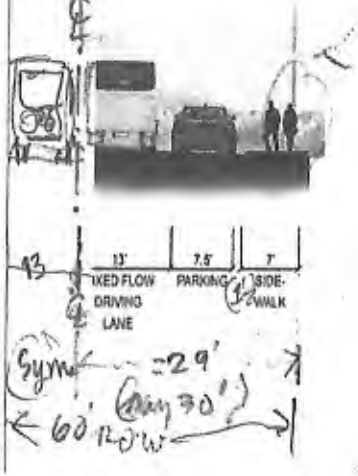
ALIGNMENT AND CROSS SECTIONS: 10TH ST - 1ST ST

NOTE: (all pages)
(A) = full image won't print.
(both ends are cut off)

(1) section A



(1) Q. why? does cross section show Two A.R.T. lanes (one E, one W.) on Copper & Gold.?

(2) R.O.W. expansion for A.R.T. stations not shown

Q - How do the four 11' lanes fit between the exist. structural supports on the RR underpass?

(The pages "Project Plans" (segments 1a → 2c), ← to the West have some serious problems. They are not covered here because... the issues identified here are greater.)

SEGMENT 3A | C (with a thick)

ALIGNMENT AND CROSS SECTIONS: 1ST ST - OAK ST

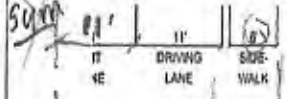
R.O.W widening shown, Edith – Walter

SECTION AT BROADWAY

Section or plan agree at B'WAY? (Section shows 4 lanes & sidewalks, plan shows 5 lanes)

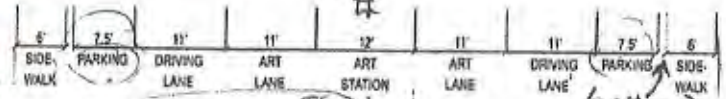
this shows symmetrical section (no parking + gutters = 60'

Prob.: 6' sidewalks w. utility & light poles, signs, etc. in sidewalk in high ped. area = not good



CROSS SECTION @ WALTER ST.

How does Bi-directional lane work from (except for station) → B'way to Walter?



symmetrical section shown but plan shows ROW taken to N.

43' to ℄

80' ROW? How? → Is there 13' additional ROW both sides?

Bi-directional — how does this work?

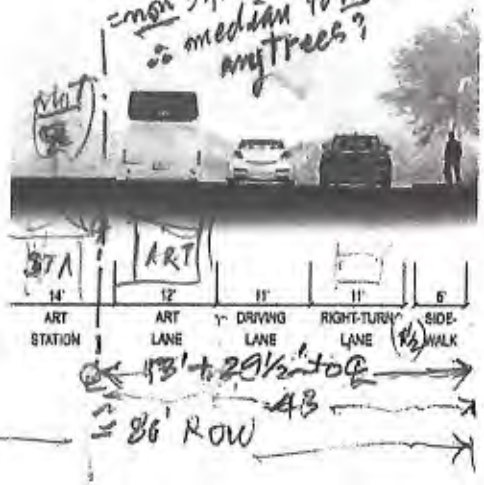
① (say, at B'way waiting for "no left turns")

② (at HIGH ST. to LOCUST (I-25)? seems would cause many delays (due to wait for Locust/I-40 light)

