5.0 Goals and Objectives of the Traffic Management Plan

5.1 Philosophical Perspective of the Traffic Management Plan

As noted in the introduction to the Traffic Management Plan, the impetus for this Plan was to create a more livable community by promoting safer automobile travel while encouraging bicycling, walking and transit as viable, safe and easy modes of travel. The vision of safer and more accessible streets for pedestrians and bicyclists, particularly children and the elderly, and encouraging use of alternative transportation options, is the guiding philosophy of the plan.

Most current practitioners who work in the area of traffic calming would agree that the physical changes to the street will promote many types of social changes. For example, streets, which are friendlier to pedestrians, transit riders, and bicyclists, create opportunities for people of different ages to meet on the street and in public places. If more elderly people, children, and others conduct their day-to-day business without an automobile, streets are more secure, and friendlier, since more people are present on the sidewalks and at the bus stops. This small-town ambience is particularly important for the security as well as equality of access for children, elderly, and disabled persons who often travel without an automobile. Increased social interaction, and more neighborliness are important if communities are to regain a real sense of community based on pride and attachment to the place where we live. We live in an urban environment where many people only associate with each other in "communities of interest," for example, clubs, workplaces, etc. Although these are "real" communities, it is also important that we retain our neighborhoods and our towns as "real" communities as well.

Residents have rights to an equal share of mobility. Equalizing expenditures on programs and facilities which promote transit, pedestrian, and bicycle travel extends equal rights of access to all residents, regardless of age, financial status, or social standing.

The Traffic Management Plan is therefore different from traditional approaches to circulation planning, where the focus is generally on safer and more expeditious automobile travel. Instead, the City of Albany Traffic Management Plan is intended to increase the safety of travel by all modes and reduce the impact of traffic on neighborhoods. The citizens and decision makers of the City of Albany have already adopted, or are in the process of adopting, policies to create a transit and bicycle-oriented city as discussed in Section 2.0, most importantly the adopted Transit Preference Policy and the Bicycle Master Plan Final Draft, as well as the policies on bicycle, pedestrian, transit and traffic calming measures contained in the Circulation Element of the General Plan. The City is dedicated to improving and promoting transit use, bicycling, and walking, with special emphasis on protecting children who walk and bicycle to school; the Traffic Management Plan is a means to achieve these goals.

One key emphasis of the Plan has been to systematically study the behavior of automobile drivers in the City, and characteristics of City streets, to show where and how traffic should be "calmed," i.e., made slower and safer. Physical traffic calming improvements make walking, bicycling, and taking transit more attractive by slowing down traffic and making drivers more attentive to other users of the street. These measures are highly visible means of slowing traffic and reducing opportunities for accidents; they produce visibly more livable street

environments with pedestrian refuges and other pedestrian-friendly improvements to the roadways, bicycle lanes, and child safety measures. These traffic calming measures send two clear messages to people using City streets: 1) a clear message for drivers that City streets are meant to be shared equally with other modes, and 2), a clear message for bicyclists and pedestrians that the streets are designed for their safety and convenience, and designed as public places where people can meet and talk.

Traffic calming is not only a set of physical improvements; the latest thinking in traffic calming is in terms of programs which create an atmosphere of greater public awareness of the negative effects of speeding and other risky driving behavior on quality of life in City neighborhoods and commercial areas. The Traffic Management Plan recommends programs which place traffic safety at the forefront of public awareness. Through extensive discussions and directed traffic studies undertaken during the past year, the Traffic Management Plan process has produced a set of practical recommendations which focus the City's traffic planning, public awareness, and capital improvement programs on creating livable streets for all residents.

5.2 Traffic Management Plan Goals

During the Citywide Working Group meetings and in meetings with the Traffic and Safety Commission, several clear statements emerged that embody this overall vision of a more livable City of Albany. They are:

Goal 1: Provide equal rights of access for non-automobile modes.

Goal 2: Reduce automobile trips in the City of Albany by encouraging use of non-automobile modes.

Goal 3: Create conditions throughout the City for safer and more convenient walking and bicycling, especially for children going to and from school.

Goal 4: Improve AC transit service and transit amenities in the City.

Goal 5: Take measures to calm traffic on Marin Avenue so it no longer "divides" the community.

Goal 6: Make traffic management a citywide priority through education and public outreach.

Goal 7: Take a proactive leadership role in working with other agencies and jurisdictions to effect sound decisions regarding transportation funding, transit service, highway improvements, and other transportation issues.

6.0 Proposed Phased Implementation Actions and Costs

This section contains recommendations for programs and projects for adoption by the City of Albany. Traffic Management Plan Recommendations concerning proposed actions in the Draft Bicycle Master Plan are also included in this section. In addition, this section describes projects which are designed to resolve specific concerns at various locations in the City which were the subject of neighborhood area meetings.

These proposed implementation measures are prioritized as either "Phase I" or "Phase II" projects and programs. Phase I projects and programs are short-term, low-capital-cost solutions designed to be acted upon within the first year of adoption of the Traffic Management Plan, while Phase II projects will require more investment and more time to implement. Costs for these recommendations are also discussed.

6.1 Citywide Traffic Issues and Implementation Measures

Discussions in the Citywide Working Group meetings did not achieve a total consensus on the prioritization of issues; however, the list of issues, which were identified, centered on the following topics:

Transit Issues

Transit issues were raised during the Citywide Working Group meetings. This plan does not attempt to address transit issues except to the extent that it supports the City's adopted Transit Preference Policy. Specific transit issues that were raised are:

- Improved Transit Information
- Improved Public Transit Service
- School Bus Transportation
- Improved Transit Safety (Bus/Car Movements)
- Possible Shuttle Circulator
- Improved Bus Shelters

Pedestrian Issues

- Child Pedestrian Safety, especially at school pick/up and drop/off
- Improved Pedestrian Crossings for All Pedestrians
- General Safety Issues for Pedestrians

Truck Travel

- Limit Intrusion of Trucks in Residential Neighborhoods
- Address Truck Weight Limits (May Be Too High)

Other Citywide Traffic Issues

- Drivers' consideration for other residents (e.g., changing behavior of residents who speed, make sharp turns, or park at corners, obstructing sight lines.);
- Reduce the effects on city streets of the City of Albany's location as a through route for Berkeley-bound commuters;
- Focusing on public awareness of and modifying the behavior of rude drivers prone to "road rage" and speeding;
- Identifying practical means for reducing automobile dependency and increasing bicycling, walking and transit ridership in the City;
- Calming traffic on Marin Avenue, San Pablo Avenue, and Solano Avenue so that they are more passable on foot and by bicycle. (Residents saw these streets as "dividing" the community, and were particularly interested in creating conditions where fewer cars and more pedestrians and bicyclists use these streets).

These were the main topics brought up by residents in the citywide meetings, as well as by Traffic and Safety Commissioners. Many excellent suggestions for strategies to address these issues were brought up by the public and by Commissioners. *Table 6.1, Proposed Citywide Traffic Objectives and Implementation Measures*, provides a summary of citywide traffic objectives which were specifically raised by citizens and Traffic and Safety Commissioners in the Citywide Working Group meetings; phased implementation measures have been identified to address these issues.

Table 6.1, Proposed Citywide Traffic Objectives and Implementation Measures

Citywide Traffic Objectives	Phased Implementation Measures
Child Pedestrian Safety Objectives:	
Objective #1 Address traffic and crime safety issues which were raised by parents as reasons which discourage them from allowing children to walk or bike to school, and address risky pick/up and drop/off areas at schools	**Existing Measures:** 1. Continue school crossing guard program. Crossing guards help to increase child pedestrian safety. **Phase I Implementation Measures:** 1. City staff, School District, Police Department, and parents begin a dialogue on initiating and funding a School Safety Program, including; • developing a 'Safe Routes to School Program' to improve safety and access for walking and bicycling trips. • a parent training program for safe drop-off/pick up of children and a plan developed and disseminated to parents for each school. • driver awareness of pedestrians and bicyclists. • Initiate test programs at the new schools on Brighton and Buchanan. • a child bicycling and pedestrian safety program taught in the schools at the beginning of each school year. • a child bike and pedestrian safety poster contest sponsored by the business community and the School District. • initiation of a car pooling matching program at schools as a trip reduction measure. 2. Police department initiate immediate spot enforcement program for school loading areas at the beginning of school and throughout the school year. **Phase II Implementation Measure:** 1. Physical improvements to enhance transportation facilities in and around schools.
General Safety/Pedestrian Issues:	
Objective #2 Address crosswalk/pedestrian visibility issues	**Phase I Implementation Measure:** 1. Implement crosswalk policies to be determined by the Traffic and Safety Commission. Maintain existing crosswalks where appropriate. **Phase II Implementation Measure:** 1. Consider funding/implementation of demonstration projects for new pedestrian crossing treatments on key corridors (e.g., Solano Avenue, San Pablo Avenue, Marin Avenue) to enhance pedestrian safety.

Table 6.1, Proposed Citywide Traffic Objectives and Implementation Measures	
Citywide Traffic Objectives	**Phased Implementation Measures**
Objective #3 Address street lighting issues especially in southeast part of the City	**Phase I Implementation Measure:** 1. Maintain existing streetlights. **Phase II Implementation Measure:** 1. City staff assess lighting needs throughout the City and routinely implement new/replacement lighting as part of its five-year Capital Improvement Program.
Citywide Truck Traffic Objectives:	
Objective #4 Address truck traffic in neighborhoods	**Phase I Implementation Measure:** 1. Develop a standard procedure for addressing neighborhood concerns regarding truck traffic on non-truck routes including potential education, enforcement and signing programs.
Objective #5 Address truck weight issue (may be too high)	**Phase I Implementation Measure:** 1. Recommend City staff and Traffic and Safety Commission conduct a truck weight limit study in order to reduce permissible truck weights on truck routes from 5 tons to 3.5 tons.
Other Citywide Objectives:	
Objective #6 Increase drivers' consideration for other residents	**Phase I Implementation Measure:** 1. See Community Based traffic calming programs in Citywide Traffic Calming Measures in Section 6.1.1, below. • speed trailer • "slow down banner" • "caught you speeding" banner/bumper sticker
Objective #7 Reduce the effects on city streets of Albany's location as a through route	**Phase I Implementation Measure:** 1. See Citywide Traffic Calming Measures in Section 6.1.1, below.
Objective #8 Focus on public awareness/modification of driver behavior	**Phase I Implementation Measure:** 1. Work with School District, and parents, and use information tools such as City newsletter, refrigerator magnets to enhance awareness and modify driver behavior.
Objective #9 Identify means for reducing automobile dependency	**Phase II Implementation Measure:** 1. Implement Bicycle Master Plan. 2. Prepare and implement a Pedestrian Enhancement Plan. 3. Prepare and implement a Transit Improvement Plan.

6.1.1 Proposed Citywide Traffic Calming Objectives and Phased Citywide Implementation Measures

Overall Traffic Calming objectives for residential neighborhoods follow logically from the Goals outlined in Section 5.0, above.

As discussed extensively in Area Working Groups a cost-effective traffic calming program would involve a three-pronged approach:

- Community Based Traffic Calming Programs;
- City-sponsored Traffic Calming Enforcement Programs; and
- Localized Neighborhood Traffic Calming Projects (see Section 6.2).

For neighborhood traffic calming in Areas 1, 2, and 3, it is recommended that Community-Based Traffic Calming and City-sponsored Traffic Calming Enforcement Programs comprise the bulk of Phase I Traffic Calming implementation. Also in Phase I, less expensive, spot improvements in localized areas are recommended (see Section 6.2). Any extensive signage, striping, or hardscape traffic calming projects would generally be recommended as Phase II implementation measures.

Phase I Citywide Traffic Calming Implementation Measure #1: City-sponsored Traffic Calming Enforcement Programs

It is proposed that in Phase I, the City implement a spot traffic enforcement program as a traffic calming measure, targeted at already-identified city streets that exhibit high traffic speeds as observed in the Traffic Management Plan data collection and analysis effort. It is recommended that any enhanced enforcement program use the prioritized locations outlined in Section 6.2, below, in order to render the program most effective in targeting high-speed streets.

Speed Trailer/Spot Enforcement Program

One of the most effective tools which boosts the effectiveness of enforcement programs is the "radar driven digital display board," also known as the "speed trailer." This device has proven to be an excellent method to augment existing police enforcement methods. The board, which is mounted on a portable trailer, is equipped with a special solar powered, radar driven, numerical display that shows each approaching driver his or her speed. Above this display a large speed limit sign showing the legal posted speed for that particular roadway is generally attached to the trailer. By showing the driver his or her actual driving speed in comparison with the posted speed limit, voluntary compliance with the law is encouraged.

Many cities change locations of the trailers either weekly or twice a week. As is suggested for the City of Albany, a speed trailer program and spot speed enforcement program should target those streets where the Traffic Management Plan analysis has shown traffic speeds at the 85th percentile to be in excess of 32 mph first, and then extend the speed trailer program to other streets with speeding problems as available.

Speed trailers can do more than just inform and warn the public; although that is their primary purpose, a state-of-the-art trailer can also store vehicular volume and speed data, showing the total number of vehicles that approached the trailer and how fast they were traveling when they passed it. Speed trailers are very cost-effective considering their ability to be rotated to those locations identified as having high traffic speeds. When combined with spot enforcement, speeders will tend to associate the trailers with the potential for a police officer to be nearby ticketing speeders, whether or not this is the case every time a speed trailer is located in the street. It is recommended that the City of Albany Police Department, in cooperation with other City departments, use the data and information contained in the Traffic Management Plan to locate its existing speed trailer at specific locations where significant speeding behavior has been identified.

Phase I Citywide Traffic Calming Implementation Measure #2: Community Based Traffic Calming Programs:

The following traffic calming programs could be implemented within the first year following adoption of the Traffic Management Plan. The important feature of these programs is that they can be implemented relatively soon on any street in the City where residents feel there is a problem.

The main cost to the City for these Community-Based Traffic Calming Programs would be the assignment of coordination tasks to a City staff member, which might initially take a significant portion of his/her time, tapering off as demand for the programs levels off (very likely after the first year). The City of Portland implements these programs using a full time staff member at a cost of approximately $75,000 per year; this is in addition to design and production costs of banners and other materials for the programs. However, in the City of Albany, with a much smaller population than that of Portland, a half time staff member is more likely to be required to implement the community based programs, which would reduce these costs considerably.

The following community-based traffic calming programs are proposed:

<u>"Slow Down" Banner/Bumper Sticker Program</u>

This program would make banners and/or bumper stickers available to existing neighborhood groups or individuals who wish to organize a public awareness program on their streets. The City will print up and hang large "SLOW DOWN" banners (perhaps with a choice of slogans) on streets where residents are willing to defray the cost of the banner and City staff time to place it

where street lighting or other utility poles are available. The City would also make available bumper stickers to residents who are doing the SLOW DOWN Public Awareness Program; volunteers from the neighborhood would hand these out door-to-door. The cost of such banners is approximately $100 in other locales; the City may be able to get sponsorship from local businesses to produce the banners and bumper stickers more cheaply.

"Caught You Speeding" Public Awareness Program

This program would continue the City's current effort to make available to existing neighborhood groups or individuals the use of a radar gun, and training on how to use it. However, this program requires that residents use the radar gun, and note the license plate number of any vehicle they measure as speeding on their street. The City would then run the license plate for the owner's address, and send a "Caught You Speeding" letter warning the person that the City of Albany has a strict enforcement program for drivers exceeding the 25 mph speed limit on residential streets. This is a public awareness campaign that would be effective for both residents and non-residents using Albany streets. The cost of this program would involve staff time and postage. The City could also ask residents to defray the cost of the postage or other incidental costs if a zero-budget approach to this program is necessary due to funding constraints.

6.1.2 Review of Bicycle Master Plan Final Draft Recommendations

It should be noted that overall issues concerning bicycle policy and recommendations were not a major focus of resident discussions in the Citywide Working Group meetings; residents were made aware of the simultaneous discussions and actions regarding the Citywide Bicycle Master Plan, and the focus on bicycle policy discussions centered on that separate process.

Korve Engineering has reviewed the January 1997 Bicycle Master Plan Final Draft, which has been attached as Appendix C of the Traffic Management Plan. Korve Engineering has reviewed its policies and objectives and field checked the dimensions of the roadways where Class II portions of the bikeway system are proposed. In addition, they evaluated:

1) The Marin Avenue Bike Lane Project Traffic Study, dated December 29, 1997, to determine the traffic effects of proposed modifications to Marin Avenue to accommodate bicycle lanes (see Appendix D); and

2) Evaluation of Bicycle Master Plan memorandum dated April 2, 1999, which analyzes street widths for proposed Class I, II, & III bicycle trails to determine whether trails could be located along these routes (see Appendix E).

The Bicycle Advisory Committee reviewed the information prepared by Korve Engineering regarding the Bicycle Master Plan Final Draft. The Committee's recommendation is located in Appendix E. In summary, the Committee recommends approval of the Bicycle Master Plan

Final Draft, subject to the following:

1. Revise the bicycle trail classifications as shown in Appendix E, except that Peralta Avenue should be evaluated as a Class III (signed only) bicycle route; and

2. Incorporate an alternate approach to addressing the issue of a drop-off/pick up area at Marin School. This alternate approach locates the drop-off area along the south side of Marin Avenue (see Figure 6.13B). (*For further clarification on City Council direction, see City Council Resolution #00-32.*)

The Bicycle Advisory Committee recommends that the City proceed with the conversion of Marin Avenue from a four-lane undivided arterial, to a two-lane divided arterial with left turn lanes and bicycle lanes. The Committee further recommends that this project be implemented in two phases: City of Berkeley limits to Santa Fe Avenue (Phase I) and Santa Fe Avenue to San Pablo Avenue (Phase II).

The Traffic and Safety Commission supports the recommendations of the Bicycle Advisory Committee.

The following is a synopsis of the Bicycle Master Plan Final Draft goals and objectives, and a discussion of major Traffic Management Plan recommendations resulting from a review of bicycling constraints identified in the Bicycle Master Plan Final Draft.

Bicycle Master Plan Goals and Objectives

There are nine main goals presented in the Draft Bicycle Master Plan, and thirty-five objectives. The full text of these appear on pages 9 through 13 in the City of Albany Bicycle Master Plan Final Draft document in Appendix C of the Traffic Management Plan. The goals and objectives of the Plan were reviewed, and proposals in the Traffic Management Plan are consistent with the goals and objectives of the City of Albany Bicycle Master Plan Final Draft. The goals of the Bicycle Master Plan are as follows:

Goal 1: Support bicycling and the development of a comprehensive bicycle transportation system as a viable alternative to the automobile.

Goal 2: Use any available state and federal funding for bicycle improvements in the City of Albany.

Goal 3: Improve upon existing bikeway facilities and programs in Albany.

Goal 4: Develop a bicycle system that meets the needs of commuter and recreation users, helps reduce vehicle trips, and links residential neighborhoods with regional destinations.

Goal 5: Maximize multi-modal connections to the bicycle system.

Goal 6: Improve bicycle safety in Albany.

Goal 7: Develop detailed bicycle facility improvement proposals.

Goal 8: Encourage public participation and creation of an ongoing Advisory Committee.

Goal 9: Develop a coordinated strategy to encourage bicycling in Albany.

Objectives associated with these goals include:

- Consistency with other plans, inclusion in the General Plan, and regular evaluation of the Plan.
- Pursuit of all practical funding opportunities and designation of a bicycle capital improvement program.
- Development of a bicycle path, lane, and route system as proposed in the Plan and encourages use of bicycle corridors, education programs for adults and children, and data collection programs.
- Provide for both commuter and recreational uses, and users of varying skill levels in the developed bike route system, create incentives for bicycling, and address barriers to bicycling.
- Develop bikeways that complement the Transit Preference Policy.
- Monitor and report on bicycle accidents, maintain the bicycle system, improve amenities such as lighting and call boxes.
- Develop detailed implementation plans for proposed projects in the Plan, including roadway cross-sections and design plans. Class I and II bikeways are preferred over Class III bikeways where feasible.
- Maximize public involvement through the Bicycle Advisory Committee and identify a Bicycle Coordinator.
- Sponsor events and cooperative efforts with the business community, and provide maps and other information to encourage bicycling.

These goals and objectives provide effective direction on improvement of safety and ease of bicycle travel in the City.

Review of Bicycle Master Plan Draft Recommendations

Section *6.2.3, Neighborhood Traffic Calming Implementation Measures,* includes recommendations and analysis of the effects of eight separate alternatives which incorporate pedestrian-friendly traffic calming elements into the reconfiguration of Marin Avenue with

bikeways as proposed in the Marin Avenue Bike Lane Project Traffic Study. All of these alternatives (*Figures 6.3* through *6.10*) include bicycle lanes as proposed in the Marin Avenue Bike Lane Project Traffic Study. The only difference in these designs is the treatment of pedestrian crossings at intersections with pedestrian refuges and curb bulb-outs in varying configurations. *Figure 6.11* proposes a redesign of the Marin Avenue bicycle lane transition from Marin Avenue/San Pablo Avenue to east of Marin Avenue/Kains Avenue, with no change in the number of lanes west of Kains Avenue, and prohibiting northbound left turns onto Kains from eastbound Marin Avenue. *(For further clarification on City Council direction, see City Council Resolution #00-32.)*

A number of other bicycling issues (defined as "constraints" in the Draft Bicycle Master Plan) were investigated as a part of this Traffic Management Plan study; these constraints were brought up by residents as issues in the public process as well. *Table 6.8, Bicycle Measures*, outlines several of the recommendations resulting from this review of the Bicycle Master Plan constraints; others are included in *Table 6.7, Summary Ranking of Neighborhood Issues by Street Location.* Recommendations which were identified as bicycling constraints in the Draft Bicycle Master Plan and which are addressed in this Traffic Management Plan include bicyclists accessing the waterfront at the I-580/80 interchange and the Buchanan Street on-ramp; the corner of Solano and San Pablo Avenues is heavily traveled, making bicycling difficult; safety risks for bicyclists from high volumes and speeds on Marin Avenue, Buchanan Street, San Pablo Avenue, Pierce Street, and Santa Fe Avenue; sidewalks on parts of Solano Avenue east of Masonic Avenue are too narrow to safely accommodate cyclists; and safety modifications to the Ohlone Greenway (BART) crossings at Brighton, Portland and Washington Avenues to reduce risky crossing conditions.

