

# Transportation Commission

January 22, 2014

Item 5A

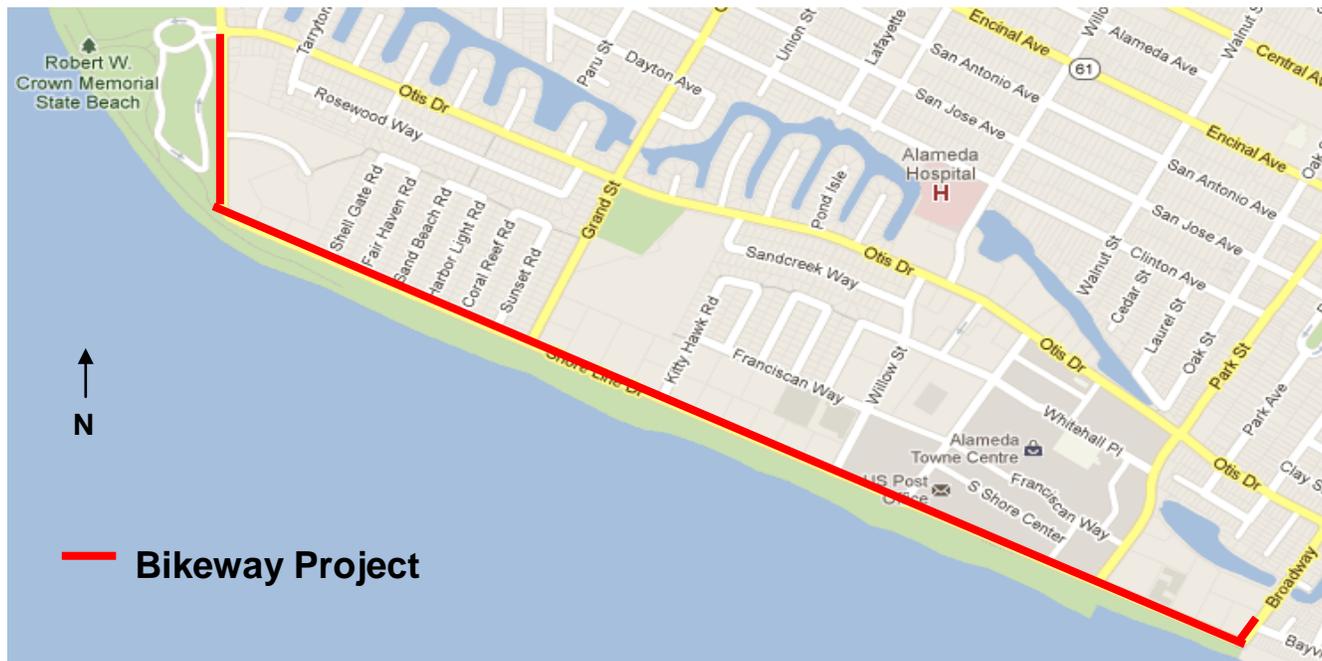
Action

## Shore Line Drive/Westline Drive Bikeway Project: Revised Eastern Section and Parking Inventory

### Background

A proposed bikeway along Shore Line Drive, Westline Drive and a small section of Broadway - as shown in Figure 1 - is a high priority project in the [City of Alameda Bicycle Master Plan](#) (1999 and 2010 update) and is a medium priority project in the City's [Pedestrian Plan](#) (2009). The City's [Local Action Plan for Climate Protection](#) states the need to develop and fund alternative transportation strategies in the City's budget as a key initiative. Shore Line Drive also has countywide significance since it is part of the San Francisco Bay Trail so it is listed in the [Countywide Bicycle and Pedestrian Plans](#) (2006 and 2012).

**Figure 1: Shore Line Drive / Westline Drive Bikeway Project**



The [Transportation Element of the City's General Plan](#) shows these streets as bicycle priority streets that provide cross island access to bicyclists and as secondary transit streets. The Transportation Element, specifically Policy 4.1.1.a, requires the City to classify streets according to preferred mode(s) of travel - such as bicycle priority streets - so as to create or preserve connected multimodal networks within the constrained right-of-way of streets. The bikeway

project also directly supports several Transportation Element policies and objectives. Furthermore, the project supports the [General Plan City Design Element](#) policies that focus on maximizing access to the shoreline.

