

23RD STREET PRESENTATION OF PREFERRED ALTERNATIVE
Community Workshop 5

December 11, 2008

Prepared for:
City of Richmond
Richmond Community Redevelopment Agency

23RD STREET WHAT IS THE PROJECT?
23RD Street Streetscape Improvement Project

- Continue efforts
- Focus attention on 23rd Street
- Work with **community** to develop plan
- **Construct** improvements

23RD STREET WHAT IS THE GOAL?

- Make 23rd Street a **vibrant** shopping district
- Improve pedestrian and bicycle **safety**
- **Calm** traffic
- Develop a design that **considers all users**
- **Celebrate** community character

23RD STREET THE PROCESS

- Work with **community** to develop plan
- Develop a design that **considers all users**
- Developed a **five step process**
 - Step One: Information gathering
 - Step Two: Develop alternative designs (six alternatives)
 - Step Three: Refined design plans (two alternatives)
 - Step Four: **Develop preferred plan** – Workshop 5: Present Preferred Alternative
 - Step Five: Final Master Plan
- **Future steps**
 - Phased construction of improvements

23RD STREET THE PROCESS - Step One

- Technical review
 - Topographic Survey
 - Traffic Analysis
- Formation of committees
 - Technical Advisory Committee
 - Steering Committee
- On Street Interviews
- Cinco de Mayo Festival Booth
- Survey
- Stakeholder Meetings
 - 23rd Street Merchants Association
 - Richmond BPAC
- my23rdStreet.com (May 2008)

23RD STREET WHAT DID WE LEARN?
TECHNICAL ADVISORY COMMITTEE 1

ATTENDEES	WHAT DID WE LEARN
<ul style="list-style-type: none"> • CITY STAFF FROM VARIOUS DEPARTMENTS • POLICE AND FIRE • AC TRANSIT • WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE • CONTRA COSTA HEALTH SERVICES 	<ul style="list-style-type: none"> • 23RD STREET HAS HIGHEST NUMBER OF PEDESTRIAN COLLISIONS IN RICHMOND • DESIGN SHOULD CONSIDER EASE OF MAINTENANCE • TRAFFIC CONSIDERATIONS NEED TO BE LOCAL AND REGIONAL • KIOSKS SHOULD BE AT CENTRALIZED LOCATIONS • CONSIDER LONG TERM LAND USES • LIGHTING DESIGN SHOULD FAVOR THE PEDESTRIAN

23RD STREET **WHAT DID WE LEARN?**
STEERING COMMITTEE 1

ATTENDEES

- RESIDENTS AND BUSINESS LEADERS
- COMMISSIONERS
- NORTH AND EAST NEIGHBORHOOD COUNCIL
- EDC
- HISTORIC PRESERVATION ADVISORY COMMITTEE
- CBOC
- CONTRA COSTA HEALTH SERVICES

WHAT DID WE LEARN

- CONSIDER PERSONS WITH DISABILITIES
- DESIRE TO INCORPORATE OPPORTUNITIES FOR THE ARTS
- DESIRE TO INCLUDE YOUTH INVOLVEMENT
- DESIRE FOR BIKE LANES
- COMMUNITY MEETINGS SHOULD BE HELD CLOSE TO 23RD STREET AT THE VETERAN'S HALL

23RD STREET **WHAT DID WE LEARN?**
23RD STREET MERCHANTS ASSOCIATION

ATTENDEES

- MERCHANT ASSOCIATION MEMBERS

WHAT DID WE LEARN

- VERY MUCH IN FAVOR OF ANGLED PARKING
- NOT IN FAVOR OF BIKE LANES
- IN FAVOR OF BIKES SHARING A WIDER SIDEWALK

23RD STREET **WHAT DID WE LEARN?**
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) (08/04/2008)

