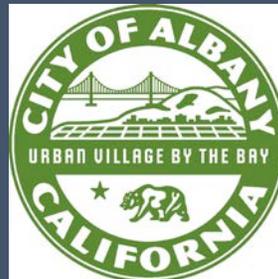


City of Albany –University Village Bicycle Facility on San Pablo Avenue

**MTC Planning Innovations Forum #5: Tricks and Tools
for Implementing Complete Streets, October 26, 2017**



UC Village Mixed Use Development

Write a description for your map.



Project
Location

Google Earth

GS:01:11402
©2017 Europa Technologies
©2017 Google

Project Coordination with Caltrans-Projects on State Routes

- Start early: Contact Caltrans Planning to Discuss Project Goals
- Gather your Planning Framework: Local ATP Plans where project is included, General Plans, Specific Plans.
 - Document Community Input
 - State how the project would fulfill the goals of the City for the corridor.
- Assemble your Caltrans Team
- Work with Caltrans Team throughout project design phase-Secure all Caltrans Permits

UC Village Project-Planning Background

Albany Active Transportation Plan

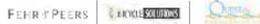
April 2012



Prepared for: City of Albany



Prepared by: Fehr & Peers, Bicycle Solutions, Questa Engine



2012



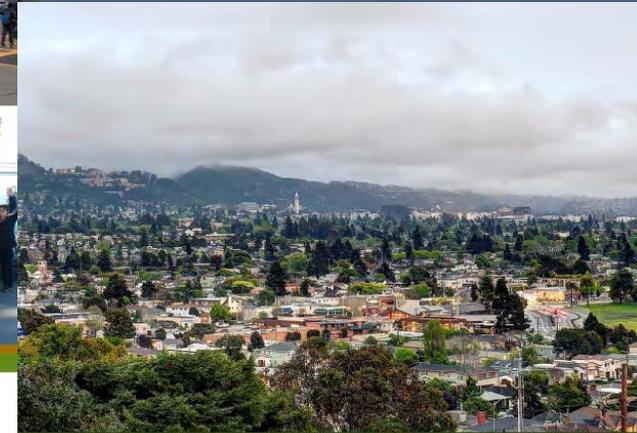
Complete Streets

CONCEPTUAL DESIGN AND PLAN FOR
SAN PABLO AVENUE AND BUCHANAN STREET

This Plan was conducted thanks to funding from the Caltrans Community Based Transportation Planning Grant Program.



