Parker-Addison Mobility and Safety Improvements Project
Project Information Sheet
April 1, 2024

Project Overview

The purposes of the Parker-Addison Mobility and Safety Improvements Project are to improve safety and mobility for bicyclists and pedestrians and to fill a gap in the citywide bicycle boulevard network as envisioned in the City Council-approved Bicycle Plan. This project will install major components toward (a) creating a north-south bikeway connecting San Pablo Park to Strawberry Creek Park and West Street Pathway to the north and (b) connecting the existing 9th St. bicycle boulevard to the proposed north-south bikeway via Parker St., as well as filling a sidewalk gap on Acton St. between Parker St. and Carleton St.

Budget and Funding

This project is funded is part by a State of California Affordable Housing and Sustainable Communities (AHSC) grant for the nonprofit affordable housing development at 2527 San Pablo Ave. (Blake Apartments). The AHSC grant requires Sustainable Transportation Infrastructure (STI) and Transportation-Related Amenities (TRA) improvements which constitute City's obligation under the grant. STI and TRA delineations are as follows:

- STI work includes the Parker-Addison project plus some work in the University West Bus Stops project.
- TRA work is covered by the University West project

The STI and TRA work are on the same timeline and are planned to be constructed under a single construction contract.

Project Schedule

As of March 2024, the schedule for the Parker-Addison project is as follows:

- July 20, 2020: Award of AHSC grant
- December 1, 2022: First public meeting, including presentation of conceptual design options
- November 9, 2023: Second public meeting focused on bikeway conceptual options on Dwight Way
- Fall 2022 – mid-2024: Detailed design of the project, excluding the Dwight Way bikeway portion, which considered public comments
- March 2024 – mid-2024: Detailed design of the Dwight Way bikeway portion which considered public comments
- Mid-2024 – fall 2024: Bid period and award of construction contract
- Late 2024/early 2025 – end of 2025: Project construction

Project Description

This Parker-Addison project includes different elements designed to improve safety and quality of pedestrian and bicycle travel. Improvements along the design corridor include two traffic circles, two speed tables, Class 3 Bicycle Boulevard bikeway improvements, sidewalk installation on Acton Street, two curb ramp installations at the Acton/Carleton and Acton/Parker intersections, and sidewalk access improvements at Strawberry Creek Park.

A brief overview of the project improvements is as follows:

- North-south Bicycle Boulevard: On Mabel St. (from Carleton St. to Dwight Way) and on Bonar St. (from Dwight Way to Addison St.), the project will install Bicycle Boulevard pavement markings and signage. A new traffic circle will be built at the Bonar/Channing intersection, where two Bicycle Boulevards intersect, as a traffic calming element to slow vehicles. Two speed tables will be installed on Bonar St., between Allston Way and Addison St., in response to residents' requests for traffic calming. Bicycle Boulevard pavement markings and signage would extend on Addison St., from the Bonar/Addison intersection to the West Street Pathway. Mabel St., from Ward St. (at San Pablo Park) to Carleton St. is excluded from this project; repaving of this portion, including installation of Bicycle Boulevard pavement markings and signage, will be included as part of a future Citywide paving project. The bikeway connection between Mabel St., and Bonar St. will extend along an approximately 100-foot long portion of Dwight Way, as described below.

  An alternate bicycle route through Strawberry Creek Park could be used by less experienced bikers. This project would construct a new bicycle ramp and curb ramps along the east side of Strawberry Creek Park (at West Street) for bicycles traveling through the park that would allow them to bypass the Bicycle Boulevard on Bonar St. between Bancroft Way and Addison St.

- East-west bikeway and Bicycle Boulevard: This project will install a few components of an envisioned Parker St. Bicycle Boulevard from 9th St. (an existing Bicycle Boulevard) to Mabel St. (a new Bicycle Boulevard being built as part of this project). Remaining components would be installed as part of future project(s) as funding becomes available. A new traffic circle will be built at the Parker St./9th St. intersection. On Parker St. (San Pablo Ave. to Mabel St.), new Bicycle Boulevard pavement markings and signage will be installed.

- Sidewalk Gap: This project will construct new sidewalk (where current none exists) on the east side of Acton St., between Carleton St. and Parker St. and two new curb ramps at the Acton/Carleton and Acton/Parker intersections.