ATTENDEES

- MEMBERS OF THE RICHMOND BPAC
- EAST BAY BICYCLE COALITIONS

WHAT DID WE LEARN

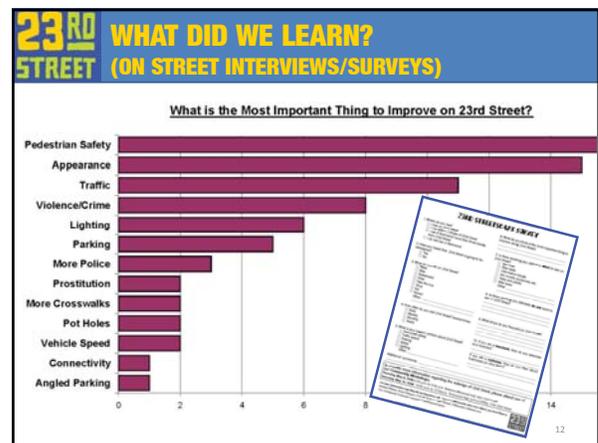
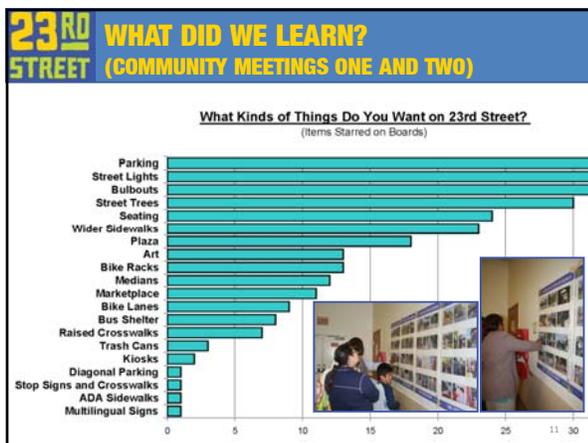
- 23RD STREET IS AN IMPORTANT NORTH SOUTH BICYCLE CONNECTION
- CONNECTS TO REGIONAL BICYCLE NETWORK INCLUDING THE RICHMOND GREENWAY
- CANNOT SUPPORT NO BICYCLE IMPROVEMENTS ON 23RD STREET
- COULD SUPPORT A COMBINATION OF BIKE LANES AND SHARED VEHICULAR LANES OR SHARROWS

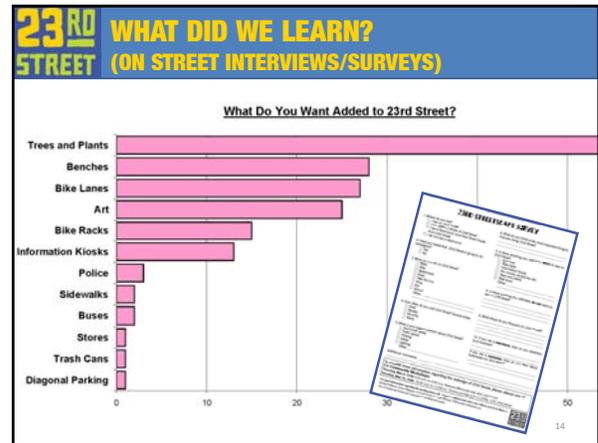
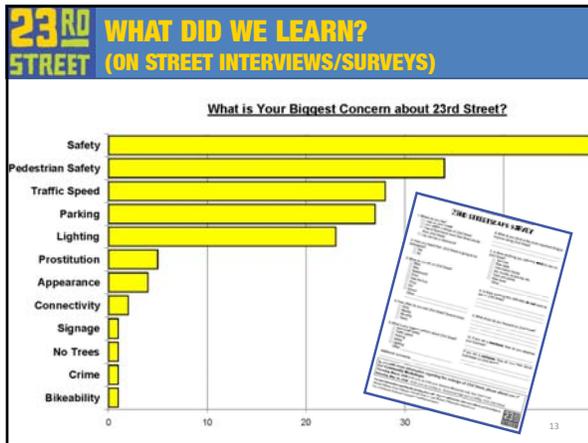
23RD STREET **THE PROCESS - Step One**