2013

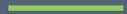


City of Albany
2035 General Plan

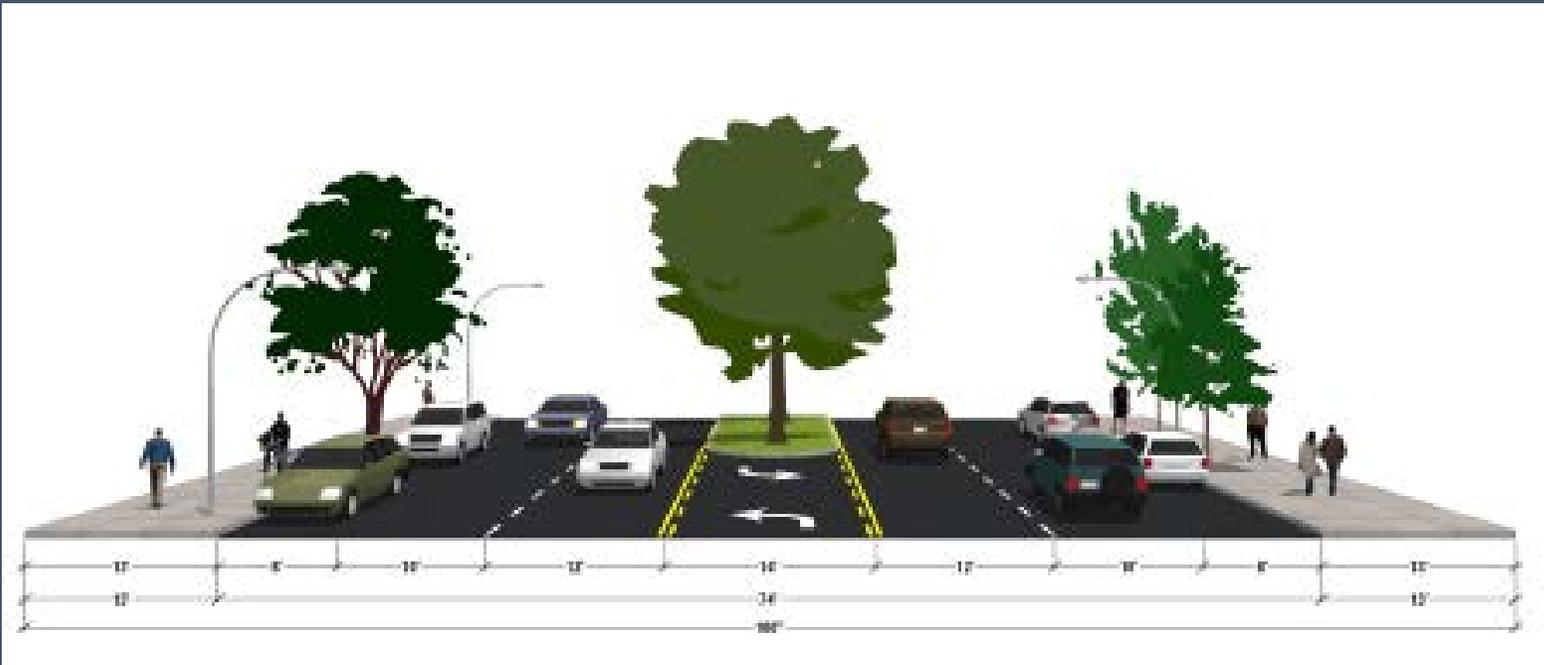
2016

Bicycle Network in Albany



- Class I 
- Class II 
- Class III 
- Planned Class III 

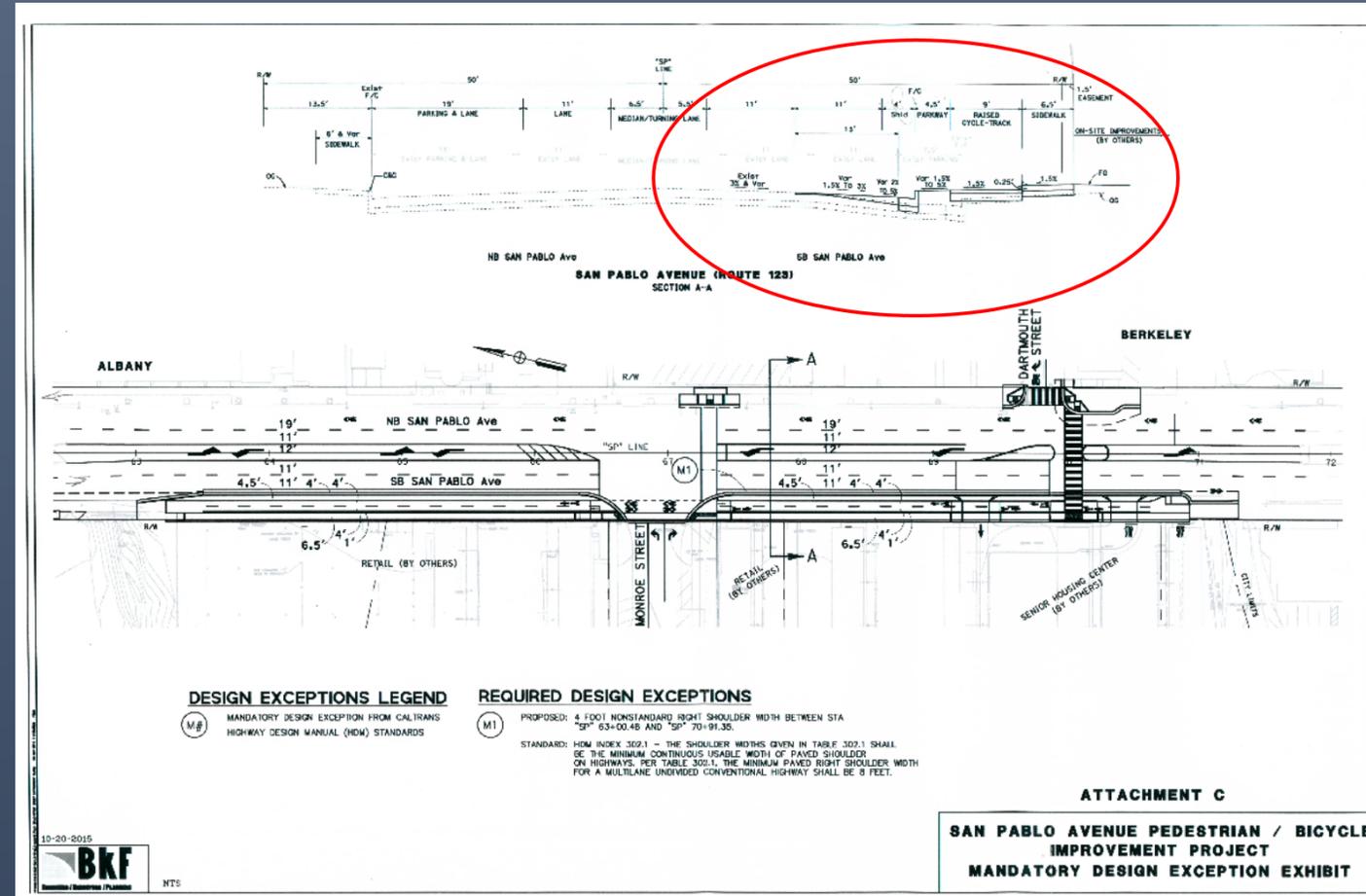
