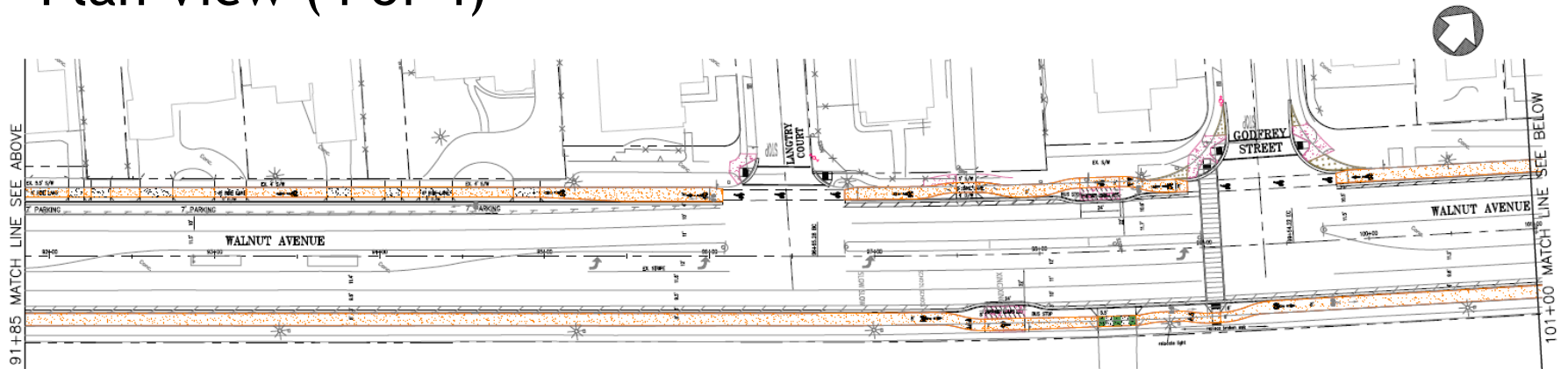
Plan View (2 of 4)



California School for Blind and Deaf

Project Design

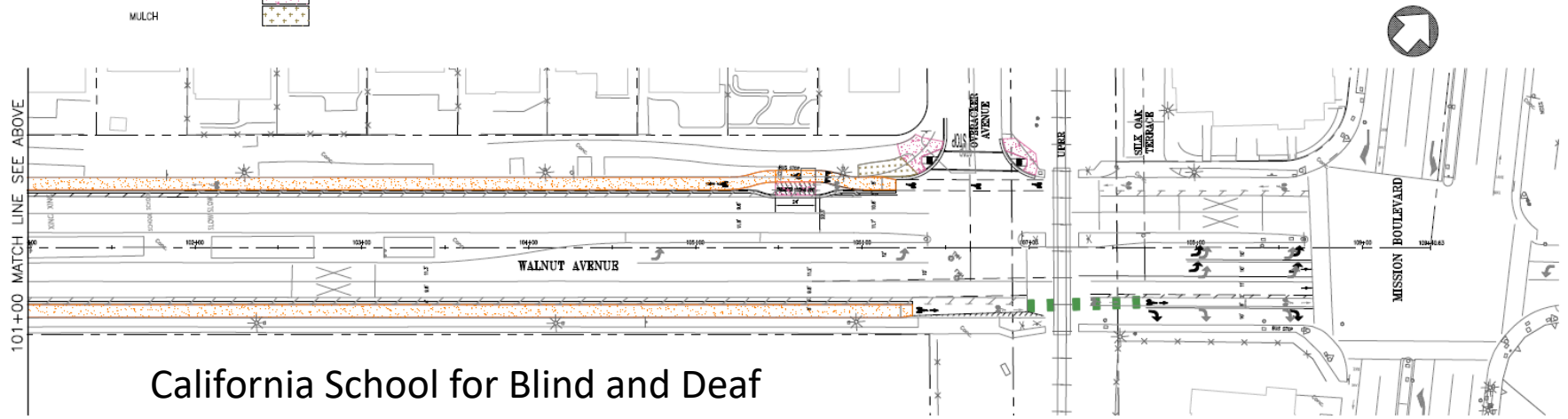
Plan View (4 of 4)