Community Workshop One (May 8, 2008)

Community Workshop Two (May 10, 2008)
(Same workshop 2 locations)

- Introduce project
- Help develop goals
- Establish likes and dislikes
- Develop a better understanding of issues





- ### 23RD STREET THE PROCESS - Step Two
- Developed design alternatives
 - Total of six alternatives were developed
 - Range from aesthetic only to total reconstruction
 - Evaluation of alternatives
 - Technical Advisory Committee
 - Steering Committee
 - Community Workshop #3

23RD STREET EVALUATED ALTERNATIVES

1		REVERSE TWO LANE <i>A LA INVERSA Y DOS CARRILES</i>
2		REVERSE WITH MEDIAN <i>A LA INVERSA CON CAMELLÓN</i>
3		ANGLED WITH MEDIAN <i>ANGULAR CON CAMELLÓN</i>

23RD STREET EVALUATED ALTERNATIVES

4		PARALLEL <i>PARALELO</i>
5		ANGLED WITH BIKE ACCESS <i>ANGULAR CON ACCESO PARA BICICLETAS</i>
6		AESTHETIC ONLY <i>SOLAMENTE MEJORÍAS ESTÉTICAS</i>

23RD STREET WHAT DID WE LEARN? TECHNICAL ADVISORY COMMITTEE 3

ATTENDEES	WHAT DID WE LEARN
<ul style="list-style-type: none"> • CITY STAFF FROM VARIOUS DEPARTMENTS • POLICE AND FIRE • AC TRANSIT • WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE • CONTRA COSTA HEALTH SERVICES 	<ul style="list-style-type: none"> • TRAFFIC PROBLEMS WOULD OCCUR DURING PEAK COMMUTE TRAFFIC • 23RD STREET IS A MAJOR ROUTE FOR FIRE RESPONSE • THERE ARE CONCERNS WITH INCREASED DENSITY OVER THE NEXT 10+ YEARS • CITY OF RICHMOND IS PLANNING TRANSIT ORIENTED DEVELOPMENT BETWEEN MACDONALD AVE AND BROOKS AVE • WIDER LANES CAN ENCOURAGE SPEEDING • BUS CIRCULATION HAS A LOWER LEVEL OF SERVICE

23RD STREET **WHAT DID WE LEARN?**
STEERING COMMITTEE 3

ATTENDEES

- CITY STAFF FROM VARIOUS DEPARTMENTS

WHAT DID WE LEARN

- PREFERENCE FOR PARALLEL OPTION
- PREFERENCE FOR WIDER SIDEWALKS FOR SEATING AND FRUIT STANDS
- DESIRE TO REMOVE VEHICULAR TRAFFIC FROM BROOKS AVE CROSSOVER
- THEMATIC ELEMENTS NEED TO COMPLIMENT COMMUNITY CHARACTER
- NEED FOR IMPROVED PEDESTRIAN CROSSINGS
- IMPROVMENTS SHOULD BE COORDINATED WITH GENERAL PLAN UPDATE
- DESIRE FOR MORE GREEN SPACE

23RD STREET **THE PROCESS - Step Two**

Community Workshop Three (August 14, 2008)

- Based upon input develop plans
- Several alternatives to show options
- Next: Traffic and environmental evaluation
- Present plans to obtain feedback

