



**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
Central County Complete Streets Implementation

A presentation to the Alameda County Technical Advisory Committee  
Kittelson & Associates, Inc.  
January 5, 2017

## Project Team

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**Project Management Team**



**Consultant Team**



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## Project Objectives

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- Assist Central County jurisdictions in implementing adopted Complete Streets Policies
- Identify institutional barriers to complete streets implementation and opportunities for expanded consideration of complete streets
- Develop tools and processes that also have countywide applicability

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## Project Tasks

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- Technical Advisory Committee
- Review Existing Practices/Stakeholder Interviews
- Implementation Work Program
- Standard Operating Procedures
- Multimodal Street Typology
- Complete Street Design Guidelines
- Complete Street Checklists
- Staff Trainings

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# Complete Street Design Guidelines

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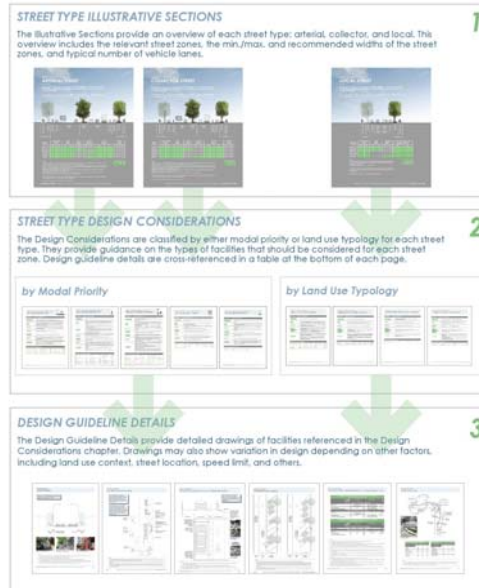
- Informed by state and national guidance
- Adapted to Central Alameda County setting
- Builds off Multimodal Arterial Plan “complete network” approach
- Includes treatments for all modes and land use contexts
- Guidance document only (does not establish standards)

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# Design Guidelines Structure

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- Identify Modal Priority/ Land Use Context
- Identify Relevant Street Zones
- Identify Design Considerations
- Consult Design Details



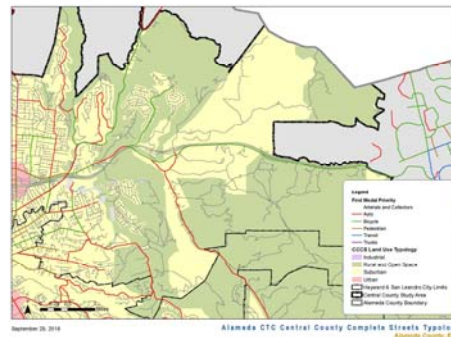
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# Modal Priority and Land Use Typology

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- Arterial and Collector Streets
  - Consult maps for first and second modal priorities (from Arterial Plan)
- Local Streets
  - Consult maps for land use type (urban, suburban, rural, industrial)

FIGURE 4 - ALAMEDA COUNTY, EAST: FIRST MODAL PRIORITY



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# Street Type

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- Establish relevant zones and widths
- Street Types:
  - Arterial
  - Collector
  - Local
- Street Zones:
  - Pedestrian
  - Curb
  - Bicycle
  - Crossing
  - Parking
  - Vehicle
  - Median



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# Design Considerations

- Identify relevant design details for particular street
  - *by Modal Priority or Land Use*
  - *by Street Zone*
- Relevant Design Details referenced at bottom

**ARTERIAL AND COLLECTOR STREET DESIGN CONSIDERATIONS**  
**Bicycle Modal Priority**

STREET ZONE	DESIGN CONSIDERATIONS
<b>PEDESTRIAN</b>	<ul style="list-style-type: none"> <li>Provide a narrower Pedestrian Zone to allow more right-of-way for the bicycle facility in the Bicycle Zone.</li> </ul>
<b>CURB</b>	<ul style="list-style-type: none"> <li>Provide a wider Curb Zone to accommodate off-street bike parking with bike racks and/or bike lockers, especially in urban and suburban land use typologies with high activity areas. Curb Zone should still allow adequate space for street trees, parking meters, street furnishings, and pedestrian seating.</li> <li>Consider incorporating street lighting guidelines to provide visibility and safety for bicyclists.</li> </ul>
<b>BICYCLE</b>	<ul style="list-style-type: none"> <li>It is acceptable to provide a narrower Bicycle Zone with a Class II Bike Lane with signage on streets with a narrower overall street width.</li> <li>It is recommended to provide a wider Bicycle Zone to include a buffer between the Bicycle and Vehicle Zones (either between the Bicycle and Parking Zones (Class II Enhanced Buffered Bike Lane or Class IV Protected Bike Lane in an urban land use context). Where opportunity coincides with planning, consider providing a Class II Bikeway.</li> <li>It is recommended to provide bicycle facility amenities such as bike boxes and green bike lanes in an urban land use context and high-traffic areas.</li> </ul>
<b>PARKING</b>	<ul style="list-style-type: none"> <li>Where parking is provided, allow more total available width to provide a buffer between the bike lane and adjacent parked or angled parking lane.</li> <li>Consider back-to-angle parking to also help avoid conflicts with adjacent bike facility.</li> </ul>
<b>VEHICLE</b>	<ul style="list-style-type: none"> <li>Provide narrower vehicle travel lanes to slow traffic for better bicyclist safety and to allow wider right-of-way for bicycle facilities.</li> </ul>
<b>MEDIAN</b>	<ul style="list-style-type: none"> <li>Where there is a median, provide a narrower median to allow more right-of-way for bicycle facilities, but still allocating adequate space for trees, maintenance, and irrigation water efficiency.</li> <li>Design center treatments with a smaller curb radius to slow vehicle traffic and create more space for bicycle amenities in the Curb Zone, while still accommodating emergency vehicle access and street maintenance.</li> </ul>
<b>CROSSING</b>	<ul style="list-style-type: none"> <li>Provide protected intersections at high-traffic intersections of streets with Class IV Protected Bike Lanes.</li> <li>It is recommended to provide bike detectors, bike boxes, and green bike lanes in high-traffic areas.</li> </ul>