SEGMENT 3B

_IGNMENT AND CROSS SECTIONS: OAK ST - BUENA VISTA D

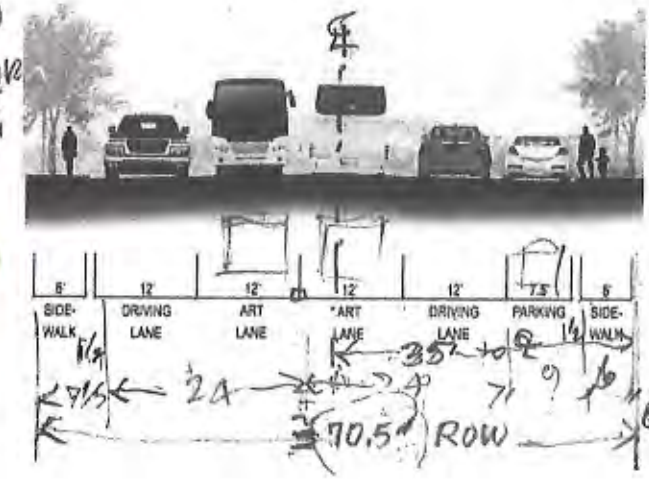
)N AT CEDAR STATION



CROSS SECTION btwn Sycamore & Maple

Q How is there room for landsc. @ Spruce St? Is R.O.W. expanded on N. side? (or S. side?)

Plan appears to take ROW to North. Residewalk remaining?



Isn't this a 60' ROW section?

This is "Tight Grove" (granted in 1890s)

I doubt if you will be able to take ROW from this.

SEGMENT 4A ©

_IGNMENT AND CROSS SECTIONS: BUENA VISTA DR - BRYN

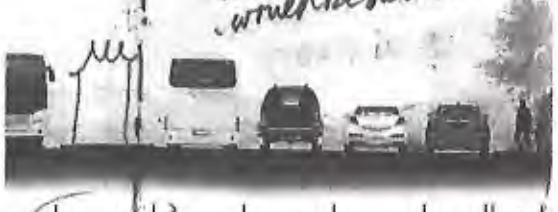
Q Bi-Directional @ Yale Blvd. to Girard (?)

Q can Bi-directional segment from Cornell to Girard really work? (≈1700')

(A)

ON AT CORNELL STATION

Q. non-symetrical section means median + any trees would be removed. (?)



5' RT	12' ART STATION	11' ART LANE	11' DRIVING LANE	11' DRIVING LANE	7.5' PARKING	6' SIDE-WALK

Q reduces sidewalks existing sidewalks are 10'

Q does this ROW assume eventual sidewalk on N. Side? (← Bookstore + Side of A+P)

≈ 46.5' ≈ 54' to ℄

≈ 100.5' ROW

CROSS SECTION B Btw Columbia/Princeton

6' SIDE-WALK	11' DRIVING LANE	11' DRIVING LANE	13' BI-DIRECTIONAL ART LANE !	13.5' MEDIAN	11' DRIVING LANE	11' DRIVING LANE	7.5' PARKING	6' SIDE-WALK

≈ 46½' SEGMENT

≈ 193'

Q why diff? 93' ROW.

(4B) ©

..LIGNMENT AND CROSS SECTIONS: BRYN MAWR DR - ADAM

P. 5

at Bryn Mawr [B] ←

Washington

of 6 print

Carlisle →

Section A → (off page)

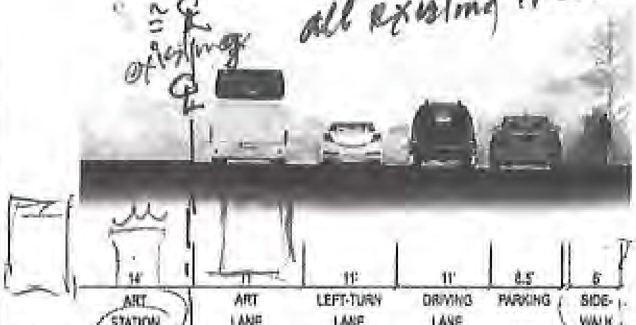
Q? there are no sections shown for Bryn Mawr or Solano Stations but R.O.W. changes on N. side of Central (?) shown on plan dwg. 5 (?)

...ON AT WASHINGTON

Q moving ℄ to North means all existing trees in median = gone.

(altho no section shown @ Solano (?) (?))

Q will people really walk 3 or 4 blocks to cross the street?
(Or will this be a high pedestrian/jaywalking accident area?)



of listings ℄

really? 6' sidewalks in Nob Hill? Not viable

6-12' sidewalk on N.? (varies)

why doesn't show on plan. dwg (?)