San Pablo Ave. Cross Section



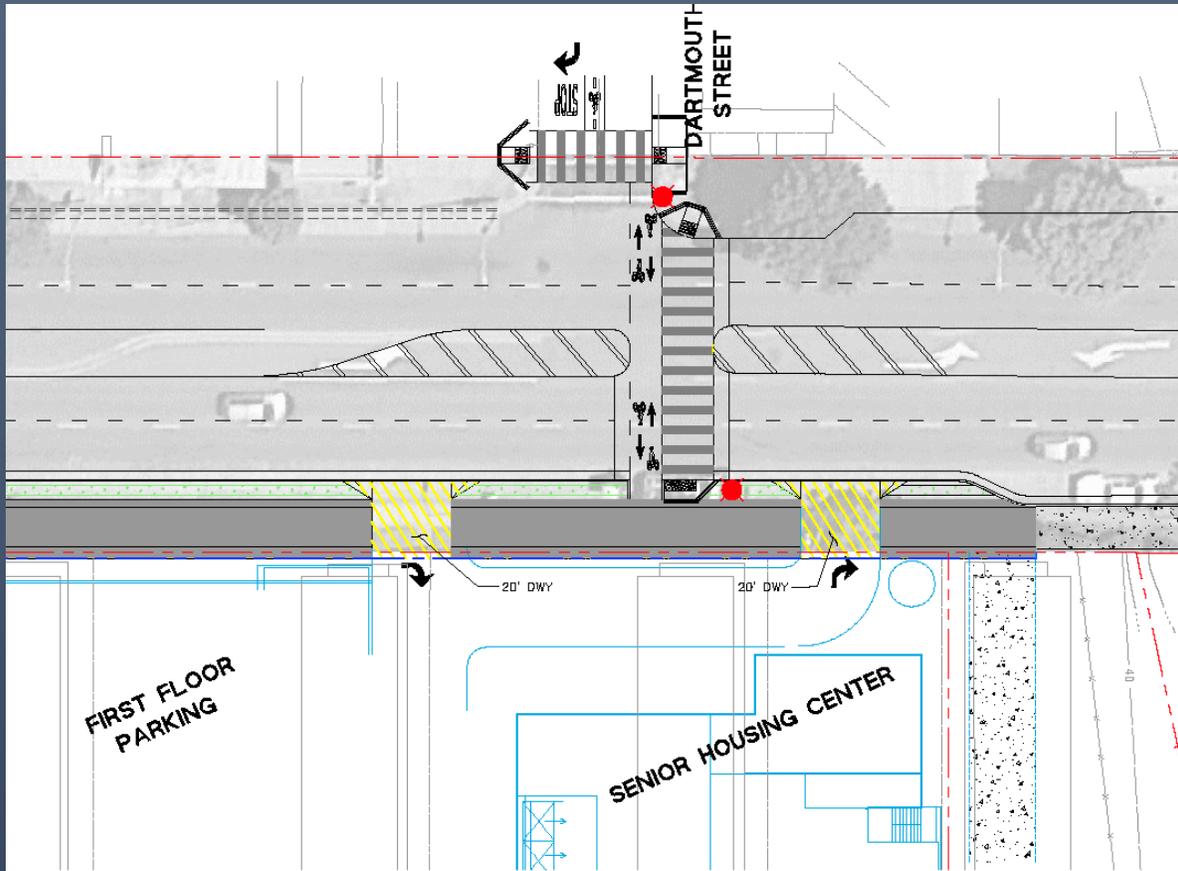
- 100' Total Cross Section:
 - Striped median: 14'
 - Outside travel lanes: 10'
 - Inside travel lanes 12'
 - 8' parking lanes each side
 - 13' sidewalks

