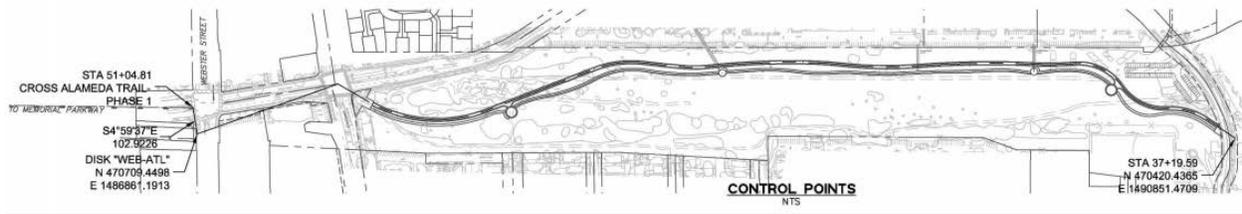


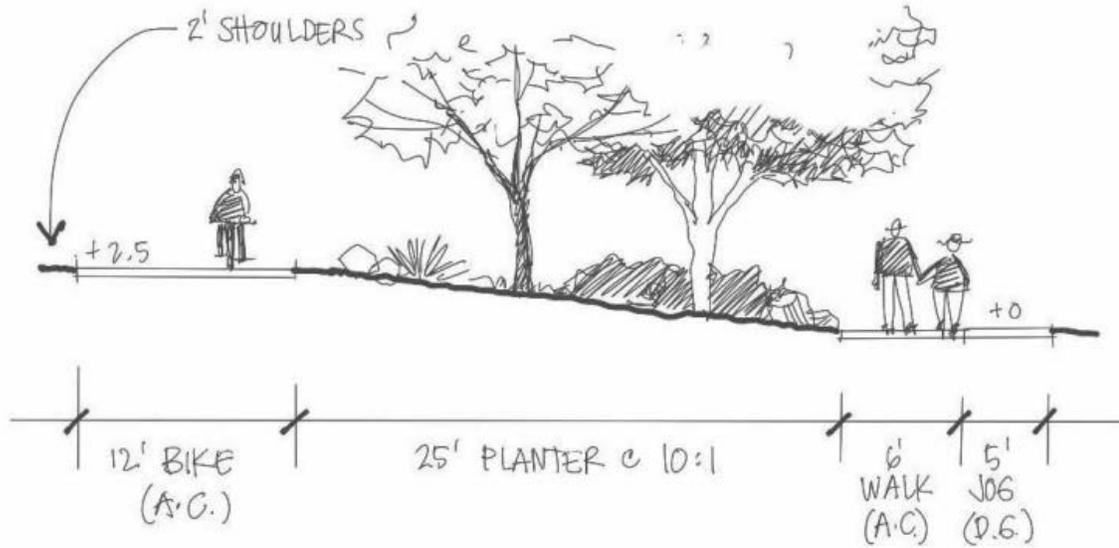
# Trail through Sweeney Open Space Park

\* Plantings will be predominantly California native species



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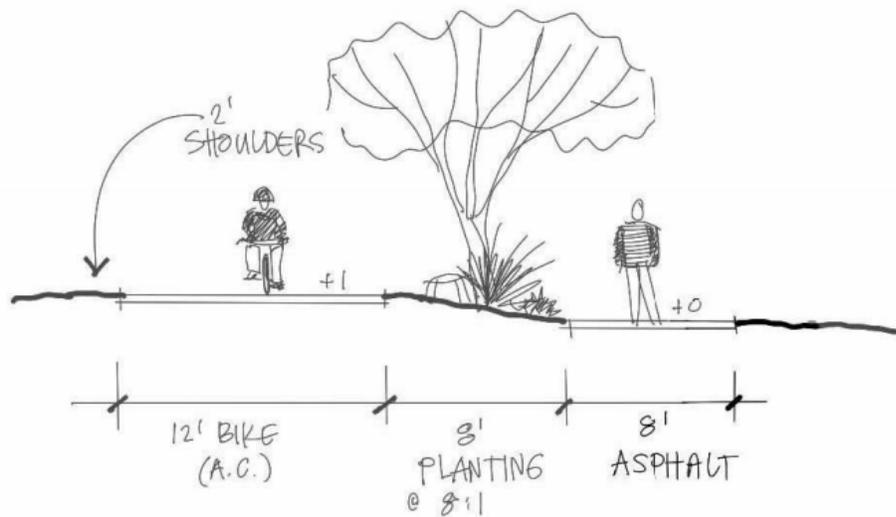
# Trail Cross-Section



Section with 25' Center Planting at 10:1 Slope

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# Trail Cross-Section



Section with 8' Center Planting (at Constitution and Sherman legs)

## Review and Recommendation on Design of Cross Alameda Trail through Jean Sweeney Open Space Park

To: Honorable Chair and Members of the Recreation and Park Commission

From: Amy Wooldridge, Recreation and Parks Director

Re: Review and Recommendation on Design of Cross Alameda Trail through Jean Sweeney Open Space Park

### BACKGROUND

Jean Sweeney Open Space Park (Sweeney Park) is a 22-acre community park, located in Central Alameda and is bounded by Constitution Way, Atlantic Avenue, and Sherman Street. This site is the former Alameda Beltline Railroad property that was secured by the City at its original purchase price due the advocacy efforts of long-time resident Jean Sweeney.

The City of Alameda received a grant from the regional Active Transportation Program to design and construct the Cross Alameda Trail (CAT) through Sweeney Park and to connect with the CAT on Ralph Appezzato Memorial Parkway. Staff is working with BKF Engineering and Placeworks, to design this bike/walk trail that travels east and west along the northern edge of Sweeney Park.