Consistent with these plans, Public Works staff submitted a grant application for the bikeway project to Caltrans for the [Highway Safety Improvement Program \(HSIP\)](#) on December 8, 2010. On March 8, 2011, the City received notification from Caltrans on the success of the grant application. On January 14, 2012, Caltrans authorized the City to proceed with the community outreach process and the preliminary design. Staff conducted community outreach meetings in May, June and October 2012. On November 28, 2012, the Transportation Commission members approved a bikeway concept.

**Update:** On December 11, 2013, the Transportation Commission members approved a revised bikeway concept and requested a before/after parking inventory of the corridor. Public Works staff provided Caltrans with detailed construction drawings on December 18, 2013 after making a change to the eastern section of the project to better accommodate truck access. On January 22, 2014, staff is requesting the Transportation Commission to approve this change to the eastern section, and has provided a parking inventory.

## ***Discussion***

### **Project Description**

During the outreach for the project, the community meeting participants reached consensus on the following project goals and priorities:

- Provide more bicycling options
- Minimize traffic impacts
- Maintain bay views
- Reduce multi-use path conflicts
- Provide parking for apartments/condos
- Improve visibility
- Reduce motor vehicle speeds
- Make safer

When developing the project, staff used these project goals and priorities as a guide, and tailored the project depending on the street section and adjacent land uses. The project will reduce the number of motor vehicle travel lanes from four to two or three lanes depending on the street section;

install a cycle track (Figure 2), parking spaces, loading zones, bicycle parking, crosswalks, beach parking signage, benches and bus shelters; and construct minor drainage improvements, ADA upgrades and a shuttle bus landing area. The cycle track is recommended to be a two-way



**Figure 2: Fernside Blvd. Cycle Track**

bikeway on the southernmost motor vehicle travel lane. Being that the public right-of-way is constrained, the project will remove one of the westbound motor vehicle travel lanes to accommodate the cycle track. Fire Department staff has stated that emergency response vehicles will have sufficient width to operate effectively.

## Project Elements

The project includes the following elements, which are listed in alphabetical order except for the initial cycle track and parking descriptions:

- **Cycle Track:** The cycle track will provide a physically separated two-way bikeway for 1.8 miles on the east side of Broadway, on the south side of Shore Line Drive and on the west side of Westline Drive.



**Figure 3: Bicycle Box**

- **Eastern terminus:** The cycle track will end on Broadway at Bayview Drive at an all-way stop allowing bicyclists to easily maneuver in/out of the proposed facility to the bikeway further north on Broadway or further east on Bayview Drive. The cycle track will direct bicyclists to use Bayview Drive as opposed to the Bayview beach path, which is designated for pedestrians only. A stop sign for northbound motorists will be added in a new median between the motor vehicle travel lanes and the cycle track. A bicycle box will be added before the southbound stop sign on Broadway to better position bicyclists to use the cycle track or Bayview Drive (Figure 3). To better align the travel lanes north and south of the intersection, four parking spaces will be eliminated on the east side of Broadway south of Bayview Drive. **Update:** To better accommodate truck access, staff is recommending wider turning radii for southbound truck drivers at the Broadway/Bayview Drive and Broadway/Shore Line Drive intersections (Exhibit 1). This widened space eliminates approximately six night parking spaces on the beach side of the street and two 24/7 parking spaces on the north side of the street. To reduce this parking impact, staff recommends providing 24/7 parking on the beach side of Shore Line Drive between Park Street and the salt marsh overlook, which is east of Park Street. No parking would be allowed on the beach side of Shore Line Drive between the salt marsh overlook and Broadway to help maintain the bay views and the pristine area around the Elsie Roemer Bird Sanctuary, which is on the east end of Shore Line Drive.
- **Western terminus:** The cycle track will end at the Westline Drive/Eighth Street/Otis Drive/Robert Crown Memorial State Beach entrance intersection where a traffic signal exists. Bicyclists will be able to continue into the state park going west or may travel north to Washington Park using the state park path and City sidewalk.