Bikeway on Dwight Way: Design Considerations

City staff evaluated several potential bikeway options on Dwight Way as indicated below. The bikeway on Dwight Way is intended to serve as a low-stress connection between the new Bicycle Boulevards on Mabel St. and Bonar St.

- Concept 1: A two-way bikeway along the north side of Dwight with all-way STOP controls at the Dwight/Mabel intersection.
- Concept 2: Individual one-way bike lanes on Dwight with offset STOP controls at the Dwight/Bonar intersection for southbound and eastbound vehicles and at the Dwight/Mabel intersection for westbound and northbound vehicles.
- Concept 3: A two-way bikeway along the south side of Dwight with all-way STOP controls at the Dwight/Bonar intersection.
- Concept 4: Class 3 Bikeway pavement markings (sharrows) in both directions on Dwight, which would require bicyclists to share the lane with vehicles.

City staff evaluated the merits of each concept as considered through the lens of managing the public right-of-way for the benefit of all users; compliance with Citywide goals, plans, policies, and objectives; public safety, including the City's Vision Zero Action Plan to eliminate traffic deaths; and engineering principles and practices. Based on these criteria, City staff presented the two most feasible concepts, Concepts 1 and 2, at a public meeting on November 9, 2023. After further evaluation, the City has concluded that Concept 1 best fulfills these criteria.

Concept 1 would result in a relatively compact crossing of Dwight that benefits pedestrians, bicyclists, and vehicles by providing a more intuitive all-way STOP. It would remove two on-street parking spaces along the north side of Dwight and add one along the south side. This concept also provides a concrete buffered bikeway to protect bicyclists from adjacent vehicle traffic on Dwight.

In contrast, Concept 2 attempts to balance the risk of oncoming traffic to pedestrians and bicyclists with offset STOP controls. Pedestrians, bicyclists, and vehicles crossing Dwight would need to primarily focus on one uncontrolled direction of traffic: eastbound vehicles for all northbound crossings at the Dwight/Mabel intersection; westbound vehicles for southbound bicycle crossings at the Dwight/Bonar intersection. This would result in a less intuitive crossing of Dwight. Although Concept 2 would allow for one vehicle to be parked on the street in front of an existing residence along the north side of Dwight, it could increase the risk of unsafe traffic maneuvers for bicyclists crossing Dwight. Two existing on-street parking spaces would be removed from the north side of Dwight. The individual bike lanes would have painted buffers to separate bicyclists from vehicle traffic on Dwight; a concrete buffer could not be provided due to the minimum space needed between the curb and a buffer to accommodate a mechanical street sweeper.

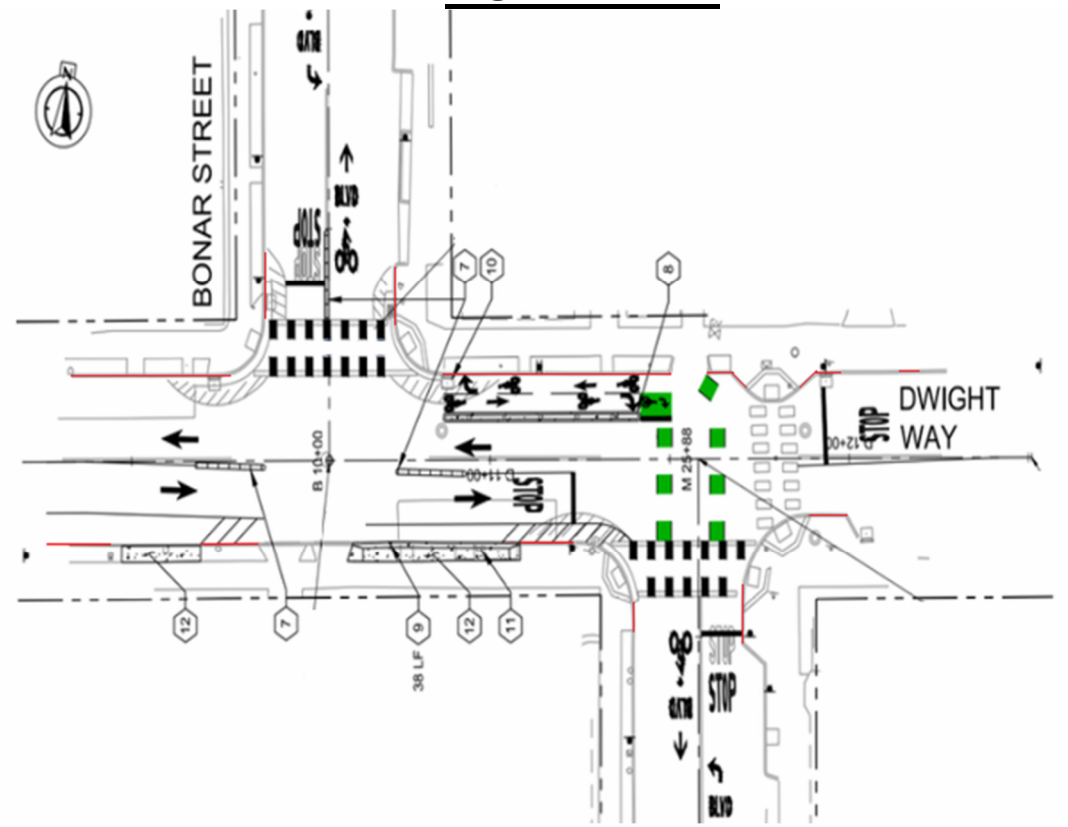
Concept 3 would implement a two-way cycle track along the South side of Dwight Way with an all-way stop at the Dwight/Bonar intersection. This option would involve construction of new curb ramps and crosswalks at the intersection, which would likely be costly and infeasible due to proximity to driveways, storm drain infrastructure, and an existing utility pole. This approach would also necessitate traffic control, likely via an all-way STOP at the Dwight/Bonar intersection to better allow bicycles and pedestrians to cross Dwight. Additionally, this concept would shift lanes on Dwight toward the north, which would result in the removal of an existing sidewalk bulbout and removal and paving of the existing curbside planter area along the north side of Dwight to provide on-street parking that would eliminated along the south side of Dwight.