Bicycling constraints which were not directly studied in the Traffic Management Plan include: pavement conditions on Solano Avenue between Key Route Boulevard and Pomona Avenue and on the north side of Brighton Avenue between Masonic And Key Route Boulevard; placing lights on the Ohlone Greenway (BART) path; the fact that steep grades exist at the tops of Gateview and Hillside Avenues, at the intersection of Madison and Clay Streets, and along a large portion of the westernmost part of Solano Avenue. It is recommended that the City correct pavement conditions as part of the regular roadway maintenance cycle, and place lighting on the Ohlone Greenway (BART) path, as funding conditions permit.

Placement of bicycle-activated signals, special signal timing for bicycles, bicycle bridges, and bicycle parking were addressed in the Bicycle Master Plan. Specific locations which citizens felt merited special signal timing or bicycle-activated signals were addressed by the Bicycle Advisory Committee and citizens who are actively involved in bicycling issues in the City, and are presented on Pages 22-24 of the Bicycle Master Plan Final Draft document, attached in Appendix C of the Traffic Management Plan. Citywide bicycling education and encouragement programs for child and adult cyclists and motorists which raise awareness of safety and promote bicycling throughout the City are addressed in detail in the Bicycle Master Plan Final Draft Document on Pages 25-27.

An important aspect of the Traffic Management Plan review of the Bicycle Master Plan was a field check of the bikeway system as shown on Page 18 of the Bicycle Master Plan. This field check was conducted in order to determine opportunities and constraints on existing streets for the proposed bikeways.

Results of the field review indicate that for all but one location where Class II bike lanes are shown on the Proposed Bicycle System, removal of a parking lane would be required in order to accommodate minimum 4-foot striped bicycle lanes. One parking lane would need to be removed on all other designated Class II routes in order to accommodate bicycle lanes. These routes are shown on the Proposed Bicycle System map and are located on: Pierce Street south of Calhoun Street; Jackson Street between Solano Avenue and Buchanan Street; Washington Avenue; and Santa Fe Avenue. Peralta Street should be evaluated as part of the Bicycle Master Plan approval process as a possible Class III (signed only) bicycle route. If a Class II lane is contemplated for the Bike Boulevard to be located on Adams Street, one parking lane would have to be removed at that location as well to accommodate a bicycle lane.

The only location where parking would not need to be removed to provide for Class II bikeway facilities is on Pierce Street in its widest segment north of Calhoun Street near the northernmost City boundary.

As an alternative to removing a parking lane, the Bicycle Advisory Committee recommends that certain streets be designated for a Class III, rather than a Class II, bike lane. In addition, the Committee recommends a Class III-B concept where the parking lane is widened to 10 feet in order to accommodate parking and bicycles. Refer to Appendix E for details. Under the Committee's recommendation, the Pierce Street bike lane would be eliminated because the north-south route is adequately served elsewhere in the City.

Buchanan Street is wide enough to accommodate a bicycle lane without removal of parking, however, it is recommended that a bicycle lane on Buchanan Street be designed to connect with the Class I bicycle lane being constructed at the north side of the Buchanan Street ramp. A transition which allows eastbound bicycles to circle underneath the ramp and travel on a bicycle path through the USDA (U.S. Department of Agriculture) property would provide the safest and easiest connection to this Class I lane to eastbound Buchanan Street.

6.2 Neighborhood Area Traffic Issues and Traffic Calming Implementation Measures

This Section describes a prioritization process, and applies it to the specific locations and issues identified in the Traffic Management Plan meetings. In addition, this Section describes specific Phase I and Phase II projects, which address localized issues, raised in the Traffic Management Plan process, and provides sketches, cost estimates, and other information as appropriate.

6.2.1 Prioritization of Localized Neighborhood Issues

The first step in identifying priority traffic calming projects on a citywide basis is to rank them according to the degree of severity. *Table 6.2, Proposed Point System for Priority Traffic Calming Projects*, sets out a system for prioritizing resident concerns which is recommended for adoption as part of this Traffic Management Plan. A prioritization scheme of this type is important so that the Traffic Management Plan can continue as a blueprint for current and future action.

The prioritization proposal in *Table 6.2* is based on multiple criteria: on factors which influence pedestrian and bicycle safety (vehicular speed and average daily traffic (ADT), measure pedestrian and bicycle accidents and their severity, and recognize the presence of child pedestrians and pedestrians who are accessing nearby bus stops:

- If the 85th percentile observed speed is 6 mph over the speed limit, as is the case on many of the streets in the City, then priority is assigned in this ranking system.[18] If speeds far exceed this basic standard, then additional points are given.

- The ADT prioritization criteria are based on standards for major and minor arterials, collectors, and local streets proposed in Section 4.2.2, above. Points are assigned if the street classification's standard ADT is exceeded. As the street's volumes reach the typical volume of a street with a higher classification, the maximum number of points is assigned (for example a local street's traffic volume reaches the standard volume adopted for a collector street, the maximum number of points is assigned).

- Accident criteria are based on Statewide Integrated Traffic Reporting System (SWITRS) reported accidents, and the severity of accidents reported.

- Proximity to school zones and bus stops.

[18] During public meetings with residents participating in the Area Working groups, and members of the Traffic and Safety Commission, the possibility was discussed that an observed 85th percentile speed exceeding the speed limit by over 6 mph (e.g., 32 mph and above) would indicate a location that should receive priority attention for possible speed reduction measures. The main reason that this particular threshold point was discussed was that speeding which exceeds 5 mph is considered by law enforcement officers as constituting a level of traffic violation which will hold up in court. This principle was incorporated in the proposed point system for prioritizing locations where speeding was observed for potential traffic calming measures, as described in Section 6.0 below.

6.2.2 Ranking Criteria as Applied to Localized Issues in Neighborhood Areas 1, 2, and 3

The following matrix shows each issue which was studied in the data collection process and validated through data analysis (Table 6.3, Detailed Listing of Neighborhood Traffic Management Issues). It shows the "score" associated with each location in Areas 1, 2 and 3 using the criteria above. However, in this matrix the individual issues are consolidated by street location (e.g., Marin Avenue, San Pablo Avenue). As a result, this matrix does not show a pure ranking of the issues by score, but rather a listing of the issues by location. Tables 6.7 and 6.8 summarize each issue in ranked order.

In some cases *Table 6.3* contains multiple references to a particular street. Most streets in the City traverse the three neighborhood Areas studied in the Plan (Areas 1, 2, and 3). For example, Santa Fe Avenue in Area 3 (south of Marin Avenue) has a higher score than Santa Fe Avenue in Area 2 (north of Marin Avenue), due to the unique characteristics of the segments of Santa Fe Avenue which lie north of Marin Avenue and south of Marin Avenue.

The column entitled "Area" contains the number of the neighborhood Area in which a particular street segment is to be found.

Table 6.2 Proposed Point System for Priority Traffic Calming Projects		
Criteria	**Points**	**Basis for Point Assignment**
Speed	0 to 10	1 point assigned if maximum observed 85th percentile speed exceeds 6mph over the posted speed limit. 1 additional point assigned for every additional mph over 6mph.
Volume	0 to 10	1 point assigned for every 800 ADT over 2,000 vehicles per day on local streets. On minor arterial and neighborhood collector streets, 1 point assigned for every 800 vehicles over 10,000 ADT. On arterial streets with primarily residential uses, 1 point assigned for every 1,000 vehicles over 20,000 ADT.
Accidents	0 to 10	1 point assigned for every pedestrian or bicycle accident at the location.
Severity of Accidents	0 to 10	10 points assigned for each fatal accident, 2 points for every injury accident, and 1 point for every non-injury accident involving a pedestrian or bicyclist at the location.
Child Pedestrians Present	0 to 2	2 points assigned if location is in a signed school zone.
Proximity to Bus Stop	0 to 2	2 points assigned if location is within 400' of a bus stop
Total Points Possible	**44**	

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
	Marin Ave./Santa Fe Avenue			
1	Marin Ave./Santa Fe Ave.: Sight Distance Turns at High Speed Speeding, Endangering Bicyclists, Child Pedestrian Safety	3	ADT exceeds 10,000 vehicles per day (major arterial). (10) Speeds exceed 6 mph over speed limit (10) 3 observed pedestrian accidents, 3 w/injury and 10 bicycle accidents, 5 with injury (10) Location in signed school zone (2) Location is within 800' of a bus stop (2)	34
	Marin Avenue			
2	Marin Ave. Pedestrian Safety Speeding Drivers Do Not Yield to Pedestrians	3	ADT exceeds 10,000 vehicles per day (major arterial). (10) Speeds exceed 6 mph over speed limit (10) 3 observed pedestrian accidents, 3 w/injury and 10 bicycle accidents, 5 with injury (10) Location in signed school zone (2) Location is within 800' of a bus stop (2)	34
	Marin Avenue and Other Key Cross Streets			
3	Marin Ave./Peralta Ave.:	3	ADT exceeds 10,000 vehicles per day (major arterial) (10) Speeds exceed 6 mph over speed limit (10)	30

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
	Increase Vehicular Crossing Time		1 observed pedestrian accident w/injury, one bicycle accident w/injury (6) Location in signed school zone (2) Location is within 800' of a bus stop (2)	
4	Marin Ave./Cornell Ave.: Child Pedestrian Safety	3	ADT exceeds 10,000 vehicles per day (major arterial). (10) Speeds exceed 6 mph over speed limit (10) 1 observed pedestrian accident w/injury, no bicycle accidents (3) Location in signed school zone (2) Location is within 800' of a bus stop (2)	27
5	Marin Ave./Masonic Ave.: Child Pedestrian Safety	3	ADT exceeds 10,000 vehicles per day (major arterial). (10) Speeds exceed 6 mph over speed limit (10) 1 observed bicycle accident , no injury, no pedestrian accidents (1) Location in signed school zone (2) Location is within 800' of a bus stop (2)	25
	Buchanan Street			
6	Buchanan St./Jackson St.: Child/Pedestrian Safety	1	Location is in signed school zone (2) Speeds exceed 6 mph over speed limit (10) No reported pedestrian or bicycle accidents (0)	24

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			ADT exceeds 10,000 vehicles per day (arterial) (10) Location is within 800' of a bus stop (2)	
7	Buchanan St.: Speeding Bicyclists Safety	1	Speeds exceed 6 mph over speed limit (10) Location is in signed school zone (2) No observed pedestrian or bicycle accidents (0) ADT exceeds 10,000 vehicles per day (arterial) (10) Location is within 800' of a bus stop (2)	24
8	Buchanan St./Marin Ave.: Merging Problem	1	Location is in signed school zone (2) Speeds exceed 6 mph over speed limit (10) No reported pedestrian or bicycle accidents (0) ADT exceeds 10,000 vehicles per day (arterial) (10) Location is within 800' of a bus stop (2)	24
	San Pablo Avenue			
9	San Pablo Ave.: Retime Traffic Signals	1	Speeds do not exceed 6 mph over speed limit (0) Location is in signed school zone (0) 9 observed pedestrian accidents and 6 bicycle accidents. 7 injuries (10) ADT exceeds 10,000 vehicles per day (arterial) (10)	22

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			Location is within 800' of a bus stop (2)	
10	San Pablo Ave.: Wrong-way Bicycle Travel	3	Speeds do not exceed 6 mph over speed limit (0) Location is in signed school zone (0) 9 observed pedestrian accidents and 6 bicycle accidents. 7 injuries (10) ADT exceeds 10,000 vehicles per day (arterial) (10) Location is within 800' of a bus stop (2)	22
11	San Pablo Ave. Corridor Pedestrian Crossing Time	1	Speeds do not exceed 6 mph over speed limit (0) Location is in signed school zone (0) 9 observed pedestrian accidents and 6 bicycle accidents. 7 injuries (10) ADT exceeds 10,000 vehicles per day (arterial) (10) Location is within 800' of a bus stop (2)	22
12	San Pablo Ave./Solano Ave.: Pedestrian Safety	1	Two reported pedestrian accidents, 2 bicycle accidents. 1 injury (6) Speeds do not exceed 6 mph over speed limit (0) Arterial street exceeding 10,000 ADT (San Pablo) (10) Location is in signed school zone (2) Location is within 800' of a bus stop (2)	20
	Solano Avenue			
13	Solano Ave.:	3	ADT exceeds 10,000 vehicles per day--(major arterial) (3).	15

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
	Drivers Do Not Yield to Pedestrians		Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (0) 12 pedestrian accidents on Solano, 7 with injury, 13 bicycle accidents on Solano, 6 with injury (10) Location is within 800' of a bus stop (2)	
14	Solano Ave., east of Masonic Ave.: Traffic Volumes, Speeds Affecting Bicycle Safety	2	ADT exceeds 10,000 vehicles per day--Solano Ave) (3). Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (0) 4 pedestrian accidents on Solano east of Masonic, 3 with injury, 7 bicycle accidents on Solano east of Masonic, 4 with injury (10) Location is within 800' of a bus stop (2)	15
15	Solano Ave. from Key Route Blvd. to Ventura Ave.: Residential Permit Parking	3	ADT exceeds 10,000 vehicles per day--Solano Ave) (3). Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (0) 3 pedestrian accidents on Solano between Key Route and Ventura, 2 with injury, 7 bicycle accidents, 4 with injury (10) Location is within 800' of a bus stop (2)	15
Local Neighborhood Streets				
16	Kains Ave./Marin Ave.:	3	ADT exceeds 10,000 vehicles per day (major arterial). (10) Speeds exceed 6 mph over speed limit (10)	24

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
	Inadequate Signage		Location in signed school zone (2) No observed pedestrian accidents, no bicycle accidents (0) Location is within 800' of a bus stop (2)	
17	Marin Ave./Ramona Ave.: Stop signs	3	ADT exceeds 10,000 vehicles per day (major arterial). (10) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (2) No observed pedestrian accidents, no bicycle accidents (0) Location is within 800' of a bus stop (2)	24
18	Community Center Parking Lot: Cut-through Traffic	3	ADT exceeds 10,000 vehicles per day (major arterial--Marin). (10) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (0) One observed bicycle accident, no injury (1) Location is within 800' of a bus stop (2)	23
19	Marin Ave./Talbot Ave.: Child Pedestrian Safety	3	ADT exceeds 10,000 vehicles per day (major arterial). (10) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (0) No observed pedestrian accidents, no bicycle accidents (0) Location is within 800' of a bus stop (2)	22

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
20	Santa Fe Ave. between Marin Ave. and Gilman St.: Speeding	3	ADT does not exceed 5,000 vehicles per day (collector/minor arterial). (0) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (2) No pedestrian accidents and three bicycle accidents, two with injury (7) Location is within 800' of a bus stop (2)	21
21	Santa Fe Ave. south of Solano Ave: Speeding Hazard for Bicyclists	3	ADT does not exceed 5,000 vehicles per day (collector/minor arterial). (0) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (2) No pedestrian accidents and three bicycle accidents, two with injury (7) Location is within 800' of a bus stop (2)	21
22	Santa Fe Ave. at Marin School: School Employee Parking	3	ADT does not exceed 5,000 vehicles per day (collector/minor arterial). (0) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (2) No pedestrian accidents and two bicycle accidents, one with injury (4) Location is within 800' of a bus stop (2)	18
23	Washington Ave.:	2	ADT exceeds 1,000 vehicles per day (local street). (4) Speeds exceed 6 mph over speed limit (2)	18

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
	Speeding		Location in signed school zone (0) One observed pedestrian accident w/injury, one observed bicycle accident with injury, both at Washington and Key Route. Two pedestrian accidents, one with injury, at Washington and San Pablo (10) Location is within 800' of a bus stop (2)	
24	Santa Fe Ave. at Pomona Ave., Ramona Ave. and Key Route Blvd.: Child Pedestrian Safety Intersection Geometry	3	ADT does not exceed 5,000 vehicles per day (collector/minor arterial). (0) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (2) No pedestrian accidents and one bicycle accident, with injury (3) Location is within 800' of a bus stop (2)	17
25	San Pablo Ave./ Washington Ave.: Pedestrian Safety	1	Speeds exceed do not exceed 6 mph over speed limit (San Pablo) (0) Location is not in signed school zone (0) Three pedestrian accidents. 1 injury (5) Arterial street exceeding 10,000 ADT (San Pablo) (10) Location is within 800' of a bus stop (2)	17
26	BART bicycle trail crossings at Brighton Ave., Portland Ave., and Washington Ave.: Mid-Block Crossings	2	ADT exceeds 1,000 vehicles per day on Masonic (local street north of Solano). (7) Speeds exceed 6 mph over speed limit (2) Location in signed school zone (2) Three observed bicycle accidents, one w/injury (not related to bike path	16

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			geometrics) (3) Location is within 800' of a bus stop (2)	
27	Masonic Ave. north of Solano Avenue: <u>Speeding</u>	2	ADT exceeds 1,000 vehicles per day (local street north of Solano). (7) Speeds exceed 6 mph over speed limit (2) Location in signed school zone (2) Three observed bicycle accidents, one w/injury (3) Location is within 800' of a bus stop (2)	16
28	Brighton Ave. between San Pablo Ave. and Cornell Ave.: <u>Speeding</u>	2	ADT does not exceed 5,000 vehicles per day (collector). (0) Speeds exceed 6 mph over speed limit (1) Location in signed school zone (2) On total Brighton street segment, three reported pedestrian accidents--three with injury, two bicycle accidents, one with injury (10) Location is within 800' of a bus stop (2)	15
29	Brighton Ave. near Mc Gregor Primary School: <u>Child Pedestrian Safety</u>	2	ADT does not exceed 5,000 vehicles per day (collector). (0) Speeds exceed 6 mph over speed limit (1) Location in signed school zone (2) On total Brighton street segment, three reported pedestrian accidents--three with injury, two bicycle accidents, one with injury (10) Location is within 800' of a bus stop (2)	15

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
30	Polk St.: Speeding	1	Speeds exceed 6 mph over speed limit (Polk) (10) Location is not in signed school zone (0) One reported bicycle accident. 1 injury (3) ADT (no data) Location is within 800' of a bus stop (2)	15
31	Masonic Ave. south of Solano Avenue: Speeding	3	ADT does not exceed 5,000 vehicles per day (collector/minor arterial). (0) Speeds exceed 6 mph over speed limit (2) Location in signed school zone (2) One observed pedestrian accident w/injury, three bicycle accidents, one with injury (8) Location is within 800' of a bus stop (2)	14
32	Ordway Ave. (947 through 1100 Blocks) between Marin Ave. and the Berkeley City limits: Speeding	3	No ADT data for Ordway (0) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (2) No observed pedestrian or bicycle accidents (0) Location is within 800' of a bus stop (2)	14
33	Pomona Ave.:	3	No ADT data for Pomona (0) Speeds exceed 6 mph over speed limit (10)	14

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
	Speeding		Location in signed school zone (2) No observed pedestrian or bicycle accidents (0) Location is within 800' of a bus stop (2)	
34	San Pablo Ave./Monroe St.: Pedestrian Safety	1	No reported pedestrian accidents or bicycle accident (0) Speeds do not exceed 6 mph (0) Arterial street exceeding 10,000 ADT (San Pablo) (10) Location is in signed school zone (2) Location is within 800' of a bus stop (2)	14
35	Sonoma Ave.: Speeding due to Cut-through Traffic	3	No ADT data for Sonoma (0) Speeds exceed 6 mph over speed limit (10) Location in signed school zone (2) No observed pedestrian or bicycle accidents (0) Location is within 800' of a bus stop (2)	14
36	Curtis St.: Speeding	3	No ADT data for Curtis St. (0) Speeds exceed 6 mph over speed limit (9) Location in signed school zone (2) No observed bicycle or pedestrian accidents (0) Location is within 800' of a bus stop (2)	13

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
37	Key Route Blvd.: Speeding	2	ADT exceeds 5,000 vehicles/day (collector/minor arterial-Key Route). (1) Speeds exceed 6 mph over speed limit (1) Location in signed school zone (2) Two observed bicycle accidents, one with injury, one pedestrian accident with injury (7) Location is within 800' of a bus stop (2)	13
38	Pierce St./Washington Ave.: Auto/Truck Volumes, Speeding	1	Speeds exceed 6 mph over speed limit (Pierce) (10) Location is in signed school zone (0) No observed pedestrian or bicycle accidents (0) ADT exceeds 5,000 vehicles per day (Pierce: collector) (1) Location is within 800' of a bus stop (2)	13
39	Pierce St. (500 blk): Commuter Speeding/Traffic Volumes and Sight Distance Speeding Bicyclists Safety	1	Speeds exceed 6 mph over speed limit (10) Location is in signed school zone (0) No observed pedestrian or bicycle accidents (0) ADT exceeds 5,000 vehicles per day (collector) (1) Location is within 800' of a bus stop (2)	13
40	Peralta Ave./Francis St.: Sight Distance	3	No ADT data for Peralta or Francis (0) Speeds exceed 6 mph over speed limit on Peralta (9) Location in signed school zone (0)	11

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			No observed pedestrian or bicycle accidents (0) Location is within 800' of a bus stop (2)	
41	Portland Ave.: Speeding	2	ADT does not exceed 5,000 vehicles per day (collector/minor arterial). (0) Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (2) One observed pedestrian accident w/injury, 2 reported bicycle accidents, one with injury (7) Location is within 800' of a bus stop (2)	11
42	Adams St. and other streets near the Orientation Center for the Blind located at the end of Adams St., including San Pablo Ave.: Blind Pedestrian Safety	1	3 pedestrian accidents on school routes (on San Pablo at Garfield, Brighton, and Castro). One injury. (5) Location in signed school zone (2) Speeds do not exceed 6 mph over speed limit (0) ADT exceeds 1,000 vehicles per day (local street) (1) Location is within 800' of a bus stop (2)	10
43	Albany High School area streets: Child Pedestrian Safety, Parking Problems	2	ADT exceeds 5,000 vehicles per day (collector/minor arterial--Key Route). (1) Speeds exceed 6 mph over speed limit (2) Location in signed school zone (2)	10