Bicyclists traveling either east on Otis Drive or north on Eighth Street will be directed to wait at the traffic signal at a designated bicycle box (Figure 3). The bicycle box will facilitate left turning movements for bicyclists. The green colored pavement at this terminus only will be at the bicycle box and the cycle track terminus. The path connector from the state beach entrance to the adjacent state beach path was dropped from this project because the required state approvals would have delayed the project causing the project to lose the federal funding.

- **Parking: Update:** Exhibit 2 shows a parking inventory for the corridor. For each street section, the inventory lists the existing and proposed number of parking spaces on each side of the street. The parking spaces listed include 24 hours/7 days a week parking, disabled parking, night time only parking and loading/time limit parking during the day. The total number of parking spaces for the corridor will drop from 617 to 431. The total number of 24/7 spaces for the corridor will increase from 272 to 377. The total number of night only spaces will drop from 343 to 47. To provide more parking options for adjacent multi-unit family dwellers and for visitors to the area, staff will change on-street parking as follows:
  - **Additional 24/7 Parking:** On-street parking is recommended at all times at the following locations:
    - Westline Drive south of Shorepoint Court on the west/park side
    - Shore Line Drive between Grand Street and South Shore Center Drive/U.S. Post Office on the beach side
    - Shore Line Drive between Park Street and the salt marsh overlook to the east on the beach side (*New!*)
  - **Disabled parking:** To better accommodate individuals with disabilities, staff will provide disabled parking spaces at regular intervals along the corridor. Staff will move the existing two disabled parking spaces on the east side of Broadway at Bayview Drive to one space on the west side of Broadway to avoid potential conflicts with the cycle track. This new disabled parking space reduces the number of parking spaces on the west side of Broadway since the disabled parking space requires a longer space. The eight approved locations of disabled parking are not all possible because these parking spaces require eight foot wide on-street parking whereas only seven foot wide spaces are available along Shore Line Drive and Westline Drive. Only four of the original eight locations are possible as shown below:
    - Shore Line Drive east of Kitty Hawk Road (**Moved to Kitty Hawk Road at Shore Line Drive**)
    - Shore Line Drive east of Willow Street (**Moved to Willow Street at Shore Line Drive**)
    - Park Street north of Shore Line Drive
    - Broadway at Bayview Drive – west side of street
    - Shore Line Drive at U.S. Post Office (**Eliminated**)
    - Westline Drive south of Shorepoint Court (**Eliminated**)
    - Shore Line Drive east of Shell Gate Road (**Eliminated**)

- Shore Line Drive west of Grand Street (**Eliminated**)
- **Cycle Track Buffers:** A buffer between the cycle track and the motor vehicle travel lane or parking lane will be three feet wide. When parking is allowed, the buffer will act as a passenger loading space and as a safety zone to avoid conflicts between bicyclists and the opening of motor vehicle passenger doors (“dooring”). The type of buffer will depend on the street section as shown below and in Figure 4:
  - **White Pavement Markings Only:** The buffer will be white pavement markings when adjacent to 24/7 parking on:
    - Westline Drive south of Shorepoint Court;
    - Shore Line Drive between Grand Street and South Shore Center Drive/U.S. Post Office; and
    - Shore Line Drive between Park Street and the salt marsh overlook to the east (**New!**).
  - **White Pavement Markings and Car Stops:** Where no parking is allowed adjacent to the cycle track, four inch high car stops in addition to white pavement markings will be located on:
    - Westline Drive north of Shorepoint Court;
    - Shore Line Drive between Shell Gate Road and Grand Street;
    - Shore Line Drive between South Shore Center Drive/U.S. Post Office and Park Street; and
    - Shore Line Drive between the salt marsh overlook and Broadway. (**New!**)
  - **White Pavement Markings and Raised Curbs/Medians:** Raised curbs or wider medians will be used to provide an enhanced physical barrier at the following key locations:



