

Clement Avenue Complete Street Concept Proposal



Public Works Department – April 2015

Agenda

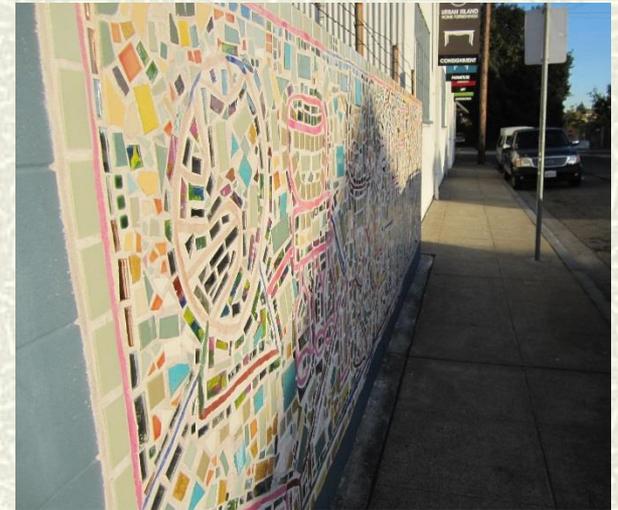
Welcome / Intros

Presentation

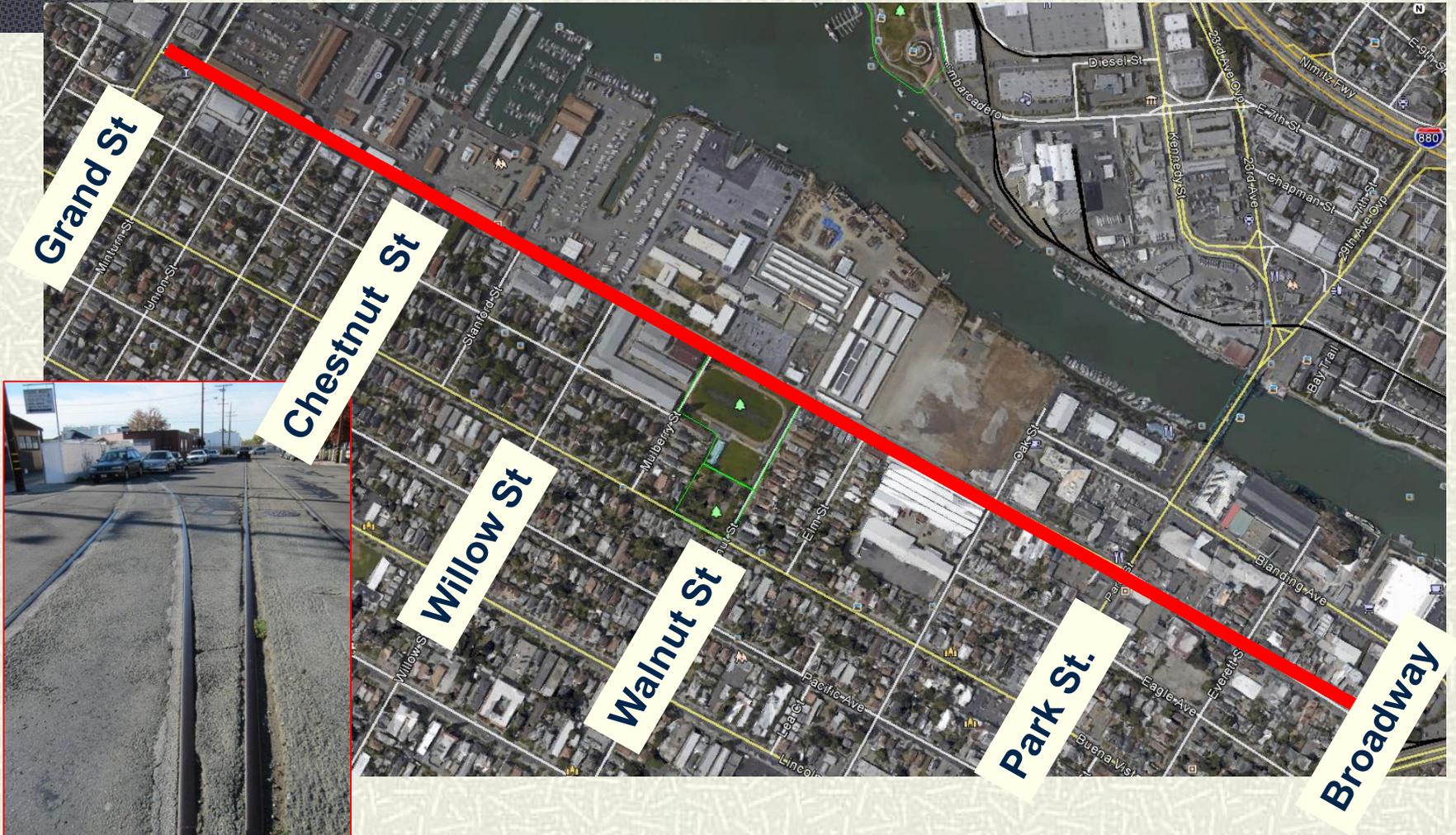
- Existing Conditions
- Community Meetings
- Transportation
Commission Approval
- Oak to Grand Options

Break-out Groups

Next Steps



Why Clement Avenue?



