# DRAFT PEDESTRIAN STREET TYPOLOGY

Alameda Active Transportation Plan
July 2020

## Introduction

The draft pedestrian street typology (on pages 2 and 3) is intended for use in tandem with the pedestrian street typology maps and the draft design treatment matrix. This memo defines the different types, or categories, of streets in Alameda. By categorizing the streets, the City can quickly assess which types of pedestrian design treatments should be considered on different streets. While the treatments are pedestrian-focused, they will also create safer, more comfortable streets for bicyclists.

## How the street types were developed

Toole Design (the project consultant) developed the recommended pedestrian street typologies based on the land use street typology presented in the Transportation Element of the City of Alameda's *General Plan* (2009). Toole Design staff reviewed the land use street typology to determine whether the existing typology reflected pedestrian needs and travel characteristics in the context of Alameda's current and planned roadway network and land use patterns. After completing the review, Toole Design determined that the land use street typology was not wholly appropriate for a pedestrian-specific street typology and developed a new pedestrian street typology.

The table below presents the recommended pedestrian street typologies. The table includes the definition, general characteristics, and examples of each street type. The design-oriented characteristics for each street type refer to the ideal standard, or future conditions of each street but may not reflect exact current conditions.

The table also includes information about "overlays" around schools, community destinations, transit routes, and truck routes. These are areas that will need additional design treatments.

## We want to hear from you!

We would like to know what you think. Please share your comments through the survey on the Alameda Active Transportation Plan website: https://www.activealameda.org/Recommendations#section-4

**Recommended Pedestrian Street Typology**

| Street Type | Definition | Characteristics (Current and/or Future) | Examples |
|---|---|---|---|
| **Neighborhood Street** | Neighborhood Streets serve residential areas with low volumes of motor vehicle traffic. Walking is common along these streets. Designs for these streets should focus on encouraging slow speeds, pedestrian safety, a consistent street tree canopy, and direct routes to nearby parks, transit, and schools. | • Two travel lanes without centerline<br>• Residential land use<br>• Relatively low motor vehicle speeds and volumes<br>• Low to medium pedestrian activity<br>• No transit presence | Peach Street, San Jose Ave, Verdemar Drive, and Bryant Avenue |
| **Neighborhood Connector** | Neighborhood Connectors serve primarily residential areas, though some retail or mixed-use developments may also be located along these streets. Neighborhood Connectors are typically cross-town routes with high motor vehicle volumes, but also have a strong need to safely accommodate and encourage pedestrian activity because of their residential and commercial uses. These streets often have bus stops and are key routes in the transit network. These streets provide continuous walking routes and connections to other parts of the city. Designs for these streets should emphasize pedestrian safety, clear routes to key destinations, and landscaped sidewalk buffers. | • At least two travel lanes<br>• May have long block lengths<br>• Medium to high motor vehicle volumes<br>• Motor vehicle speeds may be faster than on residential streets<br>• Often serves transit<br>• Sidewalk buffer for street trees<br>• Wider sidewalks<br>• May have street furnishings and planted medians | Shoreline Drive, Encinal Avenue (Willow Street to Oak Street), Willie Stargell Avenue (Fifth Street to Monarch Street), Robert Davey Jr. Drive, and Grand Street |
| **Main Street** | Main Streets serve commercial areas with small and medium-sized businesses. These streets are designed to accommodate significant volumes of pedestrians and foster social interaction. They may include institutional uses, as well. Designs for these streets should create or enhance a safe, inviting and enjoyable pedestrian experience and provide flexible spaces for outdoor dining and support the commercial character of the street. | • Short block lengths<br>• At least two travel lanes<br>• Signalized crossings throughout<br>• High pedestrian, bicyclist and motor vehicle activity<br>• Often major transit routes<br>• Buildings close to the street<br>• Enhanced streetscape with amenities | Park Street (San Jose Avenue to Blanding Avenue), Webster Street (Central Street to Ralph Appezzato Memorial Parkway), and Oak Street (Encinal Avenue to Lincoln Avenue) |

| Street Type | Definition | Characteristics (Current and/or Future) | Examples |
|---|---|---|---|
| **Commercial or Industrial Street** | Commercial or Industrial Streets serve industrial, shopping center, and/or office areas, including business parks and large commercial buildings. While there may be fewer pedestrians in these locations, these streets may also serve as through-routes to adjacent uses, such as transit or shopping. Design for these streets should focus on safely accommodating pedestrians and providing greater separation from traffic. | • At least three travel lanes (in most cases)<br>• Low pedestrian volumes<br>• Buildings generally set back from the curb<br>• Long block lengths<br>• Dominated by motor vehicle traffic<br>• Sidewalk buffer<br>• May have transit<br>• May have truck traffic | Harbor Bay Parkway, Main Street (Navy Way to Singleton Avenue), and Atlantic Avenue (Webster Street to Wind River Way) |
| **Overlays** | | | |
| **Transit** | The Transit Overlay pertains to all streets with transit service, except for routes that only serve schools. This layer is not mapped since it is to reflect current AC Transit bus service. The design of streets in the Transit Overlay should provide easy access to transit for all potential users, including people with disabilities. | | |
| **School** | The School Overlay includes all streets within 600 feet of a public or private school (K-12). Designs for these streets should prioritize pedestrian safety and comfort considering the specific needs and characteristics of child pedestrians while maintaining the multimodal characteristics of the street. | | |
| **Community Destinations** | The Community Destinations Overlay includes the perimeters of public recreation areas and institutions, including parks, libraries, hospitals, senior centers, and colleges. Designs for these streets should prioritize pedestrian safety and comfort considering the specific needs and characteristics of pedestrians who are children or older adults, while maintaining the multimodal characteristics of the street. | | |
| **Truck** | Truck routes are streets designed to accommodate truck traffic. They are not mapped, since they are defined in the City's General Plan. These streets may have wider travel lanes and smaller turn radii. | | |

Note: Volume estimates reflect conditions relative to other street types