Figure 4: Cycle Track Buffer Examples

- All intersections to have a raised island at the cycle track entrance with signage;
- Westline Drive/Otis Drive cycle track terminus;
- Shore Line Drive/Westline Drive curve;
- Shore Line Drive / Broadway curve; and
- Broadway / Bayview Drive terminus.
- **White Pavement Markings and Delineators:** Where parking is allowed only during the evening hours on Shore Line Drive between Westline Drive and Shell Gate Road, delineators will be installed evenly spaced every 20 feet along and within the buffer. A depiction of a delineator is in Figure 5, which shows two white delineators being used at a bicycle corral.
- **ADA Upgrades:** Along the entire length of the project, the City will provide Americans with Disabilities Act (ADA) improvements. The ADA issues that will be addressed include providing curb ramps and truncated domes at all existing and new crosswalks.
- **Beach Parking Signs:** Staff will install beach parking signs at key points along the corridor and outside the study area for motorists traveling to the beach. The purpose of the signs is to direct motorists to available off-street state beach parking so as to reduce congestion and U turns, especially on busy, warm weather weekends. The U-turn signs will remain in place. Due to the narrowed street, there is insufficient turning radius for U-turn maneuvers.
- **Bicycle Corrals:** Staff will install bicycle corrals at two locations (Figure 5). Bicycle corrals allow for five inverted U racks in place of one on-street auto parking space, and will be at:



**Figure 5: Bicycle Corral in Seattle**

- 1) Westline Drive at Shore Line Drive in a parking space on the west side of the street; and
  - 2) Shore Line Drive at Grand Street - southeast of the intersection in a parking space on the far side of an adjacent bus landing island (see below).
- **Bicycle Racks:** The City will install “inverted U” style bike racks in highly visible locations that are near the main entrance to a building or facility. Racks on the curbside of the sidewalk will be placed to minimize conflicts between parked bicycles and passengers entering or exiting parked vehicles. The City will install up to ten inverted U bike racks, and will work with adjacent property owners and residents as well as with the East Bay Regional Park District to ensure that the installations are appropriate.

- **Bus Landing Islands:** Two bus landing islands will provide AC Transit passengers with a space to board and alight eastbound buses between the cycle track and the eastbound motor vehicle travel lane (Figure 6). These two bus landing islands will be constructed at:
  - Shore Line Drive - east of Grand Street
  - Shore Line Drive - east of Kitty Hawk Road
- **Bus Shelters and Benches:** Staff will install two bus shelters at the two highest ridership bus stops:
  - Shore Line Drive/Kitty Hawk Road (north side of street)
  - Grand Street/Shore Line Drive (east side of street)



**Figure 6: Bus Landing Area in Seattle**

A bus bench will be installed at the other bus and shuttle stops along the corridor. The bus shelter type will be consistent with other bus shelters most recently installed on Webster Street and Park Street except with a length of 9 feet instead of 11 feet to correspond with the smaller-scale residential area.

- **Bus Stop Changes:** Staff will move the westbound bus stop on Shore Line Drive at Kitty Hawk Road from the near side of the intersection to the far side to enhance safety for pedestrians. Staff also will eliminate the eastbound midblock bus stop between Kitty Hawk Road and Willow Street to discourage midblock pedestrian crossings. This bus stop is not highly used with about ten boardings and alightings per day. AC Transit prefers to consolidate bus stops to improve travel times and to address safety concerns associated with the midblock pedestrian crossing.
- **Colored Pavement:** Staff will install green colored pavement to highlight the presence of potential conflict locations such as intersections and bus landing islands (Figure 3).
- **Crosswalk Additions:** Staff will install additional marked crosswalks along the project corridor, which also will involve the installation of curb ramps and truncated domes, where needed. **Update:** Staff will install three of the additional seven marked crosswalk locations as shown below:
  - Shore Line Drive at Fair Haven Road – east side of the intersection. *(Added back into project)*
  - Shore Line Drive at Park Street – west side of the intersection.
  - Westline Drive at Shorepoint Court – east side of the intersection.