Why Clement Avenue? (cont.)

Transportation Element – General Plan

■ Policy:

“Pursue opportunities to utilize the corridor of the former Alameda Belt Line railroad for transit, bicycle and pedestrian transportation.”

■ Street Classifications:

- Truck Route
 - Transit Priority Street
 - Bicycle Priority Street
-

Why Clement Avenue? (cont.)

Cross Alameda Trail Study (2005)

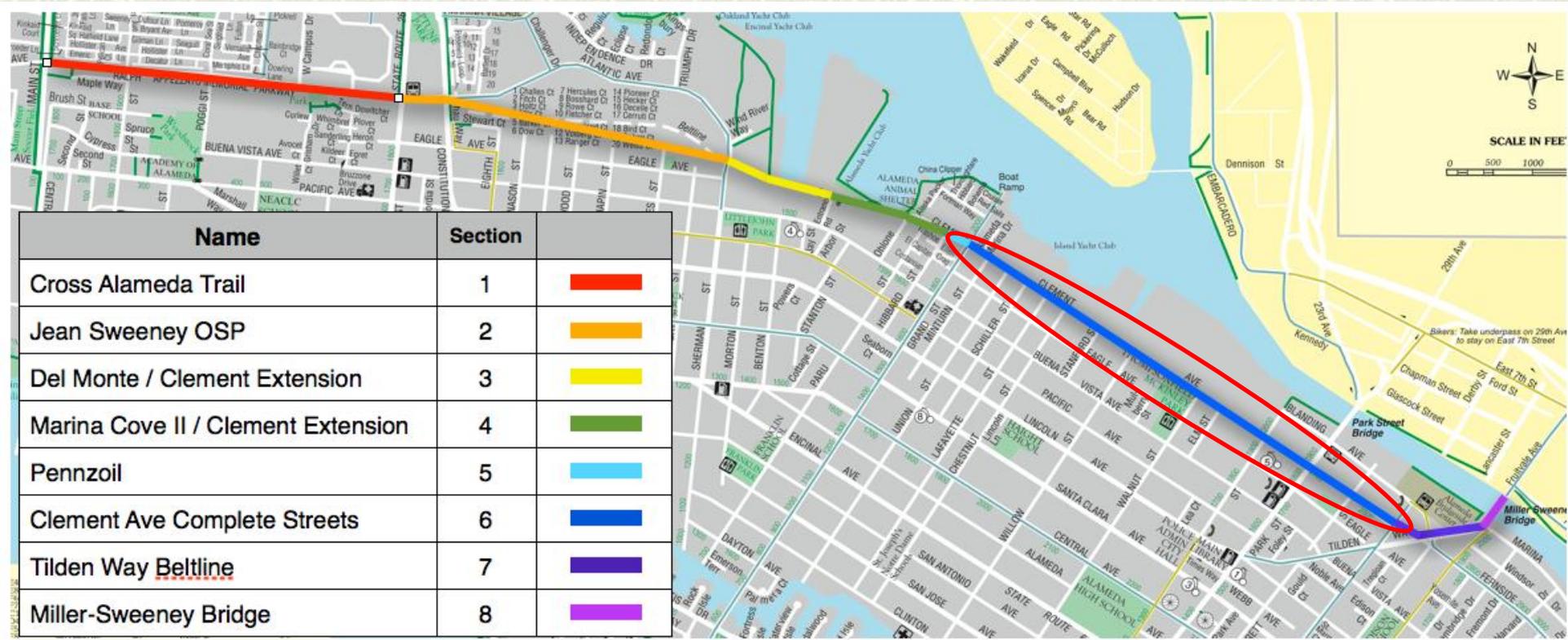
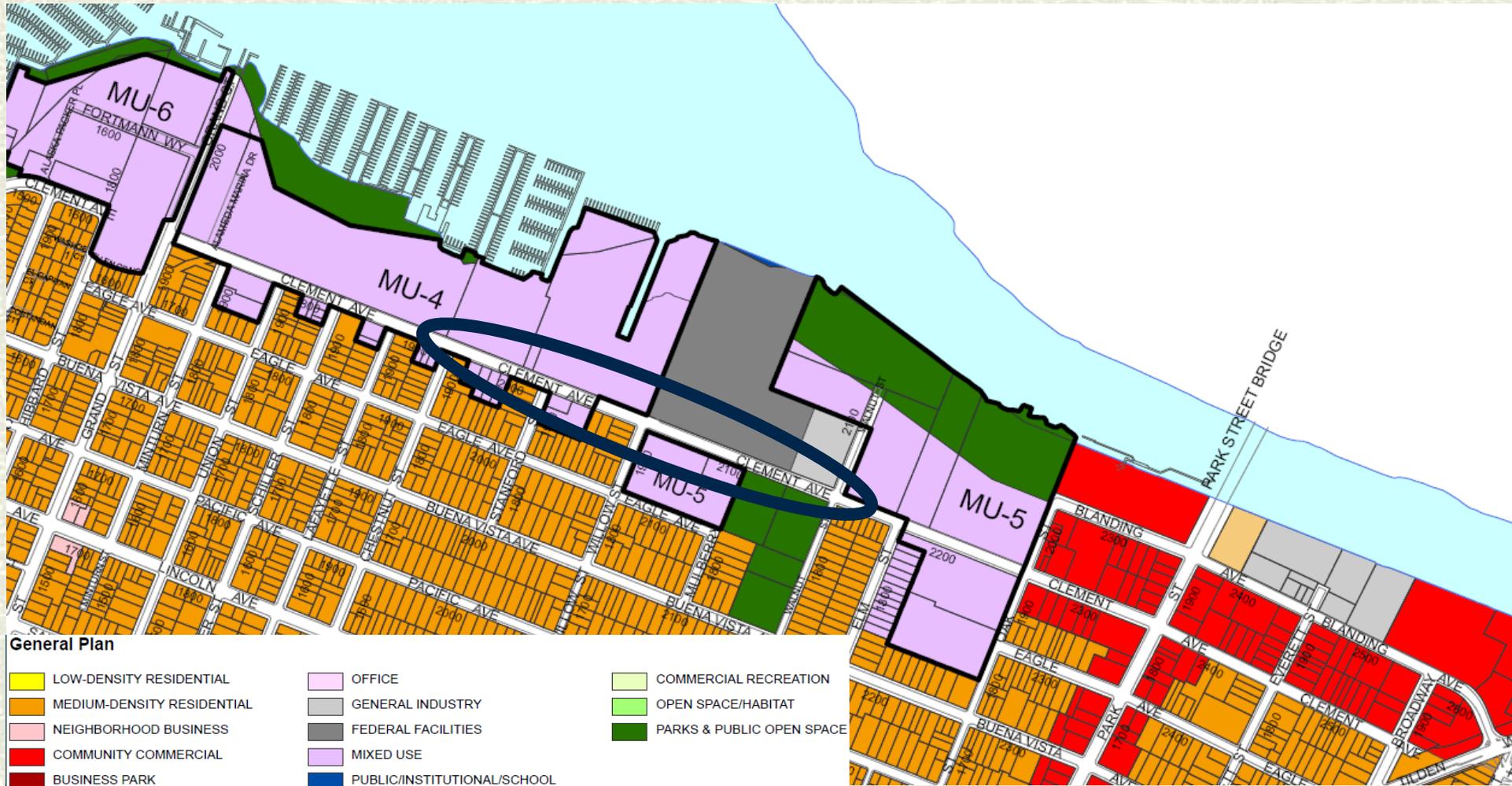