★ ? Or is there a physical barrier between "Dedicated ART Lanes?"

And are there Ped/Traffic stop lights when stations are in the "middle" of a 4 block area?)

← 47 to 50 to ℄ →

ROW varies on N. 93.5

SEGMENT 4C

_IGNMENT AND CROSS SECTIONS: ADAMS ST - VALENCIA D

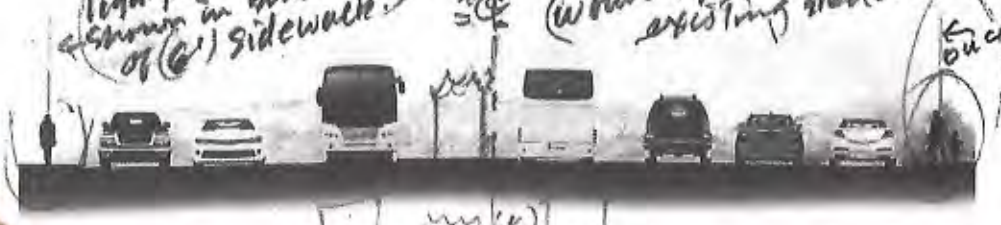
STATION CROSS SECTION AT SAN MATEO STATION

crosssect. A. (near Jefferson)

(existing) ℄ symetrical

(light posts or other elements in middle of sidewalk)

(new) ℄ now symetrical section (would remove any trees in existing median)



Ouch!

Why is this?

(to existing ℄ ≈55'

≈55' SEGMENT 4D ©

(Taking on both NBS?)

≈45.5'?

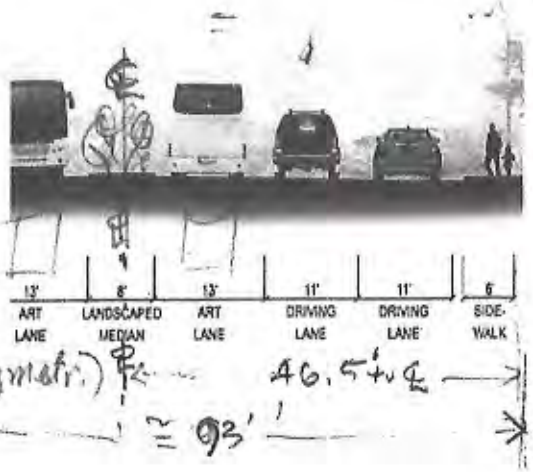
≈91'?

Row = 110'

_IGNMENT AND CROSS SECTIONS: VALENCIA DR - LOUISIAN

CROSS SECT. (A) (near Florida St.)

Q. would people really walk from San Pedro to (East) Florida St. to cross Central Ave?
Q. Would there be a physical barrier preventing crossing?
Q. How would the U-Turn/left-turn distances affect business viability (on either side) of Central



SEGMENT 5A

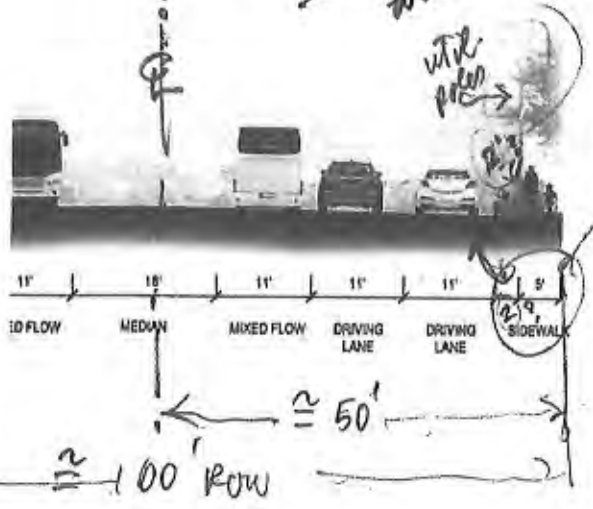
ALIGNMENT AND CROSS SECTIONS: LOUISIANA BLVD - UTAH

Signal Crossing = good but doesn't need 18' medians with only 5' wide sidewalk! (& with utility poles, & signs etc blocking the pedway)...