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			One observed pedestrian accident w/injury (3) Location is within 800' of a bus stop (2)	
44	Cleveland Ave.: Commuter Speeding in AM Peak	1	Location is in signed school zone (0) Speeds exceed 6 mph over speed limit (7) No reported pedestrian or bicycle accidents (0) ADT does not exceed 5,000 vehicles per day (local street) (0) Location is within 800' of a bus stop (2)	9
45	Cleveland Ave. at Washington Ave., Johnson St., Solano Ave., and Buchanan St.: Commute/ Truck Cut-through Traffic	1	Location is in signed school zone (0) Speeds exceed 6 mph over speed limit (7) No reported pedestrian or bicycle accidents (0) ADT does not exceed 5,000 vehicles per day (local street) (0) Location is within 800' of a bus stop (2)	9
46	Garfield Ave.: Speeding	2	ADT does not exceeds 1,000 vehicles per day (local street). (0) Speeds exceed 6 mph over speed limit (2) Location in signed school zone (0) One pedestrian accident with injury, and two bicycle accidents, one with	9

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			injury, at Garfield and San Pablo (7) Location is within 800' of a bus stop (0)	
47	Pomona Ave./ Washington Ave.: <u>Intersection Geometrics, Sight Distance</u>	2	ADT exceeds 1,000 vehicles per day (local street--Washington). (4) Speeds exceed 6 mph over speed limit--Washington (2) Location in signed school zone (0) No observed pedestrian or bicycle accidents at this location (0) Location is within 800' of a bus stop (2)	8
48	Adams St.: <u>Speeding</u>	1	Location in signed school zone (2) Speeds do not exceed 6 mph over limit (0) One observed pedestrian accident w/injury (3) ADT exceeds 1,000 vehicles per day (local street) (1) Location is within 800' of a bus stop (2)	8
49	San Gabriel Ave. between Brighton Ave. and Portland Ave.: <u>Speeding</u>	2	No ADT information (local street). (0) Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (2) One observed bicycle accident on Portland at San Gabriel with injury (3) Location is within 800' of a bus stop (2)	7

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
50	Thousand Oaks Blvd.: Speeding	2	ADT does not exceed 5,000 vehicles per day (collector/minor arterial). (0) Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (2) One observed bicycle accident w/injury (3) Location is within 800' of a bus stop (2)	7
51	Kains Ave./Solano Ave.: Wrong-way Driving On Kains Ave	2	ADT exceeds 1,000 vehicles per day (local street). (1) No speed data (0) Location not in signed school zone (0) One observed bicycle accident w/injury (3) Location is within 800' of a bus stop (2)	6
52	Solano Ave./Ventura Ave.: Sight Distance	3	ADT exceeds 10,000 vehicles per day--Solano Ave) (3). Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (0) No pedestrian accidents, 1 bicycle accidents, no injury (1) Location is within 800' of a bus stop (2)	6
53	Pomona Ave./Thousand Oaks Blvd.: Sight Distance	2	No ADT data for Pomona Ave (local street); no ADT information for Thousand Oaks Blvd (minor arterial/collector) (0) Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (2)	4

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			No observed pedestrian or bicycle accidents at this location (0) Location is within 800' of a bus stop (2)	
54	Ramona Ave./ Thousand Oaks Blvd.: <u>Speeding Sight Distance</u>	2	No ADT data for Pomona Ave (local street); no ADT information for Thousand Oaks Blvd (minor arterial/collector) (0) Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (2) No observed pedestrian or bicycle accidents at this location (0) Location is within 800' of a bus stop (2)	4
55	Santa Fe Ave. north of Solano Ave.: <u>Speeding</u>	2	ADT does not exceeds 5,000 vehicles per day (minor arterial/collector). (0) Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (2) No observed pedestrian or bicycle accidents north of Marin Ave. (0) Location is within 800' of a bus stop (2)	4
56	Washington Ave.: <u>Speeding</u>	1	Speeds do not exceed 6 mph over limit (0) ADT: no data in this segment (0) No reported pedestrian or bicycle accidents in this segment of Washington (0)	4

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			Location is in signed school zone (2) Location is within 800' of a bus stop (2)	
57	Adams St./Washington Ave.: <u>Sight Distance</u>	1	Location not in signed school zone (0) Speeds do not exceed 6 mph over limit (0) No observed pedestrian or bicycle accidents (0) ADT exceeds 1,000 vehicles per day (local street--Adams St.) (1) Location is within 800' of a bus stop (2)	3
58	Carmel Ave. between Solano Ave. and Washington Ave.: <u>Speeding</u>	2	ADT does not exceeds 1,000 vehicles per day (local street). (0) Speeds do not exceed 6 mph over speed limit (0) Location in signed school zone (0) One observed pedestrian accident at Washington, no injury (1) Location is within 800' of a bus stop (2)	3
59	Cerrito St./Washington Ave.: <u>Intersection Geometrics</u>	1	Location is in signed school zone (2) Speeds do not exceed 6 mph over speed limit (no data) No reported pedestrian or bicycle accidents (0) ADT exceeds 1,000 vehicles per day (local street) (no data) Location is within 800' of a bus stop (0)	2
60	Cerrito St./Hillside Ave.: <u>Intersection Geometrics</u>	1	Location is in signed school zone (2) Speeds do not exceed 6 mph over speed limit (no data)	2

Table 6.3 Detailed Listing of Neighborhood Traffic Management Issues by Street Location and Criteria

ITEM #	LOCATION & ISSUES	AREA	RANKING CRITERIA	SCORE
			No reported pedestrian or bicycle accidents (0) ADT exceeds 1,000 vehicles per day (local street) (no data) Location is within 800' of a bus stop (0)	
61	Dartmouth St./Talbot Ave.: <u>Pedestrian Safety/Stop Sign</u>	3	No ADT data for Dartmouth or Talbot (0) Speeds exceed 6 mph over speed limit (0) Location in signed school zone (0) No observed bicycle or pedestrian accidents (0) Location is within 800' of a bus stop (2)	2

6.2.3 Neighborhood Traffic Calming Implementation Measures

The following discussion describes how implementation of neighborhood traffic calming measures is proposed to be phased and evaluated. Each proposed localized traffic calming implementation measure is described and associated costs are provided.

Phasing of Implementation Measures

Phase I implementation measures are designed to be acted upon within the first year after adoption of the Traffic Management Plan. These measures should be evaluated for their effectiveness in addressing the issues they were intended to resolve. This evaluation of Phase I measures should take place no less than six months after their full implementation. Each project or program in Phase I would be evaluated to determine if it is successful, using evaluation criteria proposed below.

Phase I recommendations are detailed in Tables 6.7 and 6.8 as described in Section 6.1, above. Phase I measures are generally programmatic (for example, establishment of community-based awareness programs, and enforcement programs). However, simple and inexpensive changes to roadway configurations, such as removal of trees or the addition of a single STOP sign to improve safety and sight distance concerns, are also included in Phase I. Phase I programs are generally easier and less costly than Phase II recommendations.

Many Phase II recommendations include physical improvements and changes to roadways, especially construction of speed control measures. If Phase I measures are successful according to the criteria recommended in the evaluation methodology proposed below, then fewer Phase II actions recommended in the Traffic Management Plan would need to be implemented.

Should the evaluation of Phase I measures show that the criteria recommended in the evaluation methodology are not met for specific locations or issues, then Phase II measures should be incorporated in the five-year Capital Improvement Program (CIP), as funds allow, using the priority list as a guide to implementation of Phase II measures. For non-capital programs, the City Council should schedule implementation measures in the yearly City budget process as funds are identified for such programs.

The point system for ranking issues as outlined in Section 6.2.1 would be available for use by the City in evaluating any future issues for study and action which may arise after adoption of the Plan.

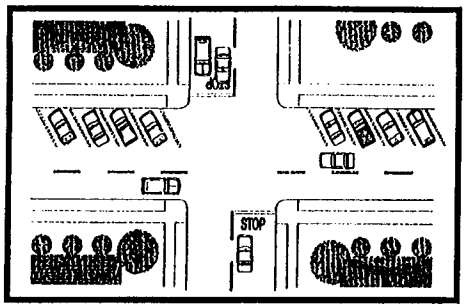
Once future issues are studied for validity and ranked using the point system as outlined in Section 6.2.1, several potential traffic calming measures could be used. *Table 6.4, A "Toolbox" of Traffic Calming Measures*, outlines the types of traffic calming measures that are commonly used, their approximate costs, and why each traffic calming measure is used. *Figure 6.1, Traffic Calming Treatments,* illustrates examples of the most commonly used measures. Construction

Table 6.4 A "Toolbox" of Traffic Calming Measures

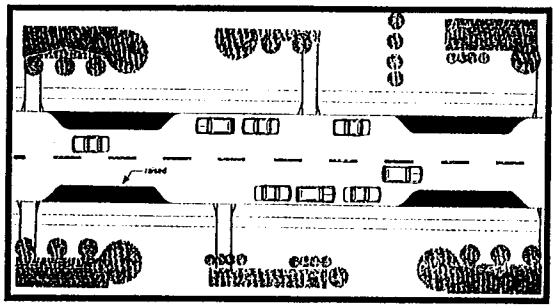
Traffic Calming Measure	Approximate Cost	Reduces Traffic Speed?	Reduces Traffic Volume?	Reduces Number of Accidents
Curb Extensions (also known as bulb-outs, intersection chokers)	$36,000 per 4-way intersection[19]	Yes	No	Yes
Traffic circles, rotaries, roundabouts	$5,000 to $15,000	Yes	No	Yes
Mid-Block Curb Extensions, Chokers	$16,000 for pair[20]	Yes	No	Yes
Speed Humps	$2,500 each	Yes	Generally not	Yes
Speed Tables	$3,000 each	Yes	Generally not	Yes
Entrance Treatments (textural or raised pavement treatments)	$5,000 to $20,000	Yes	No	Possibly
Diagonal Diverters (prevents through movements at an intersection)	$15,000 to $35,000	No	Yes	Possibly
Semi-Diverters (prevents through movements for an approach)	$5,000 to $20,000	No	Yes	Possibly
Median Barriers (prevents left and through moves depending on placement)	$10,000 to $20,000	No	Yes	Possibly
Crosswalk (raised, special color treatment, lighted pavement)	$5,000 to $40,000 (for lighted pavement)	No	No	Studies show mixed results
Crosswalk (striping only)	$250 to $800	No	No	Generally not
Pedestrian Refuge	$5,000 to $6,500 per intersection leg	Possibly if designed as a choker as well	No	Yes
4-way STOP controlled intersection	$1,500 to $2,000	Only if STOP pattern contributes to speed	No	Yes

[19] Curb bulbouts at intersections can be provided using plastic delineators, or plastic or ceramic channel markers, at a reduced cost (delineators are $50 a piece; a single bulbout could be delineated with these devices at a cost of approximately $1,000 for each bulbout, including design and installation costs). Plastic delineators are colored plastic flaps or bollards that are highly visible in the roadway. Delineators slow traffic by channeling drivers and are useful in delineating a pedestrian refuge; however, they do not enhance neighborhood beautification, as would a planted or attractively built bulbout.

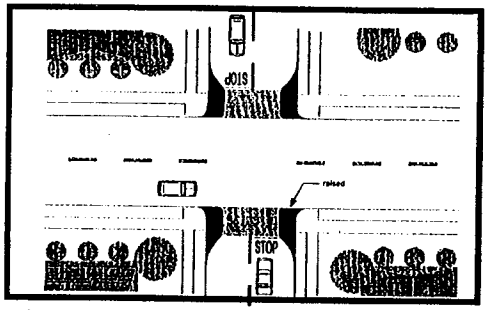
[20] Can also be constructed with plastic delineators at a reduced cost; however, these would not be generally seen as an attractive neighborhood feature.



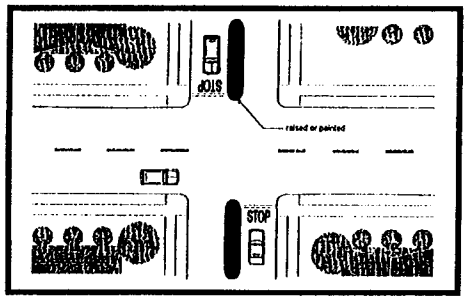
Angle Parking



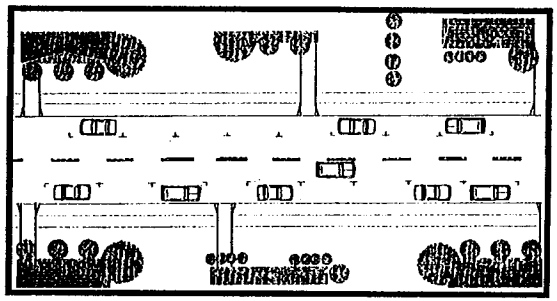
Mid-Block Choker



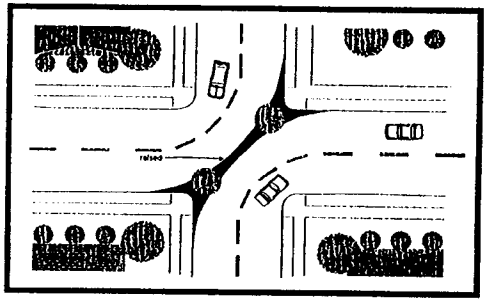
Intersection Choker with Special Pavement



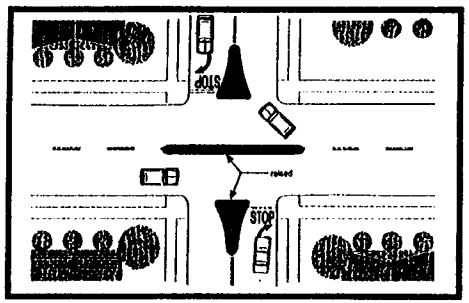
Median Island Choker



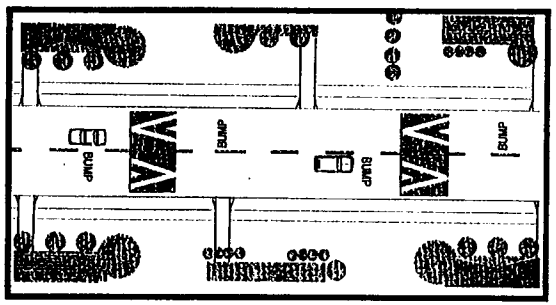
Parking Striping



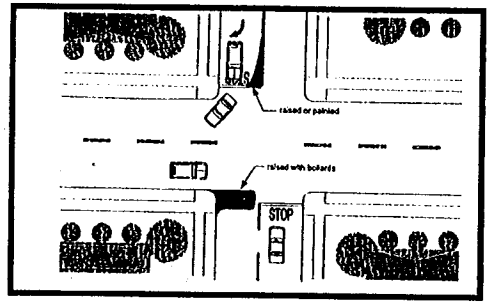
Full Diverter



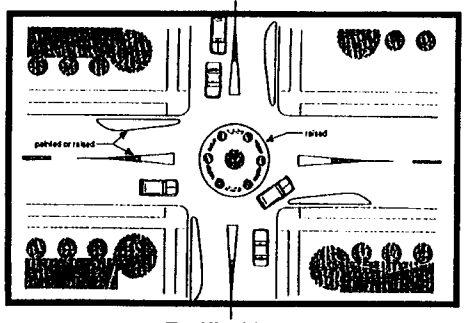
Right In, Right Out Channelization



Speed Hump



Semi-Diverter and Half Closure



Traffic Circle

Korve Engineering

ALBANY CITYWIDE TRANSPORTATION PLAN

Figure 6.1

TRAFFIC CALMING TREATMENTS

of roadway features which may involve curb and gutter, landscaping and irrigation, special materials, etc., can cause significant variations in costs.[21]

It is critical that measurements of speed, volume and accident conditions on the streets where any of the following measures are installed, and on parallel streets, be accomplished prior to installation of traffic calming devices. Studies can then be repeated after implementation, and measures can then be evaluated for their effectiveness. In addition, any changes in volume or speed on parallel streets can also be evaluated, and appropriate measures taken to resolve any unanticipated effects.

Proposed Neighborhood Area Traffic Calming--Phase I and II Implementation Measures

Many of the recommended Phase I improvements are proposed to consist of the Citywide Traffic Calming measures discussed above, i.e., the Community-Based Traffic Calming Programs and Citywide Enforcement Program. However, there are several low-cost spot improvements such as single STOP sign installations, and foliage trimming/signage which can also be implemented relatively quickly and at low cost. These are cost effective measures and can be implemented within the first year following adoption of the Plan.

It is recommended that all Phase I programs be evaluated for effectiveness approximately six months after implementation. If the traffic calming measures have had little or no effect on the measures being suggested (a suggested criteria for speed or ADT changes with no effect would be +/- 10 percent of the originally measured speed), then Phase II implementation measures should be considered using the prioritization method proposed in this Plan.

Table 6.5, Marin Avenue/Buchanan Street Traffic Calming Measures, 6.7, Summary Ranking of Neighborhood Issues by Street Location and *6.8, Bicycle Measures*, provide a comprehensive list of local traffic calming improvement projects, most of which are Phase II projects due to their high capital costs. Spot improvements are recommended for Phase I implementation due to their relative low cost and ease of implementation. *(For further clarification on City Council direction, see City Council Resolution #00-32.)*

If any speed treatment or other physical improvements to streets are implemented in Phase II, they should be preceded by a traffic and speed evaluation of the project streets and parallel routes. If an increase of greater than 10% in traffic volume on any parallel street is measured six months after implementation of the physical improvement on the project street, then measures to calm traffic on the parallel street should be considered. This is the standard approach used in Portland and other cities. (The experience in most cities with active ongoing speed reduction programs is that there is very little shift in traffic volume to parallel streets as a result of speed reduction treatments such as speed humps or speed tables. Only traffic barriers or half-barriers have been shown to consistently divert traffic in these cities.)

[21] Traffic calming measure costs were estimated by KORVE using standard cost estimation sources and methods. Costs for traffic circles, entrance treatments, and diverters were derived from City of Portland cost ranges.

Major Phase II strategies include a program to reduce speeds on east-west streets, and a separate program to reduce speeds on north-south streets. These are detailed in *Table 6.5, 6.7 and 6.8.* The major approach to reducing speed on east-west streets addresses the STOP sign pattern on these streets which encourages relatively unimpeded east-west movement. Existing STOP sign patterns in the neighborhood bounded by Brighton Avenue, Solano Avenue, San Pablo Avenue and Key Route Blvd. control north-south approaches while leaving east-west approaches uncontrolled. Thus, even though east-west blocks are relatively short between intersections, vehicles can pick up significant speed in roadway segments with this STOP sign pattern. Therefore, one of the major recommendations for east-west roadways is described in *Table 6.7* as the East-West Street Strategy, which is the reconfiguration of STOP sign patterns so that every other street is 4-way STOP controlled. This reconfiguration of STOP sign patterns would impede through traffic and help curtail opportunities for drivers to speed on these streets.

Table 6.7 and *6.8* also addressed north-south streets with speeding problems. Midblock Speed Treatment Programs are recommended for these streets, since long blocks are the major reason that vehicles have an opportunity to speed on north-south streets in the City. Thus, the only way to reduce speeds on these streets in Phase II would be to place hardscape or striped speed control measures on the roadways at midblock. The particular speed control measures which are typically placed at midblock are: speed humps, speed tables, midblock curb extensions and chokers (see *6.4, A "Toolbox" of Traffic Calming Measures* for cost ranges and uses of these speed treatments). Speed humps and speed tables are the least expensive and one of the most effective measures in general, and it is relatively common for cities to have programs where residents "adopt" one of these lower-cost speed treatments in order to defray costs of these measures. It is recommended that a Midblock Speed Treatment Program be adopted for north-south streets where such a program is found to be necessary in Phase II.

There are Phase III recommendations in the plan which are major reconstruction programs such as the extension of Cleveland Avenue to connect to Taylor Street, and other improvements near the I-80/580 interchange. In addition, major reconstruction of Marin Avenue with the completion of all hardscape improvements is recommended in Phase III. Phase III improvements are dependent on securing large funding allocations through CMA and Caltrans programming sources, and potential Alameda County Measure B funding as discussed in Section 6.0.

The following are extended descriptions of specific Phase II implementation measures included in *Table 6.7* and *6.8.*

6.2.4 Marin Avenue *(For further clarification on City Council direction, see City Council Resolution #00-32.)*

Marin Avenue Pedestrian Corridor Project: A major recommendation in the Traffic Management Plan is the proposed Marin Avenue Corridor Phase II Pedestrianization Capital Improvement Project. This project proposes to provide pedestrian refuges, bicycle lanes, and speed control measures such as narrowed travel lanes, and intersection neck-downs, in order to promote lower vehicle speeds on Marin Avenue, and improved safety and ease of travel for pedestrians and bicyclists. Because Marin Avenue is a residential street carrying high traffic volumes, and has a relatively large number of accidents, as well as proximity to two schools, it is the highest priority corridor according to the prioritization criteria used in this Plan. As such, special

treatments for this street are proposed as a Phase II capital improvement project. *(For further clarification on City Council direction, see City Council Resolution #00-32.)*

Figures 6.3 through *6.10* provide sketches of eight optional configurations of intersections on Marin Avenue. *Table 6.5* provides a summary comparison of these options' features and advantages. It is recommended that the Marin Avenue Option 4 (*Figure 6.6*) be implemented in the next cycle of striping maintenance, with landscape pedestrian refuges constructed in Phase II as funding permits. If and when the entire street requires reconstruction, it is recommended that Option 8 (*Figure 6.10*) be implemented. (Option 8 enhances Option 4 by creating a "bulb-out" curb line; this design is intended to shorten the distance for crossing Marin Avenue).

Based on comments from the Commission, future consideration to reconstruct Marin Avenue may also include assuring that the cross-section and configuration of the crown of the street are adequate for carrying AC Transit buses, and that bulbouts that accommodate buses (also known as bus stop pads) are constructed on far side stops on Marin. Figure 6.6 shows a possible bus stop curb configuration on a Marin intersection.

An analysis of future traffic conditions, with measures proposed for Marin Avenue, are presented in Section 4.2.7.

Figure 6.11 provides an illustration of the proposal for the Marin Avenue Transition from four to two lanes. No change in the number of lanes west of Kains Avenue are recommended, and left turns onto Kains from eastbound Marin Avenue should be prohibited.