Image Source: Bike Walk Alameda

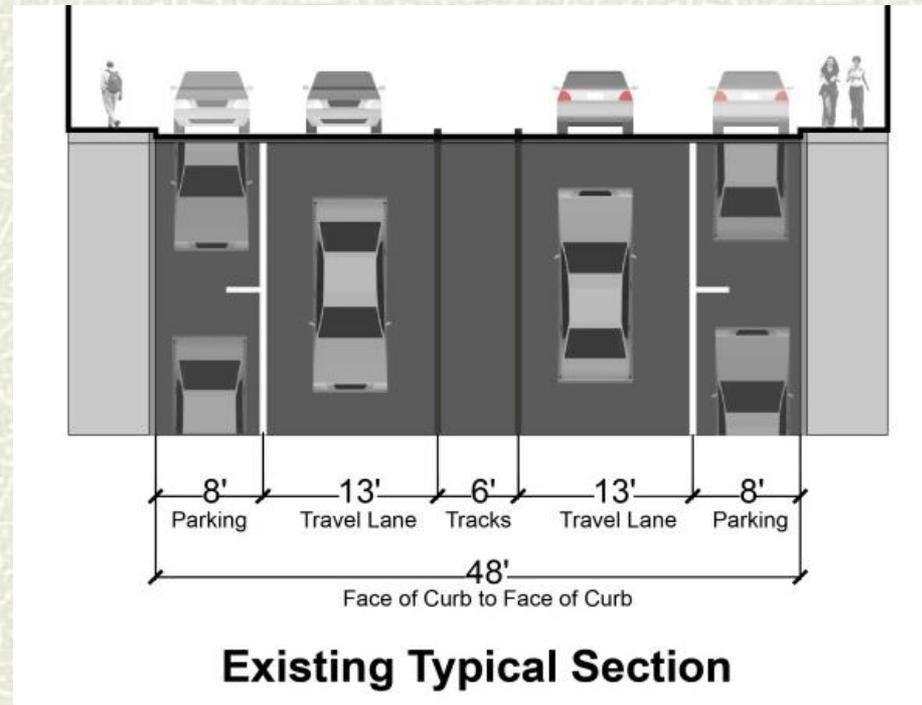
Why Clement Avenue? (cont.)