23RD STREET **THE PROCESS - Step Two**



	VEHICULAR PRIORITY	PEDESTRIAN FEATURES	BICYCLE ACCOMMODATION	NOTES
1				
2				
3				
4				
5				
6				

23RD STREET **ALTERNATIVE 3** **3**

ANGLED WITH MEDIAN

PROS

- ANGLE PARKING EASIER FOR CARS TO NAVIGATE

CONS

- HEAVY USE OF MEDIANS WOULD LIMIT EMERGENCY VEHICLE ACCESS AND DELIVERY OPTIONS
- NO BICYCLE CIRCULATION IMPROVEMENTS



23RD STREET **ALTERNATIVE 4** **4**

PARALLEL

PROS

- LIMITED USE OF MEDIANS TO CONTROL TRAFFIC MOVEMENTS AND IMPROVE PEDESTRIAN SAFETY
- USE OF FREE LEFT TURN LANES FOR TRAFFIC CIRCULATION AND DELIVERY
- ALLOW FOR BIKE LANES IN BOTH DIRECTIONS
- WIDER SIDEWALKS
- RETAINS MAXIMUM NUMBER OF PARKING STALLS

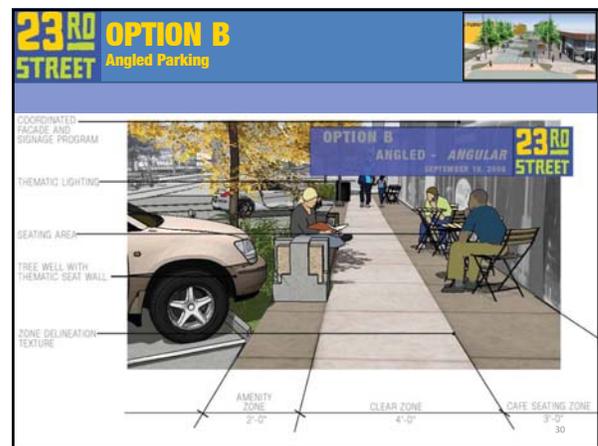
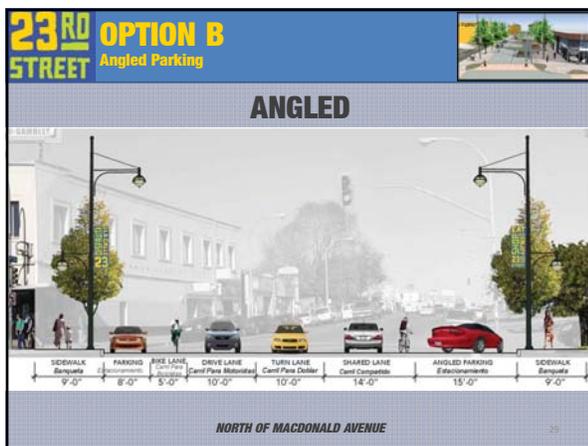
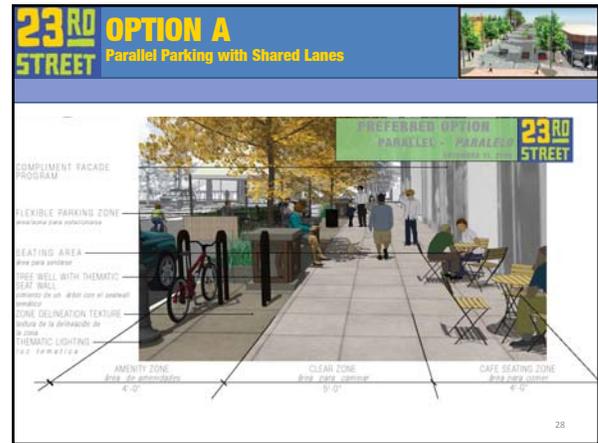
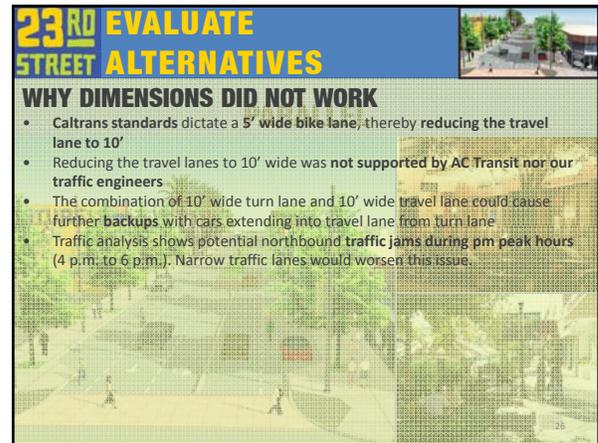
CONS