Q.? does this mean = cut-off (median) access to all streets between "Traffic signal for left turns & u-turns"?

= no access to all streets

Unless there is a barrier on the median between the ART lanes, (e.g., this appears to be > 2500 btw. Louisiana & Pennsylvania!) No one would walk that far to cross the street. or to drive down to a signal, to get to a store on the other side!



also = 5' sidewalk with no protection from cars & trucks on 11' lane passing @ +/- 40 mph. (N.6.)

SEGMENT 6A

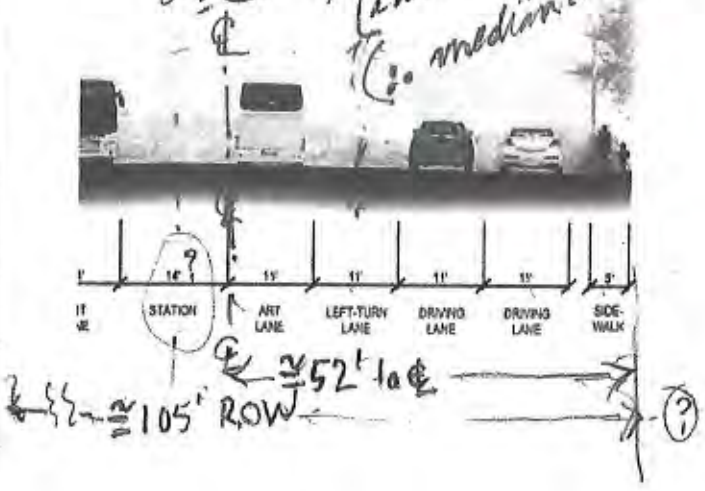
ALIGNMENT AND CROSS SECTIONS: UTAH ST - ALTEZ ST

Q: What happens @ the intersection w. Zuni? (= existing signalized intersection)

with 18' median & sidewalks (and no parking) makes this a forbidding area for pedestrians

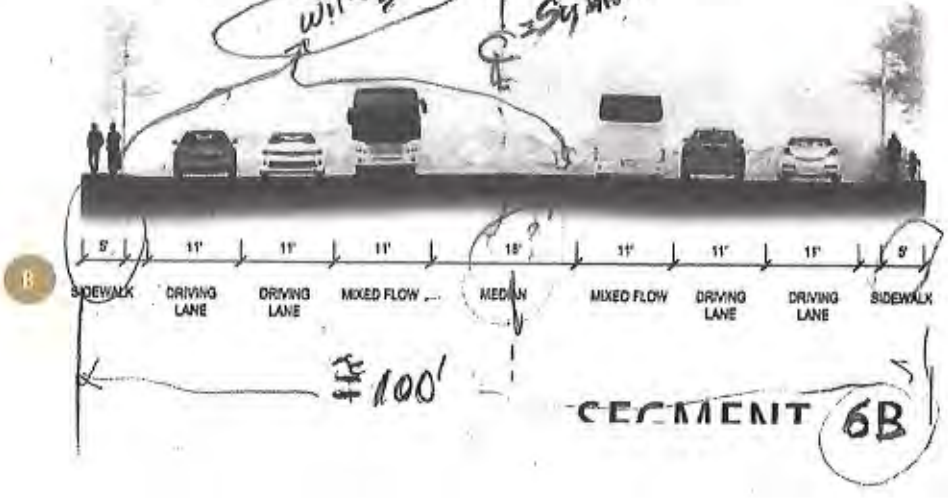
ON AT WYOMING

* = not symmetrical (added left turn lane) (= median trees, if any, gone.)