General Plan (2009)



What's on the street?

- # Railroad tracks
- # Utilities
- # Vehicles/day: 8,300
- # 35 mph typical speed
- # Truck route
(11% = heavy vehicles)
- # No bikeway
(PM peak hour = 35 bicyclists)



What's on the street? (cont.)



What's on the street? (cont.)



Sidewalk

- Trees
- Utility poles
- Gaps

What's on the street? (cont.)

Collision History (2004-2013)



Community Meetings

Goals

- 1) Remove the abandoned railroad tracks.
 - 2) Encourage bicycling and walking.
 - 3) Improve the streetscape.
 - 4) Traffic calming.
 - 5) Improve public access to the SF Bay.
 - 6) Encourage transit use.
 - 7) Revitalize Northern Waterfront area.
 - 8) Improve truck access.
-

Community Meetings (cont.)

SF Bay Trail Corridor Preference

- **Community Consensus**

 - = Clement Avenue

 - (Broadway to Grand Street)

Community Meetings (cont.)

Concept Ideas

- No bikeway
 - Traditional bike lane on each side of street
 - Two-way bikeway on estuary side of street
 - Do not know
 - Other
-

Community Meetings (cont.)

Community Consensus:

- Two-way bikeway on estuary side of street



Transportation Commission (TC)

Concept Proposal Approved by TC

- SF Bay Trail preference
- Traditional bike lanes **(New!)**
- Railroad track removal
- New sewer and storm water lines
- Undergrounding utilities
- Sidewalk improvements
- Pavement resurfacing
- Intersection/driveway improvements
- Disabled parking spaces
- Truck access



TC Approval (cont.)

Traditional or Standard Bike Lanes



TC Approval (cont.)

Cost Estimates

Street Repaving	\$800,000 - \$1.6 m
Utility Underground	\$8 m - \$10 m
Railroad Track Removal	\$650,000
Sewer/Storm	\$700,000
Traffic Signal – Oak St.	\$300,000
Bike/Ped	\$550,000
Total	\$11 m - \$14 m

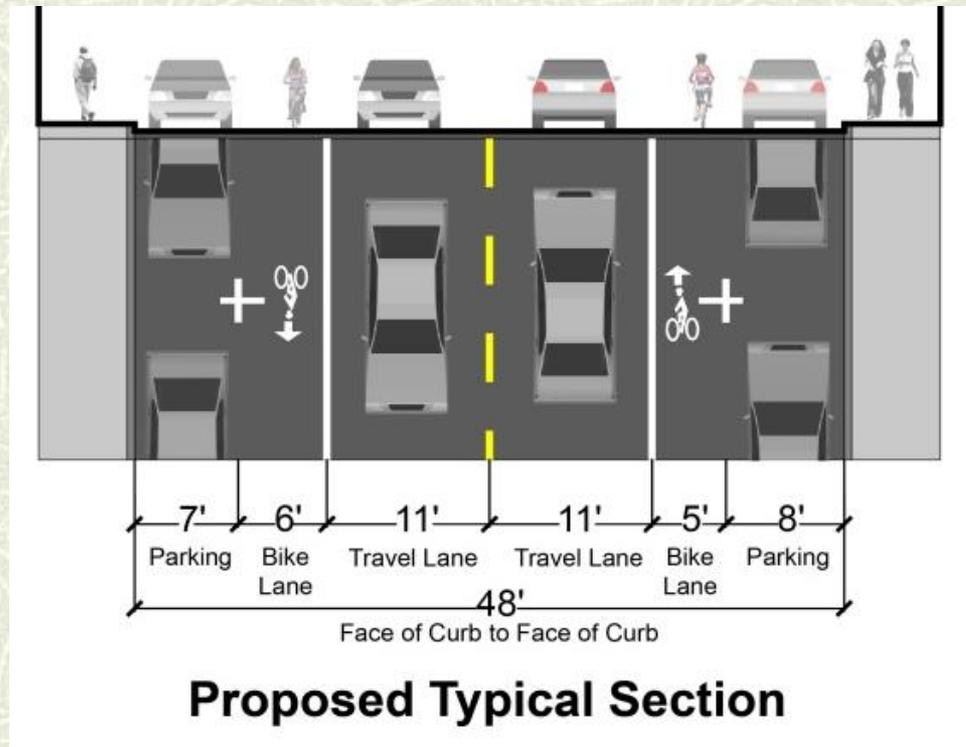
TC Approval (cont.)