Marin/Buchanan Intersection

Construction of the Marin Avenue Improvements involves the following:

Alternative 1: Remove existing stripes and re-stripe with two-way left turn arrows and yellow stripes. Add bicycle lane stripes and markings next to parking lane and adjust the signal heads to align with the lanes.

Alternative 2: Remove existing stripes and remove pavement in median. Construct curb and median treatments using combinations of paver blocks and landscaping. Add bicycle lane stripes and markings, and adjust the signal heads.

Alternative 3: Same as Alternative 2 except no left turn bays are constructed, and the median will have more landscaping.

Alternative 4: Same as Alternative 1 with paving removed and pedestrian refuge islands added. Refuge islands are suggested to be 50 feet long to also create a protected left turn storage lane.

Alternatives 5-8: Same as Alternatives 1-4 with bumpouts, which require removal of the existing curb and construction of a new curb lining up with the parking lane. New handicap ramps and sidewalk are added. For signalized intersections, an additional pedestrian pushbutton can be added at the curb, or the mast arm can be relocated.

Figure 6.12 is an illustration of a proposed redesign of the Marin/Buchanan intersection near the Fire Station. In place of the merging maneuver required for westbound Buchanan Street traffic, the intersection has been revised to create an angle of approach closer to the ideal 90 degrees. The westbound Buchanan approach is also proposed to be controlled by a STOP sign. The design is intended to improve visibility for both drivers and pedestrians at this location. Construction of this improvement involves removal of paving, curb, sidewalk and the existing large island, and construction of new curb, sidewalk, handicap ramp, and a landscape area. Appropriate signs and striping should be added as shown.

Marin School Parking: *Figure 6.13A* is a proposal to provide improved parking supply and operations for the Marin School on Santa Fe Avenue. Providing angled parking on the east side of the street will place parking activity adjacent to the school itself. Parking would be removed on the west side of Santa Fe Avenue; in addition, speed humps would be placed so as to reduce speeds on this portion of the street. Construction will involve removal of existing striping and adding new centerline and parking stall stripes plus stripes at each end. No parking signs will be added to the opposite curb, and the street sign at Marin will be relocated.

Figure 6.13B presents an additional alternative proposal recommended by the Traffic and Safety Commission. This alternative would reconfigure the south side of Marin Avenue between Santa Fe Avenue and Curtis Street (north side of Marin School) in order to create a school drop-off/pick up. A painted curb and signs would inform parents of the designated drop-off/pick-up time periods. During non-drop-off/pick-up periods, this area would be used for normal curb parking. A raised median would separate the school drop-off area from the Marin Avenue traffic. This alternative also envisions retaining the loading zone on Santa Fe Avenue and adding a loading zone along the west side of Curtis Street only during school hours.

Angular Intersections with Santa Fe Avenue: Three local streets intersect Santa Fe Avenue between Marin Avenue and Gilman Street at approximately 60 degree angles: Ramona Avenue, Pomona Avenue and Key Route. The current design of the intersections creates very long crosswalks parallel to Santa Fe Avenue; the design also creates sight distance problems for drivers trying to enter Santa Fe Avenue. The proposed designs, shown in *Figures 6.14, 6.15,* and *6.16* solve these problems by creating more standard 90 degree intersections. They also reduce the amount of street surface and provide additional opportunities for landscaping. Construction involves removing curb, sidewalk, driveways and striping (and an island at Ramona) and adding new curb, sidewalk landscaping, striping signs (and islands at Ramona Avenue and Key Route Boulevard).

Bicycle/Pedestrian Path Crossings: The Ohlone Greenway alongside and under the BART tracks crosses three unsignalized locations north of Marin Avenue with less than ideal safety qualities. These three locations are at Washington Avenue, Portland Avenue and Brighton Avenue. In each case, traffic crossing the intersection with the bicycle/pedestrian trails is uncontrolled. At the present time, four-way STOP signs control the intersections of Masonic/Washington and Portland/Washington, immediately adjacent to the Greenway; this report recommends that three-way STOP-control be added to the Masonic/Brighton

intersection. *Figure 6.17* illustrates a proposed redesign that makes the crossings part of the intersections; the four-way STOP control would then provide enhanced safety for bicycle and pedestrian crossings. This design is similar to that already present at Solano Avenue, Marin Avenue, and Dartmouth Street; at the intersection of Portland/Washington this report proposes upgrading the existing two-way STOP signs to become four-way STOP controls. Besides enhancing the safety aspects of this location, it would produce a common method of control for all non-signalized intersections of the Ohlone Greenway in Albany. Construction involves building new bicycle and pedestrian paths on curved alignments to connect at the intersection with a new wide ramp and crosswalk. The old path, ramp and crosswalk will be removed. Additional grass or landscape can be added.

Because of the additional pedestrian and bicycle traffic anticipated with the opening of the new Albany Middle School, the City made improvements to the Masonic/Brighton intersection and the Ohlone Greenway consistent with *Figure 6.17*. These improvements were completed in the fall of 1999.

Buchanan Street/Cleveland Extension: Buchanan Street is a major, four lane arterial with a raised median divider, and is the sole connection between two Interstate freeways to the east and the City's major arterial, San Pablo Avenue, a state highway. The special nature of Buchanan Street requires a comprehensive approach to traffic management. A set of improvements on and near Buchanan Street are suggested that begin with the set of improvements at the Marin/Buchanan intersection merge described above. These additional Buchanan Street improvements would calm traffic on streets adjacent to Buchanan, add new signals to Buchanan at Taylor Street and a flasher at Jackson Street, and connect the center of Albany to the San Francisco Bay regional bike trail system. The Buchanan Street/Cleveland extension proposals and reasons for the recommendations are presented below.

Figure 6.18 illustrates four proposed improvements to Buchanan Street between San Pablo/Marin and the interchange area with I-80/I-580 and a fifth improvement that is now underway. The improvements now under way will add a new intersection on Buchanan Street as a result of the revision of the I-80/I-580/Buchanan Street interchange that is now under construction and adopted by the City and Caltrans in a 1998 Project Study Report. This revision will allow space for an extension of the Eastshore Highway to intersect elevated Buchanan Street at a new intersection. The new configuration will improve local circulation and access for the businesses on the Eastshore Highway and reconnect a portion of Albany to the rest of the City.

The first proposed additional improvement to Buchanan Street, shown in *Figure 6.18*, and in *Figures 6.19* and 6.20 in greater detail, would revise the connection between Cleveland Avenue and Buchanan Streets. This option moves the intersection further to the east, eliminating the abrupt eastbound merge onto Buchanan Street, and provides for access to and from the west. In addition it would provide a second, new traffic signal at the intersection of Buchanan and Taylor and the end of the extension of Cleveland Avenue.

The extension of Cleveland Avenue is to be a new roadway with curb and gutter, storm drainage and street lighting, and will require right of way through the USDA parcel. The Cleveland extension shown on *Figure 6.20* would be 40' wide, with sidewalks to buildings and parking areas.

Figure 6.18 also illustrates a proposed relocation of the westbound off-ramp from I-80 that currently serves Cleveland Avenue. This proposal would carry the ramp over I-580 and merge it with the existing off-ramp to Buchanan Street from I-580. The intent is to remove off-ramp traffic from Cleveland Avenue directly to Buchanan Street and thereby eliminate the possibility of off-ramp traffic using Washington Avenue and Solano Avenues as short-cuts. The proposal would reinforce the arterial, traffic-carrying characteristic of Buchanan Street and calm traffic on adjacent streets.

The second proposed Buchanan Street improvement is to add a new pedestrian flashing signal head at the approaches to the Jackson and Buchanan Street intersection. During school hours, the flashing signal head will warn drivers, particularly on Buchanan Street, of crosswalks at Jackson Street and remind motorists of the 25 mph speed limit. This improvement was also addressed in the 1998 City Project Study Report.

The third proposal is to add a bike lane the length of Buchanan Street, from Marin /San Pablo to the new regional bike network that is under construction by Caltrans between Pierce Street and Golden Gate Fields Racetrack. To address this proposal, it is recommended that the City further investigate continuing the proposed Class II bikeway on Marin Avenue described above, east across San Pablo Avenue through the Marin/Buchanan intersection. *Figure 6.18* illustrates the concept for extending the bikeway, which builds on the Buchanan Street improvements suggested above. Traveling west on Marin Avenue, four elements of a suggested approach to achieve the bikeway extension are as follows:

- As the bike lane on Marin Avenue approaches San Pablo Avenue, striping and signing would extend the bike lanes west on Marin Avenue between Kains Avenue and San Pablo Avenue onto the sidewalk. At this point Marin does not have space for the bike lane in the street.

- The bike route would proceed west via the intersection crosswalk at the San Pablo Avenue intersection. On the southwestern corner of San Pablo and Marin, bicyclists would reach a new Class I bikeway.

- West of San Pablo Avenue and on the south side of Marin Avenue a new Class I bikeway would be developed in the space between the curb and the current fence line on the University of California (Village property) proceeding to Jackson Street. The bikeway would continue west through the signal at Jackson Street.

- The new Class I bikeway would continue west on Buchanan Street to the new proposed signal at Taylor Street.

- Striping and signing would be used to direct westbound bicyclists who wish to travel on the Bay Regional Trail to cross Buchanan at Taylor Street and proceed on a Class II bike lane on the north side of Buchanan to the Class I bikeway under construction west of Pierce Street. Bicyclists traveling southeast from the Bay regional trail would continue on a Class I bikeway on the north side of Buchanan Street to the southeast side of Buchanan Street via the new extension of Cleveland Avenue.

Traffic Calming Implementation Measures: *Figure 6.2* illustrates the streets proposed to receive speed treatments. Additional streets may be added to this figure, if neighbors raise concerns, and traffic speeding, volume or safety concerns are demonstrated in subsequent studies. The speed treatments to be considered for these streets are identified in *Figure 6.1*. Specific treatments will be developed as residents of streets bring concerns to the Traffic and Safety Commission. In addition to traffic calming measures identified in *Figure 6.1*, all-way stop control, grade warning signs, and school zone signs are also recommended at specific locations. The figure also indicates, in summary form, the other major projects described above.

Signal Timing Recommendations: A Signal Timing Study for Marin Avenue was conducted by Kimley-Horn and Associates, Inc. in 1997. The study concluded with two sets of recommendations for signal timing changes. Pedestrian Timings were recommended to change as shown below in *Table 6.6*. In addition, it was proposed that the intersections of Marin Avenue with Masonic Avenue, Santa Fe Avenue and Peralta Avenue be interconnected and coordinated. It was recommended that the San Pablo Avenue/Marin Avenue intersection not be included in the signal coordination plan as the signal cycle length needed on San Pablo Avenue is significantly longer than would be needed on Marin Avenue, and that unneeded delay to side-street traffic would occur if all four intersections were interconnected.

Korve Engineering, Inc., concurs with the Kimley-Horn recommendations. In addition, it is proposed that the Buchanan Street/Jackson Street intersection be interconnected and coordinated with the proposed new traffic signals at Buchanan Street/Taylor Street and Buchanan Street/Eastshore Highway, should they be installed.

Table 6.5 Marin Avenue Intersection Treatment Options

(For further clarification on City Council direction, see City Council Resolution #00-32.)

Option	Description	Intersection Left Turn Lane?	Driveway Left Turns Possible?	Pedestrian Crossing Time	Percentage Decrease in Crossing Time	U-turns Possible?	Needs EIR?	Cost
1	Narrow travel lanes, bicycle lanes, parking, no ped refuge	Yes	Yes	17 sec	0%	No but not necessary	No	$60,000
2	Same as 1, with 14' raised median, 4' ped refuge	Yes	No	7 sec and 9 sec to refuge	62% and 45% decrease	No	Yes	$500,000
3	Narrow travel lanes, bicycle lanes, parking, 14' raised median	No	No	7 sec to refuge	62% decrease	Yes	Maybe	$900,000
4	Same as 1, with 4' ped refuge	Yes	Yes	7 sec and 9 sec to refuge	62% and 45% decrease	No but not necessary	No	$180,000
5	Same as 1, with curb bulbouts	Yes	Yes	5 sec and 8 sec to refuge	73% and 41% to refuge	No but not necessary	No	$600,000
6	Same as 2, with curb bulbouts	Yes	No	5 sec and 7 sec to refuge	73 % and 62% decrease	No	Yes	$1,000,000
7	Same as 3, with bulbouts	No	No	5 sec to raised median	73% decrease	Yes with small vehicle	Maybe	$1,500,000
8	Same as 4, with curb bulbouts	Yes	Yes	5 sec and 7 sec to refuge	73 % and 62% decrease	Yes	No	$800,000

Table 6.6 Recommended Pedestrian Timings on Marin Avenue				
Intersection	Walk Phase Duration		Don't Walk Phase Duration	
	Phase		Phase	
	Cross-Street	Marin Avenue	Cross-Street	Marin Avenue
Masonic	7	10	17	12
Santa Fe	10	10	19	20
Peralta	7	10	20	27

Funding Sources for Traffic Management Plan Improvements

Local Funding Programs

Some projects proposed for the Traffic Management Plan can be funded over a ten to twenty year period of time through the City's regular Capital Improvement Program; however, funding sources do exist which could help speed adoption of construction measures and other programs. It is recommended that the City staff continue to attend meetings of the Alameda CMA's Alameda Congestion Management Agency Technical Advisory Committee, also known as the CMA TAC, or ACTAC. Cooperation in acquiring funding for projects through the CMA TAC is more easily facilitated by regular participation in this committee, and continued participation with other cities in the County's Northern Planning Area (i.e., the cities of Albany, Berkeley, Emeryville, Oakland, and Alameda) is also key to obtaining funding wherever cooperative programs are required.

Caltrans is currently considering a supplemental STIP process at this time, which may go forward in the next few months. An approved local traffic plan, such as this Traffic Management Plan, should be completed and available for proposed inclusion in this STIP and other funding programs. The 2000 STIP, which will be adopted by the CTC, includes some additional funding which can be programmed. A call for projects will be issued by MTC, for the 75% Regional Improvement Program (RIP) of projects. Alameda CMA will also call for projects as well. Similarly, Caltrans will issue a call for projects for its 25% Interregional Improvement program of projects. An approved traffic plan such as the Traffic Management Plan that is in agreement with neighboring Cities' traffic plans (i.e., has the concurrence of neighboring cities) is key for competing successfully for these funds.

Improvements in the vicinity of Buchanan Street, Cleveland Avenue, and the Eastshore Highway are eligible for the major 75% RIP funding as described above, if the improvements can be tied into the I-80 corridor management program. Potentially a project in this area could also be considered for Congestion Management Air Quality (CMAQ) funding if an air quality benefit can be shown.

The current Caltrans policy requires that all projects that are over 50% funded by Federal and State dollars must be environmentally cleared, designed and constructed by the State. In the interest of quicker construction times, the City should therefore look at creative funding

strategies for its recommended improvements so that projects are less than 50% funded by Federal and State dollars. This will result in expedited construction schedules. In addition, the City would need to consider putting forward local funds for use on projects in its proposals to all agencies, as the commitment of matching funds increases the City's ability to win regional competitive funding.

Potential Future Measure B Funding

The Alameda County Transportation Authority (ACTA) is a special government agency authorized by state law and created by the voters of Alameda County to collect a half-cent sales tax and use the money for a specific list of transportation projects and programs in Alameda County. The Authority is governed by an independent board composed of five members of the Alameda County Board of Supervisors, three representatives appointed by the Alameda County Mayors' Conference, and one representative designated by the Mayor of Oakland. All must be elected officials. Since the Measure B program began in 1987, Alameda County's transportation system has undergone a significant number of improvements. However, the current program ends in 2002. According to the language of the original Measure B, the ACTA governing board must generate a new expenditure plan intended to offer voters the option of extending the sales tax beyond 2002, to continue the important transportation benefits on which the residents of Alameda County have come to depend.

County voters narrowly voted down a 15-year extension on the half-cent sales tax on June 2, 1998. Although the second Measure B won more than 58 percent of the vote countywide, it failed to achieve the required two-thirds majority.

The next bid to ask Alameda County voters to continue the current sales tax measure is tentatively scheduled for the March 2000 presidential primary. This time, the steering committee of elected officials appointed to guide the sales tax question to the ballot has currently reached a consensus to follow a route pioneered by Santa Clara County a few years ago. The method, dubbed "A plus B" after Santa Clara County's Measures A and B, was devised to avoid the state requirement that a special tax must be approved by a two-thirds margin. The method breaks the process down: "A" would approve a general sales tax increase, which state law allows voters to raise by a simple majority vote; "B" would be an advisory measure that would direct supervisors to fund a specific list of transportation programs and projects.

It is recommended that the City of Albany monitor and participate in selection of candidate projects for the new Measure B. ACTA board and citizen's advisory committee meetings should be monitored periodically by City staff and contacts with ACTA staff members should be maintained for potential future funding of City of Albany traffic projects. Support for Measure B funding is critical to restoring and enhancing transit services in the City of Albany, as well as potential new bicycle and pedestrian and other local transit service projects, and traffic capital improvement programs of various types.

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
MARIN AVENUE/SANTA FE AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
1	Marin Ave./Santa Fe Ave.: Sight Distance, Child Pedestrian Safety, Turns at High Speed (#64, 66, 63)	3	See Marin Avenue phased recommendations, above		
	Marin Ave. and Santa Fe Ave: Speeding, Endangering Bicyclists (#68)	3	Phase II: See Marin Avenue phased recommendations, above. See Figure 6.13a for a diagonal parking concept at Marin School, and Santa Fe Avenue. See Figure 6.13b for drop-off/pick-up concept at Marin School.	$12,000 No cost estimate	
TOTAL SCORE					34
MARIN AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
2	Marin Ave.: Drivers Do Not Yield to Pedestrians (#61)	3	Phase I: Reclassify Marin Avenue as a Minor Arterial. Phase II: Implement Option 4-Fig. 6.6. (2 lanes, bike lane, median pedestrian Island) Phase III: Build hardscape pedestrian refuges as part of Marin Avenue Capital Improvement Project as funding permits. (Option 8-Fig. 6.10)	Alt. 4: $180,000 Alt. 8: $750,000	
	Marin Ave.: Pedestrian Safety, Speeding (#61, 69)	3	See Marin Avenue phased recommendations, above		
TOTAL SCORE					34
MARIN AVENUE/PERALTA AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
3	Marin Ave./Peralta Ave.: Increase Vehicular Crossing Time (#65)	3	See Marin Avenue phased recommendations, above		
TOTAL SCORE					30

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location					
RANKING	**LOCATION**	**AREA**	**RECOMMENDATIONS**	**COST**	**SCORE**
MARIN AVENUE/CORNELL AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
4	Marin Ave./Cornell Ave.: Child Pedestrian Safety (#71)	3	See Marin Avenue phased recommendations, above		
TOTAL SCORE					27
MARIN AVENUE/MASONIC AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
5	Marin Ave./Masonic Ave.: Child Pedestrian Safety (#67)	3	See Marin Avenue phased recommendations, above		
TOTAL SCORE					25
BUCHANAN STREET/MARIN AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
6	Buchanan St./Marin Ave. Extension: Merging Problem (#8)	1	Phase II: Realignment of Buchanan merge (See fig 6.12)	$37,000	
TOTAL SCORE					24
BUCHANAN STREET/JACKSON STREET					
7	Buchanan St./Jackson St.: Child/Pedestrian Safety (#5)	1	Phase II: Flashing pedestrian signal head with 25 mph posted speed limit when children are present.	$30,000	
TOTAL SCORE					24

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
MARIN AVENUE/RAMONA AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
8	Marin Ave./Ramona Ave.: Stop Signs (#62)	3	See Marin Avenue phased recommendations, see item 1		24
TOTAL SCORE					
KAINS AVENUE/MARIN AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
9	Kains Ave./Marin Ave.: Inadequate Signage (#58)	3	Phase I: Convert Kains Avenue to two way street to lower speeds, improve local circulation, reduce VMT. (Fig. 6.2)	$8,000	
TOTAL SCORE					24
MARIN AVENUE/TALBOT AVENUE *(For further clarification on City Council direction, see City Council Resolution #00-32.)*					
10	Marin Ave./Talbot Ave.: Child Pedestrian Safety (#70)	3	See Marin Avenue phased recommendations, see item 1		
TOTAL SCORE					22
SAN PABLO AVENUE					
11	San Pablo Ave.: Pedestrian Crossing Time, Retime Traffic Signals (#26, 24)	1	Phase I and II: City work with Alameda County Congestion Management Agency (CMA) to address this concern as part of the San Pablo Avenue traffic signal improvement program.	N/A	
TOTAL SCORE					22

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
SANTA FE AVENUE BETWEEN MARIN AVENUE AND GILMAN STREET					
12	Santa Fe Ave. between Marin Ave. and Gilman St.: Speeding (#80)	3	Phase II: Midblock Speed Treatments program for North/South streets with long blocks	See Above	
TOTAL SCORE					21
SAN PABLO AVENUE AND SOLANO					
13	San Pablo Ave./Solano Ave.: Pedestrian Safety (#27)	1	Phase I and II: City work with Alameda County CMA to address this concern as part of the San Pablo Avenue traffic signal improvement program.	N/A	
TOTAL SCORE					20
SANTA FE AVENUE AT MARIN SCHOOL					
14	Santa Fe Ave. at Marin School: School Employee Parking (#79)	3	Phase I: Resident petition for permit parking, if desired; occupancies were below 85%, however.	N/A	
TOTAL SCORE					18
WASHINGTON AVENUE					
15	Washington Ave.: Speeding (#54)	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$1,500	
TOTAL SCORE					18
SANTA FE AVENUE AT POMONA AVENUE, RAMONA AVENUE AND KEY ROUTE BOULEVARD					
16	Santa Fe Ave. at Pomona Ave, Ramona Ave., and Key Route Blvd.: Intersection Geometrics, Child Pedestrian Safety (#77,78)	3	Phase II: See Figures 6.14, 6.15, 6.16 for realignment of intersections.	$115,000	
TOTAL SCORE					17

