Walnut Avenue Protected Bikeway

Bicycle Pedestrian Technical Advisory Committee
March 21, 2018

CITY OF Fremont California

Overview

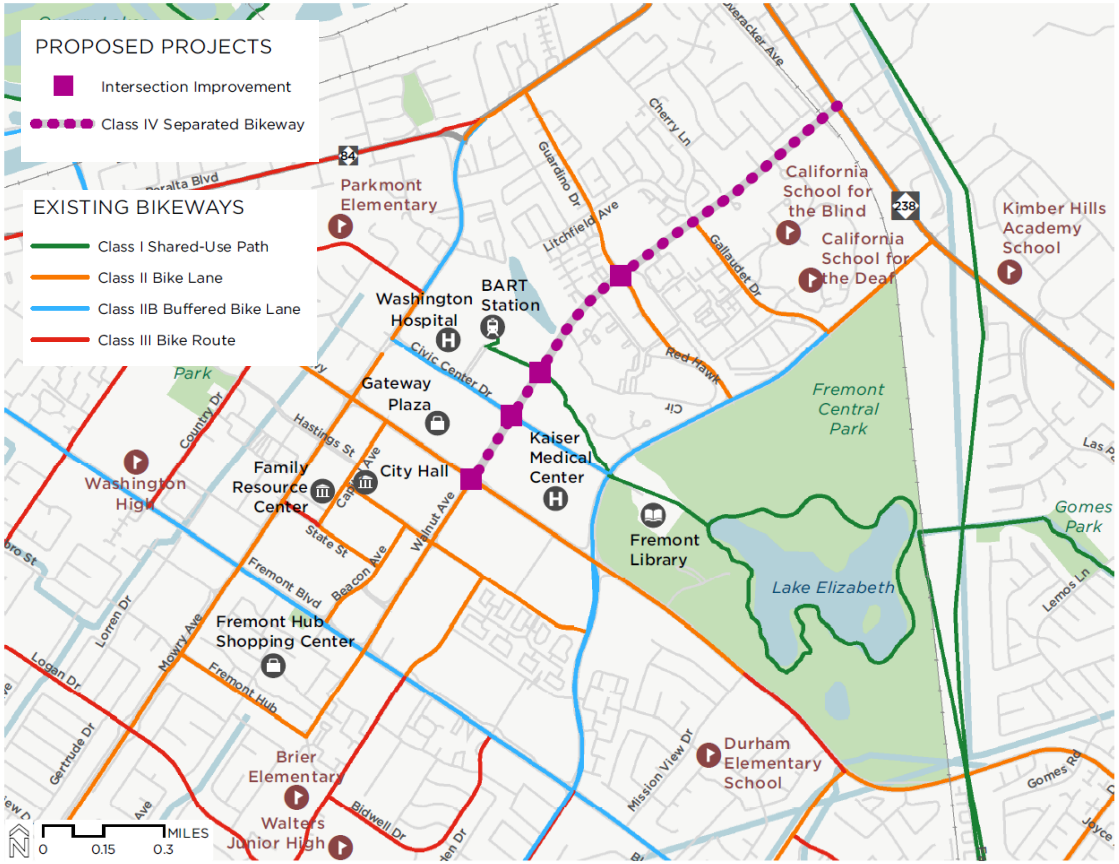
- Project Background
- Project Elements
- Project Design
- Next Steps

Project Background

- Project context
- Existing conditions
- Funding

Project context

- East-west connection to BART and City Center destinations
- Part of longer Walnut-Sundale corridor from BMP
- Adjacent to California School for Blind and Deaf
- 1.3 mile long project
- 5 signalized intersections



Project context

Existing conditions

Buffered bike lanes

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Existing conditions

Buffered bike lanes

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Existing conditions

Right turn slip lanes

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Existing conditions

No crossing opportunity to BART station

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Existing conditions

Bus-bike weaving

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Project funding

- Two grant applications
  - Active Transportation Program Cycle 3 (2016)
  - Alameda CTC Comprehensive Investment Program (2017)
- Received $5 M grant from Alameda CTC
  - Partial funding of $8.5 M request

Project Elements

- Raised cycletrack
- Protected intersections
- Floating bus stops
- Pedestrian crossing beacon

Project Elements

Raised cycletrack

- High degree of separation between cyclists and motor vehicles
- Solves some maintenance issues associated with delineators
- Proposed asphalt bikeway surface