Timing

June 2015	Bike / Ped Grant Due
Summer 2016	Construction Begins
Summer 2017	Construction Ends

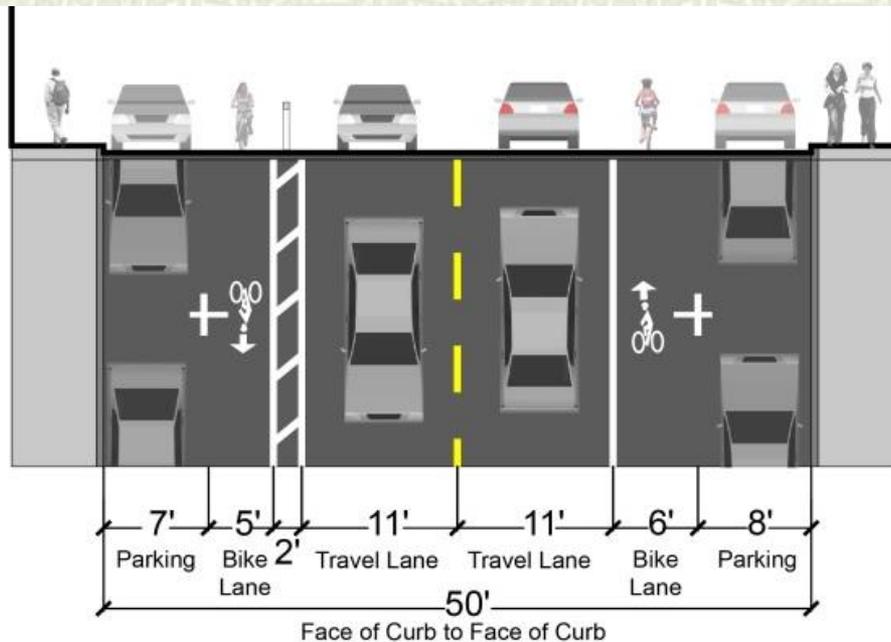
What do you think? (cont.)

Broadway to Park Street



What do you think? (cont.)

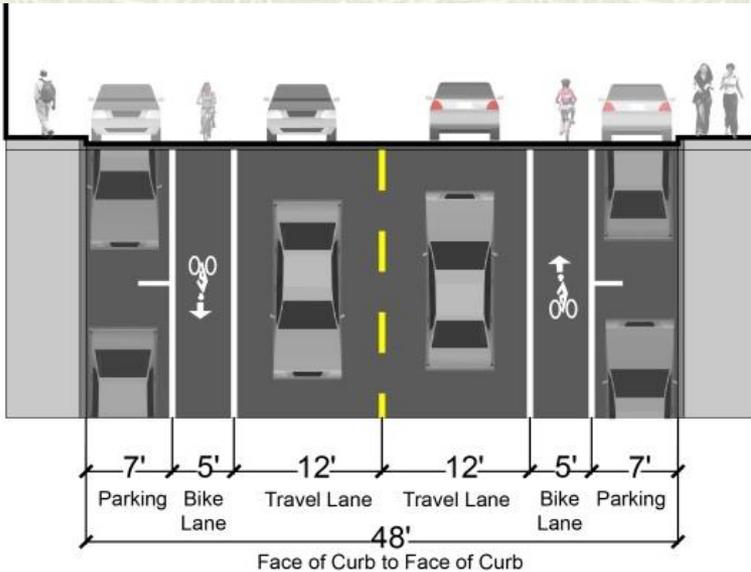
Park Street to Oak Street



Proposed Typical Section

What do you think? (cont.)