- PARALLEL PARKING NOT AS EASY TO NAVIGATE AS ANGLED



23RD STREET **THE PROCESS - Step Three**

- Evaluate selected alternatives
 - Standards evaluation
 - Traffic evaluation
- Refine plans
- Evaluation of alternatives
 - Technical Advisory Committee
 - Steering Committee
 - Community Workshop #4



23RD STREET WHAT DID WE LEARN

Technical Advisory Committee Meeting 5

ATTENDEES	WHAT DID WE LEARN
<ul style="list-style-type: none"> CITY STAFF FROM VARIOUS DEPARTMENTS AC TRANSIT CONTRA COSTA HEALTH SERVICES CITY OF SAN PABLO PLANNING STAFF 	<ul style="list-style-type: none"> SUPPORT FOR PARALLEL ALTERNATIVE SUPPORT A SHARED VEHICULAR LANE WITH SHARROWS CONNECTING TO REGIONAL BICYCLE NETWORK INCLUDING THE RICHMOND GREENWAY LIKE THEMATIC ELEMENTS THROUGHOUT ENTIRE PROJECT WOULD LIKE TO SEE PLAZA UTILIZE ALL OF 22ND STREET CROSSOVER NEED A DIRECTIONAL SIGNAGE PROGRAM

23RD STREET WHAT DID WE LEARN

Steering Committee Meeting 5

ATTENDEES	WHAT DID WE LEARN
<ul style="list-style-type: none"> RICHMOND BPAC EAST BAY BIKE COALITION CONTRA COSTA HEALTH SERVICES CITY STAFF FROM VARIOUS DEPARTMENTS NORTH AND EAST NEIGHBORHOOD COUNCIL 23RD ST MERCHANTS ASSOCIATION HISTORIC PRESERVATION ADVISORY COMMITTEE 	<ul style="list-style-type: none"> SUPPORT FOR PARALLEL ALTERNATIVE DESIRE FOR BIKE LANE CONNECTING TO REGIONAL BICYCLE NETWORK INCLUDING THE RICHMOND GREENWAY DESIRE FOR MORE INFORMATION ON THE USE OF BIKE BOXES LIKE THEMATIC ELEMENTS THROUGHOUT ENTIRE PROJECT CONSIDER MESH MATERIALS TO PREVENT VISUAL OBSTRUCTIONS BY AMENITIES CONSIDER SIGNAL TIMING TO REDUCE SPEEDING CONSIDER MOVING TREES OFF SIDEWALK TO PROVIDE SPACE FOR BIKE LANE

23RD STREET HOW DID IT HAPPEN?

Community Workshop Four (September 25, 2008)

- Based upon input refine plans
- Present additional detail and character options
- Present refinements and obtain your feedback
- Build consensus for a single plan



23RD STREET WHAT DID WE LEARN

Community Workshop 4

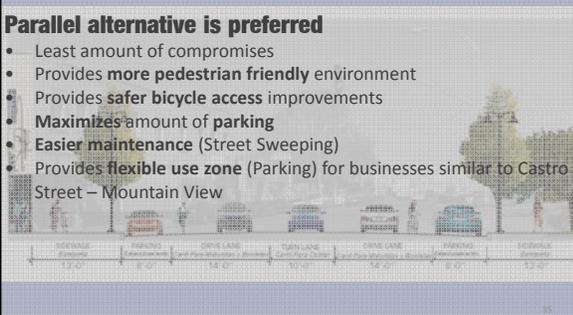
ATTENDEES	WHAT DID WE LEARN
<ul style="list-style-type: none"> COMMUNITY MEMBERS CITY STAFF MEMBERS OF THE MERCHANTS ASSOCIATION 	<ul style="list-style-type: none"> SUPPORT FOR PARALLEL ALTERNATIVE SUPPORT A SHARED VEHICULAR LANE WITH SHARROWS CONNECTING TO REGIONAL BICYCLE NETWORK INCLUDING THE RICHMOND GREENWAY LIKE THEMATIC ELEMENTS THROUGHOUT ENTIRE PROJECT WOULD LIKE TO SEE PLAZA UTILIZE ALL OF 22ND STREET CROSSOVER NEED A DIRECTIONAL SIGNAGE PROGRAM