CROSS SECTION (B)

= Symmetrical, but



SEGMENT 6B

ran out of other ink

☆ These two pages won't print as shown. (This and the following page) show what is printed.

→ Two dwgs w. title "Conceptual (A)(R)(T) Plan", called "Landscape" (p.1 & 2)
= Nice drawings of "Landscape buffer in median" and "at sidewalks".
Unfortunately, these "Conceptual Plan" images do NOT appear anywhere (that we can find) in the "Project Plans" drawings.

Also, the Section "Landscape Buffer at sidewalks Section" (≅ Travel Lane + parking + Landsc.) appears to differ from the "Project Plan" dwg (AC).

This (Ped. crossing @ street furniture "bump-out") is a much better configuration. It is NOT a "bulb-out" (bulb) as shown on other "Project Plan" dwgs.

☆ Length of Tangent for "bump-out" (min) ≅ 2X width

(1) print this before Segment (7A)

☆ Please see a recommended bump-out (or flare-out) design on new page 7B attached here → at end (last page).

(This is the "2nd image" under "Landscape" design
(i.e., can't print full image)

✓

(★ also under "Access" (all segments)
Segment 3B-3C ★ won't print
(images as shown)

(② & This, print before Segment 9A)

LIGNMENT AND CROSS SECTIONS: ALTEZ ST - SHIRLEY ST

Those who have expressed support for ART, (we think) support the Idea of a "BRT." ★ We do also. This "design", though, does not meet the basic REQ.S For Complete & Livable Streets.

★ Please see "Concerned Citizens" Alt. arrangement as submitted 12/4/15.

SECTION (A)

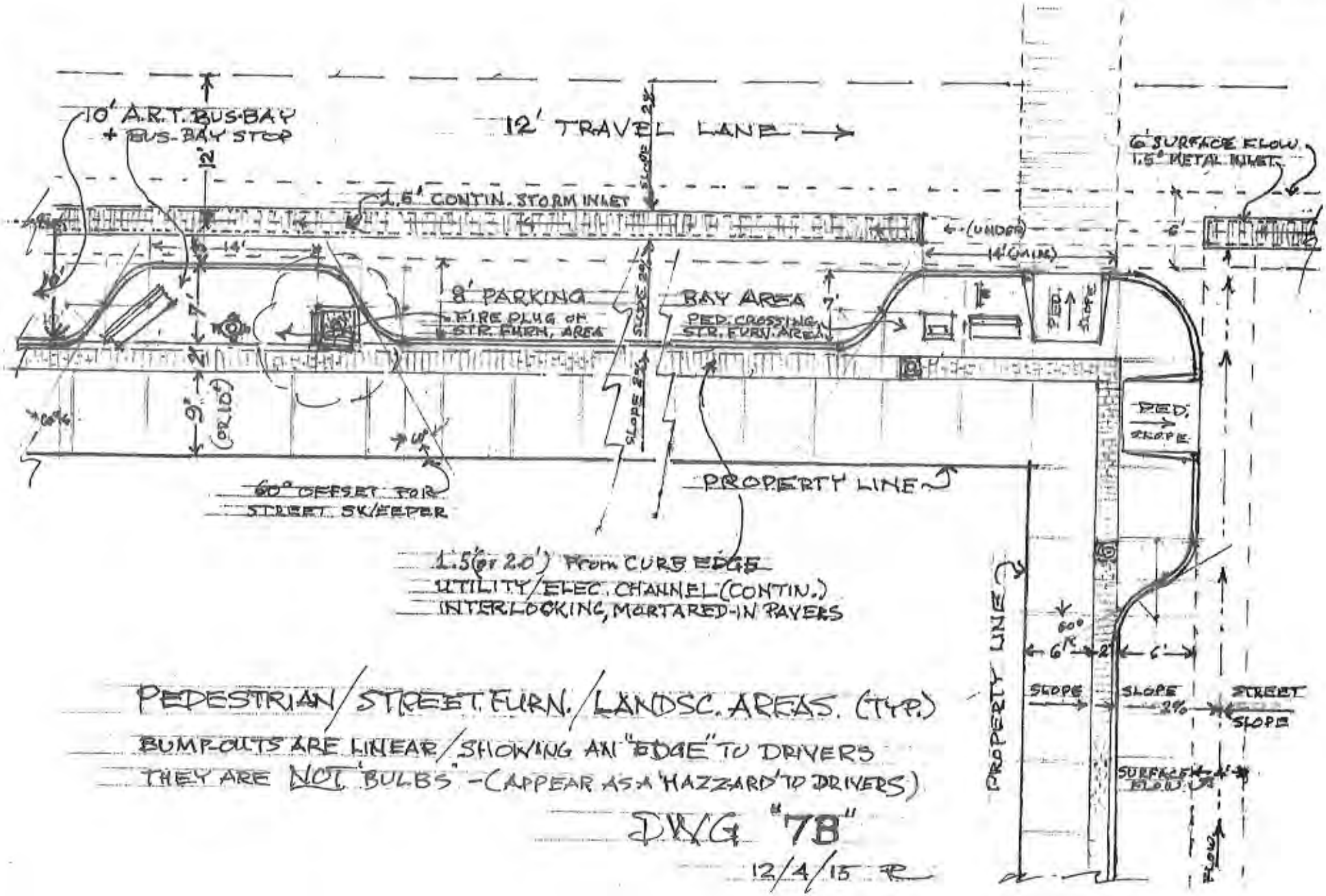
≅ 100' R.O.W.