Oak to Grand: Traditional Bike Lanes



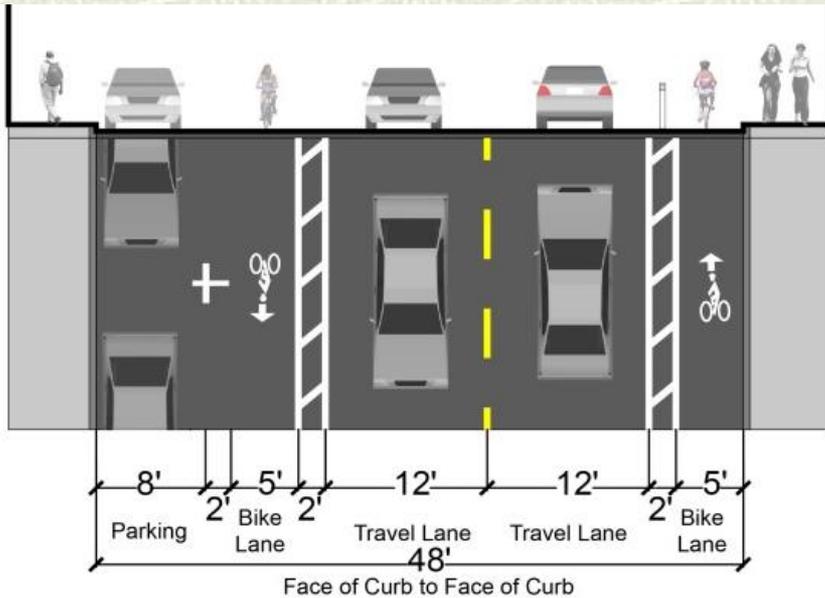
Proposed Typical Section



What do you think? (cont.)

Oak to Grand: Buffered Bike Lanes

- **No Parking on North/Estuary Side of Street**



Proposed Typical Section



What do you think? (cont.)

Buffered Bike Lanes

■ Benefits

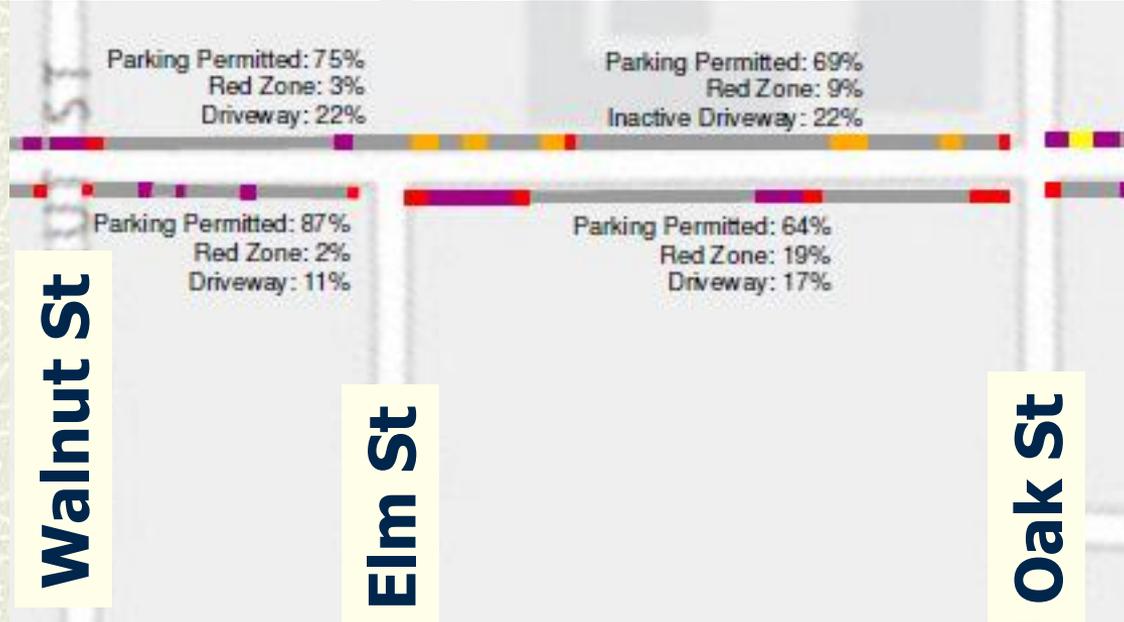
- Separates cyclists from motorists
- Provides spaces for cyclists to pass
- Encourages bicycling – 8 to 80 years old!
- Encourages riding outside door zone

■ Cons

- Removes parking



If we remove parking...



If we remove parking...(cont.)



Willow St

Walnut St

If we remove parking...(cont.)



%
%

ed: 66%
one: 8%
ay: 25%

%
%

Parking Permitted: 38%
Red Zone: 5%
Driveway: 46%
Inactive Driveway: 11%

Parking Permitted: 64%
Red Zone: 9%
Driveway: 27%

Chestnut St

ANFORD ST

EAGLE AVE

Willow St

If we remove parking...(cont.)