23RD STREET CONCLUSIONS

Parallel Parking with Shared Lanes vs. Angled Parking Alternatives

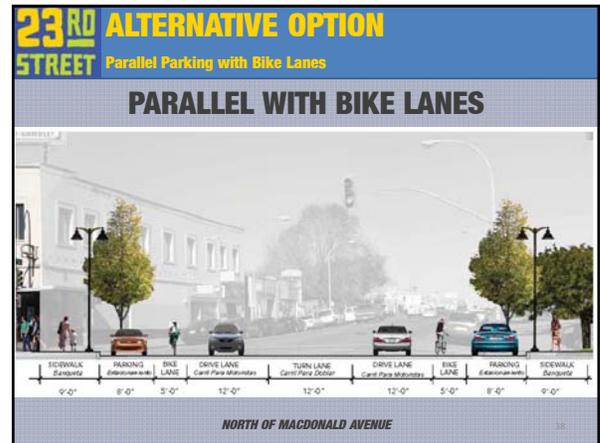
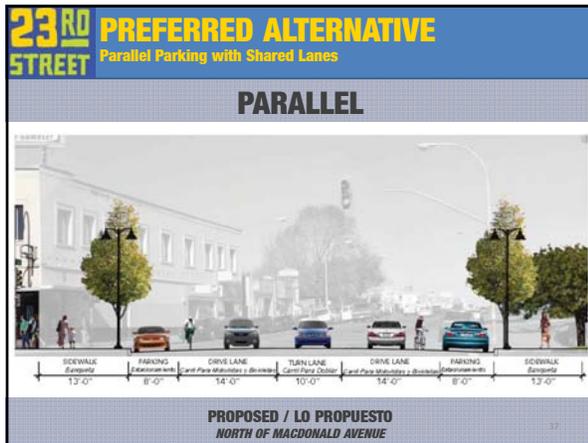
Parallel alternative is preferred

- Least amount of compromises
- Provides **more pedestrian friendly** environment
- Provides **safer bicycle access** improvements
- Maximizes** amount of parking
- Easier maintenance** (Street Sweeping)
- Provides **flexible use zone** (Parking) for businesses similar to Castro Street – Mountain View