Proposed Plans

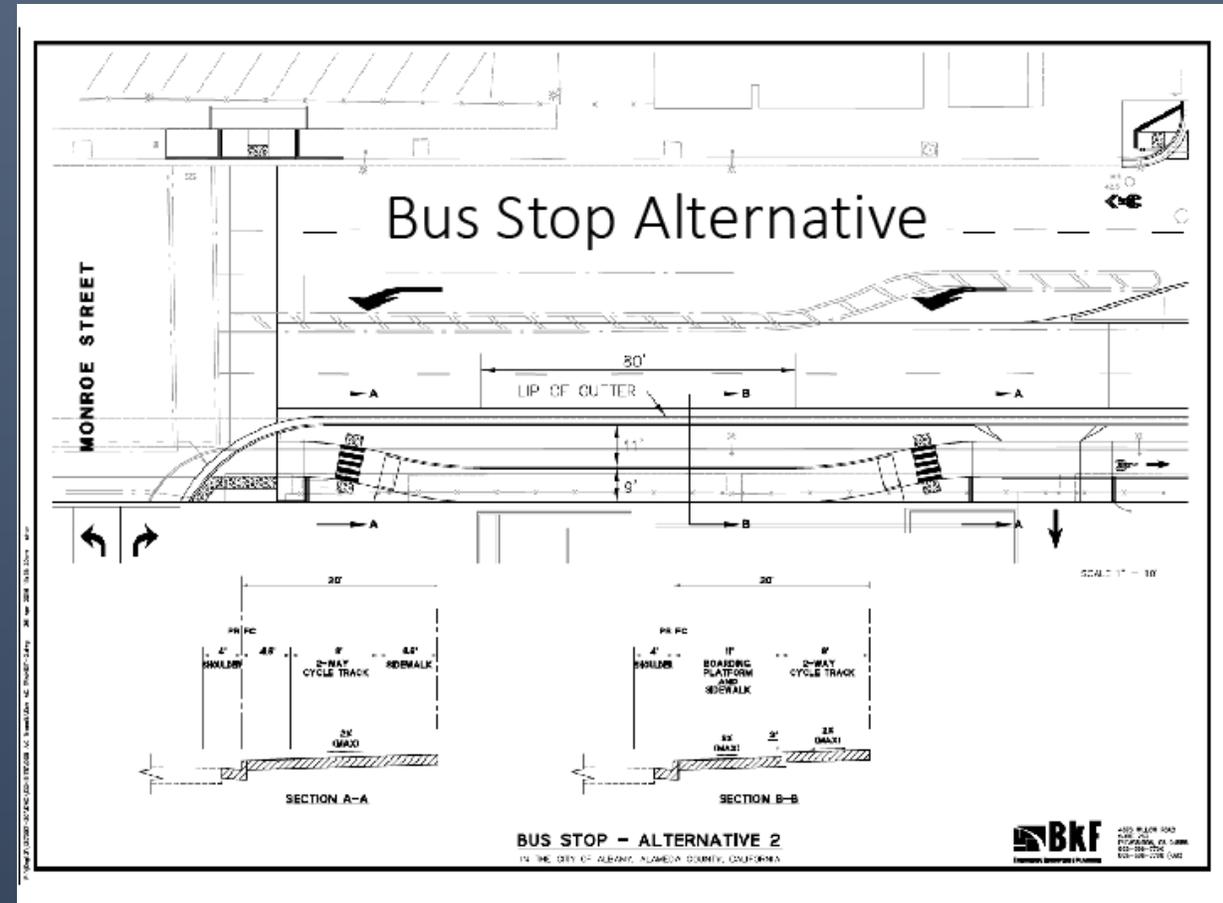
- Design Flexibility:
 - Decreased width of sidewalk on west side of San Pablo Avenue
 - vertical separation between cycle track and sidewalk: 3" instead of 5' horizontal separation
- Design Exception for "width of paved shoulder next to highways" from 8' to 4' on SB San Pablo.



Proposed Plans



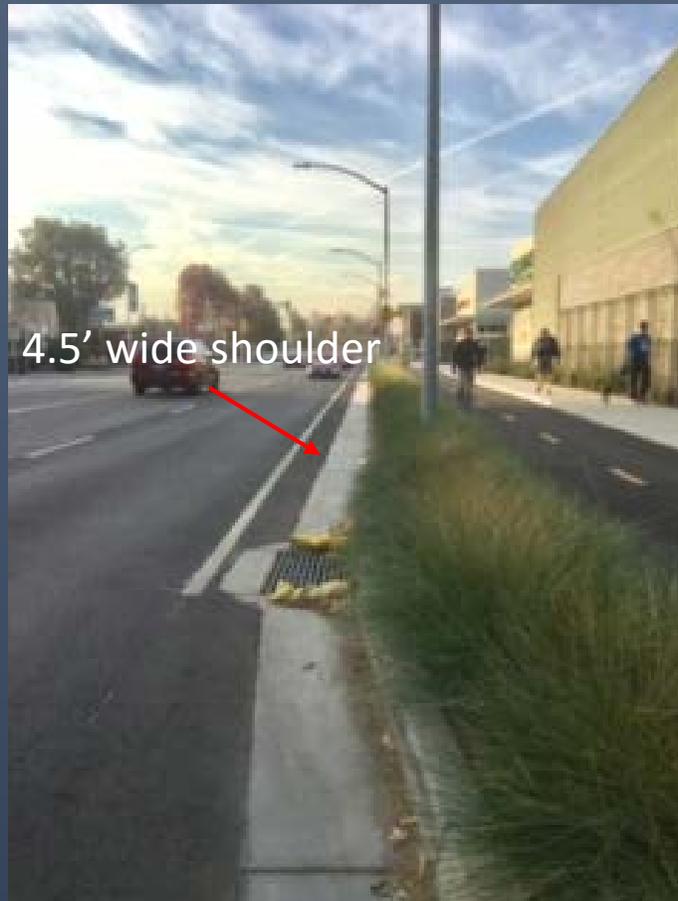
San Pablo/Dartmouth Intersection Pedestrian Hybrid Beacon (HAWK)



