Today’s Agenda

- Welcome
- Complete Streets 101 Presentation
- Panel Discussion and Q & A
- Planning Process Next Steps
- Open House
- Summary and Recap
- Adjourn
Existing Sidewalk Bulbout and Seating at Adeline and 62nd

Neighborhood Murals
Top: Activation of large sidewalk area at Adeline and Fairview for Adeline Pop-Up Event (June 2015)

Left: Parklet seating area on North Shattuck
Complete Streets:
1. Principles
2. Performance Metrics
3. Parking
Streets Are Public Spaces
Great Streets are Great for Businesses
Streets Can Be Changed
Design for Safety
Streets are Ecosystems
Act Now!

Content: NACTO Urban Street Design Guide Trainings
Streets Are Public Spaces
Great Streets are Great for Business
Expanding an iconic space: Union Square North (Manhattan)

Speeding decreased by 16%, while median speeds increased by 14%

Injury crashes fell by 26%

49% fewer commercial vacancies (compared to 5% more borough-wide)

74% of users prefer the new configuration
Transforming an underused parking area: Pearl Street (Brooklyn)

172% increase in retail sales (at locally-based businesses, compared to 18% borough-wide)

BID held 27 public events in 2012

Creating a seating area out of curb lane: Pearl Street (Manhattan)

77% increase in seated pedestrians

14% increase in sales at fronting businesses

Content: New York “Measuring the Street”
Streets can be Changed
NACTO Urban Street Design Guide Trainings
Design for Safety
Vehicle Impact Speed vs. Pedestrian Injury
(initial impact only)

AIS Severity (6=fatal)

Impact Speed (mph)

10 12 14 16 18 20 22 24 26 28 30 32 34 36 38

Usualy Fatal

Small Injuries
Pedestrians’ chances of death if hit by a motor vehicle

SOURCE: Killing Speed and Saving Lives, UK Department of Transportation
25 MPH
3 MPH Reduction in Speed =

- 15% fewer collisions
- 10% fewer pedestrian deaths
- 20% fewer pedestrian serious injuries
Streets are Ecosystems
Green Design Elements in Sustainable Streets

**Plazas - Rain Gardens**

- Source: www.annarbor.com
- Source: www.sfbetterstreets.org

**Planter Strips – Swales, Rain Gardens, Trees**

- Source: sfbetterstreets2SFplanning.org
- Source: www.sfbetterstreets.org

**Curb Extensions – Rain Gardens**

- Source: www.myballard.org
- Source: www.blogspot.com on 3.7.2012

**Linked Tree Wells/Curbed Planters**

- Source: blog.g8-life.com
- Source: www.extension.org

**Parking Lane – Permeable Paving, Rain Gardens**

- Source: www.cityofberkeley.info on 04.12.13
- Source: www.extension.org

Content: NACTO Urban Street Design Guide Trainings
Act Now!

Content: NACTO Urban Street Design Guide Trainings
Performance Metrics
Old Speed Paradigm -> Roadway LOS

<table>
<thead>
<tr>
<th>Level of Service (LOS)</th>
<th>Unsignalized Intersection Control Delay (sec/veh)</th>
<th>Signalized Intersection Control Delay (sec/veh)</th>
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<tbody>
<tr>
<td>A</td>
<td>&lt; 10</td>
<td>&lt;10</td>
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<tr>
<td>B</td>
<td>&gt; 10 - &lt; 15</td>
<td>&gt; 10 - &lt; 20</td>
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<tr>
<td>C</td>
<td>&gt; 15 - &lt; 25</td>
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<tr>
<td>D</td>
<td>&gt; 25 - &lt; 35</td>
<td>&gt; 35 - &lt; 55</td>
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<tr>
<td>E</td>
<td>&gt; 35 - &lt; 50</td>
<td>&gt; 55 - &lt; 80</td>
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<tr>
<td>F</td>
<td>&gt; 50</td>
<td>&gt; 80</td>
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Source: 2000 HCM

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<tr>
<th>Arterial class</th>
<th>Average Travel Speed (MPH)</th>
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<tr>
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<td>Level of service</td>
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<td>A</td>
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<td>E</td>
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<tr>
<td>F</td>
<td>&lt; 13</td>
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</table>
Level of Service A
Level of Service F

Source: Neighborhoods.org
Level of Service F

Source: Downtown San Jose Blog
What’s important depends upon perspective

Traffic engineer: F

Economist: A

Level of Service

Level of Service

A

F
What Gets Measured Gets Done
What is transportation for?