(START)

These are "nice" drawings, however, the 'arrangement' as shown would, we believe, harm all other functions of Central Ave. (as indicated in the comments penciled in on these pages.)

The goal of optimizing the ART (as shown here) : center lanes, fastest bus Travel, Stations often not near major N/S arterials, long Bi-directional segments, left turn/u-turn crossings limited, narrowed sidewalks, limited parking, etc. would, in our view, greatly reduce the viability of businesses, and the livability of street life on this GREAT STREET. (See above)

SEGMENT 7A

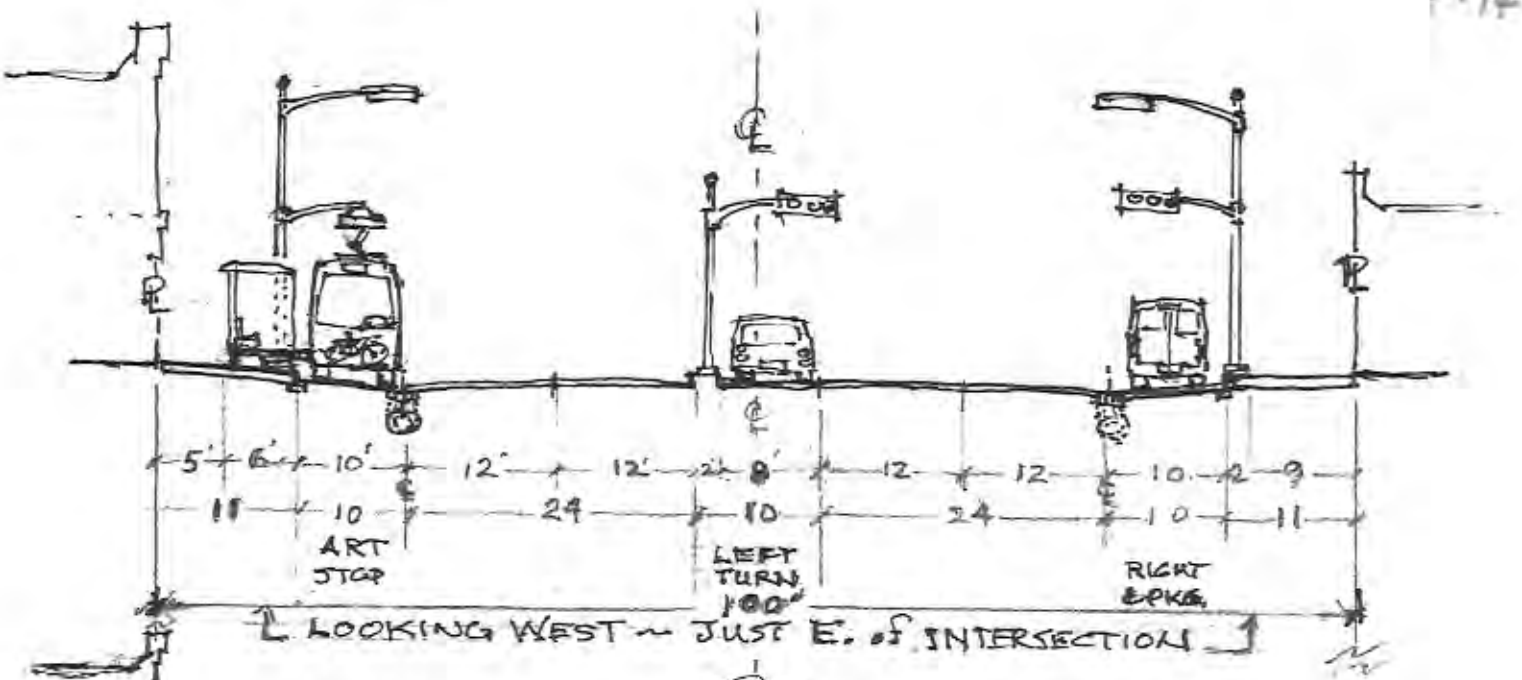


PEDESTRIAN/STREET FURN./LANDSC. AREAS. (TYP.)

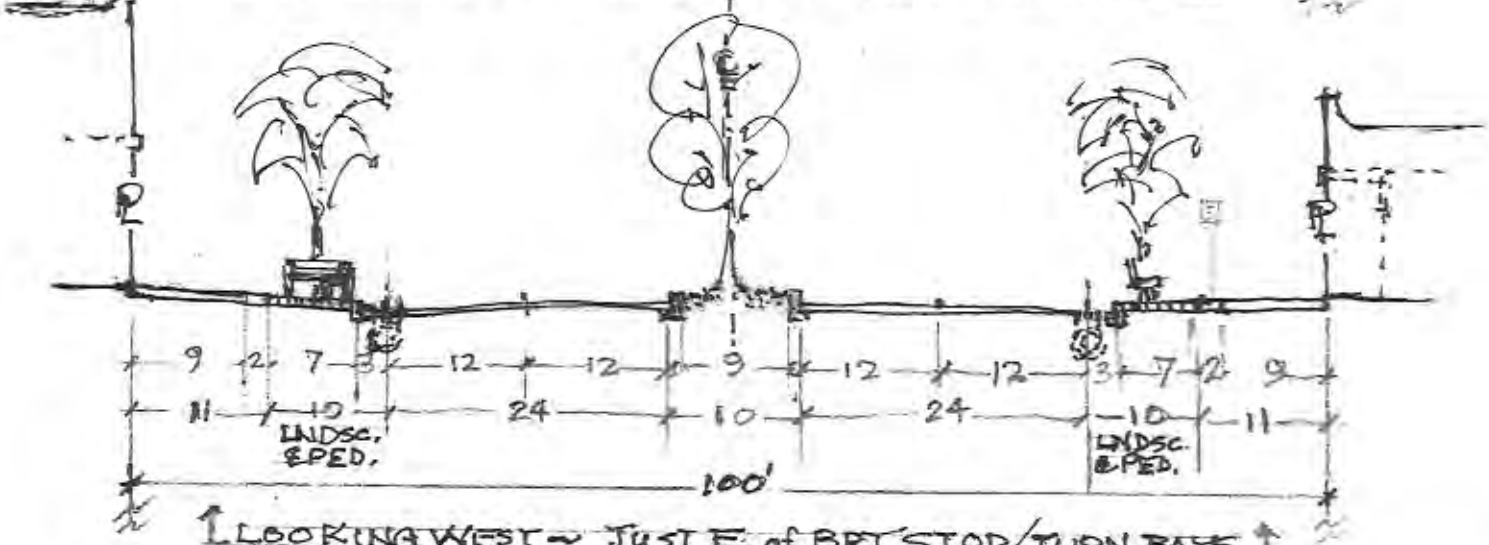
BUMP-OUTS ARE LINEAR/SHOWING AN "EDGE" TO DRIVERS
THEY ARE NOT "BULBS" - (APPEAR AS A 'HAZZARD' TO DRIVERS)