Bus Stop Far Side of the San Pablo/Monroe Intesection

UC Village Mixed Use Development

New Cycle Track-South View

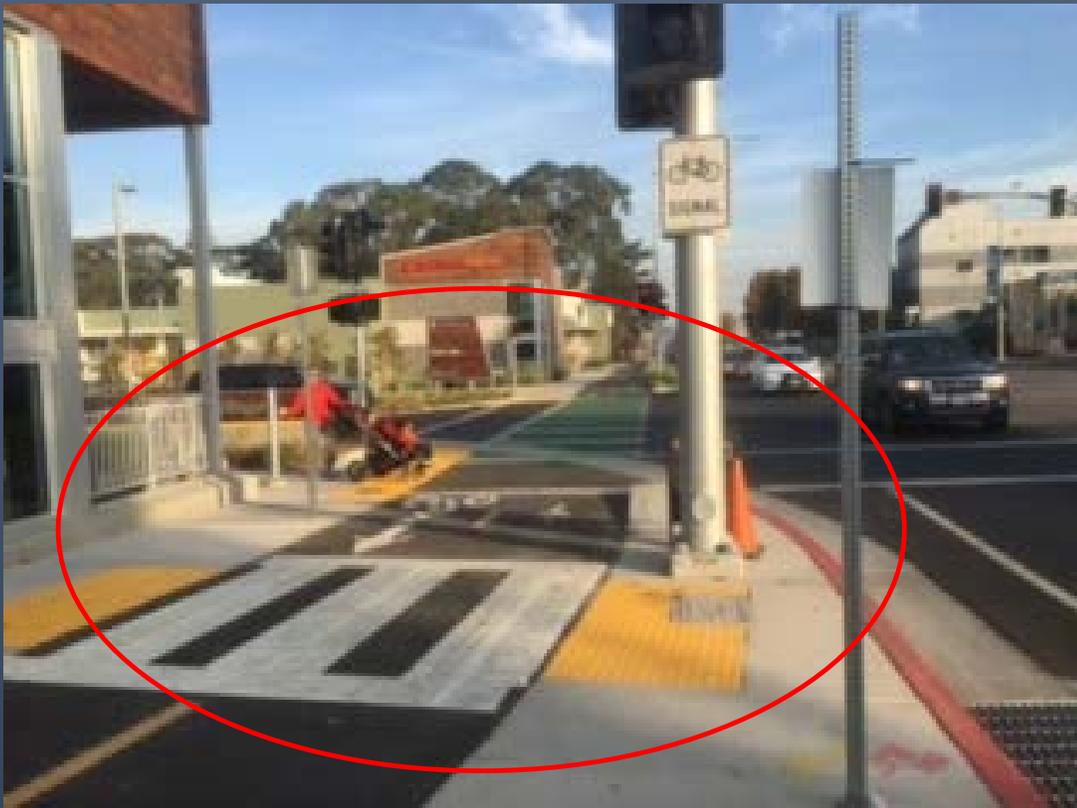


Sprouts Plaza



UC Village Mixed Use Development

Bus Stop transition at Monroe – North view

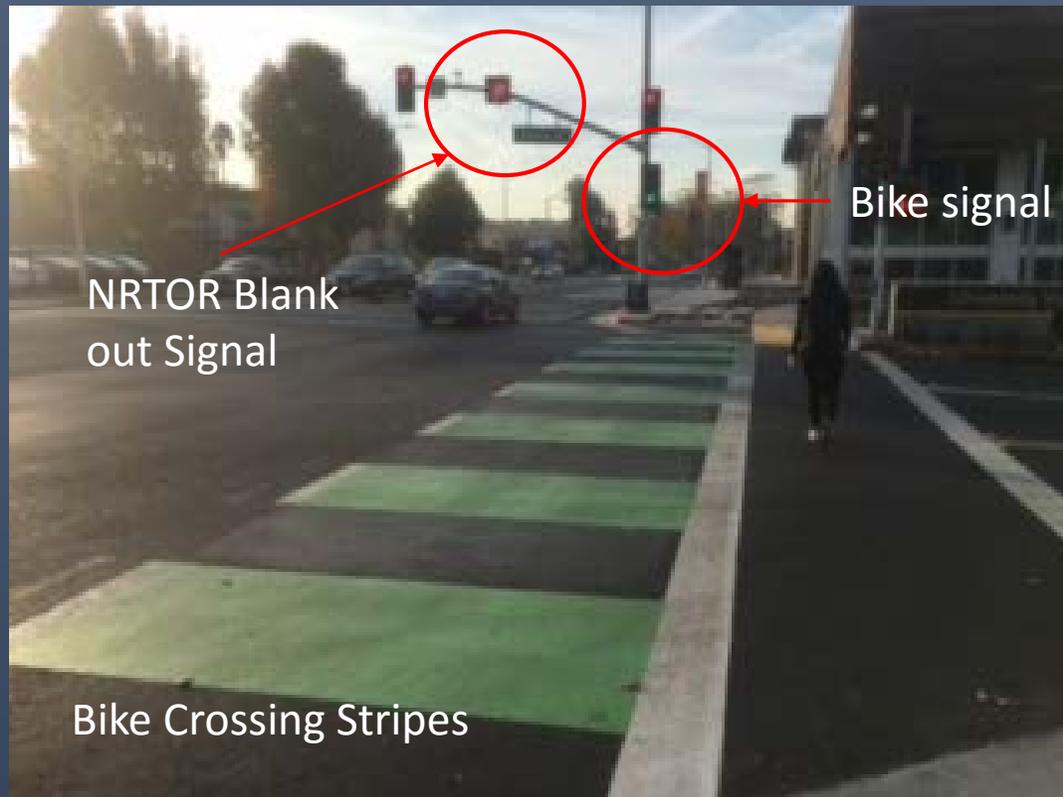


Bus Stop – Bike and sidewalk swap sides at same grade



UC Village Mixed Use Development

Bicycle lane extension through intersection at San Pablo and Monroe



