ANDERSON ROAD

Streetscape Improvement Project
Project Introduction
Project Scope

Work with the community and stakeholders to develop a complete street design that enhances safety and comfort for all users.

GATHER
Existing Conditions

- Physical Design
- Stakeholder Concerns
- Public Goals

GENERATE
Design Ideas

- WORKSHOP 1 - 10/25/17
  - Complete Street Precedents
  - Design Toolkit

REFINE
Corridor Alternatives

- WORKSHOP 2 - 11/29/17
  - Three Options
  - Consider Phasing

FINALIZE
Preferred Plan

- WORKSHOP 3 - 1/17/18
  - Select One Option
  - BTSSC and City Council Approval
ANDERSON ROAD

W Covell Blvd to Russell Blvd

1 Mile Corridor

North –South Connector

Mix of Housing, Commercial, and Institutional Uses

Shifts from 4 lanes to 2 lanes
Existing Street Zones

- **Pedestrian Zone**: Parked cars blocking sidewalk
- **Traffic Zone**: Residential Area (South)
- **Intersection Zone**: Covell Blvd/Anderson Rd
Stakeholder Input: Corridor Concerns

- The street is too fast, drivers are speeding!
- There isn’t enough room for pick-up/drop off at Cesar Chavez, it causes delays
- Jaywalking is a problem at several locations along the corridor
- The corridor is unpleasant, like the San Fernando Valley, no shade, poor lighting
Workshop 1 Feedback: Preferred Toolkit Treatments

- Protected Intersections
- Raised Crossings
- Landscape Separated Bikeway
- Landscaped Median with Trees
- Large Canopy Trees and Lawn
- Pedestrian Scale Lighting
Workshop 1 Feedback: Preferred Look and Feel

PRECEDEENTS

Dunsmuir Street, Vancouver

East Boulevard, Charlotte
Stakeholder Input: Anderson Vision

- Slower traffic, consider enforcement and education
- Beautification, lighting and shade trees
- Improved bus service and biking flow along the corridor
- Safe, visible crosswalks and pedestrian zones for school routes, religious institutions, shopping centers
Workshop 2 Feedback: 3 Designs

- "Gold standard, but probably the most expensive"
- Concerns about narrowing the street
- Plant maintenance

- "Two-way should be the whole corridor"
- Conflicts with cars and driveways
- Crossing from one-way to two-way could be dangerous

- "Traffic calming option causes the least inconveniences"
- "Best of all options for safety and beauty"
- Buses will block traffic
Traffic Calming & Parking Protected Bikeways

What would you change?
- “Buses shouldn’t block traffic”
- Leave breaks in the median to allow for left turns into driveways
- Needs better “division” between bikes and parking
- Be careful with mixing zones

What aspects do you like?
- Provides the safest route configuration
- Like floating bus stops [Transit islands]
- “Bulb outs are good”
- “Best of all options for safety and beauty”
Preferred Design
Preferred Alternative: Key Design Features

- Pedestrian Crossing Improvements
- Parking Protected Bike Lanes
- Hybrid Floating Bus Stops
- Landscaped Medians
- Cesar Chavez Elementary Pick Up/Drop Off
- Roundabout at 8th Street
- Russell Protected Intersection
- Covell Intersection
Enhanced Pedestrian Crossings

UNCONTROLLED INTERSECTIONS

• Hanover Street, Amherst Drive, Sunset Court (T Intersection)
• Radcliffe Drive (4-way Intersection)
Enhanced Pedestrian Crossings
Enhanced Pedestrian Crossings
Enhanced Pedestrian Crossings

San Leandro Boulevard/Juana Avenue
San Leandro, CA

Jade Street/Celadon Street
Davis, CA
Parking Protected Bicycle Facilities
Parking Protected Bicycle Facilities

Rosemead Boulevard
Temple City, CA

Telegrapah Avenue
Oakland, CA
Bus Stops and Floating Islands

PROPOSED BUS STOP

EXISTING BUS STOP (RELOCATED SOUTH)

DAVIS MEDICAL CENTER

PROPOSED BUS STOP

ANDERSON ROAD STREETSCAPE IMPROVEMENT PROJECT
Bus Stops and Floating Islands

First Street (demo) - Los Angeles, CA

Howard Street - San Francisco, CA

Hearst Avenue – Berkeley, CA

Los Angeles Street – Los Angeles, CA
Landscape Medians

NORTH SECTION

SOUTH SECTION
Landscape Median Treatments

ANDERSON ROAD STREETSCAPE IMPROVEMENT PROJECT
8th Street Roundabout
8th Street Roundabout

ANDERSON ROAD STREETSCAPE IMPROVEMENT PROJECT
Roundabouts

Anderson Road/Alvarado Avenue
Davis, CA

Orchard Avenue/Joyce Street
Hayward, CA
Covell Protected Intersection
Protected Intersections

Broadway/200W
Salt Lake City, UT

Covell Boulevard/J Street
Davis, CA
# Planning Level Costs

**PREFERRED PROJECT**

- **Improvements**: $6.4 m
  - Corridor & 7 Intersections: $4.0 m
  - Russell Protected Intersection: $0.8 m
  - Covell Intersection: $1.6 m
- **Const. Contingency (20%)**: $1.3 m
- **Engineering Design (10%)**: $0.7 m
- **Administration (10%)**: $0.6 m
- **Construction Admin (10%)**: $0.6 m
- **TOTAL**: $9.6 m

**CORRIDOR MEDIAN OPTIONS**

- Concrete: $1.1 m
- Planted: $1.4 m
- Planted w/ Trees: $1.7 m
Planning Level Costs

PREFERRED PROJECT

Design & Construction: $9.6 m
Street Paving & Drainage $1.3m
Ped Imp. & Intersections $1.7m
Bicycle Improvements $0.3m
Medians $2.5m
Bus Stops $0.2m
Russell Intersection $0.8m
Covell Intersection $1.6m

TOTAL $9.6 m
**POTENTIAL PHASING STRATEGIES**

**Set the Groundwork for the Design First**
- Phase 1: Stripe the entire corridor ($1.8 m)
- Phase 2: Build Bulbouts and Medians ($4.2 m)
- Phase 3: Russell and Covell ($3.6 m)

**Prioritize Pedestrian Improvements**
- Phase 1: Ped Improvements (uncontrolled intersections) ($2.0 m)
- Phase 2: Cesar Chavez Frontage ($0.9 m)
- Phase 3: Parking Protected Bike Lanes and Medians ($3.1 m)
- Phase 4: Russell and Covell ($3.6 m)