

SILVER AVENUE STUDY

Public Information Meeting
September 28, 2015



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PROJECT SUMMARY

- Study began in May of 2015
- Prompted by the modifications to Central that are proposed as part of the ART and the concerns about the effects on Silver
- Scope of work is to identify deficiencies and recommend improvements for all transportation modes on Silver between Yale and San Mateo
- Directed by a Steering Committee
- Study began with data collection
 - Vehicle, pedestrian, skateboard, and bicycle counts
 - Crash data collection
 - Speed data collection
 - Walking survey

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CONCERN: SIGHT DISTANCE AT ALLEYS



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CONCERN: UNCLEAR WHERE PARKING IS ALLOWED

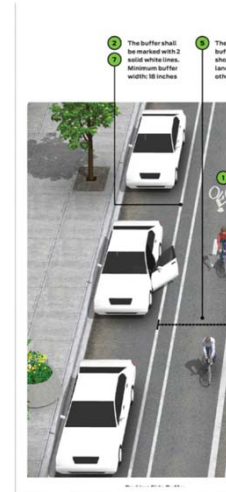
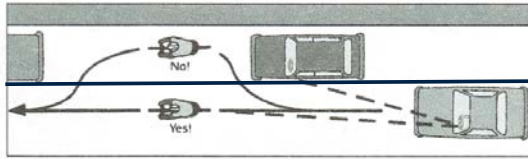
Signing and curb painting needs to be consistent throughout the corridor to show drivers where parking is allowed and where it is prohibited.

- Where parking is allowed the limits of the parking should be outlined with a 4" white solid stripe, whether it is diagonal parking or parallel parking.
- Where parking is prohibited the curb should be painted yellow (or red, if it is a fire zone).
- Parking signs should only be used for areas where parking is allowed with restrictions (time limit, permit only, metered) or on blocks where no parking is allowed on the entire block



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CONCERN: PARKING CREATES INCONSISTENT BIKE PATH



- Where parking is allowed the limits of the parking should be outlined with a 4" white solid stripe, whether it is diagonal parking or parallel parking.

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CONCERN: NOT ENOUGH PARKING



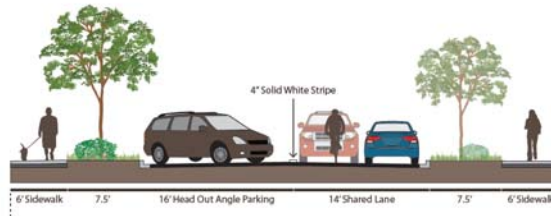
Existing parking on Silver in Nob Hill - 35 legal spaces (red vehicle is parked next to yellow-painted curb)



Parking on Silver in Nob Hill with 60 degree head-out angle parking - 38 legal spaces

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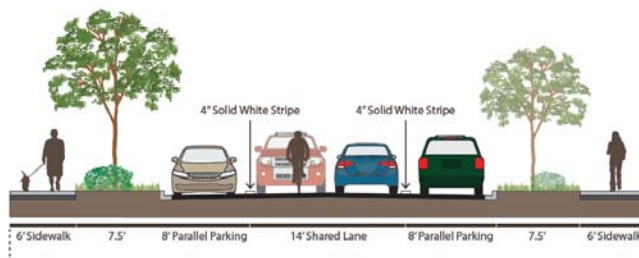
ALTERNATIVE CROSS SECTION - 30' PAVEMENT



- Possible cross section for
- Yale to Tulane
 - Carlisle to Washington

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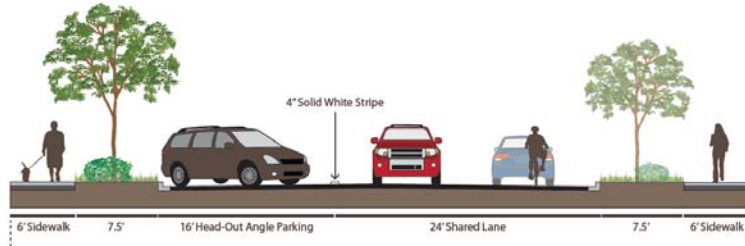
ALTERNATIVE CROSS SECTION - 30' PAVEMENT