Parking Permitted: 70%	Parking Permitted: 75%	Parking Permitted: 84%	Parking Permitted: 89%
Red Zone: 21%	Red Zone: 14%	Red Zone: 10%	Red Zone: 11%
	Inactive Driveway: 11%	Driveway: 6%	

Parking Permitted: 67%	Parking Permitted: 96%	Parking Permitted: 71%	Parking Permitted: 83%	Parking Permitted: 76%
Red Zone: 11%	Red Zone: 4%	Red Zone: 4%	Red Zone: 10%	Red Zone: 11%
Green Zone: 7%		Driveway: 18%	Inactive Driveway: 7%	Driveway: 11%
Driveway: 7%				Inactive Driveway: 7%

Grand St

Union St

Chestnut St

If we remove parking...(cont.)

North Side of Street

- Total = 78 spaces
 - Counted = 50 vehicles on one weekday
 - Parking Occupancy = 64%
 - Two blocks at capacity: Grand to Union
-

If we remove parking...(cont.)

South Side of Street

- Total = 118 spaces
 - Counted = 69 vehicles on one weekday
 - Parking Occupancy = 59%
 - Block at capacity = Lafayette to Chestnut
-

If we remove parking...(cont.)

Parking Removal Option – North Side

- Total = 118 spaces on south side
 - Projected occupancy on south side
 - NEW south side demand = 119 vehicles
 - NEW Parking Occupancy = 101%
 - Blocks at capacity
 - Grand Street to Schiller Street
 - Lafayette Street to Chestnut Street
 - Stanford Street to Willow Street
 - Elm Street to Oak Street
-

What do you think? (cont.)

Ground Rules

- Be safe
- Be respectful
- Be responsible
- Be an ally

= Better Together!

What do you think? (cont.)



**Oak to Grand –
Buffered Bike Lanes**

**No Parking on
North/Estuary Side**

**Oak to
Grand –
Traditional
Bike Lanes**



What do you think? (cont.)

Concept Proposal Approved by TC

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- Traditional bike lanes **(New!)**
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- Undergrounding overhead utilities
- Sidewalk improvements
- Pavement resurfacing
- Intersection/driveway improvements
- Disabled parking spaces
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What do you think? (cont.)

Community Involvement

- Web Site (<http://alamedaca.gov/public-works/clement-avenue-complete-street>)
 - Open Forum (<http://alamedaca.gov/public-works/open-forum>)
 - Focus Groups
 - Community Workshops
 - Transportation Commission
 - Publicity efforts
-

Next Steps

- # City's web site
 - # Email list serv
 - # May 27: Transportation Commission
 - # June 1: Bike/Ped Grant Application
 - # TBD: City Council
-

Questions and Comments

Contact:

Gail Payne

Transportation Coordinator

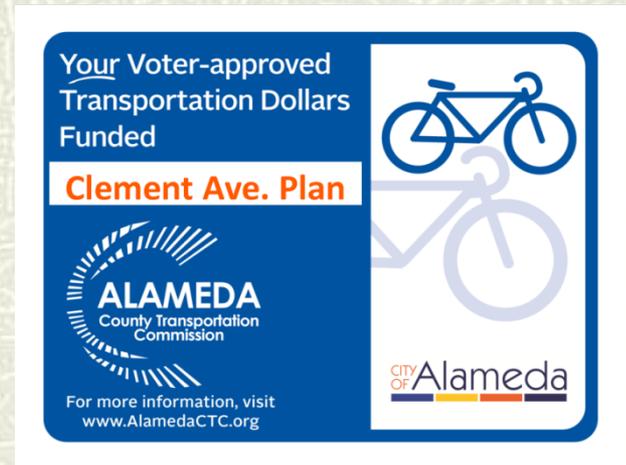
gpayne@alamedaca.gov

(510) 747-7948

Consultants:

Kittelson & Associates, Inc.