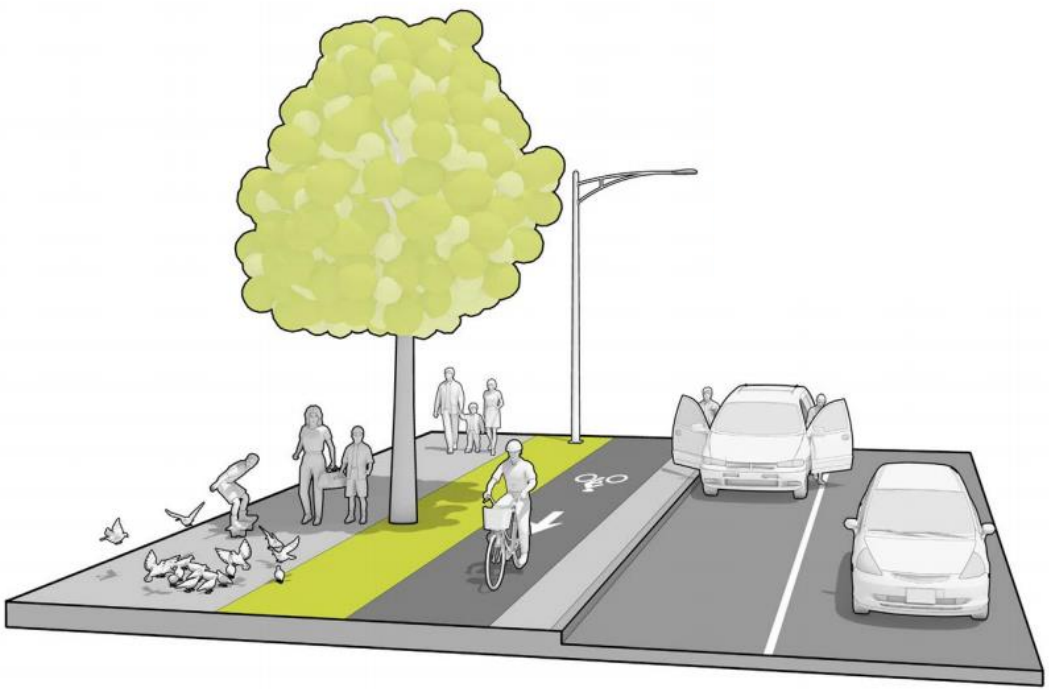


Image source: MassDOT Separated Bikeway Design Guide

Project Elements

Protected intersection

- Continues protection through intersection
- Shortens crossing distances
- Reduces vehicle turning radii
- Improves visibility of bicyclists and pedestrians