- Broadway at Bayview Drive – south side of the intersection. (*Eliminated due to required tree removal*)
- Shore Line Drive at Coral Reef Road. (*Eliminated due to slope*)
- Shore Line Drive at Sand Beach Road. (*Eliminated due to slope*)
- Shore Line Drive at Sunset Road. (*Eliminated due to slope*)
- **Drainage Improvements:** Minor adjustments to drainage at the intersection of Shore Line Drive at Park Street near the car wash are now part of a citywide storm drain project. This bikeway project will improve drainage at the bus landing island on Shore Line Drive at Kitty Hawk Road, and will move a storm drain grate from the street to the curb east of Park Street.
- **Loading Zones:** Staff will provide up to 17 loading zones in front of the multi-unit complexes to accommodate deliveries and moving vans between the hours of 9 a.m. and 5 p.m. Staff will install signs explaining the loading zones and stating the hours of operation. Regular on-street parking will not be allowed during loading zone times; however, regular on-street parking will be available during peak parking demand times. Each loading zone will be up to 60 feet in length and will remove up to three regular on-street parking spaces during its hours of operation. **Update:** The exact number of loading zones to be installed total 10 in front of the 17 multi-unit complexes along Westline Drive and Shore Line Drive. The loading zones, which range in length between 40 and 55 feet, will remove two parking spaces during the hours of operations. Each loading zone either has a driveway or red zone on one side to provide additional space for access/egress.
- **Shuttle Bus Landing Area:** The Alameda Paratransit Shuttle runs on Thursdays between 9 a.m. and 4 p.m. along Shore Line Drive and Westline Drive, and currently stops along Shore Line Drive and at the Crown Bay Nursing & Rehabilitation Center, which is north of Shorepoint Court. The installation of a shuttle bus landing area on Westline Drive south of Shorepoint Court – east side of the street – will allow for an additional shuttle stop that will better serve the Shorepoint Court community.
- **Tree Removal and Replacement:** The City's on-call arborist is recommending the removal and replacement of a Poplar tree on the west side of Westline Drive north of Shorepoint Court due to old age and significant decay. This tree is within the right-of-way of the Robert Crown Memorial State Beach. Staff is working with East Bay Regional Park District (EBRPD) who operates the state beach on removing the tree and replacing it with three trees in this area. **Update:** EBRPD staff has requested only two trees instead of three trees to replace the one needed to remove due to spacing issues.

### ***Budget Considerations/Fiscal Impact***

The project will cost more than the original project budget of \$462,800. The revised project cost for the proposed cycle track is \$971,770. The original placeholder project for Caltrans approval was a simple restriping project to provide traditional bike lanes. The cycle track requires additional funding because it involves more complex restriping, enhanced signage, raised medians at key locations and car stops to provide a buffer between the cycle track and the adjacent motor vehicle travel lane. Two bus landing islands also will need to be constructed for

this new cycle track option as well as signal modifications at Otis Drive/Westline Drive to accommodate bike crossings. Based on community feedback, staff also is providing additional project features such as beach parking signs, bicycle corrals, colored pavement at intersections, more crosswalks than anticipated and loading zones.

Caltrans has awarded the City \$416,400 from the HSIP grant with a local match of \$46,400 making the funded portion of the proposed project as \$462,800. Transportation Development Act (TDA) Article 3 funds are allocated by the Metropolitan Transportation Commission as the local match for this HSIP grant. The City Council approved the TDA local match during the May 17, 2011 meeting. In February 2013, the City Council approved a total of \$509,000 in citywide development fee funds for this project increasing the total project budget to \$971,770. **Update:** Staff finalized the construction drawings and specifications, and the project cost is expected to stay the same. Staff may request City Council to approve additional TDA funds to provide an increased construction contingency.

### ***Recommendation***

Staff requests that the Transportation Commission review and approve the project update.