Monroe Intersection North View



UC Village Mixed Use Development



Pedestrian Hybrid Beacon – not activated yet

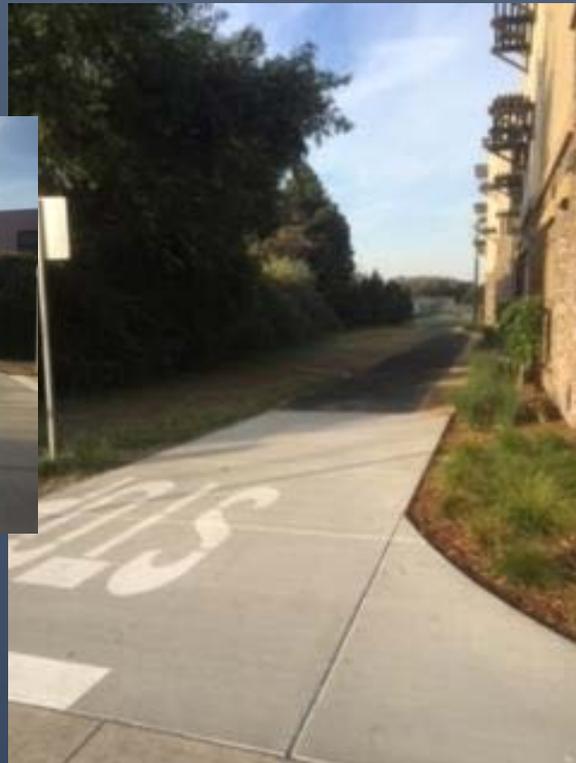


UC Village Mixed Use Development

Link to Codornices Creek



South End of Cycle Track
At Berkeley City Limit



Future Link to Buchanan Bikeway



In the future, City plans to
extend Cycle track to connect
with Buchanan Bikeway and
the Bike lanes along Marin Ave.