23RD STREET THE PROCESS - Step Four

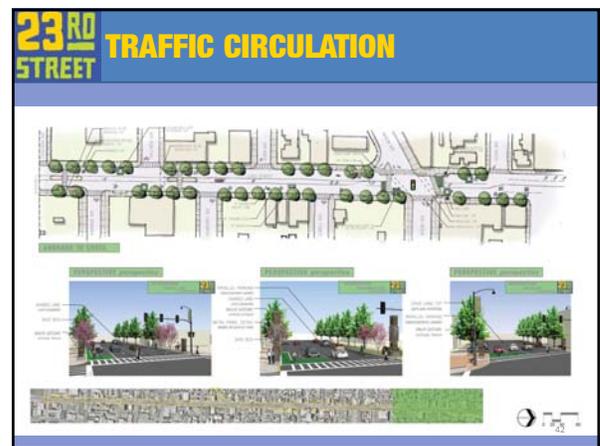
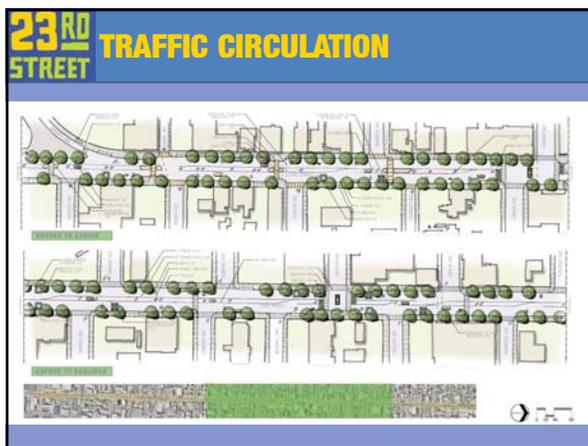
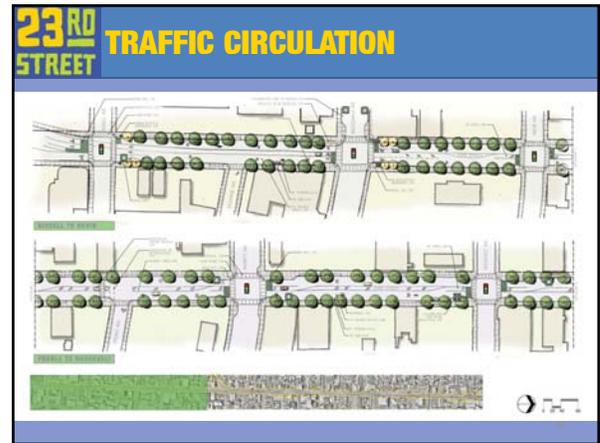
- Refine preferred parallel alternative
- Add detail to plans
 - Site amenities
 - Refine gateways
 - Bus shelters
- Evaluation of alternatives
 - Technical Advisory Committee
 - Steering Committee
 - Community Workshop #5



23RD STREET **EVALUATION**

WHY PARALLEL WITH BIKE LANE IS NOT PREFERRED

- Caltrans standards dictate a 5' wide bike lane, thereby reducing the width of the sidewalk to 9' or travel lanes to 10'
- Half of the existing sidewalks would have to be reduced from the current width of 12' to 9'
- Reducing the travel lanes to 10' wide was not supported by AC Transit nor our traffic engineers
- Walkability studies show that current sidewalks have many obstructions, a goal of the project is to widen sidewalks to improve this condition
- The combination of 10' wide turn lane and 10' wide travel lane could cause further backups with cars extending into travel lane from turn lane
- Traffic analysis shows potential northbound traffic jams during pm peak hours (4 p.m. to 6 p.m.): Narrow traffic lanes would worsen this issue.
- Moving amenities from the sidewalk to the parking area reduces parking and creates maintenance problems
- Decreasing the sidewalk width increases the crossing distance for pedestrians
- Narrower sidewalk decreases opportunities for sidewalk cafe seating, bus shelters, fruit stands and sidewalk vendors



23RD STREET TRAFFIC ANALYSIS

Level of Service



Level of Service A	Level of Service B	Level of Service C	Level of Service D	Level of Service E	Level of Service F
<ul style="list-style-type: none"> • Minimal traffic congestion • Short wait times 	<ul style="list-style-type: none"> • Moderate traffic congestion • Short to moderate wait times 	<ul style="list-style-type: none"> • Moderate to heavy traffic congestion • Moderate to long wait times 	<ul style="list-style-type: none"> • Heavy traffic congestion • Long wait times 	<ul style="list-style-type: none"> • Very heavy traffic congestion • Very long wait times 	<ul style="list-style-type: none"> • Extreme traffic congestion • Extreme wait times
Average vehicle delay < 10 sec.	Average vehicle delay 10 to 20 sec.	Average vehicle delay 20 to 35 sec.	Average vehicle delay 35 to 55 sec.	Average vehicle delay 55 to 80 sec.	Average vehicle delay > 80 sec.