Urban Design Consulting Engineers

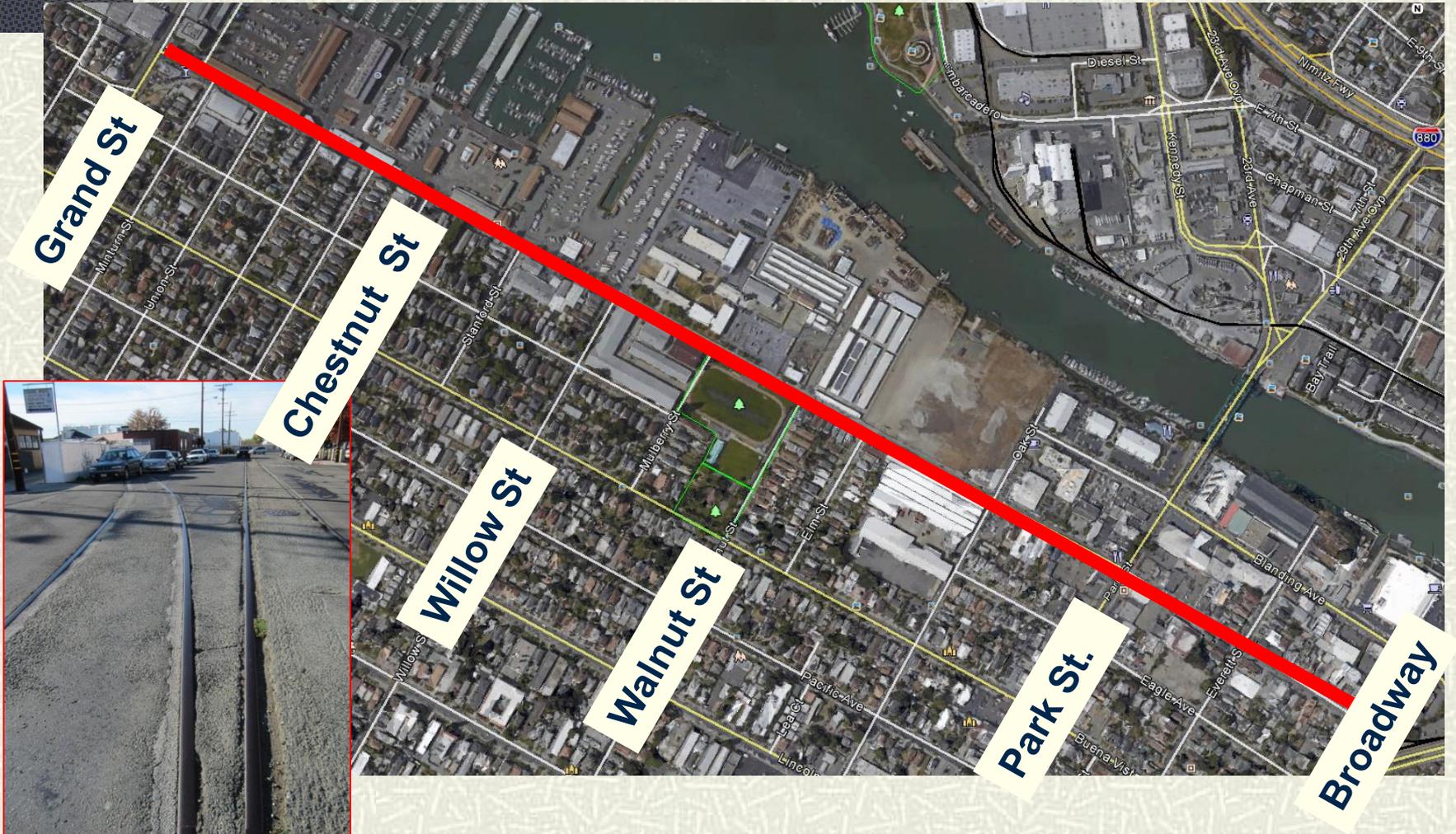


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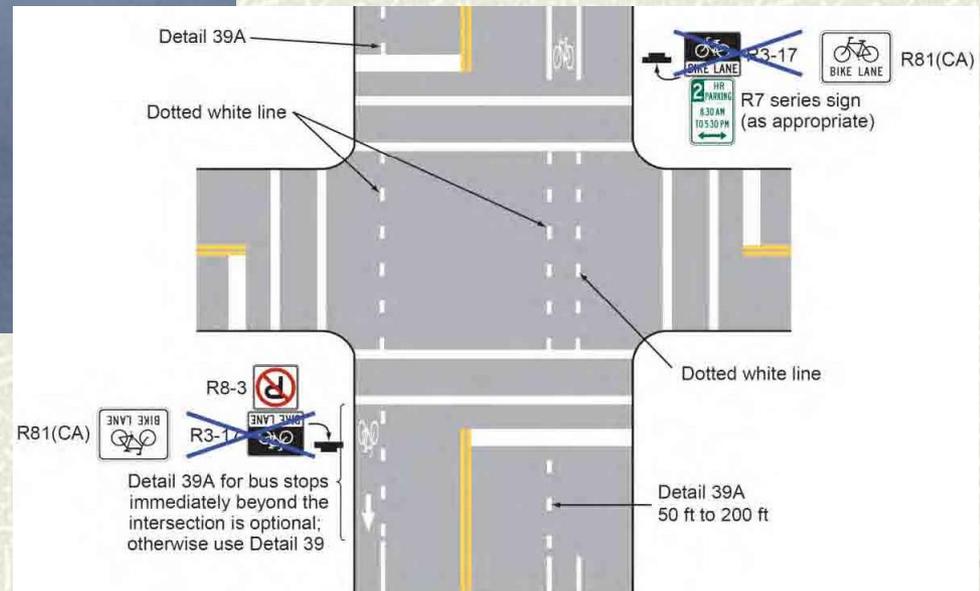


Public Works Department – April 2015

Clement Project Location



Potential Intersection



NOT TO SCALE

Sidewalk Obstacles

Sidewalk Improvements