- Possible cross section for
- Girard to Tulane
 - Carlisle to Washington



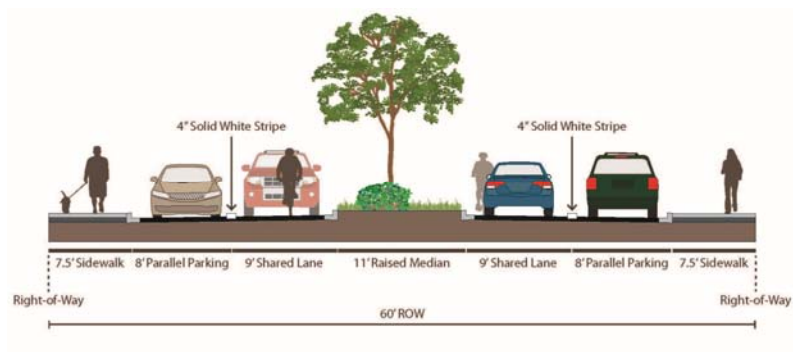
ALTERNATIVE CROSS SECTION - 40' PAVEMENT



Possible cross section for
 • Tulane to Carlisle

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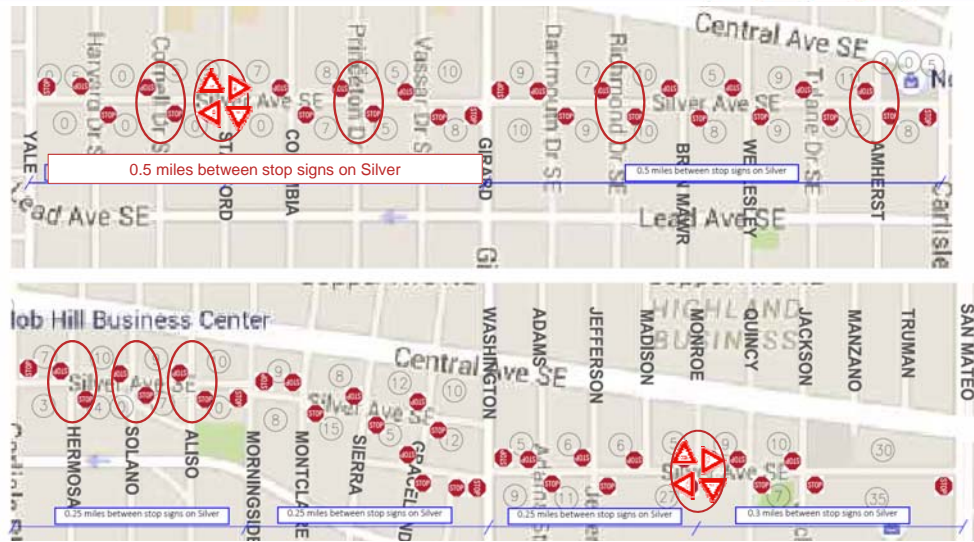
ALTERNATIVE CROSS SECTION - 45' PAVEMENT



Possible cross section for
 • East of Washington

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CONCERN: TOO MANY STOP SIGNS FOR A BIKE BOULEVARD



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CONCERN: ARLOTE INTERSECTION – WESTBOUND TRAFFIC HAS NO CONTROL



Existing Silver/Arlote intersection



Potential redesign concept

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INTERSECTION TREATMENT - YALE



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INTERSECTION TREATMENT - STANFORD



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INTERSECTION TREATMENT - GIRARD



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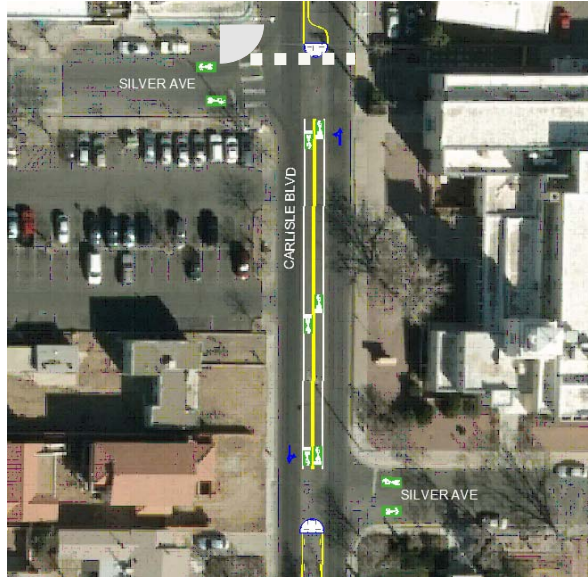
INTERSECTION TREATMENTS - CARLISLE

- 80-foot right-of-way but only 38-foot of pavement



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INTERSECTION TREATMENTS - CARLISLE



SILVER AVE



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INTERSECTION TREATMENTS - CARLISLE

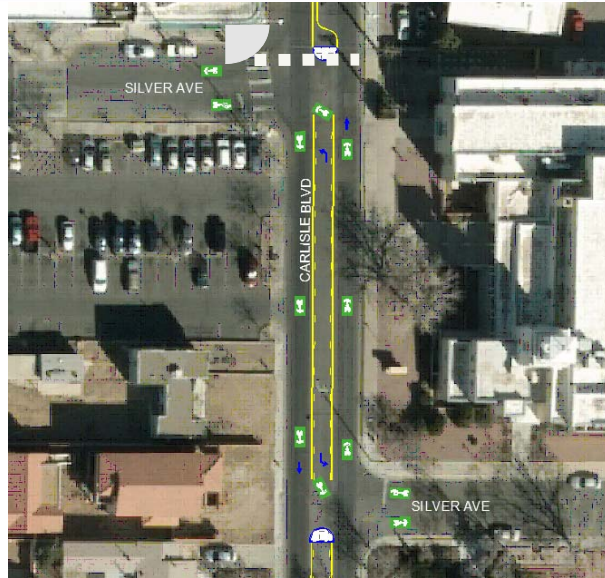


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INTERSECTION TREATMENTS - CARLISLE



