

# POTENTIAL NEAR-TERM BIKE AND PEDESTRIAN IMPROVEMENTS



## What We've Heard

Community Focus Groups shared the following input:

- Improvements to make walking safer are a priority, including pedestrian-scale lighting and high-visibility crosswalks.
- On-street bike lane improvements to separate cyclists from moving traffic are a priority.
- Better accommodations for the disabled are a priority.

The technical analysis showed the following:

- Bicyclist and pedestrian safety hotspots were analyzed and summarized through the Countywide High Injury Network.\* Vulnerable and disadvantaged population groups were analyzed in Communities of Concern. These types of information will be used to prioritize improvements along the corridor.

### Fatal and Severe Injury Collisions

For the corridor, there were **84** total fatal or severe injury collisions over five years

**32** involving pedestrians

**10** involving bicyclists

Between June 2012 and May 2017, half of total fatal collisions for the corridor involved a pedestrian or bicyclist.

### Countywide High-Injury Network

**40%** of the corridor is part of the high-injury PEDESTRIAN network

**25%** of the corridor is part of the high-injury BICYCLIST network

The 2019 Countywide Active Transportation Plan identifies several portions of the corridor as part of the countywide high-injury network.

## What's Happening Soon?

Pedestrian safety treatments throughout the corridor will provide safer, higher-quality travel for pedestrians. Bike safety treatments along the corridor and at intersections will make it more comfortable for people to bike.

### What types of improvements are most important to you? (place dots below)

Examples of recommended pedestrian improvements include:

- Sidewalk gap closures
- ADA ramp improvements
- Streetscape improvements
- Leading pedestrian interval
- Pedestrian-scale lighting
- Crosswalk improvements
- Pedestrian scramble crossing

Examples of recommended bicycle improvements include:

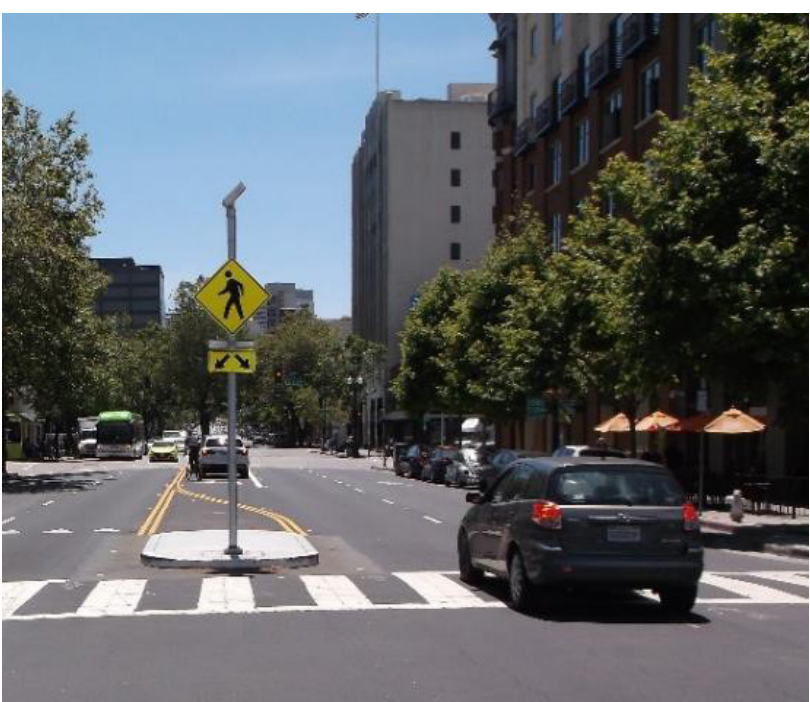
- Signalized intersection improvements
- Bike lane restriping
- Facilities on parallel and connecting streets
- Driveway consolidation
- Streetscape improvements
- Wayfinding

ADA Ramp Improvement



Source: Kittelson & Associates.

High Visibility Crosswalks.



Source: Alameda CTC.

HAWK Signals.



Source: Alameda CTC.

Bicycle Parking in Front of Retail.



Source: Kittelson & Associates.

Wayfinding Signage.



Source: City of Oakland

Pedestrian Scale Lighting.



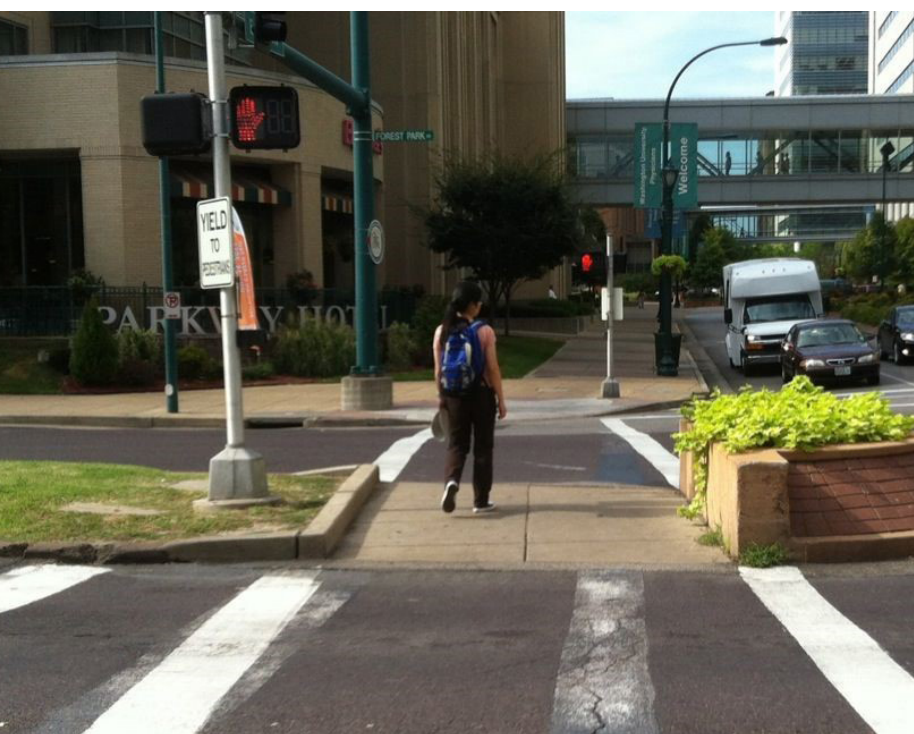
Source: Kittelson & Associates.

Pedestrian Scramble Crossing



Source: Living Streets Alliance.

Mid-block Pedestrian Refuge.



Source: Alameda CTC.

Protected Intersections.



Source: Alameda CTC.

Leading Pedestrian Interval.



Source: Kittelson & Associates.

Pavement Resurfacing



Source: Kittelson & Associates.

\* The High-Injury Network includes roadway segments with the most fatal and severe injury crashes.