Concept 4 would install sharrow roadway pavement markings on Dwight Way, in both directions, along the bikeway connection between Mabel St. and Bonar St. The City deemed this concept infeasible due to high vehicle volumes on Dwight, as the Bicycle Plan's goal is to provide a low-stress bikeway along this project corridor.

Current Status

The project is currently developing design details for Concept 1, which will be incorporated into the final detailed design documents. These documents are scheduled to be complete in mid-2024, with bidding likely to occur in mid- to fall 2024.July-August 2024. In fall 2024, City staff plan to request Council approval of the final design documents, award the construction contract to the lowest responsible and responsive bidder, and authorize the City Manager to execute a contract with said bidder. Construction would start in late 2024/early 2025 and extend to late 2025.

CONCEPT 1



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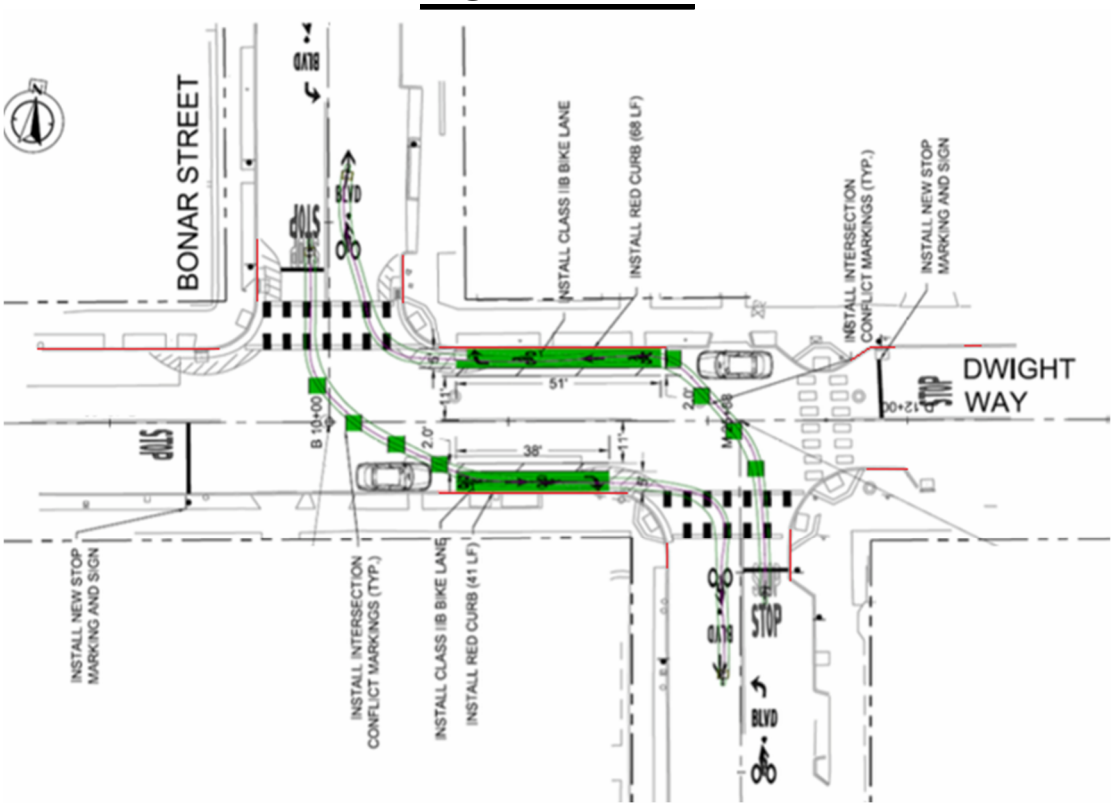
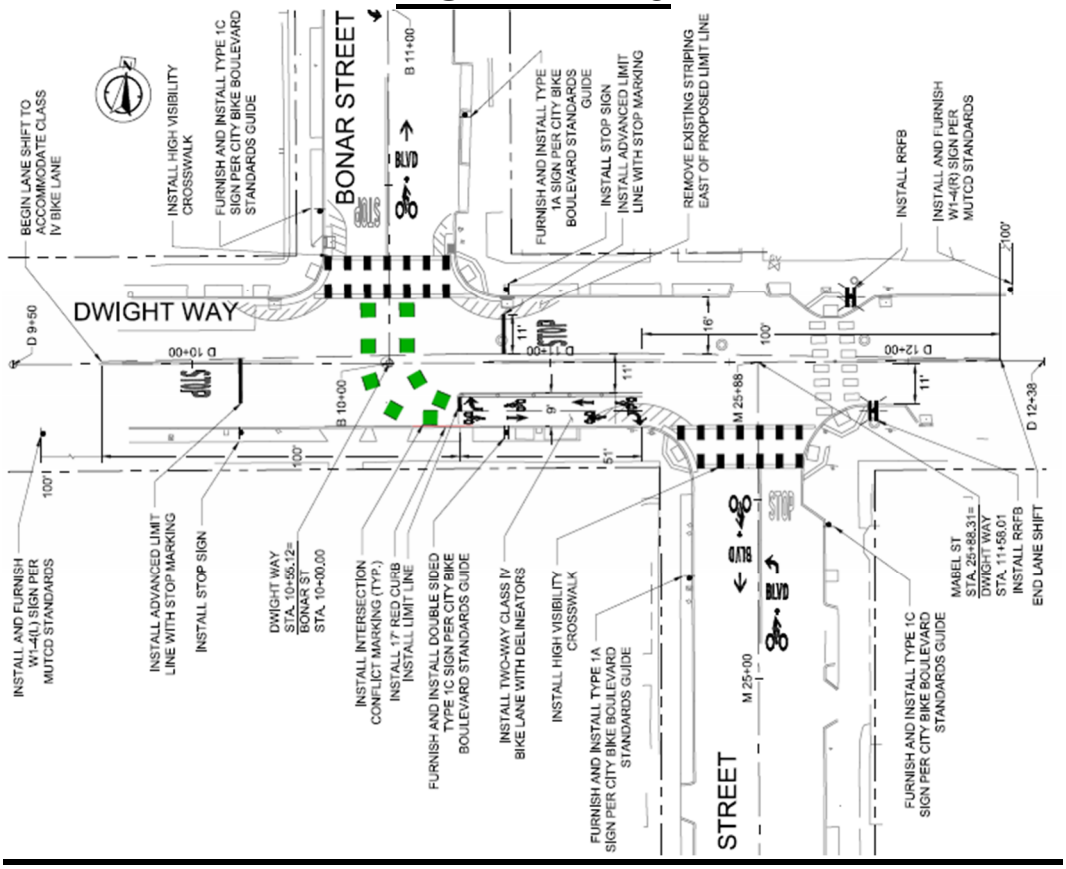


CONCEPT 3



CONCEPT 4