Evolution of Caltrans Multimodal Design Flexibility

- 2001 Context Sensitive Solutions Policy
- 2008 Complete Street Policy
- 2012 Highway Design Manual Complete Streets update
- 2014 Multimodal Design Flexibility
NACTO* guidance endorsement
- 2015 Caltrans Strategic Management Plan 2015-2020
Targets: - 3x bicycling, 2x walking and transit trips by 2020
- Reduce fatalities by 10% by 2020
Class IV Separated Bikeway guidance
- 2017 Toward an Active CA – 1st CA State Bike & Ped Plan

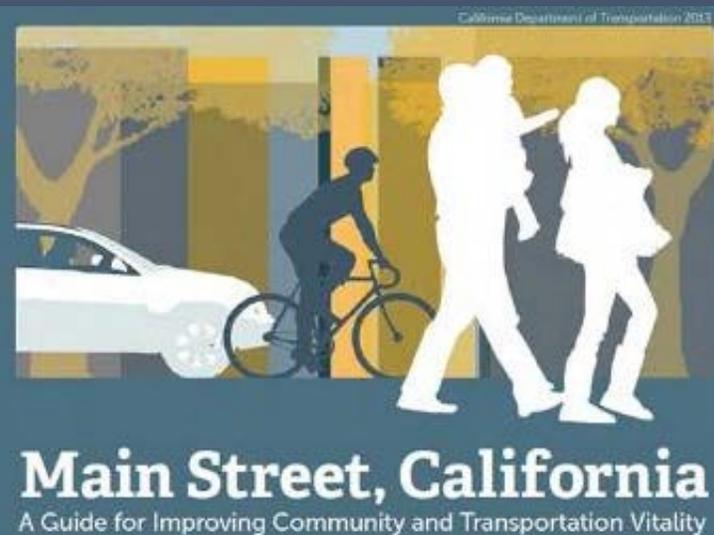
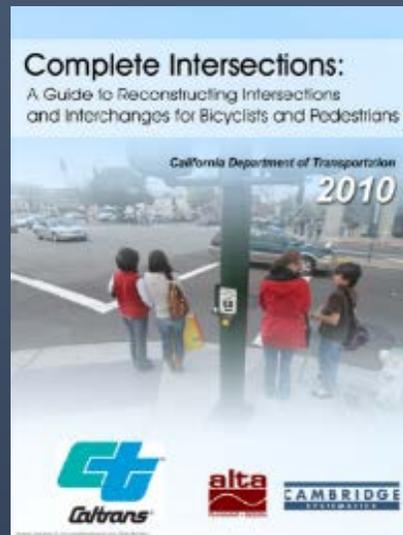
www.goactiveca.org

*NACTO: National Association of City Transportation Officials

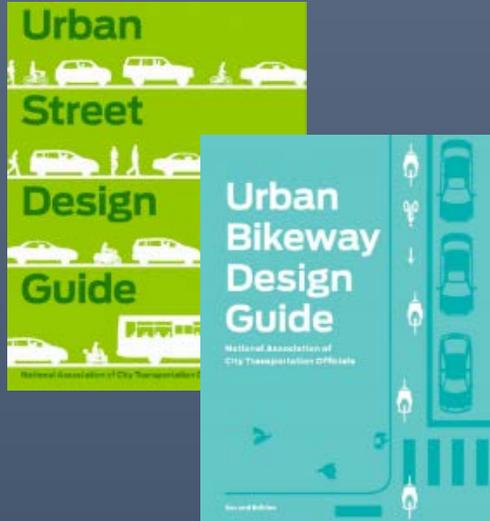


Caltrans Guidance

- Highway Design Manual (HDM)
- CA Manual on Uniform Traffic Control Devices (CAMUTCD)
- Design Information Bulletin (DIB) 82-05 – ADA
- Complete Intersections Guide
- Main Street, California
- DIB 89 – Class IV Separated Bikeways

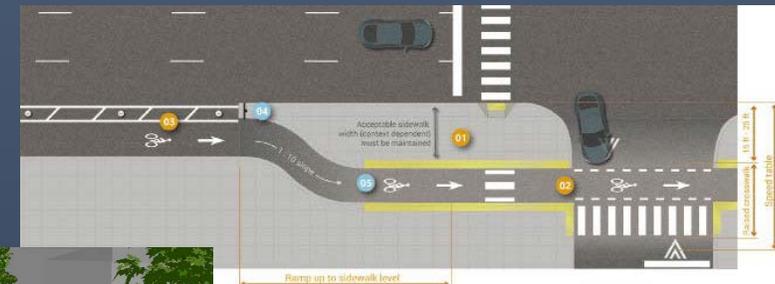


Other Publications

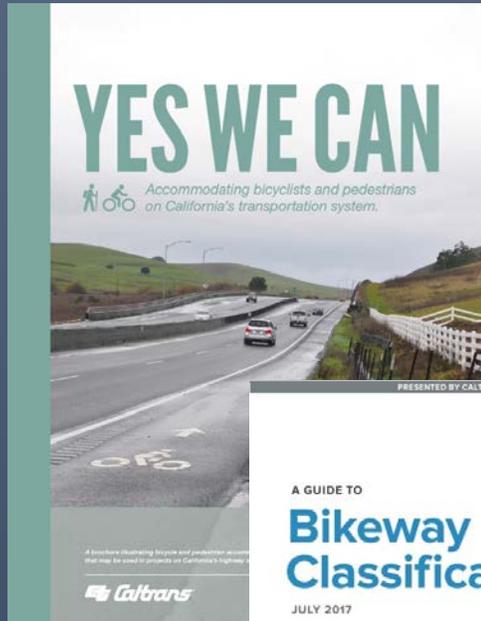


HDM Index 82.3: Other publications may be used as long as deviations from HDM and DIBs are documented