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
SAN PABLO AVENUE/WASHINGTON AVENUE					
17	San Pablo Ave./Washington Ave.: Pedestrian Safety (#30)	1	Phase I and II: City work with Alameda County CMA to address this concern as part of the San Pablo Avenue traffic signal improvement program. Phase I: Install pedestrian barriers on east leg of Washington so pedestrians will cross at signalized west leg.	N/A $500	
TOTAL SCORE					17
MASONIC AVENUE/NORTH OF SOLANO AVENUE					
18	Masonic Ave.: Speeding (#42)	2	Phase II: Midblock Speed Treatments for North/South streets with long blocks (Fig. 6.2)	$20,000	
TOTAL SCORE					16
POLK STREET					
19	Polk St.: Speeding (#20)	1	Phase I: Erect grade warning sign/speed advisory sign of 15 mph.	$500	
TOTAL SCORE					15
SOLANO AVENUE					
20	Solano Ave.: Drivers Do Not Yield to Pedestrians (#60)	3	Phase I: Reclassify Solano Avenue as a minor arterial. Phase II: Implement bulbouts east to the City of Berkeley (Fig. 6.2)	$100,000	
TOTAL SCORE					15
SOLANO AVENUE FROM KEY ROUTE BOULEVARD TO VENTURA AVENUE					
21	Solano Ave. from Key Route Blvd. To Ventura Ave.: Residential Parking Permit (#81)	3	Phase I: Residents follow City procedures for permit parking requests; most streets did not exceed 85% occupancy.	N/A	
TOTAL SCORE					15

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
SOLANO AVENUE/EAST OF MASONIC AVENUE					
22	Solano Ave./East of Masonic Ave.: Traffic Volumes, Speeds Affecting Bicycle Safety (#50)	3	Phase I: Reclassify Solano Avenue as a minor arterial. Phase II: Implement bulbouts east to the City of Berkeley (Fig. 6.2)	N/A	
TOTAL SCORE					15
BRIGHTON AVENUE BETWEEN SAN PABLO AVENUE AND CORNELL AVENUE					
23	Brighton Ave. between San Pablo Ave. and Cornell Ave.: Speeding (#36)	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$3,000	
TOTAL SCORE					15
BRIGHTON AVENUE NEAR MCGREGOR PRIMARY SCHOOL					
24	Brighton Ave. near McGregor Primary School: Child Pedestrian Safety (#35)	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$3,000	
TOTAL SCORE					15
ORDWAY AVENUE (947 THROUGH 1100 BLOCKS) BETWEEN MARIN AVENUE AND THE BERKELEY CITY LIMITS					
25	Ordway Ave. (947 through the 1100 blocks) between Marin Ave. and the Berkeley City limits: Speeding (#73)	3	Phase II: Midblock Speed Treatments for North/South streets with long blocks. (Fig. 6.2)	$5,000	
TOTAL SCORE					14
POMONA AVENUE					
26	Pomona Ave.: Speeding (#75)	3	Phase II: Midblock Speed Treatments for North/South streets. (Fig. 6.2)	$10,000	
TOTAL SCORE					14

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
SAN PABLO AVENUE AND MONROE STREET					
27	San Pablo Ave. and Monroe St.: Pedestrian Safety (#29)	1	Phase I and II: City work with Alameda County CMA to address this concern as part of the San Pablo Avenue traffic signal improvement program.	N/A	
TOTAL SCORE					14
SONOMA AVENUE					
28	Sonoma Ave.: Speeding due to Cut-through Traffic (#83)	3	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$1,500	
TOTAL SCORE					14
CURTIS STREET					
29	Curtis St.: Speeding (#56)	3	Phase II: Midblock Speed Treatments for North/South Street. (Fig. 6.2)	$10,000	
TOTAL SCORE					13
KEY ROUTE BOULEVARD					
30	Key Route Blvd.: Speeding (#41)	2	Phase II: Midblock Speed Treatments for North/South Street. (Fig. 6.2) Phase III: Construct curb bulbouts at intersections to increase pedestrian safety.	$42,000 $300,000 ($9,000 each)	
TOTAL SCORE					13
PIERCE STREET					
31	Pierce St.: Speeding (#17)	1	Phase I: Stripe left lanes into apartment driveways in order to narrow roadway and decrease speeds to the El Cerrito City limit. (Fig. 6.2) Phase II: Build sidewalk on east side of Pierce north of Washington. (Fig. 6.2)	$15,000 $40,000	
TOTAL SCORE					13

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
PIERCE STREET (500 BLOCK)					
32	Pierce St. (500 block): Sight Distance, Commuter Speeding/Traffic Volumes (#19, 18)	1	Phase I: Install red curb for 200' stopping sight distance to the south. Phase I: See above (Pierce Avenue on-ramps/off-ramps were closed, Caltrans. This will decrease commuter traffic volumes on Pierce Street.) Phase II: Midblock Speed Treatments for North/South Streets (Fig. 6.2) Phase III: Extend Cleveland to connect to Taylor (Fig. 6.2)	$500 $15,000 $3.25M or $3.5M	
	Pierce St./Washington Ave.: Auto/Truck Volumes, Speeding (#15)	1	See Above	See Above	
TOTAL SCORE					13
PORTLAND AVENUE					
33	Portland Ave.: Speeding (#45)	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$6,000	
TOTAL SCORE					11
PERALTA AVENUE/FRANCIS STREET					
34	Peralta Ave./Francis St.: Sight Distance (#74)	3	Phase I: Trim foliage to maintain better sight distance.	$100	
TOTAL SCORE					11
ALBANY HIGH SCHOOL AREA STREETS					
35	Albany High School area streets: Child Pedestrian Safety, Parking Problems (#33)	2	Phase I: See Citywide programs; for parking concerns, residents should follow City process to petition for permit parking, however, residential streets were less than 85% parked for most streets adjacent to High School.	N/A	
TOTAL SCORE					10

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
ADAMS STREET AND OTHER STREETS NEAR THE ORIENTATION CENTER FOR THE BLIND (LOCATED AT THE END OF ADAMS STREET) INCLUDING SAN PABLO AVENUE					
36	Adams St. and other streets near the Orientation Center for the Blind: Blind Pedestrian Safety (#1)	1	Do not institute any traffic calming measures; mission of the Orientation Center for the Blind is to teach students living skills in ordinary situations, including roadway conditions.	N/A	
TOTAL SCORE					10
GARFIELD AVENUE					
37	Garfield Ave.: Speeding (#38)	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$3,000	
TOTAL SCORE					9
CLEVELAND AVENUE					
38	Cleveland Ave.: Commuter Speeding in AM Peak (#13)	1	Phase III: Issue to be resolved in future when I-80 off-ramp is relocated to Buchanan Street.(Fig. 6.18) and Cleveland is extended to Buchanan at Taylor (Fig. 6.20)	$7.5M	
	Cleveland Ave. at Washington Ave., Johnson St., Solano Ave., and Buchanan St.: Commute/Truck Cut-through Traffic (#12)	1			
TOTAL SCORE					9
ADAMS STREET					
39	Adams St.: Speeding (#4)	1	Phase II: Kains and Adams couplets should be converted to two-way streets to lower speeds, improve circulation, reduce VMT (Fig. 6.2)	$8,000 (Adams)	
TOTAL SCORE					8
POMONA AVENUE/WASHINGTO AVENUE					
40	Pomona Ave./Washington Ave.: Intersection Geometrics, Sight Distance (#44)	2	Phase I: Install East/West STOP signs on Washington Avenue (4-way STOP controlled intersection) (Fig. 6.2)	$1,500	
TOTAL SCORE					8

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
SAN GABRIEL AVENUE BETWEEN BRIGHTON AVENUE AND PORTLAND AVENUE					
41	San Gabriel Ave. between Brighton Ave. and Portland Ave.: Speeding (#48)	2	Phase II: Midblock Speed Treatments for North/South Streets. (Fig. 6.2)	$8,000	7
THOUSAND OAKS BOULEVARD					
42	Thousand Oaks Blvd.: Speeding (#52)	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$1,500	
TOTAL SCORE					7
KAINS AVENUE/SOLANO AVENUE					
43	Kains Ave./Solano Ave.: Wrong-way Driving on Kains Avenue (#39)	2	Phase II: Kains and Adams couplets should be converted to two-way streets to lower speeds, improve circulation, reduce VMT (Fig. 6.2)	$8,000 (Kains)	
TOTAL SCORE					6
SOLANO AVENUE/VENTURA AVENUE					
44	Solano Ave./Ventura Ave.: Sight Distance (#82)	3	Phase I: Eliminate one space on the south side of Solano Avenue, west of Ventura, paint red curb at this location.	$500	
TOTAL SCORE					6
POMONA AVENUE/THOUSAND OAKS BLOULEVARD					
45	Pomona Ave./Thousand Oaks Blvd: Sight Distance (#43)	2	Phase I: Install red curb/trim foliage to improve sight distance.	$500	
TOTAL SCORE					4
RAMONA AVENUE/THOUSAND OAKS BOULEVARD					
46	Ramona Ave./Thousand Oaks Blvd: Speeding, Sight Distance (#46)	2	Phase I: Install red curb/trim foliage to improve sight distance.	$500	
TOTAL SCORE					4

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
SANTA FE AVENUE					
47	Santa Fe Ave.: Speeding (#49)	2	Phase II: Midblock Speed Treatments for North/South streets (Santa Fe north of Solano in Area 2). (Fig. 6.2) In Area 3, see Marin School angle parking south of Marin. (Fig. 6.13)	$21,000	
TOTAL SCORE					4
WASHINGTON AVENUE					
48	Washington Ave.: Speeding (#54)	1	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	$1,500	
TOTAL SCORE					4
ADAMS STREET/WASHINGTON AVENUE					
49	Adams St./Washington Ave.: Sight Distance (#3)	1	Phase I: Install red curb on south side of Washington to the west of Adams Street and trim foliage to improve sight distance.	$500	
TOTAL SCORE					3
CARMEL AVENUE BETWEEN SOLANO AVENUE AND WASHINGTON AVENUE					
50	Carmel Ave. between Solano Ave. and Washington Ave.: Speeding (#37)	2	Phase II: Midblock Speed Treatments for North/South streets. (Fig. 6.2)	$5,000	
TOTAL SCORE					3
CERRITO STREET/HILLSIDE AVENUE					
51	Cerrito St./Hillside Ave.: Intersection Geometrics (#11)	1	Phase I: 3-way STOP controlled intersection (STOP controlled on all approaches) (Fig. 6.2)	$1,000	
TOTAL SCORE					2
CERRITO STREET/WASHINGTON AVENUE					
52	Cerrito St./Washington Ave: Intersection Geometrics (#10)	1	Phase I: 3-way STOP controlled intersection (STOP controlled on all approaches) (Fig. 6.2)	$1,500	
TOTAL SCORE					2

Table 6.7 Summary Ranking of Neighborhood Issues by Street Location					
RANKING	**LOCATION**	**AREA**	**RECOMMENDATIONS**	**COST**	**SCORE**
DARTMOUTH STREET/TALBOT AVENUE					
53	Dartmouth St./Talbot Ave.: Pedestrian Safety, Stop Sign (#57)	3	Phase I: Install 4-way STOP signs for child pedestrian safety and reduced speeds/volumes at the intersections of Dartmouth and Talbot Avenue, Dartmouth and Stannage Avenue and Dartmouth and Masonic Avenue.	$2,000	
TOTAL SCORE					2

Table 6.8 Summary Ranking of Neighborhood Issues of Bicycle Measures

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
BUCHANAN STREET					
1	Buchanan St.: Bicyclists Safety (Speeding) (#9)	1	Phase II: City work with UC Berkeley to explore bike path through University Village.	$3,000	
TOTAL SCORE					24
SAN PABLO AVENUE					
2	San Pablo Ave.: Wrong-way Bicycle Travel (#76)	3	Phase I: Include in citywide spot enforcement program.	N/A	
TOTAL SCORE					22
SANTA FE AVENUE					
3	Santa Fe Ave.: Speeding Hazard for Bicyclists (#49, 68)	3	Phase II: Midblock Speed Treatments North/South streets with long blocks. (see Fig. 6.2)	$12,000	
TOTAL SCORE					21
BART BICYCLE TRAIL CROSSINGS					
4	BART bicycle trail crossings at Brighton Ave., Portland Ave., and Washington Ave.: Mid-Block Crossings (#34)	2	Phase II: Realign bicycle path so that bicycles cross at the intersection and not at mid-block; use barrier or plantings to prevent mid-block crossing and encourage use of realigned path. (Fig. 6.17)	$86,000	
TOTAL SCORE					16

Table 6.8 Summary Ranking of Neighborhood Issues of Bicycle Measures					
RANKING	**LOCATION**	**AREA**	**RECOMMENDATIONS**	**COST**	**SCORE**
PIERCE STREET					
5	Pierce St.: Bicyclists' Safety (#16)	1	Phase I: Stripe left turn lanes into apartment driveways in order to narrow roadway and decrease speeds to the El Cerrito City limit. (Fig. 6.2) Phase II: Build sidewalk on east side of Pierce north of Washington. (Fig. 6.2)	$15,000 $40,000	
TOTAL SCORE					13

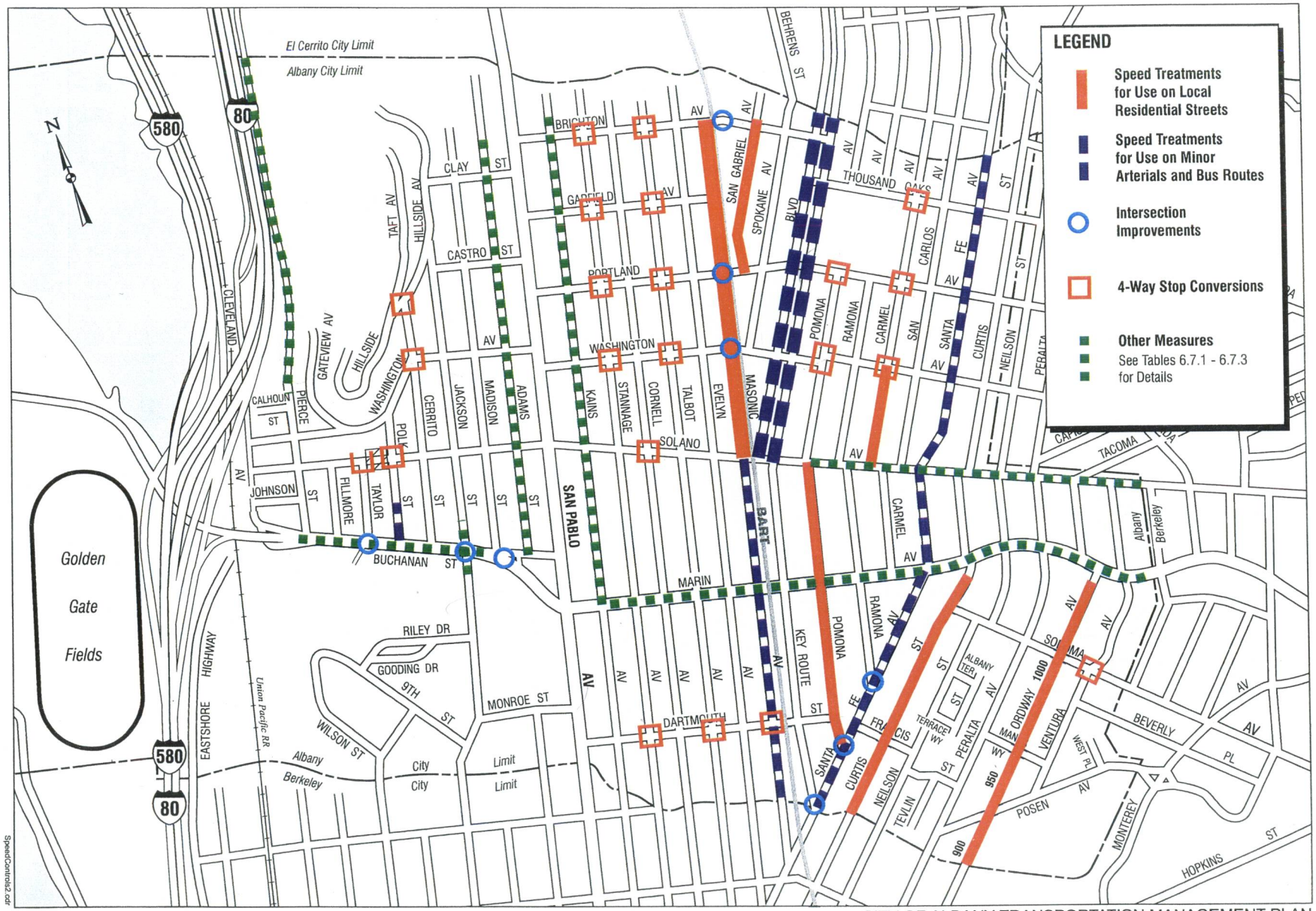
TOTAL COST[22]:

PHASE 1 **$55,600 (capital) + $35,000 (ongoing community-based programs) = $90,600**

PHASE 2 **$692,500**

PHASE 3 **$11,500,000 or $11,750,000 (Marin Avenue Phase III Improvements = $750,000; interchange area improvements = $10.75M or $11.0M**

[22] Total Costs associated with these recommendations include:
Phase I costs: All capital projects in Tables 6.7-6.8, plus $35,000 yearly for City staff time associated with Phase I neighborhood-based enforcement programs ("Slow Down" Banner and "Caught You Speeding" programs. It is assumed that police spot enforcement would be handled with existing enforcement officers and existing speed trailer equipment, so no additional costs were assumed.
Phase II costs: All capital projects in Tables 6.7-6.8. Midblock speed treatments assumed for cost estimating purposes were those which are least expensive, i.e., speed humps and speed tables.
Phase III costs: Cost ranges for all freeway-related capital projects are included in this category, as is construction of Marin Avenue hardscape improvements (Option 8, *Figure 6.9*).



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CITY OF ALBANY TRANSPORTATION MANAGEMENT PLAN

Figure 6.2

TRAFFIC CALMING IMPLEMENTATION MEASURES

Based on a Citizen input process

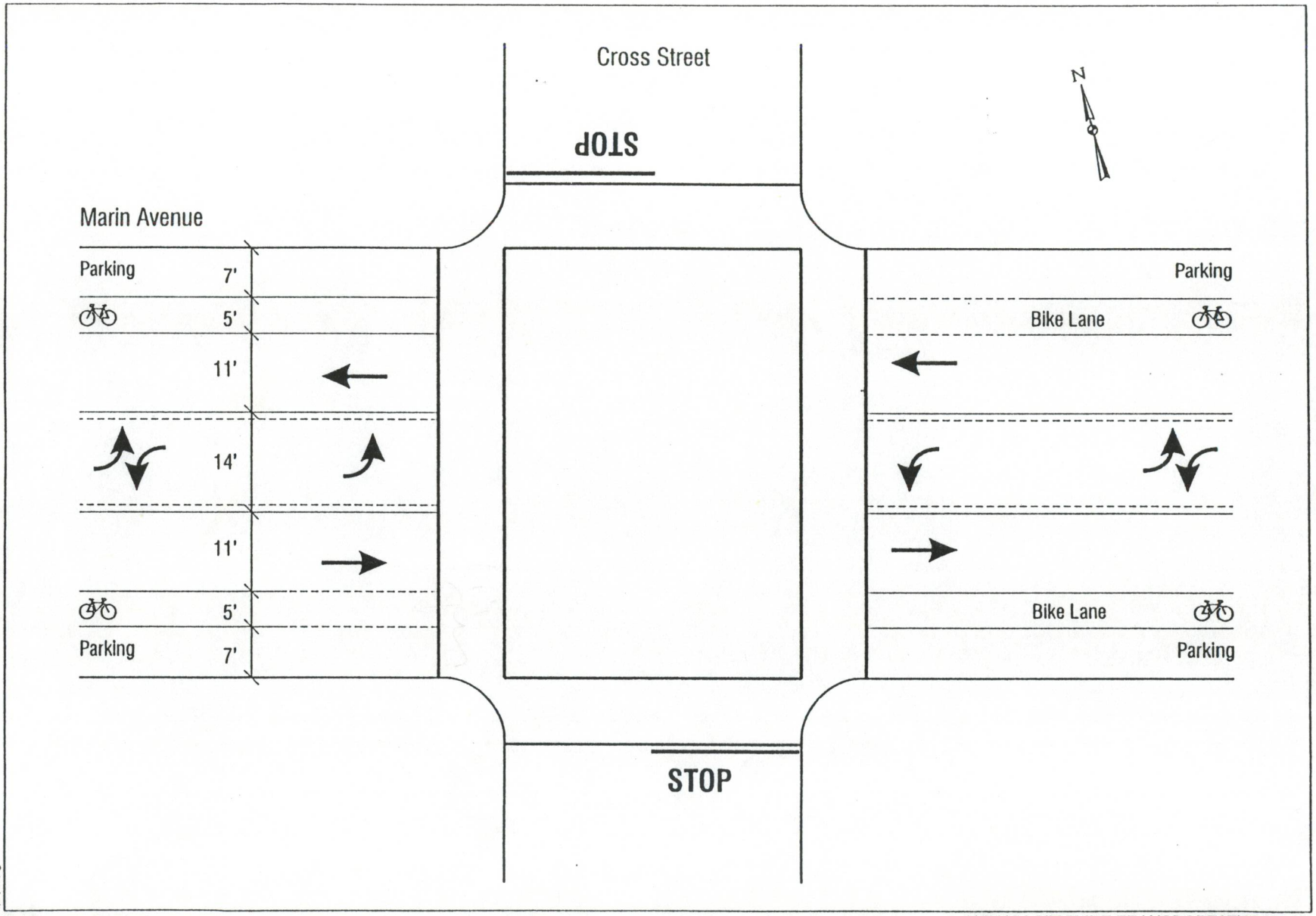

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Figure 6.3

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION
Option 1

(For further clarification on City Council direction, see City Council Resolution #00-32)