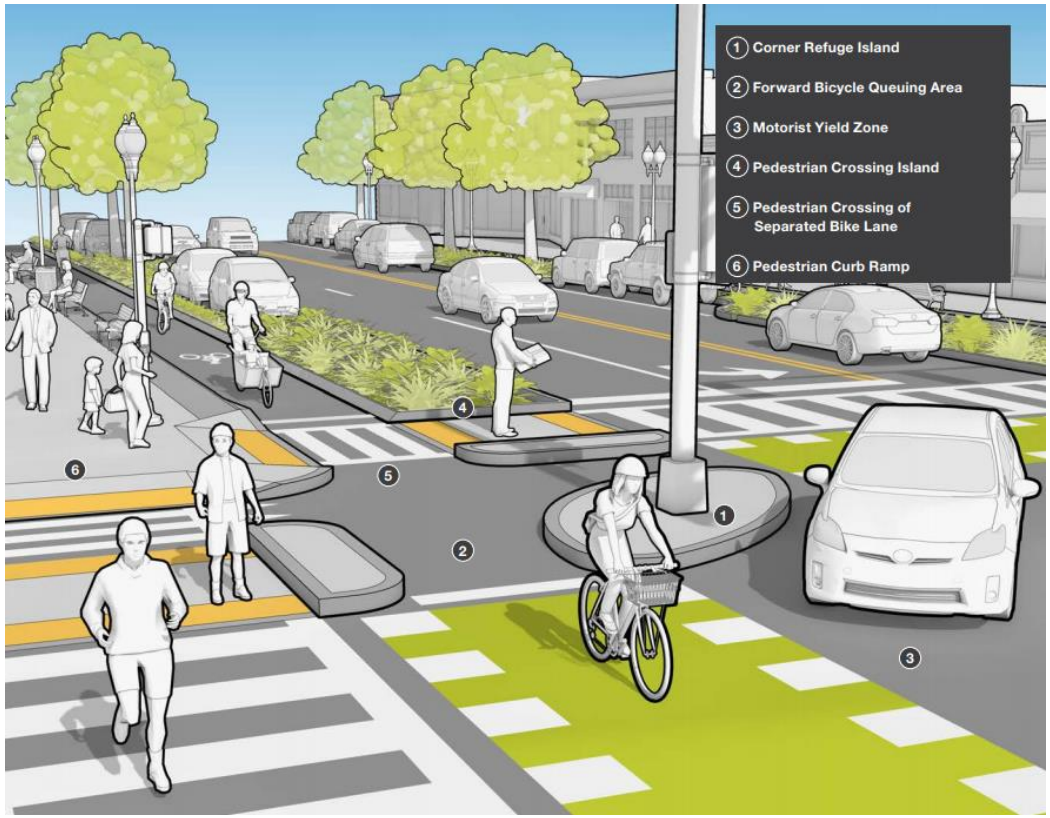


Image source: MassDOT Separated Bikeway Design Guide

Project Elements

Protected intersection

- Bicyclist left turns happen in two-stage movement

- Locations:
  - Paseo Padre
  - Civic Center
  - Guardino

Project Elements

“Floating” bus stops

- Bus stops in travel lane
- Eliminates bus/bike weaving
- Speeds bus travel time