Respectfully submitted by,

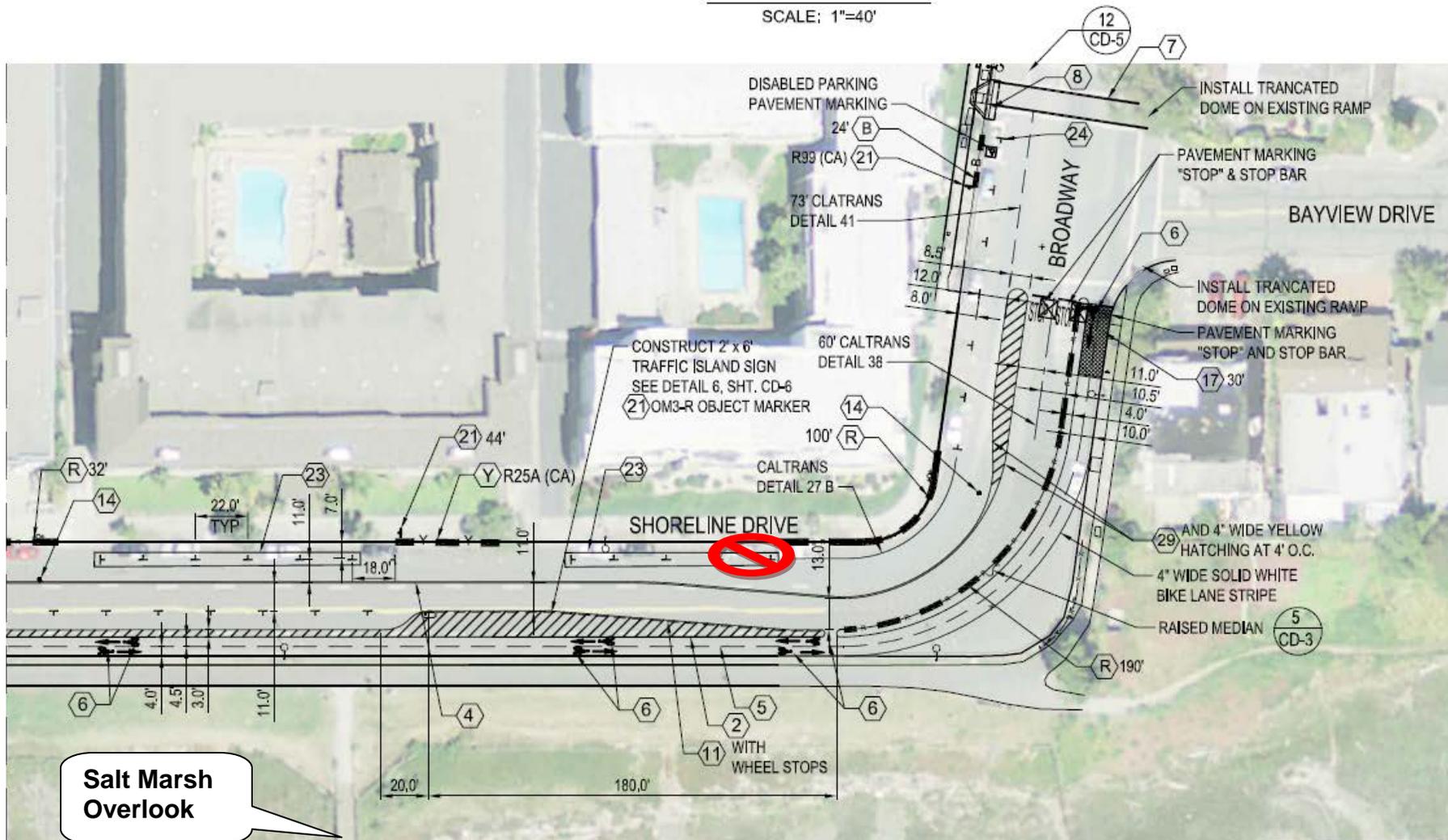
Gail Payne  
Transportation Coordinator

### **Exhibits:**

- 1 Eastern Section of Bikeway Project
- 2 Parking Inventory

# Exhibit 1: Eastern Section of Bikeway Project

SCALE: 1"=40'