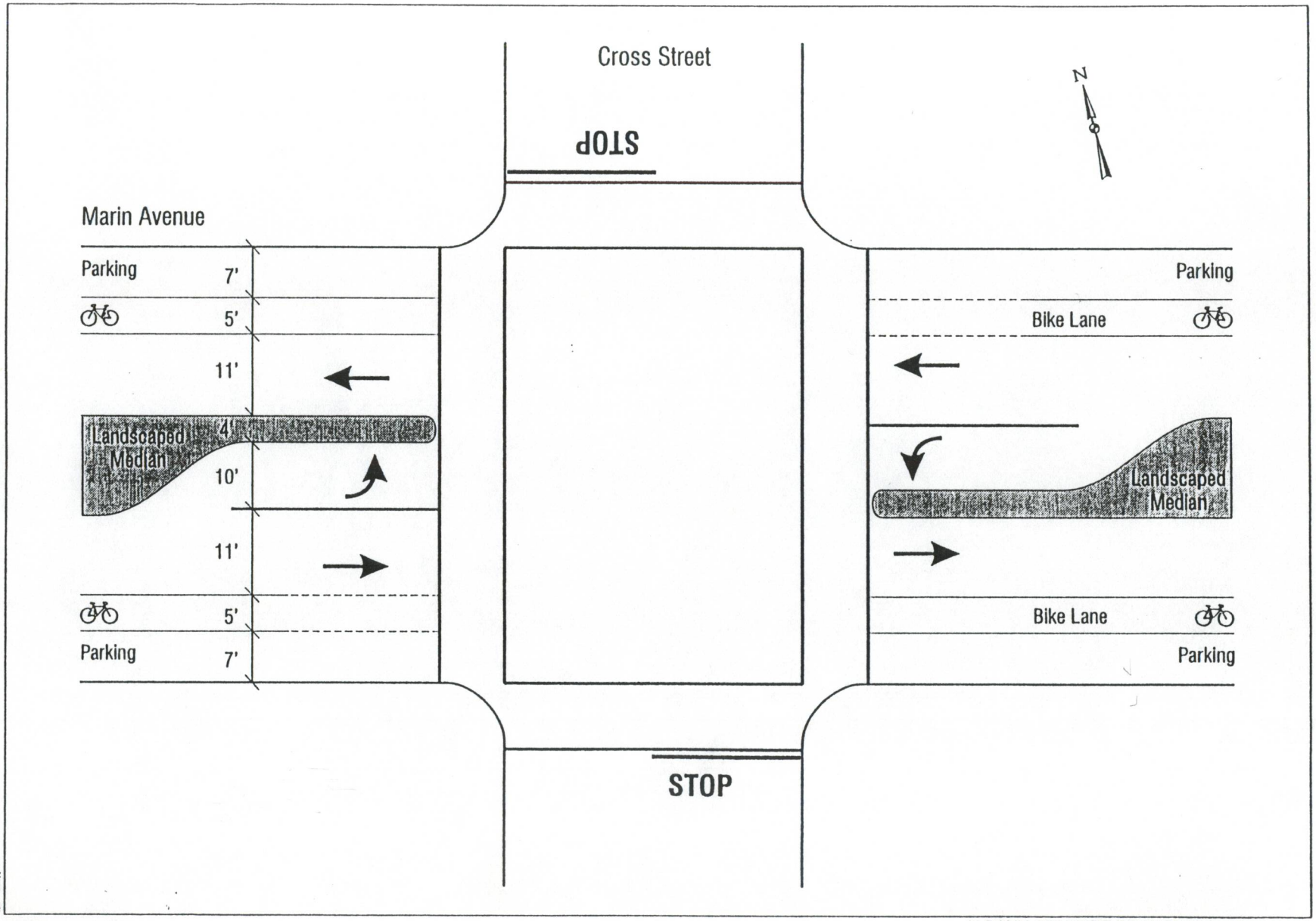

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Figure 6.4

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION
Option 2

(For further clarification on City Council direction, see City Council Resolution #00-32)

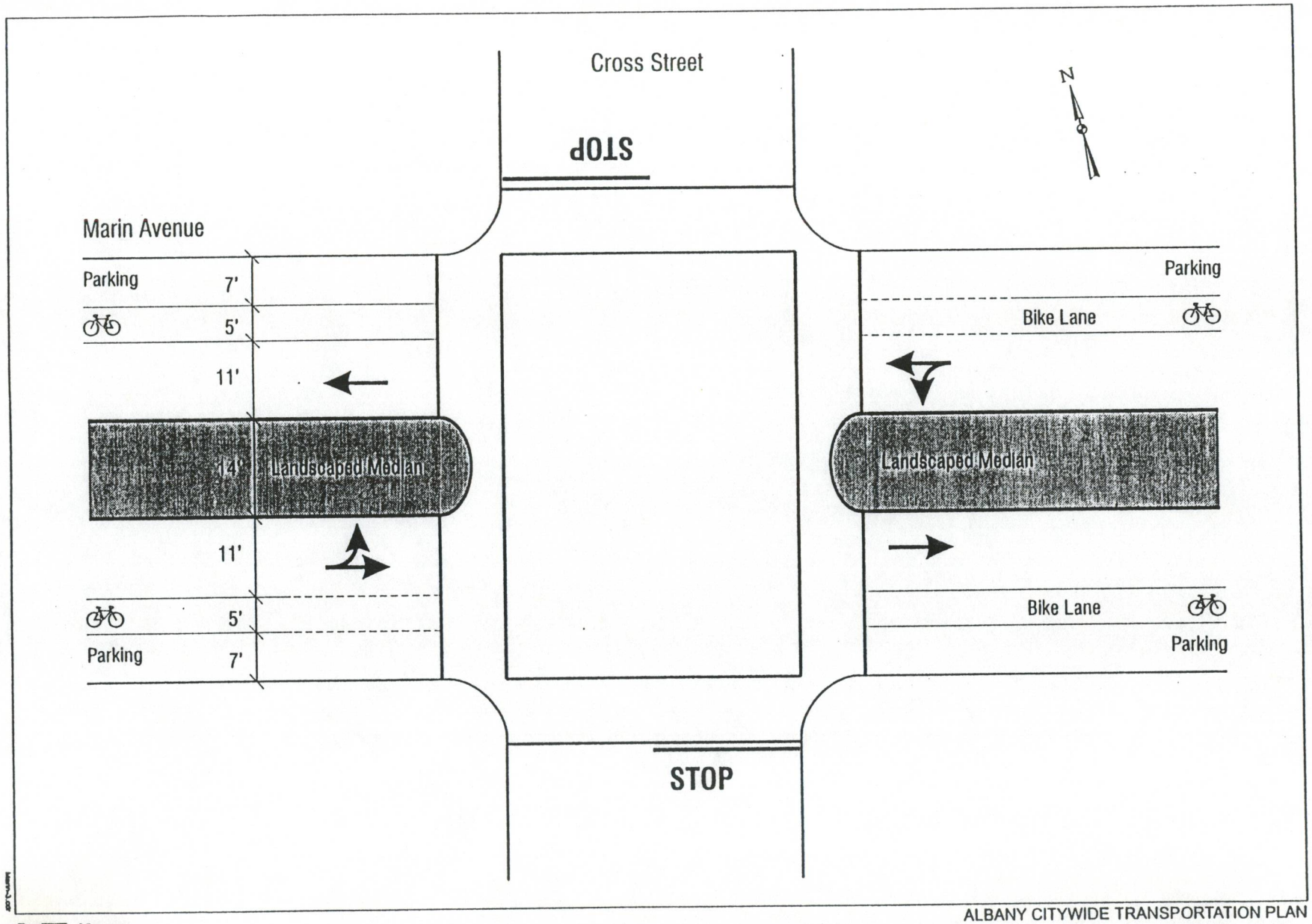

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Figure 6.5

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION
Option 3

(For further clarification on City Council direction, see City Council Resolution #00-32)

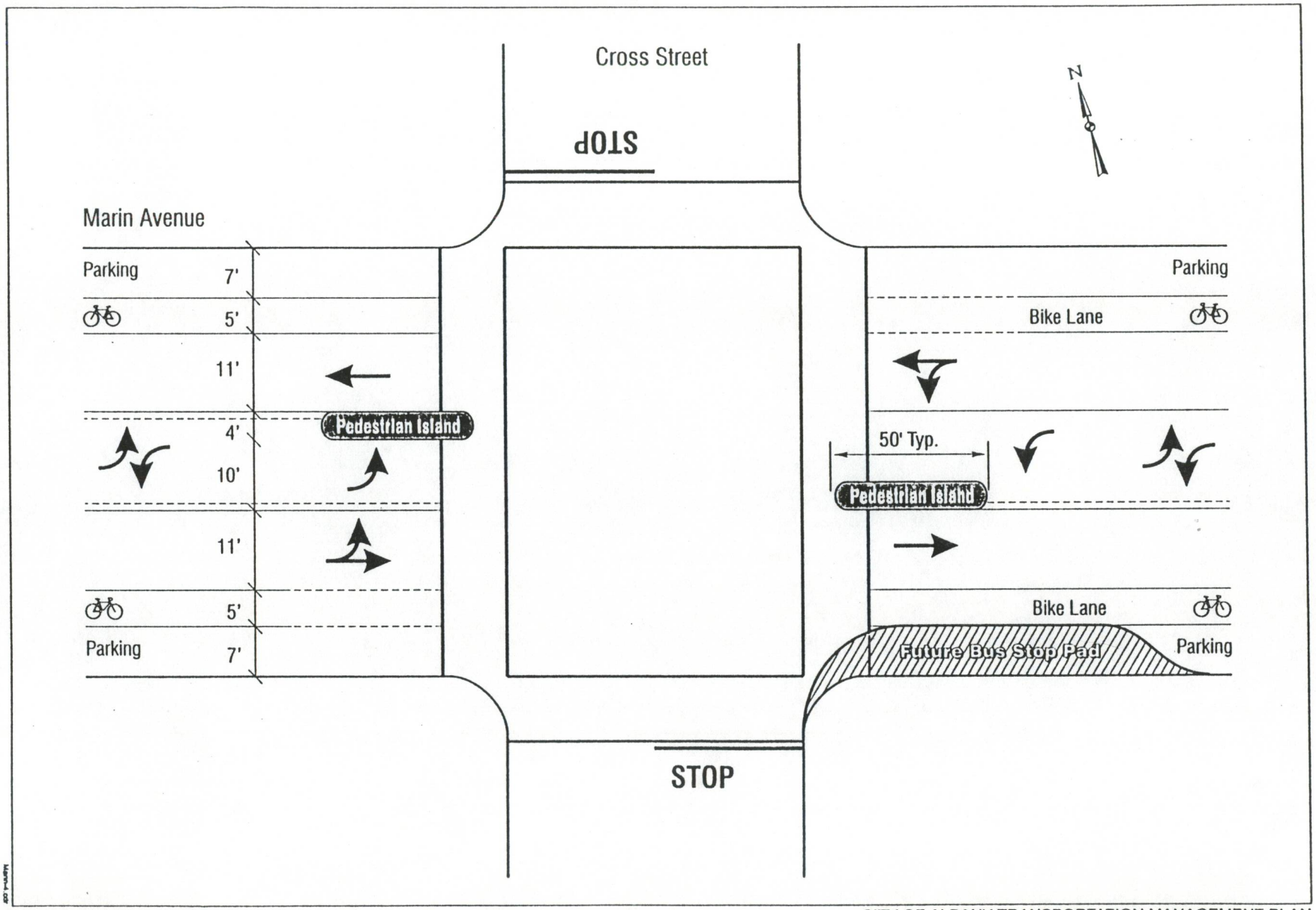

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Figure 6.6

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION WITH BUS STOP Option 4

(For further clarification on City Council direction, see City Council Resolution #00-32)

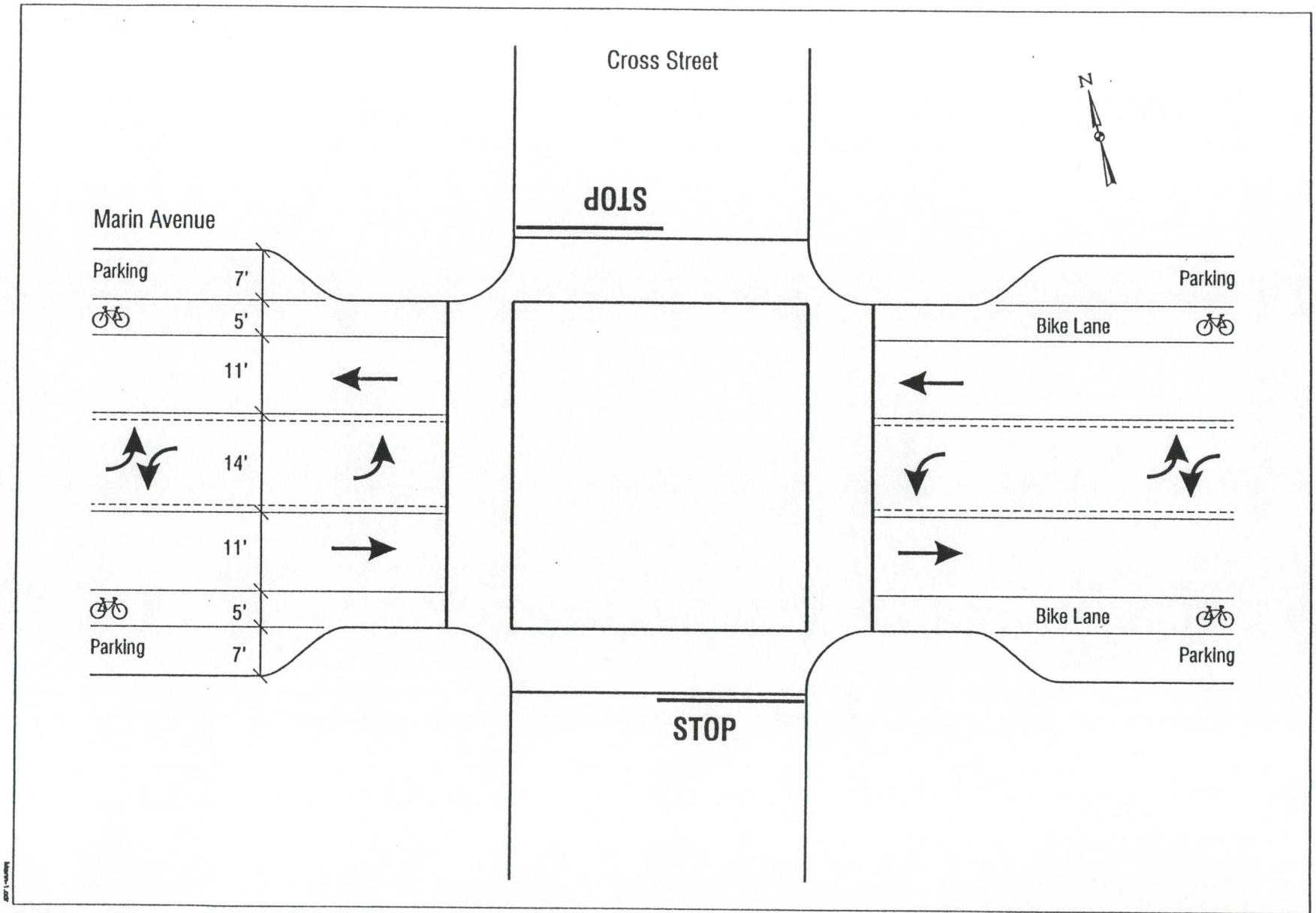

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Figure 6.7

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION

Option 5

(For further clarification on City Council direction, see City Council Resolution #00-32)

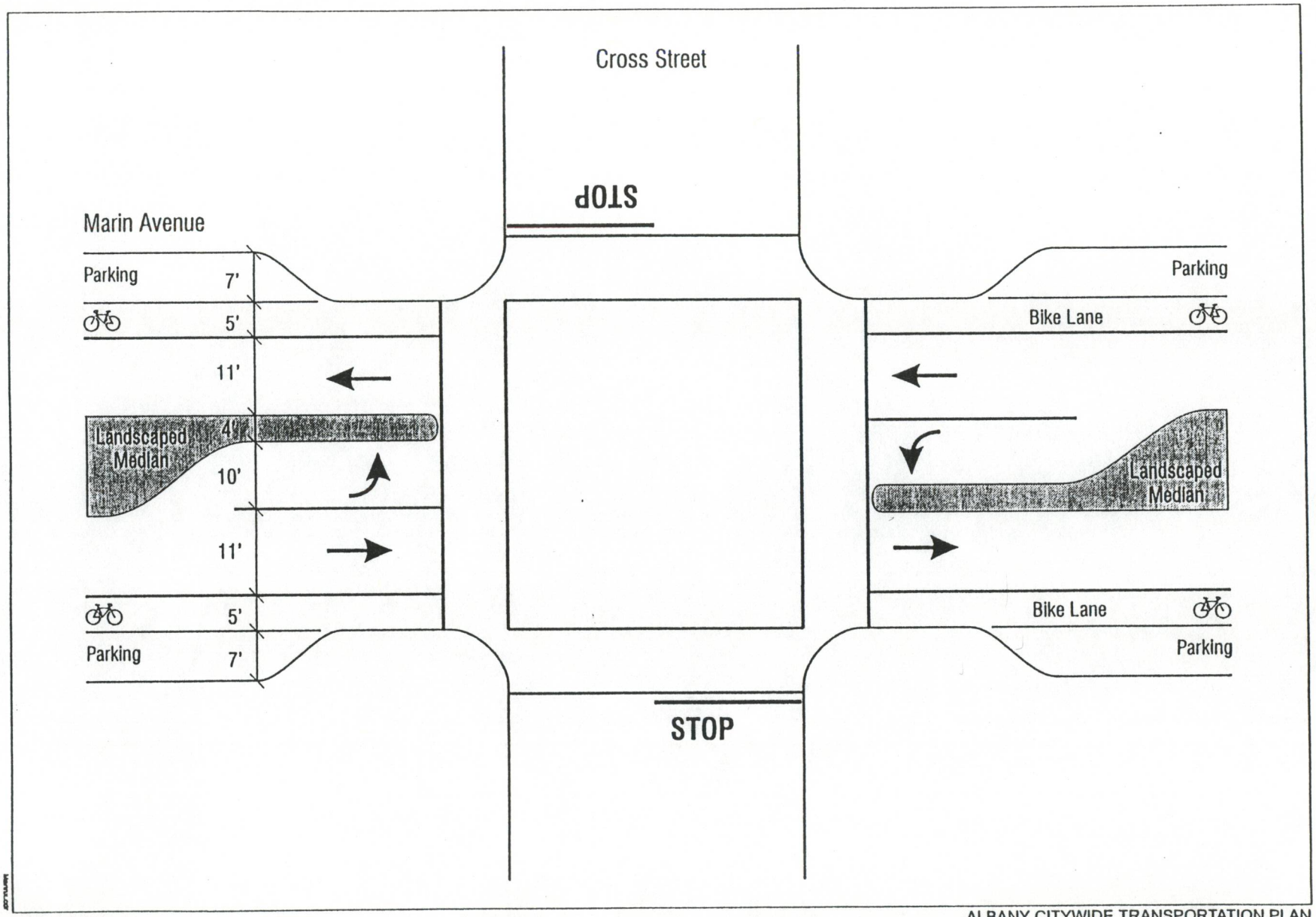

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Figure 6.8

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION Option 6

(For further clarification on City Council direction, see City Council Resolution #00-32)

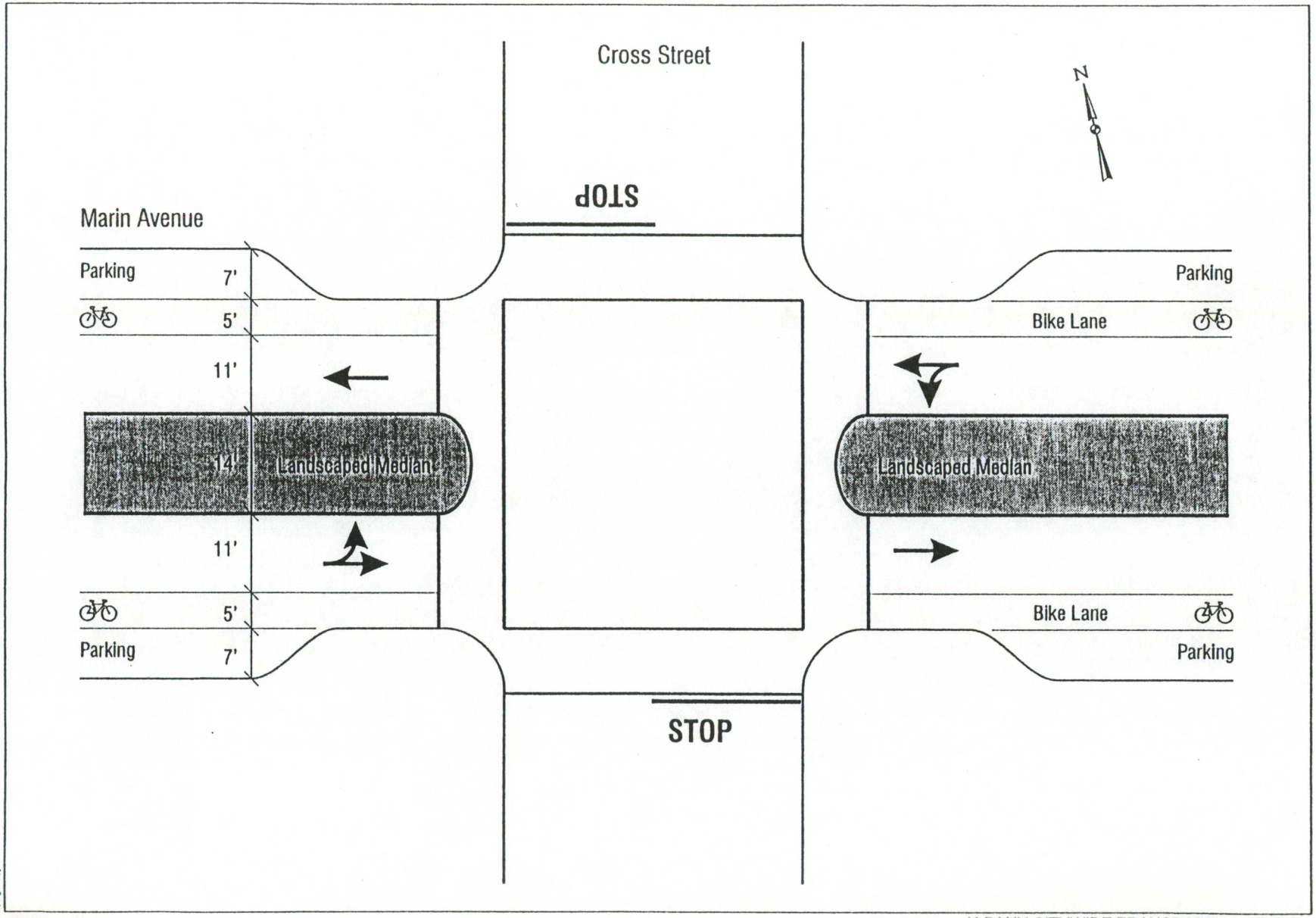

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Figure 6.9

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION Option 7

(For further clarification on City Council direction, see City Council Resolution #00-32)