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INTERSECTION TREATMENTS - CARLISLE



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INTERSECTION TREATMENTS - CARLISLE

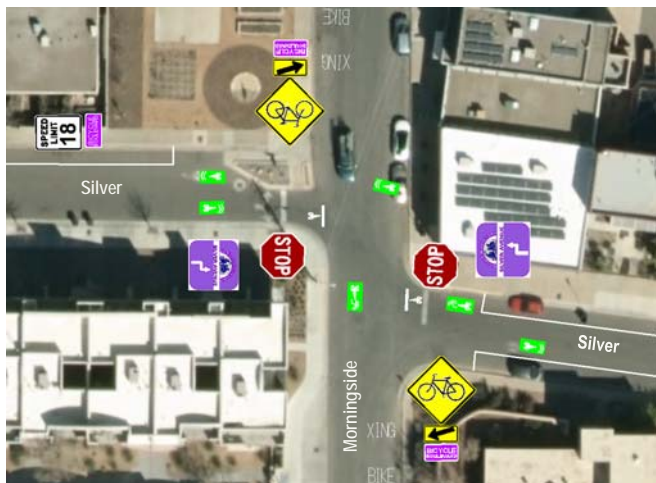


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INTERSECTION TREATMENT - MORNINGSIDE



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INTERSECTION TREATMENTS - WASHINGTON



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CONCERN: SIGHT DISTANCE FOR BICYCLISTS WHERE CROSS TRAFFIC DOESN'T STOP

- Yale, Girard, Carlisle, Washington
 - median refuge treatment and forward stop bar for bicyclists
- Morningside
 - forward stop bar for bicyclists
- Hermosa, Solano, Aliso
 - change direction of stop signs

Additionally, consistent curb painting for no parking areas should keep sight triangles clear



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BICYCLE BOULEVARD SIGNING AND PAVEMENT MARKINGS

- Replace missing signs and worn pavement markings along Silver
- Improve signing and pavement markings where bike boulevard changes course



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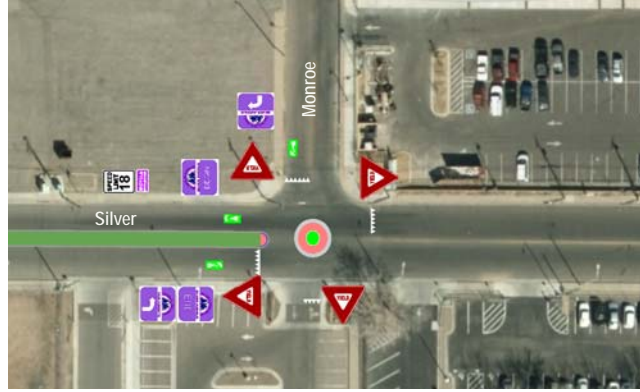
BICYCLE BOULEVARD SIGNING AND PAVEMENT MARKINGS

- Be consistent with warning signs and pavement markings on high volume cross streets (photos show Silver Bike Blvd crossing at University)



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CONCERN: SILVER HAS DOUBLE-YELLOW CENTER STRIPE EAST OF WASHINGTON



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CONCERN: SILVER HAS DOUBLE-YELLOW CENTER STRIPE EAST OF WASHINGTON



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SKATEBOARDERS RIDE ON SIDEWALK AND STREET

- City's ordinance on where skateboarders can legally ride is confusing
- A few cities recognize skateboarders as bicyclists in the eyes of the law
- Rewrite City ordinance?



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CONCERN: STREET LIGHTING ALONG SILVER IS INCONSISTENT

- All side street intersections have street lighting but most alley intersections do not
- Nob Hill area has pedestrian-scale lighting on Silver between Tulane and Carlisle
- Continue pedestrian-scale lighting per area plans
- Recommended to install underlit areas on a case-by-case basis, rather than increasing lighting levels along the entire corridor



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ACCESSIBILITY

- Most intersections have sidewalks with curb ramps, although most curb ramps are not up to current ADA standards
- The Dartmouth/Silver intersection has no curb ramps
- If areas are altered by construction, curb ramps must be brought up to current ADA standards



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NEXT STEPS

- Public input used to direct recommendations
- Final memo with recommendations and costs submitted in November

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