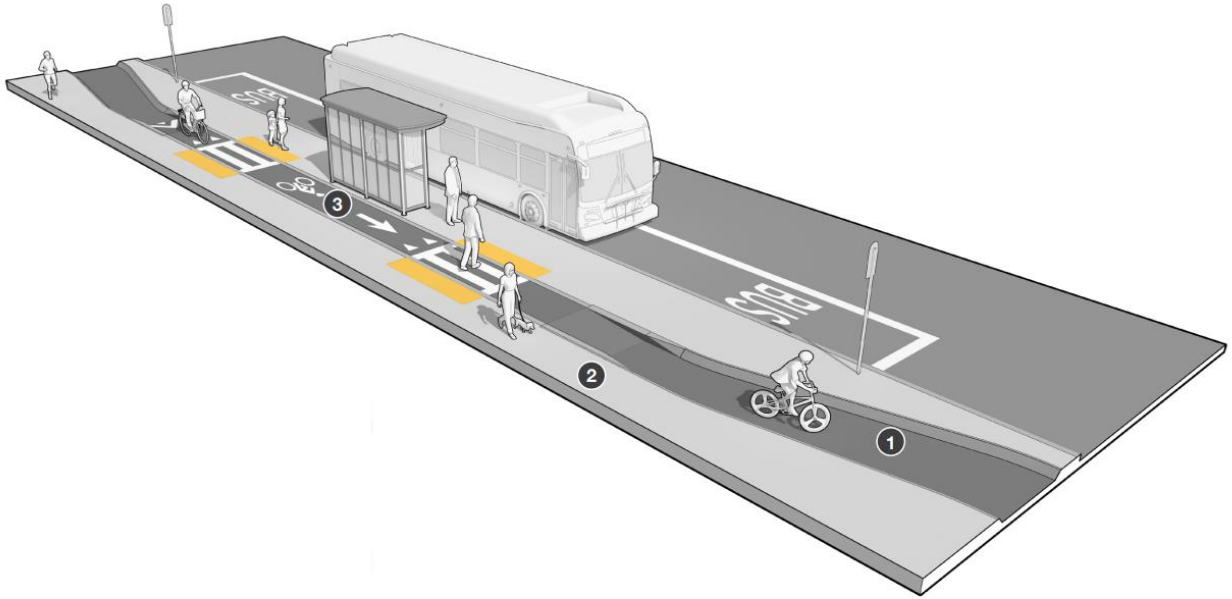


Image source: MassDOT Separated Bikeway Design Guide

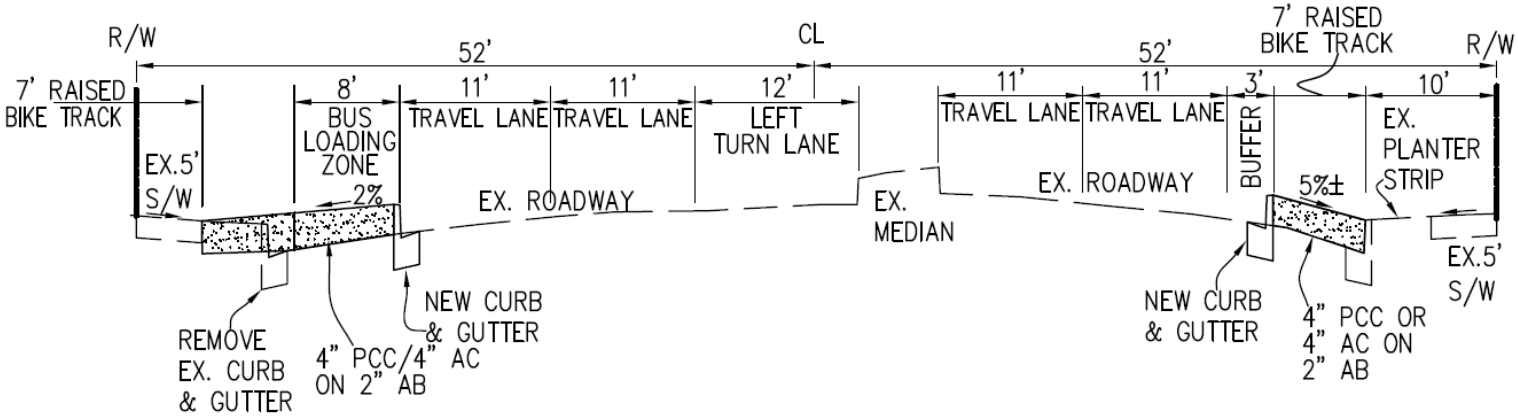
Project Elements

Pedestrian crossing beacon

- New midblock crossing at BART driveway/trail
- Enhanced with flashing pedestrian beacon