DWG "78"

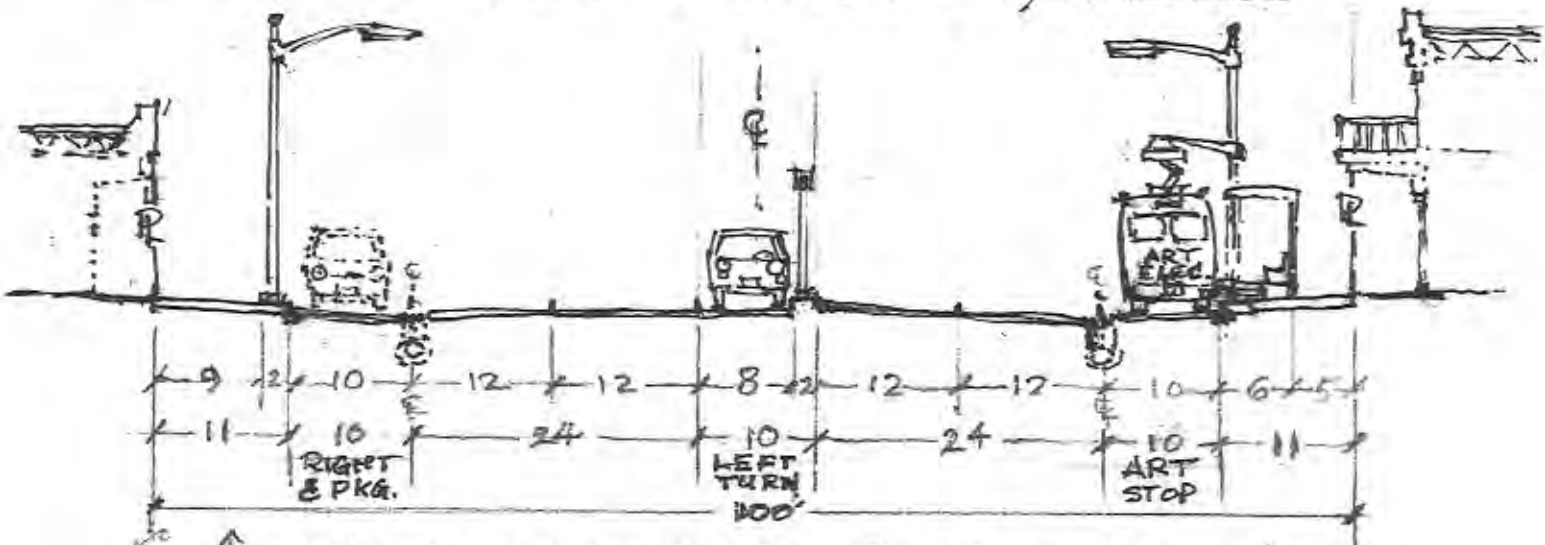
12/4/15 R



LOOKING WEST ~ JUST E. of INTERSECTION



LOOKING WEST ~ JUST E. of BRT STOP/TURN BAYS



LOOKING WEST ~ JUST W. of INTERSECTION

CENTRAL AVE. @ NOB HILL ~ R.O.W. / Typ. _ PL 11/22/15