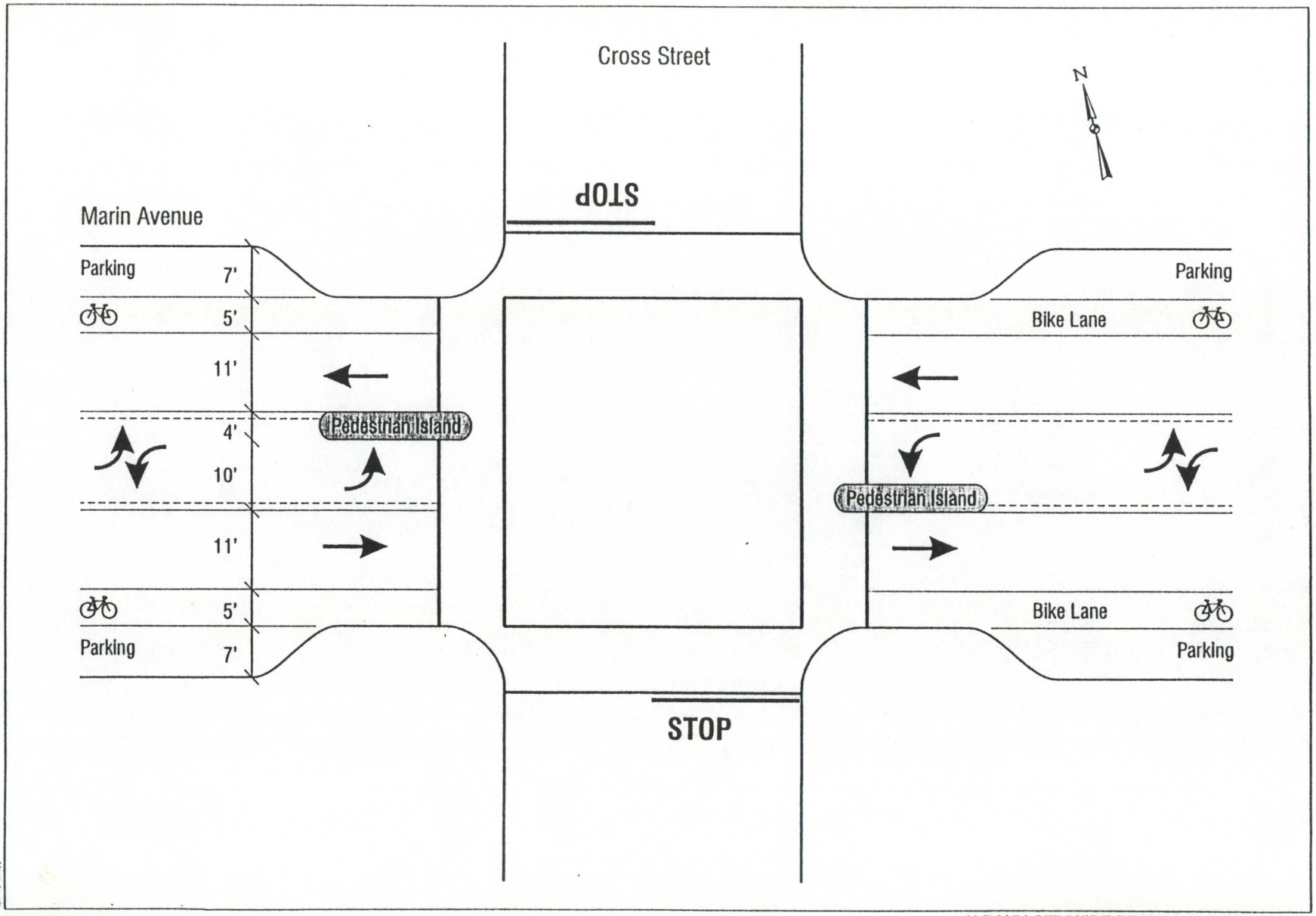

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Figure 6.10

MARIN AVENUE PROPOSED INTERSECTION CONFIGURATION

Option 8

(For further clarification on City Council direction, see City Council Resolution #00-32)

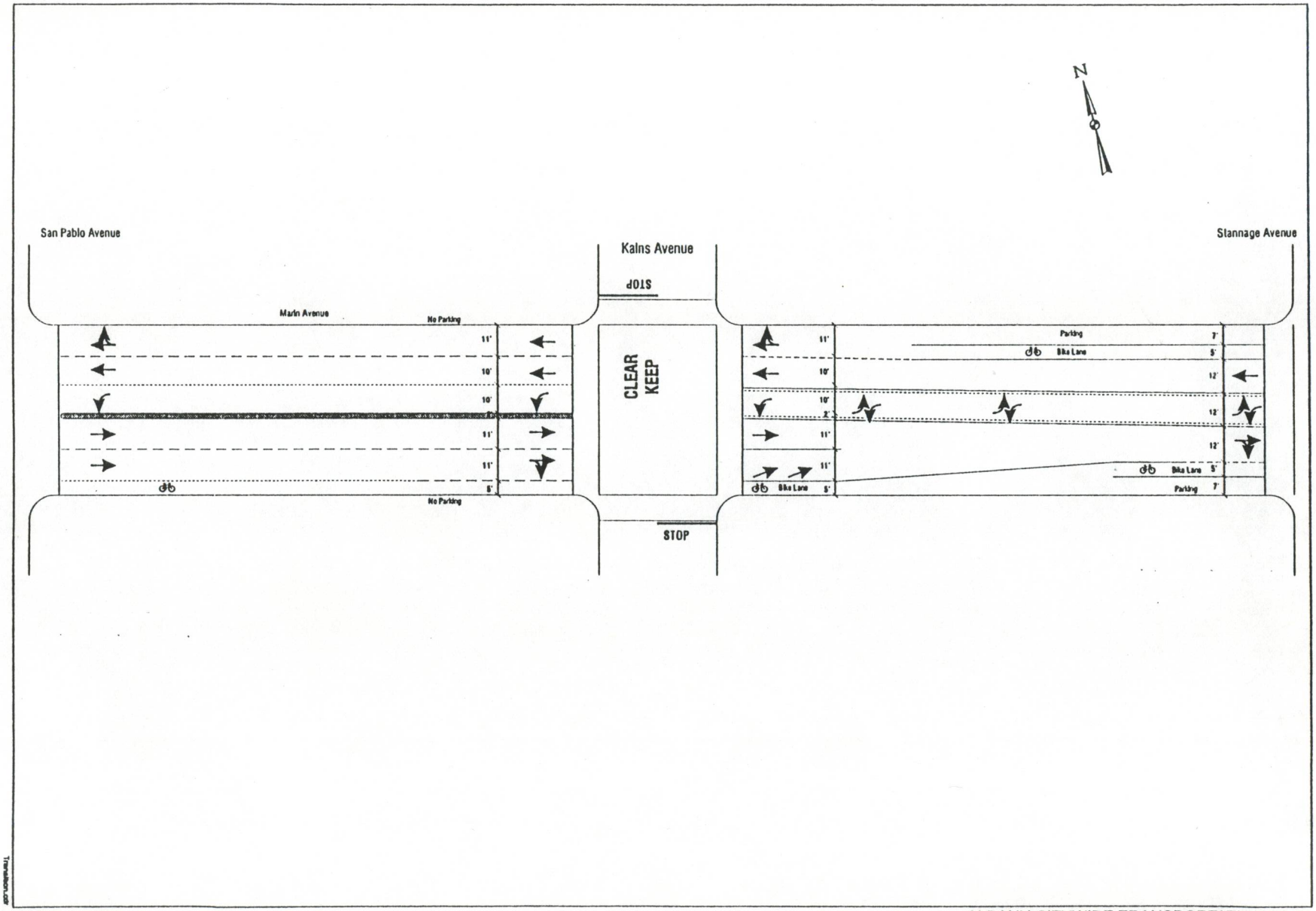

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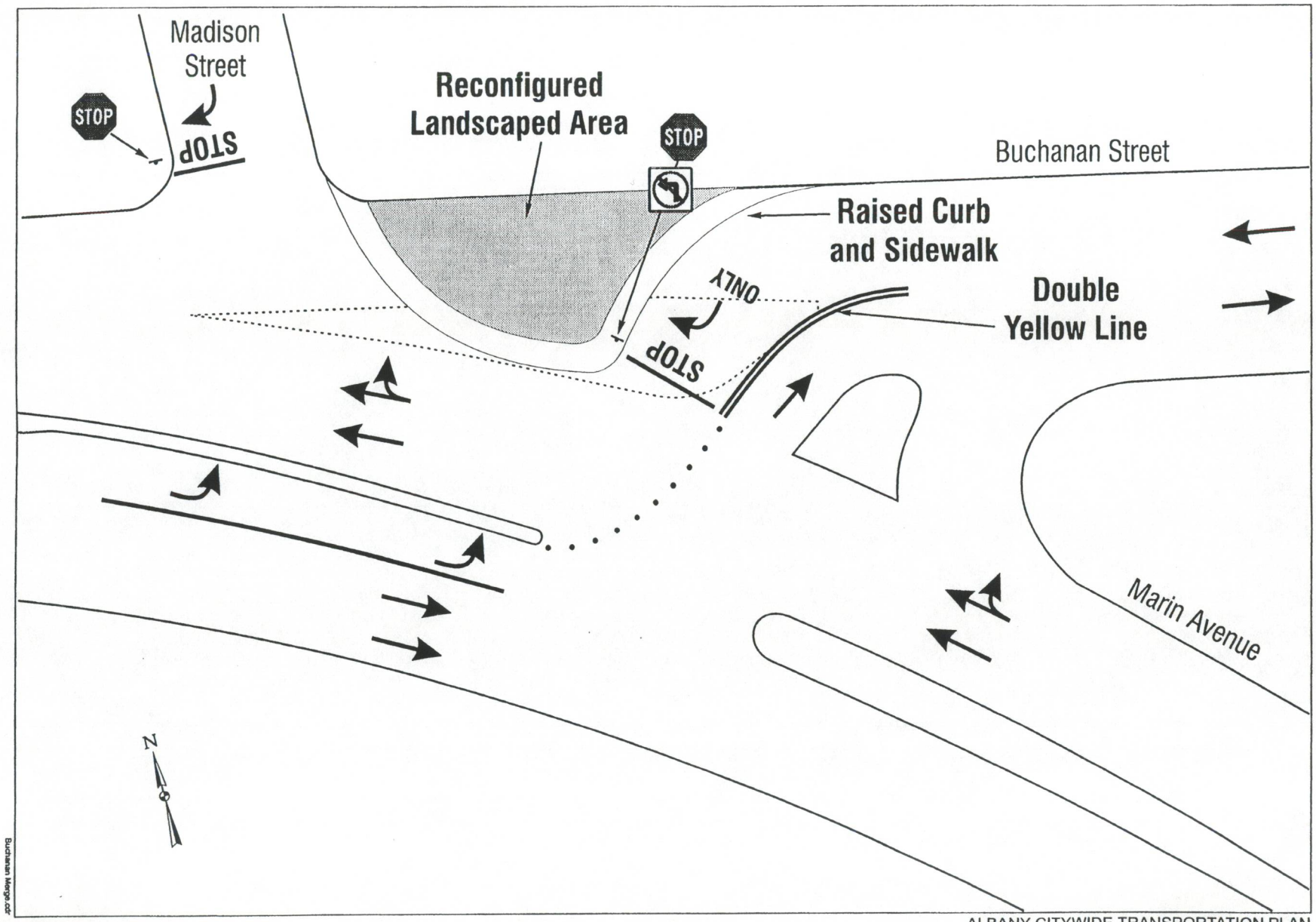
Figure 6.11

MARIN AVENUE PROPOSED TRANSITION

(For further clarification on City Council direction, see City Council Resolution #00-32)



ALBANY CITYWIDE TRANSPORTATION PLAN

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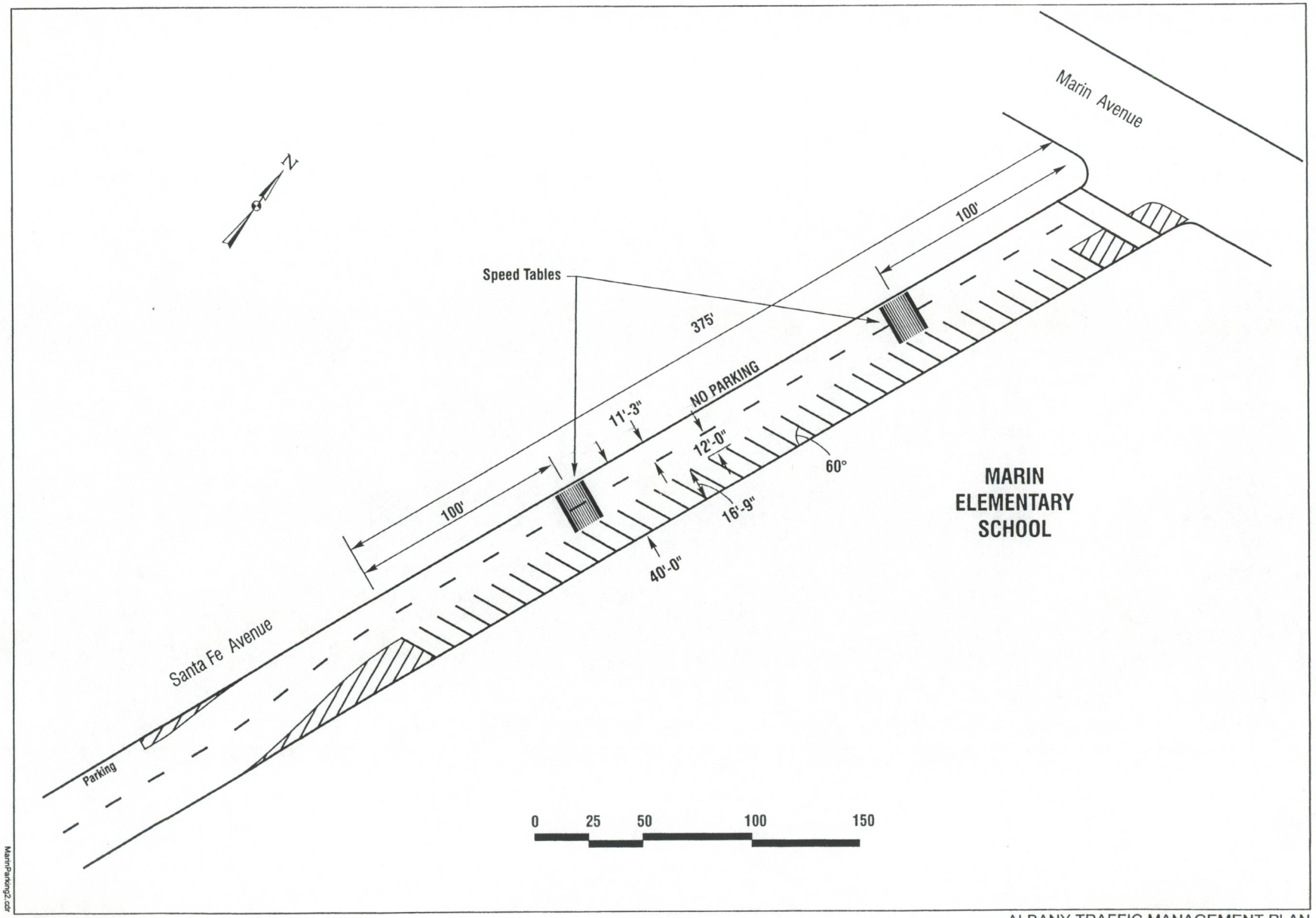
Figure 6.12

PROPOSED REALIGNMENT OF BUCHANAN MERGE



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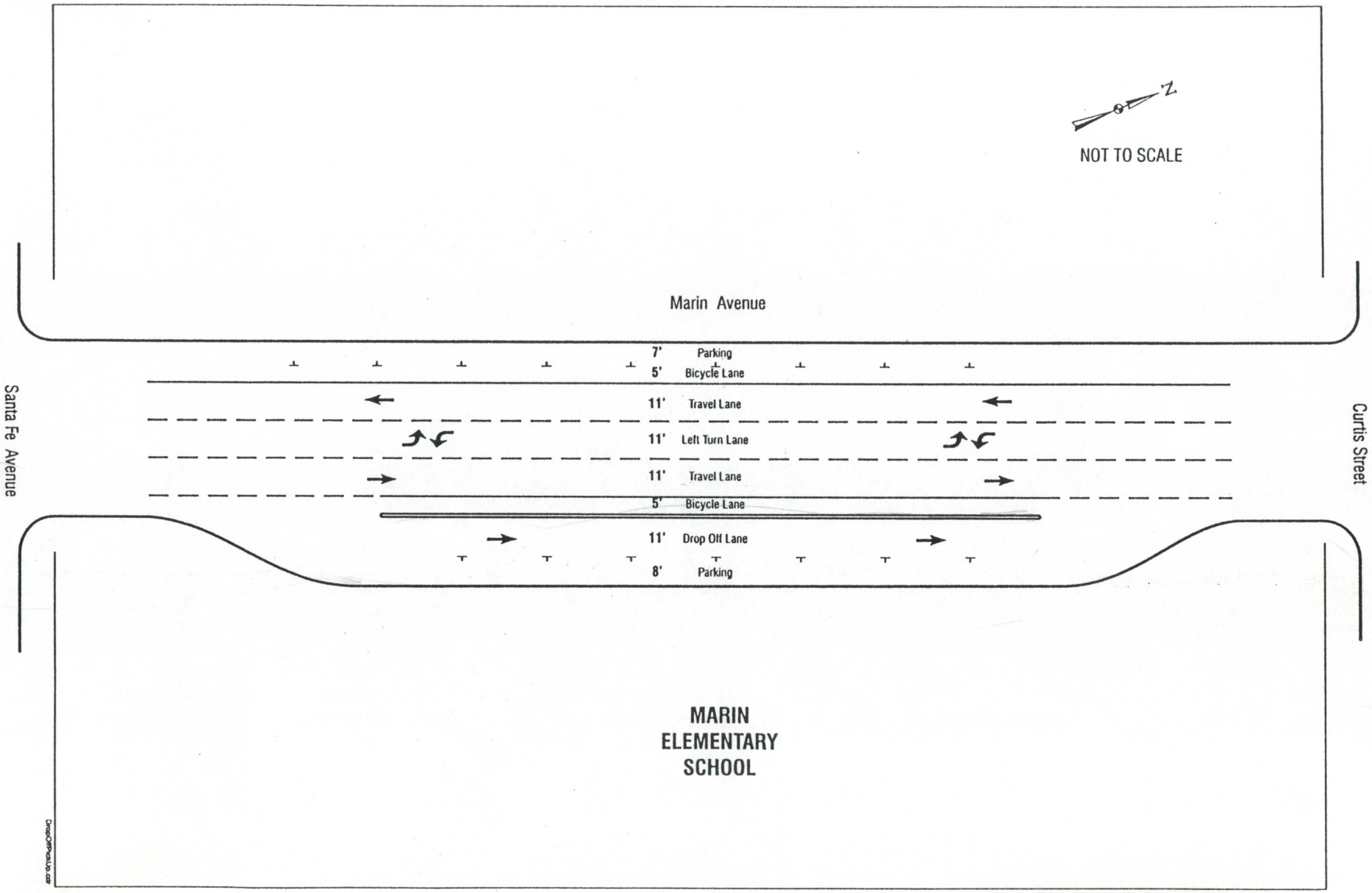
ALBANY TRAFFIC MANAGEMENT PLAN