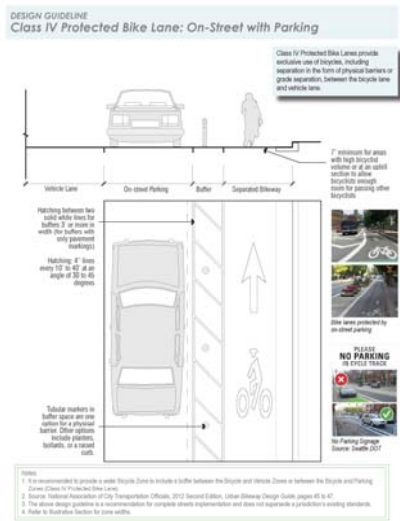
RELEVANT DESIGN STANDARD DETAILS			
Bike Racks and Lockers	p. 3-38	Street Lighting	p. 3-43
Class II Bike Lane Signage	p. 3-23	Class IV Protected Bike Lane	pp. 3-21 to 3-26
Bike Box	p. 3-26	Green Bike Lane	p. 3-26
On-Street Parallel Parking	p. 3-40	On-Street Angled Parking	p. 3-41
Corner Treatments	p. 3-42	Protected Intersection	p. 3-40
		Bike Detectors	p. 3-27
		Class II and Class II Enhanced Buffered Bike Lanes	pp. 3-20 to 3-27
		Class I Bikeway	p. 3-19
		Total Available Width	p. 3-21
		Back-to-Angle Parking	p. 3-42
		Bike Detectors	p. 3-27

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3-4 CENTRAL COUNTY COMPLETE STREETS IMPLEMENTATION DESIGN GUIDELINES - STREET DESIGN CONSIDERATIONS

# Design Details

- Dimensional standards included on details
- Additional text:
  - *Purpose/goal of treatment*
  - *Appropriate application*



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3-32 CENTRAL COUNTY COMPLETE STREETS IMPLEMENTATION DESIGN GUIDELINES - DESIGN GUIDELINE DETAILS

# Project Checklists

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- Intended to help City/County staff identify and consider Complete Streets opportunities
- Provides documentation of design decisions
- Covers all project phases
  - Planning
  - Schematic Design
  - Final Design
  - Construction
- Two checklists:
  - Transportation Capital Project Checklist
  - Development Review Checklist

**Transportation Capital Project Complete Streets Checklist**

Project Name: \_\_\_\_\_ Project Description/Project Type: \_\_\_\_\_

Project Expects From: \_\_\_\_\_ To: \_\_\_\_\_

Project Manager: \_\_\_\_\_

Start Date: \_\_\_\_\_ Anticipated construction date: \_\_\_\_\_

Planning/Scoping Phase  
Date completed: \_\_\_\_\_

**Land Use Context**

1. How is the surrounding land use context characterized? Please refer to the right-of-way map (Figure 1) included in the Complete Streets Design Guidelines.

urban  suburban  rural

industrial  open space

2. What are the adjacent land uses (check all that apply)?

office/employment use  parks/open space  educational  residential  civic / institutional  other \_\_\_\_\_

3. (MTC) What are the major trip generators in the corridor, if any? (existing and future)

a) Schools	Done	Done
b) Major employers	Done	Done
c) Out-of-town/long distance	Done	Done
d) Medium to high density residential	Done	Done
e) Senior centers/healthcare facilities	Done	Done
f) Other (specify, retail, etc.)	Done	Done

**Modal Priority**

4. Based on the modal priority maps (Figures 2 and 3 from the Design Guidelines), list the modal priorities on the street (these local streets are not included in the maps).

Auto	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Bicycle	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Pedestrian	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Transit	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Trucks	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other

5. Complete Streets: Check if any of these modes don't need to be served (if any modes are checked, include explanatory notes)

auto  bicycle  pedestrian  transit  trucks

Notes: \_\_\_\_\_

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# Questions or Comments?

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