- Transportation is not an end in itself
- It is merely a means by which we support individual and collective goals and objectives
Why not Consider...

- **Economic Development**
  - Job creation
  - Real estate value increase
  - Retail sales
- **Quality of Life**
  - Access to jobs
  - Access to shopping
  - Residential property value impact
- **Social Justice**
  - Do benefits accrue equitably?
  - Are investments spread equitably?
- **Ecological Sustainability**
  - VMT per capita (=CO$_2$, NO$_x$, runoff, etc.)
  - Land use/transportation connection

Measure what matters
## Portland Metro’s 25 Evaluation Criteria

<table>
<thead>
<tr>
<th>Community</th>
<th>Environment</th>
<th>Economy</th>
<th>Deliverability</th>
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</thead>
<tbody>
<tr>
<td>C1: Supportiveness of Existing Land Uses</td>
<td>EN1: Reduction in Emissions and Disturbance</td>
<td>EC1: Transportation Efficiency (Operator – cost per rider)</td>
<td>D1: Total Project Capital Cost (Exclusive &amp; Non-Exclusive ROW Options)</td>
</tr>
<tr>
<td>C2: Local Aspirations</td>
<td>EN2: Risk of Natural Resource Disturbance</td>
<td>EC2: Transportation Efficiency (System annualized capital &amp; operating cost per rider)</td>
<td>D2: Capital Cost Per Mile (Exclusive &amp; Non-Exclusive ROW Options)</td>
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<tr>
<td>C4: Ridership Generators</td>
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<td>EC4: Rebuilding/ Redevelopment Opportunity (vacant and redevelopable land)</td>
<td>D4: Total Corridor Ridership</td>
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<tr>
<td>C5: Support of regional 2040 Growth Concept</td>
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<td>D5: Funding Potential</td>
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<tr>
<td>C6: Integration with Regional Transit System (Addressed in White Paper)</td>
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<td>C7: Integration with Other Road Uses</td>
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<td>C8: Congestion Avoidance Benefit</td>
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<td>C9: Equity Benefit</td>
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<td>C10: Health (Promotion of Physical Activity)</td>
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<td>C11: Safety and Security (Addressed in White Paper)</td>
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<tr>
<td>C12: Housing + Transportation Affordability Benefit</td>
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<tr>
<td>C13: Transportation Efficiency (User Travel Time Savings)</td>
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<td>Clackamas Town Center to Oregon City via I-205 (LRT)</td>
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<td>Park Ave to OCTC via McLoughlin (LRT extension)</td>
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<td>Portland to Gresham via Powell (LRT)</td>
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<td>Portland to Sherwood via Sarbur/Hwy 99 (LRT)</td>
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<td>Hillsboro to Forest Grove (LRT extension)</td>
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<td>Gresham to Troutdale Extension (LRT Extension)</td>
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<td>-3</td>
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<tr>
<td>Troutdale to Damascus (LRT)</td>
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<td>2</td>
<td>-3</td>
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<td>Clackamas Town Center to Damascus via Sunnyside (LRT)</td>
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<td>2</td>
<td>-3</td>
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<tr>
<td>Sunset Transit Center to Hillsboro via Hwy 26 / Evergreen</td>
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<td>3</td>
<td>-3</td>
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<td>Tanasbourne (LRT extension)</td>
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<td>3</td>
<td>-2</td>
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<tr>
<td>Clackamas Town Center to Washington Square via I-205/217 (LRT)</td>
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<td>2</td>
<td>-1</td>
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<tr>
<td>Clackamas Town Center to Washington Square via RR ROW (LRT)</td>
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<td>Beaverton to Hillsboro via TV Highway (LRT)</td>
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<td>1</td>
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<td>Beaverton to Wilsonville (LRT upgrade)</td>
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<td>-2</td>
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<td>Sherwood to Tuatatín</td>
<td>1</td>
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<td>-2</td>
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<td>Downtown Portland to Yellow Line via St. Johns (LRT)</td>
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<td>2</td>
<td>2</td>
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<tr>
<td>Troutdale to St. Johns via US 50 (LRT)</td>
<td>0</td>
<td>2</td>
<td>1</td>
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</table>
Too much parking is worse than too little