- Current intersections operate at LOS A and B
- Proposed reconfiguration reduces LOS at Peak PM hours to LOS B, C, D
 - Reduction of speeds results in improved pedestrian and bicycle safety
- Evaluated removal of **Bricks** cut through to expand plaza
 - Change resulted in LOS C and E

23RD STREET PREFERRED ALTERNATIVE

Parallel Parking with Shared Lanes



COORDINATED FACADE AND SIGNAGE PROGRAM
 Coordinar fachada y gráficos del programa

FLEXIBLE PARKING ZONE
 ZONA FLEXIBLE PARA ESTACIONAMIENTO

SEATING AREA
 Área para sentarse

TREE WELL WITH THEMATIC SEAT WALL
 Comedor de un árbol con el temático de la pared de sillas

ZONE COLLOCATION TEXTURE
 Textura de la colocación de la zona

THEMATIC LIGHTING
 Iluminación temática

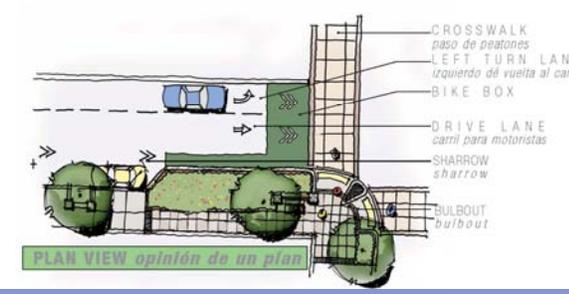
AMENITY ZONE
 Zona de amenidades 4'-0"

CLEAR ZONE
 Zona clara 10'-0"

CAFE SEATING ZONE
 Zona de sillas de café 4'-0"

23RD STREET PREFERRED ALTERNATIVE

Parallel Parking with Shared Lanes



CROSSWALK
 paso de peatones

LEFT TURN LANE
 izquierdo de vuelta al carril

BIKE BOX

DRIVE LANE
 carril para motoristas

SHARROW
 sharrow

BULBOUT
 bulbout

PLAN VIEW *opinión de un plan*

23RD STREET BICYCLE AMENITIES

SHARROW

Shared Lane Markings or Sharrow provide cues for bicycle location and direction to help reduce wrong-way riding and reduce incident of car door conflict



Number of shared lane lines: 2

23RD STREET BICYCLE AMENITIES

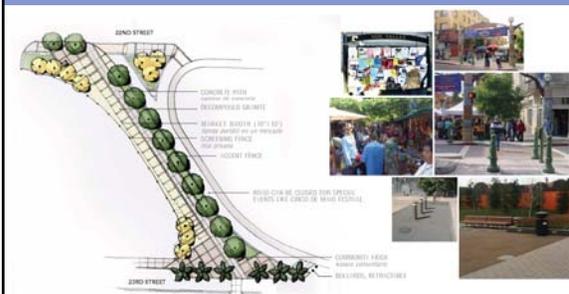
BIKE BOX

Bike boxes are an effective tool to improve bicycle and pedestrian visibility at signalized intersections and reduce car-bike collisions



23RD STREET THEMATIC ELEMENTS

PLAZA



CONCRETE PLAZA
 PAVIMENTO DE CONCRETO

PLAZA SEATING
 SILLAS PARA LA PLAZA

PLAZA ART
 OBRA DE ARTE PARA LA PLAZA

PLAZA TREES
 ARBOL PARA LA PLAZA

PLAZA LIGHTING
 ILUMINACIÓN PARA LA PLAZA

PLAZA BENCHES
 BANCOS PARA LA PLAZA

PLAZA FOUNTAINS
 FUENTES PARA LA PLAZA

PLAZA WALLS
 PARED PARA LA PLAZA

PLAZA LIGHTS
 LUZ PARA LA PLAZA

PLAZA SEATING
 SILLAS PARA LA PLAZA

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