California School for Blind and Deaf

LEGEND

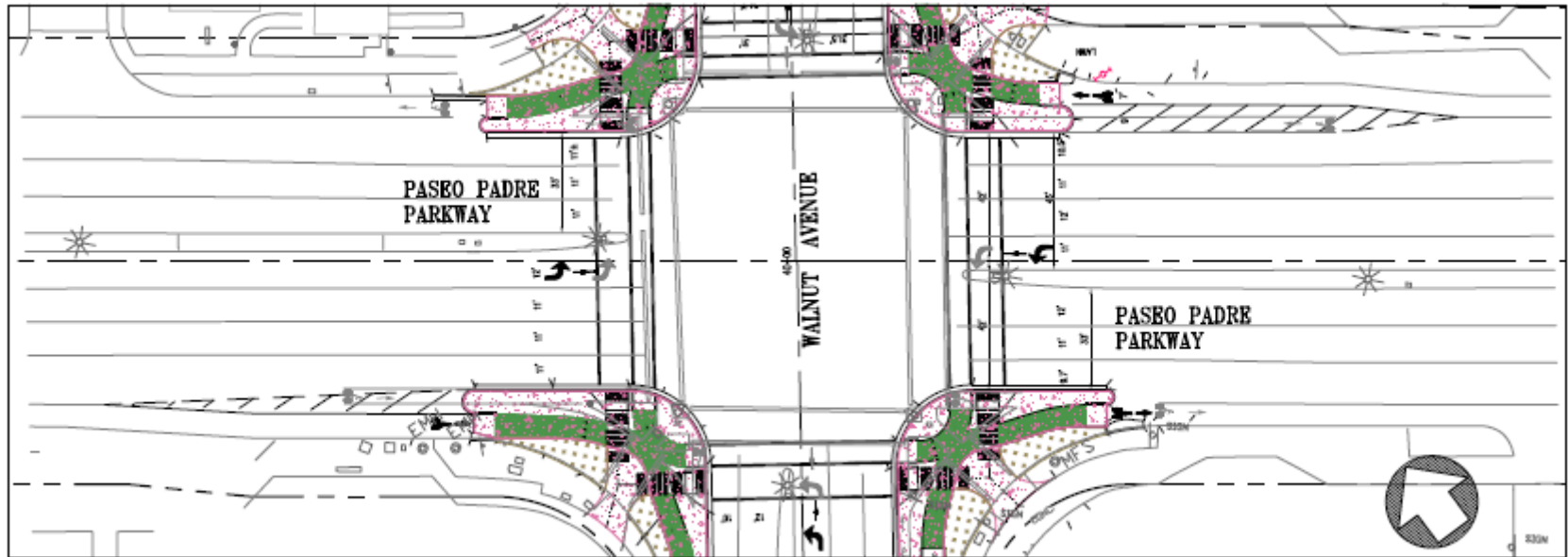
RAISED AC BIKE TRACK	
CONCRETE SIDEWALK/ISLAND	
MULCH	



California School for Blind and Deaf

Project Design

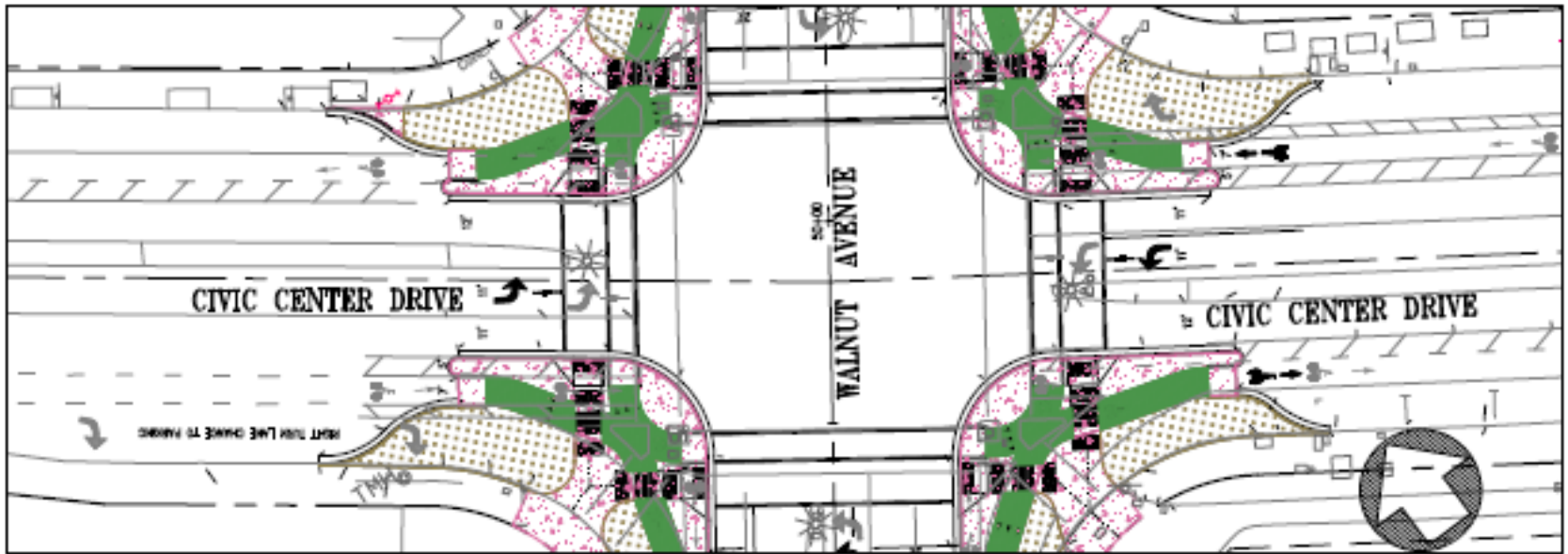
Paseo Padre Parkway Intersection



PASEO PADRE PARKWAY (SEE SHEET SS-1 FOR STRIPING ON WALNUT AVENUE)