Structured parking can cost more depending on location, e.g. $30,000 - $50,000/per space

Thank you, Don Shoup!
Be Smart about Parking

- Smart meters
- Put customers first.
Unbundle

• Separate the price of parking from the price of rental and multifamily housing.

• Separate parking from commercial space leases – and require parking cash-out
Park Once
Mixed Use, Park Once District

Results:

- <½ the parking
- <½ the land area
- ¼ the arterial trips
- 1/6th the arterial turning movements
- <¼ the vehicle miles traveled
Adeline Corridor Intercept Survey Summary

Intercept Surveys

- April 5 (Tuesday) and April 10 (Sunday)
- Over 450 intercept surveys of merchants, visitors, and employees in Adeline Corridor planning area

Preliminary Results

- When asked how they believe their patrons and employees access their place of business, merchants rank driving as the most common access mode – by a long shot
- When visitors and employees were asked about their travel habits directly...
  - A majority (54%) of visitors either walk to use BART to access the Adeline Corridor study area; only 20% drive alone
  - Almost half of employees commute by modes other than driving alone
- People who drive or carpool to the area spent about $53 on average/trip
- People who walk or bike spent $20-$30 on average/trip, but tend to visit the area more frequently than those who drive or carpool
For More Information

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Mobility Accessibility Sustainability

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San Francisco, CA 94103

Tel: 415-284-1544

jtumlin@nelsonnygaard.com
www.nelsonnygaard.com
ADELINE CORRIDOR PLANNING PROCESS NEXT STEPS

- Second phase of work to create options based on community input from Phase 1 (Visioning)

Some upcoming community events:

- Mobile IDEA Centers
  - Ed Roberts Campus – Wed. 5/4, Noon – 2pm
  - Malcolm X Elementary School Spring Fair – Sat. 5/7, Noon – 2pm

- Adeline Community Outreach Team (ACOT) Meeting
  - South Berkeley Senior Center, Sat. 5/7, 10am – Noon

- Community Workshop #2: Building A Plan Together: Options for the Adeline Corridor
  - Saturday, 5/21, South Berkeley Senior Center
ADELINE CORRIDOR PLANNING PROCESS NEXT STEPS

- Even more events and ways to share your feedback to be announced soon
- www.cityofberkeley.info/adelinecorridor
- Call/email: Alisa Shen (510) 981.7409 or ashen@cityofberkeley.info
OPEN HOUSE: Information Stations

- City of Berkeley
- AC Transit
- BART
- Design your Adeline/South Shattuck
Street Design Element Examples: DIMENSIONS

- Separated bikeway: 6’ bikeway + 3’ buffer
- Bike lane: 6’
- Travel lane: 10’ normal, 11’ for bus
- Parking (parallel): 8’
- Tree well: ~5’
- Sidewalk: Typical minimum: 15’ from curb to property line
Some questions for Adeline…

• How to fit a bikeway? What shrinks to make way?

• Sidewalks: What’s too wide? Too narrow? How do we make them feel active?

• Parking: How can we ensure availability for customers? Minimize spillover into neighborhoods? Accommodate employees? Loading and deliveries? What’s the optimal supply and management?

• How do we balance auto capacity and pedestrian safety? What’s the right speed for cars?

• How do we make the street transit-friendly?