Project Design

Typical cross-section

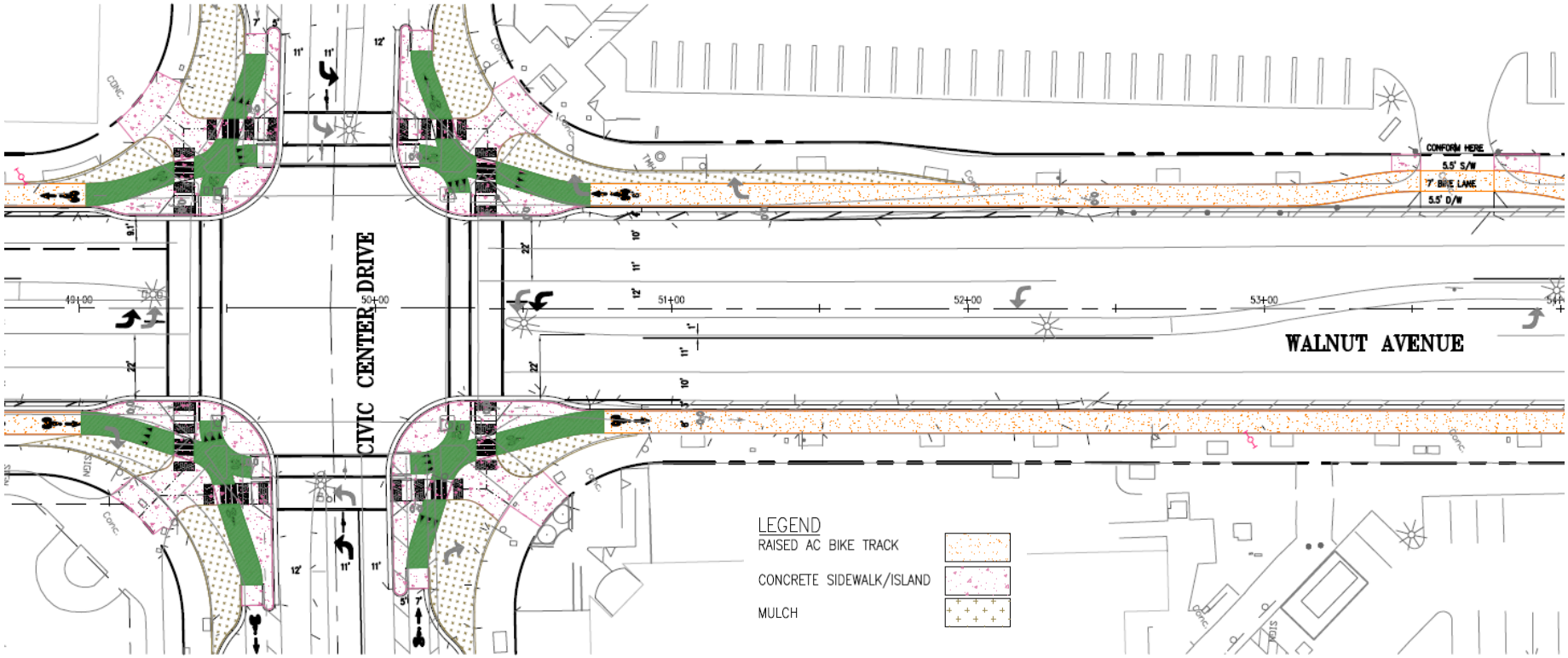


TYPICAL SECTION OF RAISED BIKE TRACK AND BUS LOADING ZONE

NOT TO SCALE

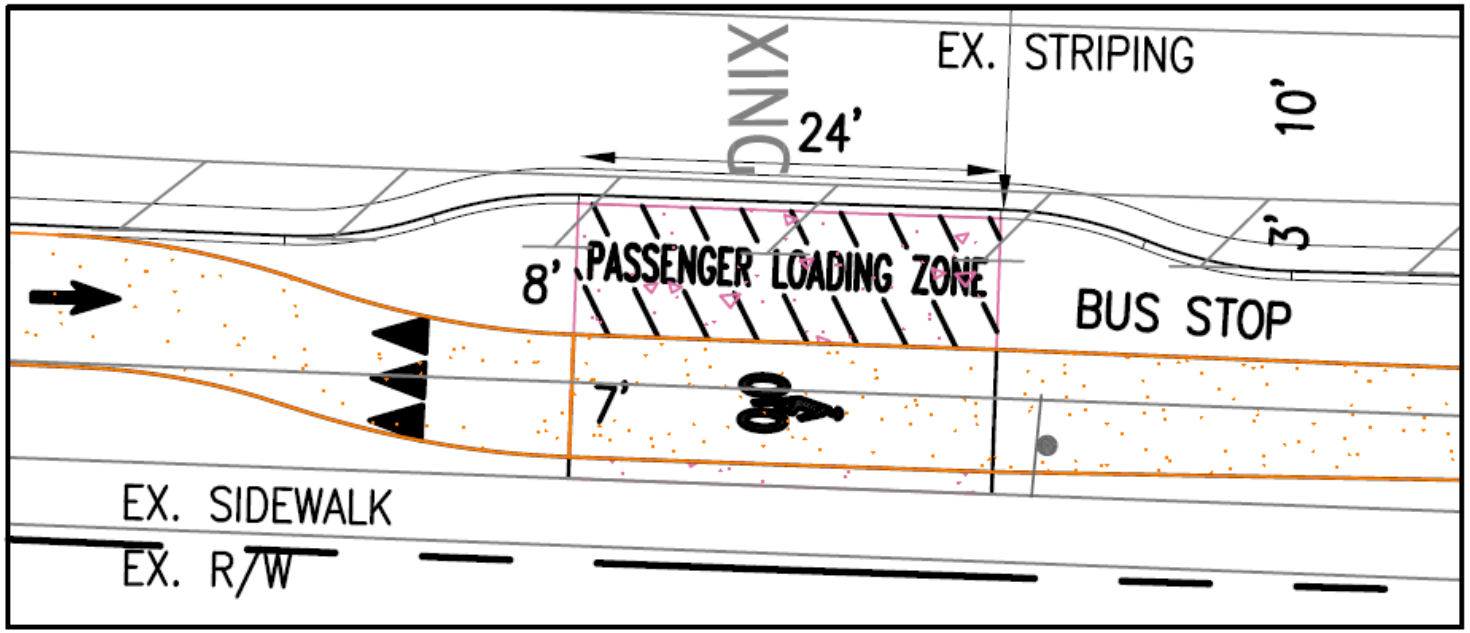
Project Design

Example Intersection and Segment



Project Design

Bus Loading



BUS STOP LOADING ZONE

(NO SCALE)

Next steps

- Refine project design and engineer's estimate
- Additional stakeholder coordination and value engineering
- Advertise and award (Fall 2018 anticipated)
- Construction (2018-19)