This item was presented to the Recreation and Parks Commission (Commission) on October 8, 2015. After hearing public comment, the Commission expressed concerns with the bicycle safety improvements along the “gap closure,” which is the street section on Atlantic Avenue between Constitution Avenue and Webster Street (Atlantic segment) that will be a connection point between two sections of the Cross Alameda Trail. The Commission requested a special meeting for more information and further discussion.

City staff did not adequately communicate its intention for the bicycle improvement design of the Atlantic segment to the bicycling community early on in this process. Since the October 8<sup>th</sup> Commission meeting, staff has met with the BikeWalk Alameda Board of Directors to provide detailed information on the Atlantic segment.

The Atlantic segment was not originally included with the October 8<sup>th</sup> Commission presentation because staff had determined that, as a street improvement, this section was under the purview and responsibility of Public Works and the Transportation Commission. This report is to provide further information and clarification on the Atlantic segment with a brief overview of the Cross Alameda Trail through Jean Sweeney Open Space Park.

### DISCUSSION

The Cross Alameda Trail design through Jean Sweeney Open Space Park includes the bicycle and pedestrian pathways; lighting; minimal landscaping; and entry plazas. It also includes the “gap closure” that connects the CAT from the corner of Constitution Way and Atlantic Avenue to the CAT along Ralph Appezzato Memorial Parkway. The gap closure, under this grant, is designed to include improved ADA access for the traffic signals; improved crosswalk striping for

bicycles and pedestrians; potentially a bicycle signal; and sharrows, which is a street marking that is placed in the travel lane to alert drivers that bicyclists are sharing the lane.

The proposed trail design through Sweeney Park separates the cyclists and pedestrians for improved safety and to provide a more natural, open space feel for the pedestrians. The bicycle portion of the trail is 12 feet wide, which provides for a 6 foot lane in each direction. The pedestrian portion of the trail is wider at each entrance, measuring 8 feet wide. Once the trail reaches the interior one-mile designated loop, then the pedestrian trail narrows slightly to 6 feet wide and a 5 foot jogging path is added, comprised of decomposed granite. The bicycle and pedestrian trails are anticipated to be asphalt paving with a landscaped median between them.

The entry plazas are designed to be open and create minimal conflict between bicyclists and pedestrians. This will be achieved through different colored paving to lead the bicyclists and pedestrians into their respective trails. Additionally, the pavers will create a sound for bicyclists so that in either direction, they are alerted to the fact that they are approaching an intersection. Signage will be included and the plazas will be open without anything to create potential obstructions. The entry monuments, through which the bicyclists and pedestrians would pass, have been discussed conceptually in order to help inform the scope and space of the entry plazas, but will not be constructed as part of this grant project. They will be further designed and constructed in a future phase of the park.

This project is funded by the Active Transportation Program, which is a new grant program that combines numerous transportation funding streams and includes both state and federal funds. The City received the regional funding, which means that procedurally, the City works through both the Metropolitan Transportation Commission (MTC) and Caltrans for administration of the grant, which can extend the timeframe required for approvals.

The project design is still on its anticipated timeframe, which fulfills the requirements for the ATP grant. The ATP grant program has a very aggressive timeframe for design completion and construction. The City has been working quickly to stay on track, which included working through the federal environmental review process (NEPA). Staff worked closely with Caltrans and received NEPA approval in March 2015. The only way to stay on schedule for this NEPA approval, was to propose a simpler solution of sharrows and signalization improvements along the Atlantic segment since there was not enough time to do the traffic study and analysis plus the traffic engineering that this complicated street segment requires. The sharrows were always intended to be an interim solution until a more comprehensive solution could be determined and constructed.

Meanwhile, the Public Works Department started developing conceptual designs and options for a permanent solution to the Atlantic segment and completed those conceptual options in June 2015. Public Works is currently conducting a traffic study/analysis and engineering the design for bicycle and pedestrian safety improvements. Once the preliminary engineered design is complete, the City will seek input from the public, including BikeWalk Alameda, and will present the proposed design to the Transportation Commission at its January 2016 meeting.

Public Works has identified at least \$200,000 of Measure BB funds to supplement the ATP grant for the Atlantic segment bicycle improvements. These funds have flexibility for the City's use and project timeframe.

Given the nature of the ATP grant process, the expected timeline is for it to go before the Metropolitan Transportation Commission (MTC) Board in January or February 2016, then for

final approval to Caltrans, with the goal to go out to bid in late spring/early summer 2016 and complete construction by early 2017. Given this timeframe, it is completely feasible for the Atlantic segment project to be coordinated and constructed concurrently with the Cross Alameda Trail projects since the Measure BB funds are at the City's discretion.

### FINANCIAL IMPACT

The construction of the Cross Alameda Trail through Sweeney Park is fully funded in the amount of \$2.5 million by the Active Transportation Program with 11.47% of City matching funds from Measure B and the Open Space Fund.

\$200,000 is available in Measure BB funds for additional bicycle improvements to the Atlantic segment.

### RECOMMENDATION

To recommend the design of the Cross Alameda Trail through Jean Sweeney Open Space Park and improvements to the street section along Atlantic Avenue between Constitution Way and Webster Street for the Active Transportation Program grant with further bicycle safety improvements on the Atlantic segment to be addressed by Public Works and the Transportation Commission.

Respectfully submitted,  
Amy Wooldridge, Recreation and Parks Director

#### Exhibits:

1. Presentation, including design layouts