SIGNING AND STRIPING PLAN

## Exhibit 2: Parking Inventory

	24/7	Disabled	Night Only	Loading/Time Limit (Day)	Total Parking Spaces
<b>Westline Drive: Otis Drive to Shorepoint Court (West: park; East: mixed use)</b>					
<i>Existing</i>					
West	0	0	28	0	28
East	18	0	6	5	24
<b>Total</b>	<b>18</b>	<b>0</b>	<b>34</b>	<b>5</b>	<b>52</b>
<i>Proposed</i>					
West	0	0	0	0	0
East	18	0	6	5	24
<b>Total</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>24</b>
<b>Westline Dr.: Shorepoint Ct. to Shore Line Dr. (West: park; East: multi family)</b>					
<i>Existing</i>					
West	0	0	23	0	23
East	19	0	0	0	19
<b>Total</b>	<b>19</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>42</b>
<i>Proposed</i>					
West	13	0	0	0	13
East	17	0	2	1	19
<b>Total</b>	<b>30</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>32</b>
<b>Shore Line Dr.: Westline Dr. to Shell Gate Rd. (North: multi family; South: beach)</b>					
<i>Existing</i>					
North	24	0	0	0	24
South	0	0	25	0	25
<b>Total</b>	<b>24</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>49</b>
<i>Proposed</i>					
North	22	0	2	1	24
South	0	0	20	0	20
<b>Total</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>44</b>
<b>Shore Line Dr.: Shell Gate Rd. and Grand St. (North: single family; South: beach)</b>					
<i>Existing</i>					
North	44	0	0	0	44
South	0	0	54	0	54
<b>Total</b>	<b>44</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>98</b>
<i>Proposed</i>					
North	42	0	0	0	42
South	0	0	0	0	0
<b>Total</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
<b>Shore Line Dr.: Grand St. to Kitty Hawk Rd. (North: multi family; South: beach)</b>					
<i>Existing</i>					
North	30	0	0	0	30
South	0	0	37	0	37
<b>Total</b>	<b>30</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>67</b>
<i>Proposed</i>					
North	21	0	5	3	26
South	36	0	0	0	36
<b>Total</b>	<b>57</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>62</b>

	24/7	Disabled	Night Only	Loading/Time Limit (Day)	Total Parking Spaces
<b>Shore Line Dr.: Kitty Hawk Rd. to Post Office (North: multi family; South: beach)</b>					
<i>Existing</i>					
North	57	0	0	0	57
South	0	0	67	0	67
<b>Total</b>	<b>57</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>124</b>
<i>Proposed</i>					
North	47	0	8	4	55
South	62	0	0	0	62
<b>Total</b>	<b>109</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>117</b>
<b>Shore Line Drive: Post Office to Park Street (North: shopping; South: beach)</b>					
<i>Existing</i>					
North	37	0	0	0	37
South	0	0	58	0	58
<b>Total</b>	<b>37</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>95</b>
<i>Proposed</i>					
North	35	0	0	0	35
South	0	0	0	0	0
<b>Total</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>Shore Line Dr.: Park St. to Broadway (North: bowling/multi family; South: beach)</b>					
<i>Existing</i>					
North	34	0	0	0	34
South	0	0	45	0	45
<b>Total</b>	<b>34</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>79</b>
<i>Proposed</i>					
North	28	0	4	2	32
South	31	0	0	0	31
<b>Total</b>	<b>59</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>63</b>
<b>Broadway: Shore Line Dr. to Bayview Dr. (West: multi family; East: single family)</b>					
<i>Existing</i>					
West	7	0	0	0	7
East	2	2	0	0	4
<b>Total</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
<i>Proposed</i>					
West	5	1	0	0	6
East	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Corridor Total</b>					
<i>Existing</i>					
North/West	233	0	51	0	284
South/East	39	2	292	5	333
<b>Total</b>	<b>272</b>	<b>2</b>	<b>343</b>	<b>5</b>	<b>617</b>
<i>Proposed</i>					
North/West	213	1	19	10	233
South/East	164	0	28	6	198
<b>Total</b>	<b>377</b>	<b>1</b>	<b>47</b>	<b>16</b>	<b>431</b>