Project Design

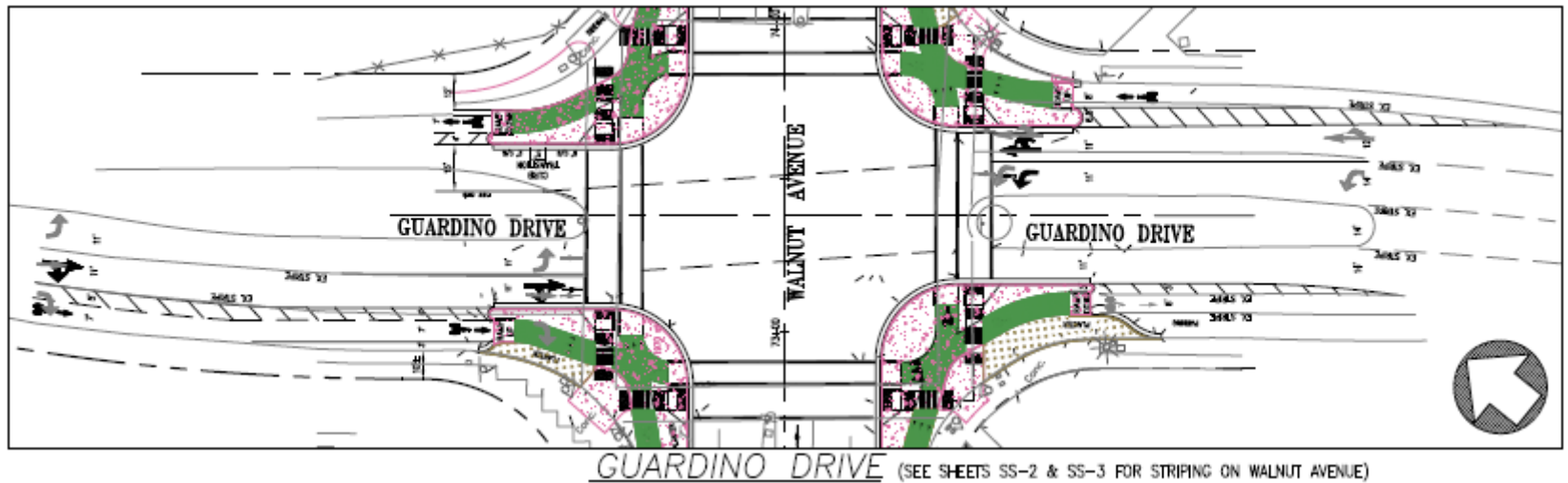
Civic Center Drive Intersection



CIVIC CENTER DRIVE (SEE SHEET SS-1 FOR STRIPING ON WALNUT AVENUE)