Figure 6.13A

Option A Configuration of Parking on Santa Fe Avenue in Front of Marin School



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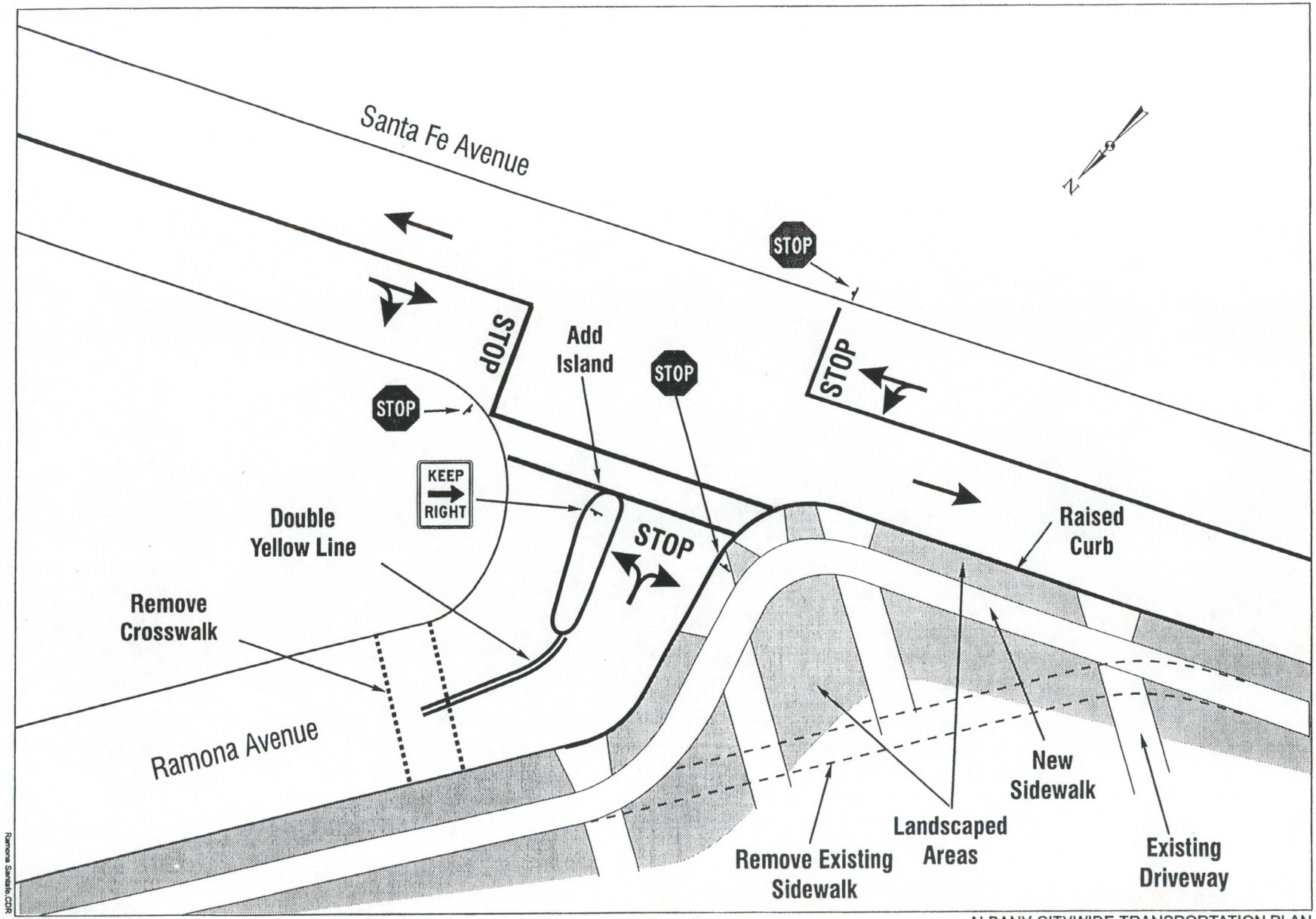
ALBANY CITYWIDE TRANSPORTATION PLAN

Figure 6.13B

Option B Configuration of Drop Off Zone in Front of Marin School

(For further clarification on City Council direction, see City Council Resolution #00-32)



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ALBANY CITYWIDE TRANSPORTATION PLAN

Figure 6.14

PROPOSED REALIGNMENT OF RAMONA / SANTA FE INTERSECTION

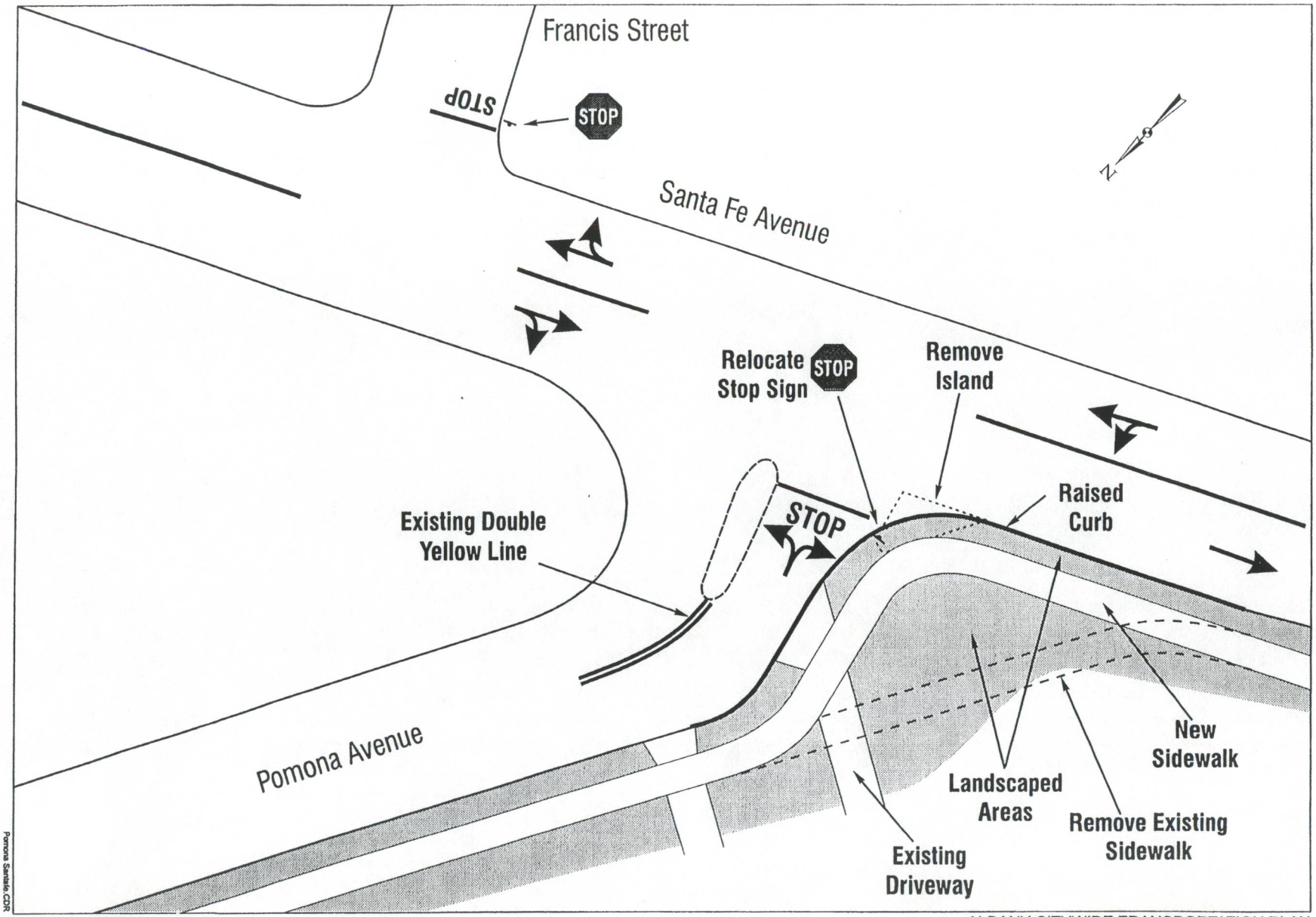

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Figure 6.15

PROPOSED REALIGNMENT OF POMONA / SANTA FE INTERSECTION

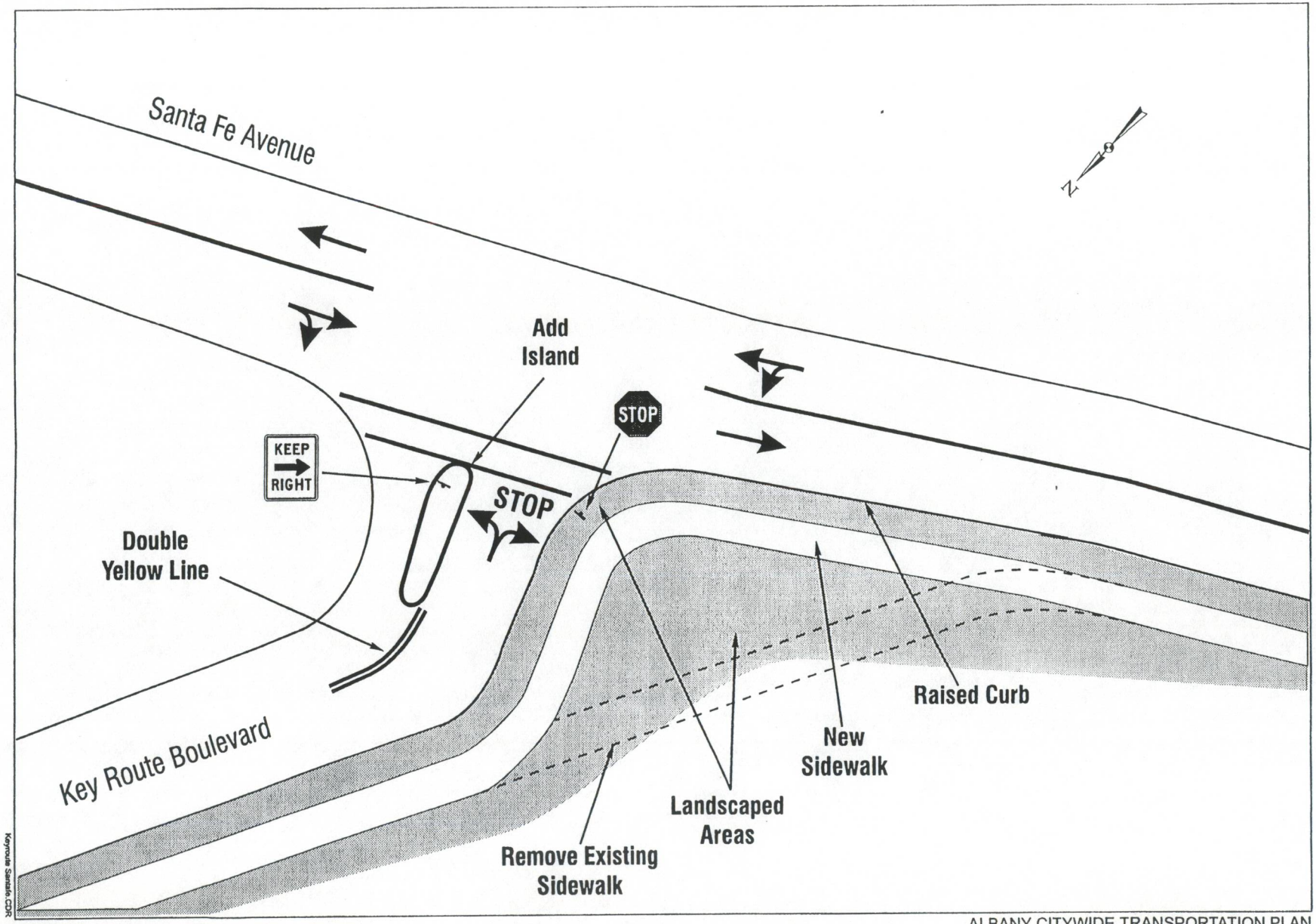

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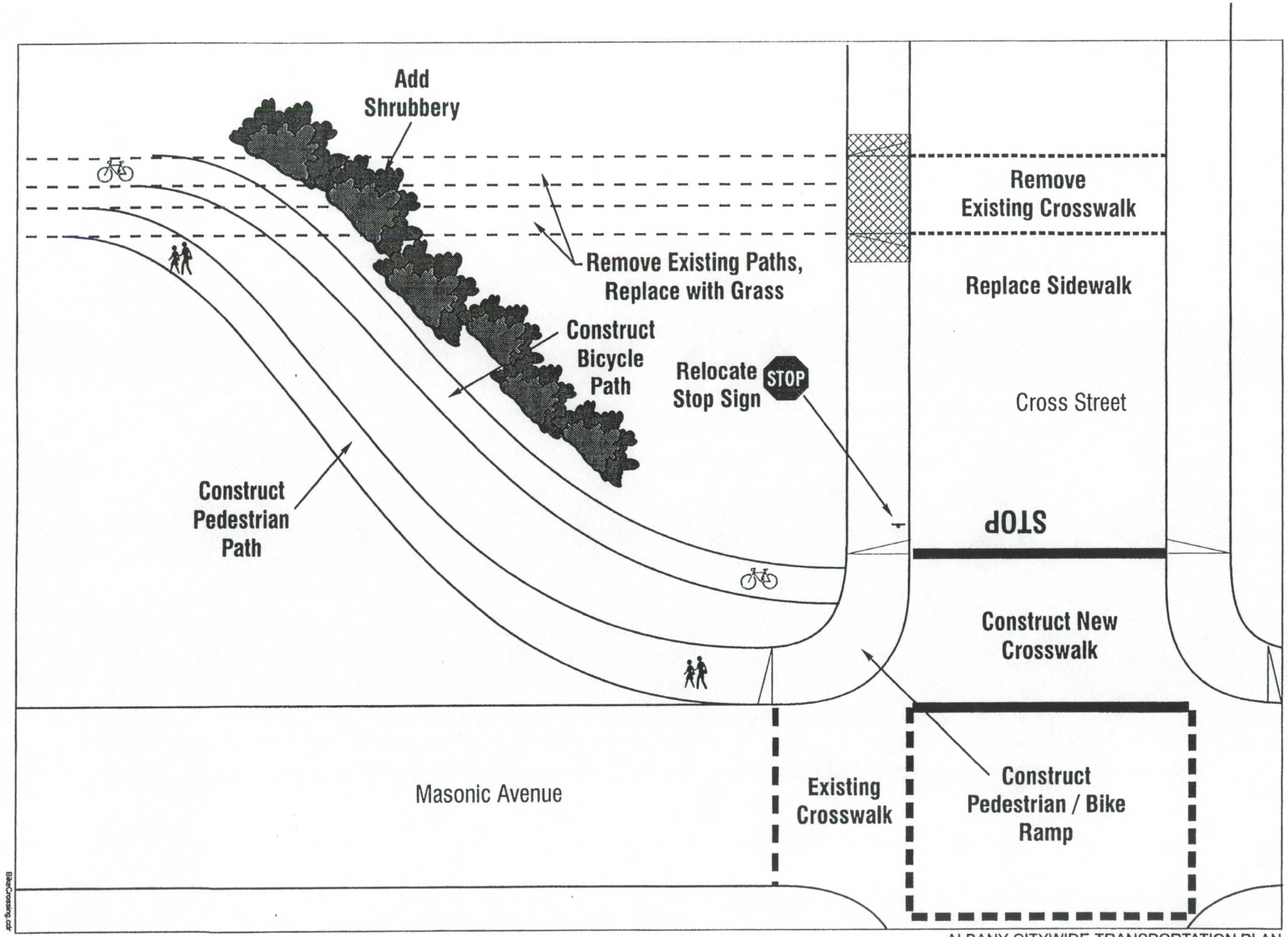
Figure 6.16

PROPOSED REALIGNMENT OF KEY ROUTE / SANTA FE INTERSECTION



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ALBANY CITYWIDE TRANSPORTATION PLAN

Figure 6.17

TYPICAL PLAN

Relocate Bicycle / Pedestrian Crossings under BART at Washington, Portland and Brighton

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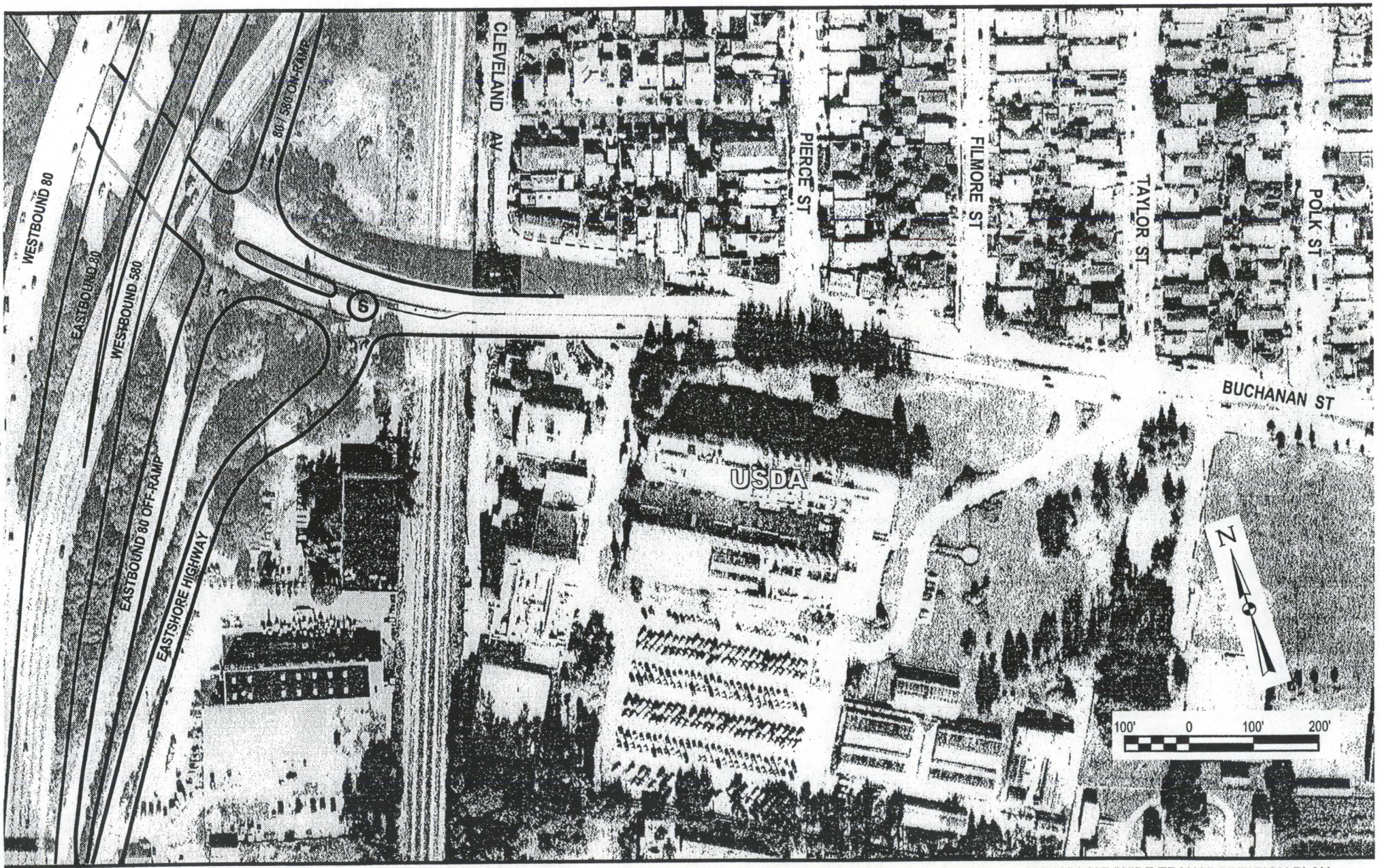
Figure 6.18

INTERCHANGE AREA NETWORK MODIFICATIONS



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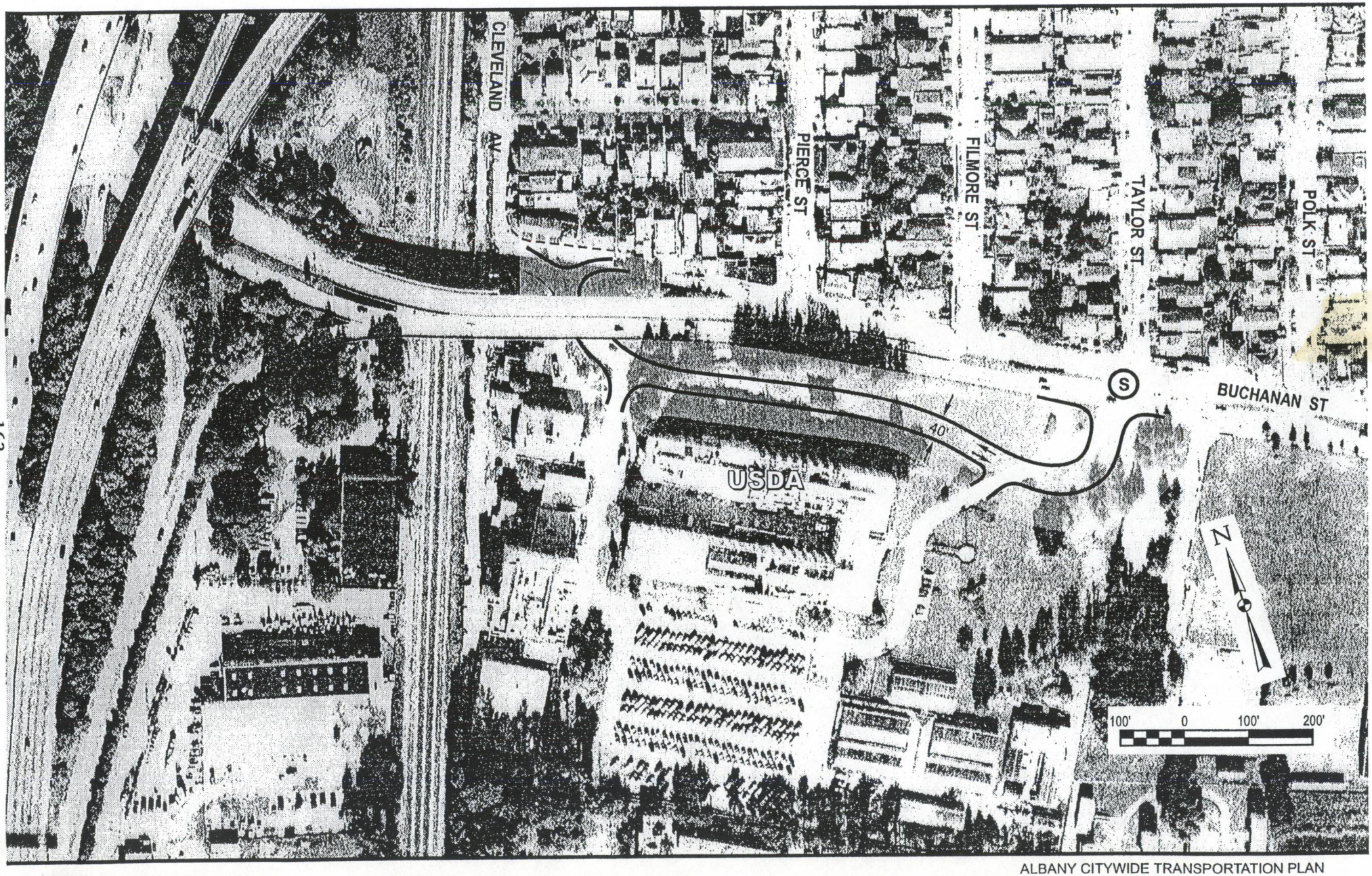
ALBANY CITYWIDE TRANSPORTATION PLAN

Figure 6.19

BUCHANAN STREET / EASTSHORE HIGHWAY INTERCHANGE IMPROVEMENT



ALBANY CITYWIDE TRANSPORTATION PLAN

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Figure 6.20

CLEVELAND AV - BUCHANAN ST CONNECTOR CONCEPT PLAN