- NACTO design guides
- FHWA Separated Bike Lane Guide
- MassDOT Separated Bike Lane Guide
- ITE Accommodating Pedestrians and Bicycles at Interchanges

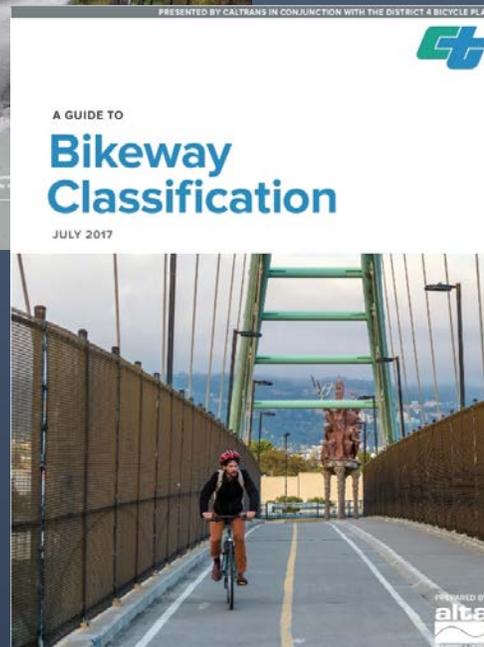


Additional Resources



Yes We Can

- Examples on pedestrian and bicycle treatments that can be used on State highways
- www.goactiveca.org



District 4 Guide to Bikeway Classification

- Types of bicycle facilities.
- Examples of intersection treatments
- www.dot.ca.gov/d4/bikeplan/

Flexibility in Multimodal Design

“... provide more flexibility in Caltrans’ highway design standards and procedures, especially in the context of urban environments and multimodal design.”

Caltrans Memo on Design Flexibility in Multimodal Design

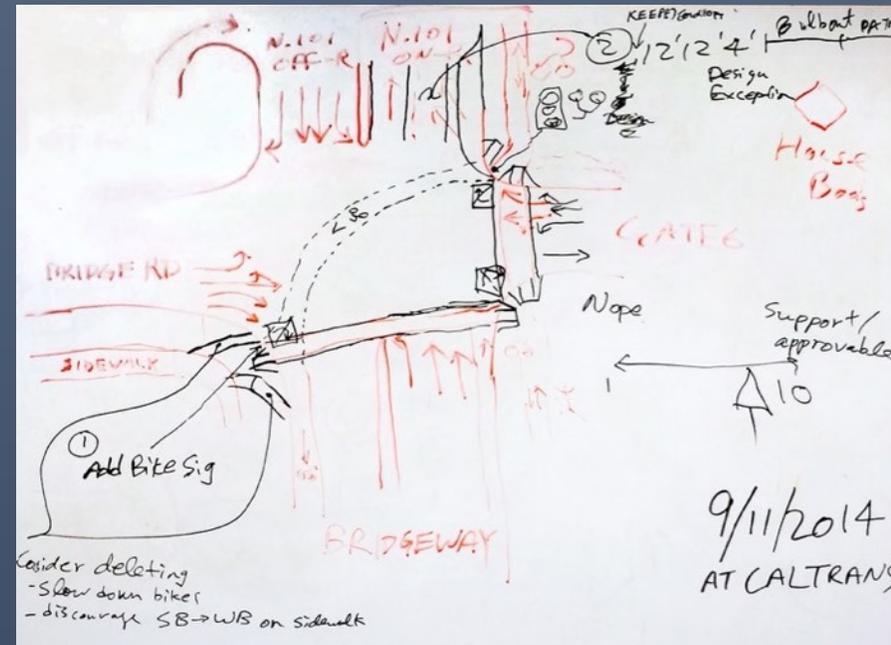
- Facilitate the design of complete streets
- Move from “design exceptions” to “design decisions”



Working with Caltrans

Early coordination:

- Contact Planning, Ped & Bike Coordinator, or Project Management staff
- At the concept stage
- Before permit application



Marin US 101/Gate 6 Rd Project early concept sketch

Questions?

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Aleida Andrino-Chavez, AICP, PTP

achavez@albanyca.org