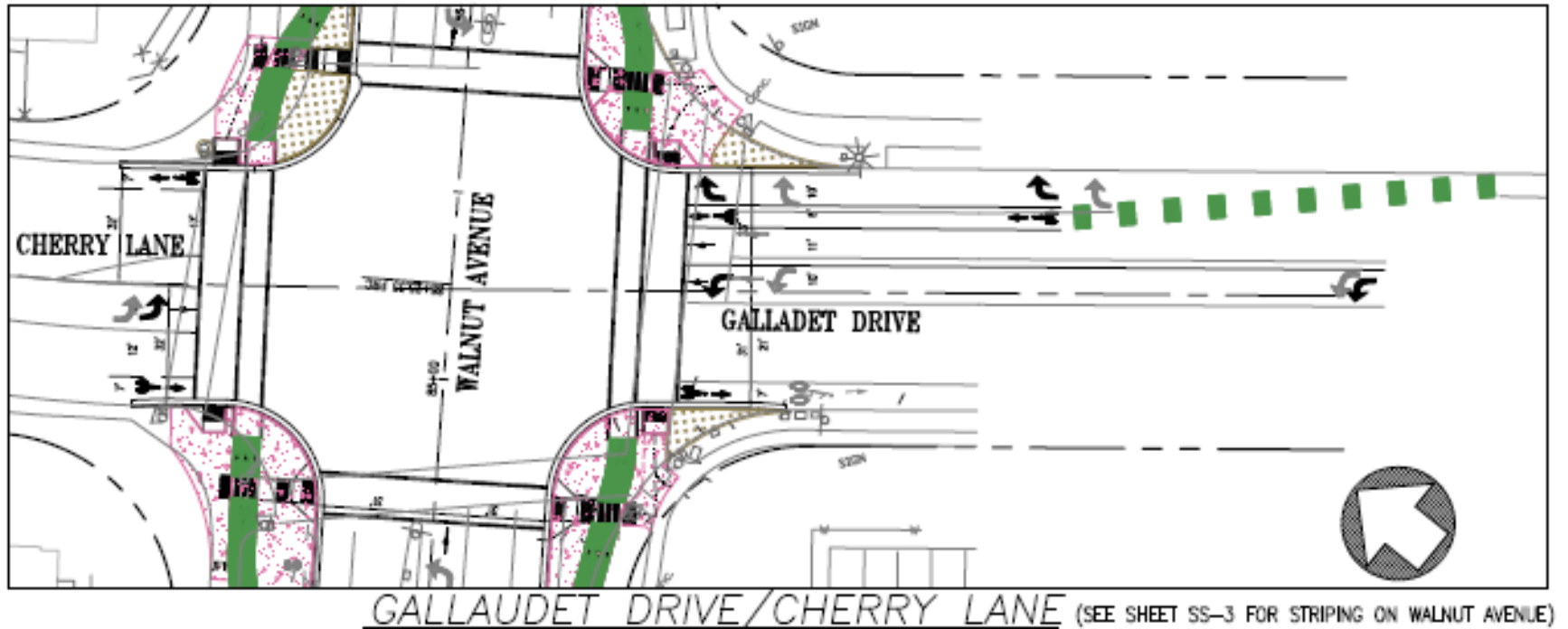
Project Design

Guardino Intersection



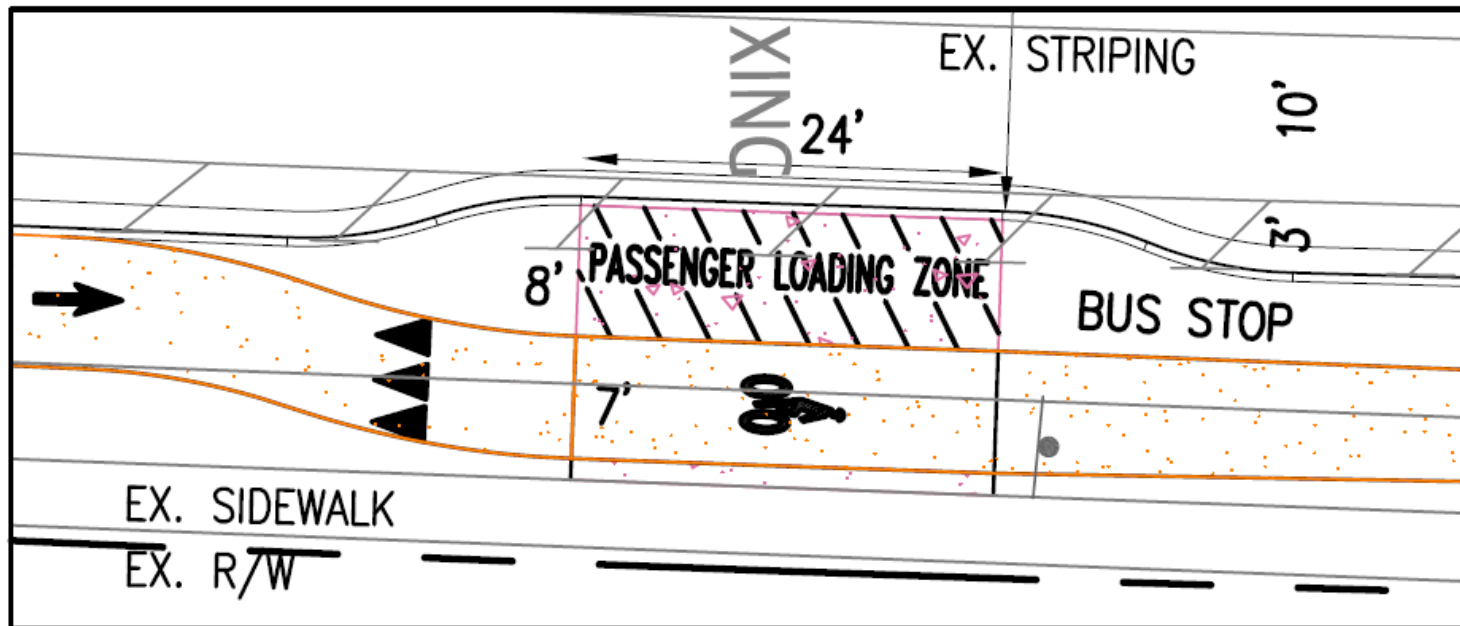
Project Design

Cherry Lane/Gallaudet Intersection



Project Design

Bus Loading



BUS STOP LOADING ZONE
(NO SCALE)

Discussion Topics

- Raised Bikeway
 - Minimize Demolition & off haul
 - Green Bike Lanes
- Protected intersection design
 - Raised & Separation from peds & autos
 - Dimensions, Turning clearance

Final

- Finished Construction Summer 2020
- Pursuing funds for Phase 2 on Walnut Ave between Paseo Padre to Argonaut Way