

Clement Avenue Complete Street Concept Proposal



Public Works Department – March 2015

Agenda

Welcome / Introductions

Presentation

- Existing Conditions
- Community Meeting #1
- Preferred Option

Break-out Groups

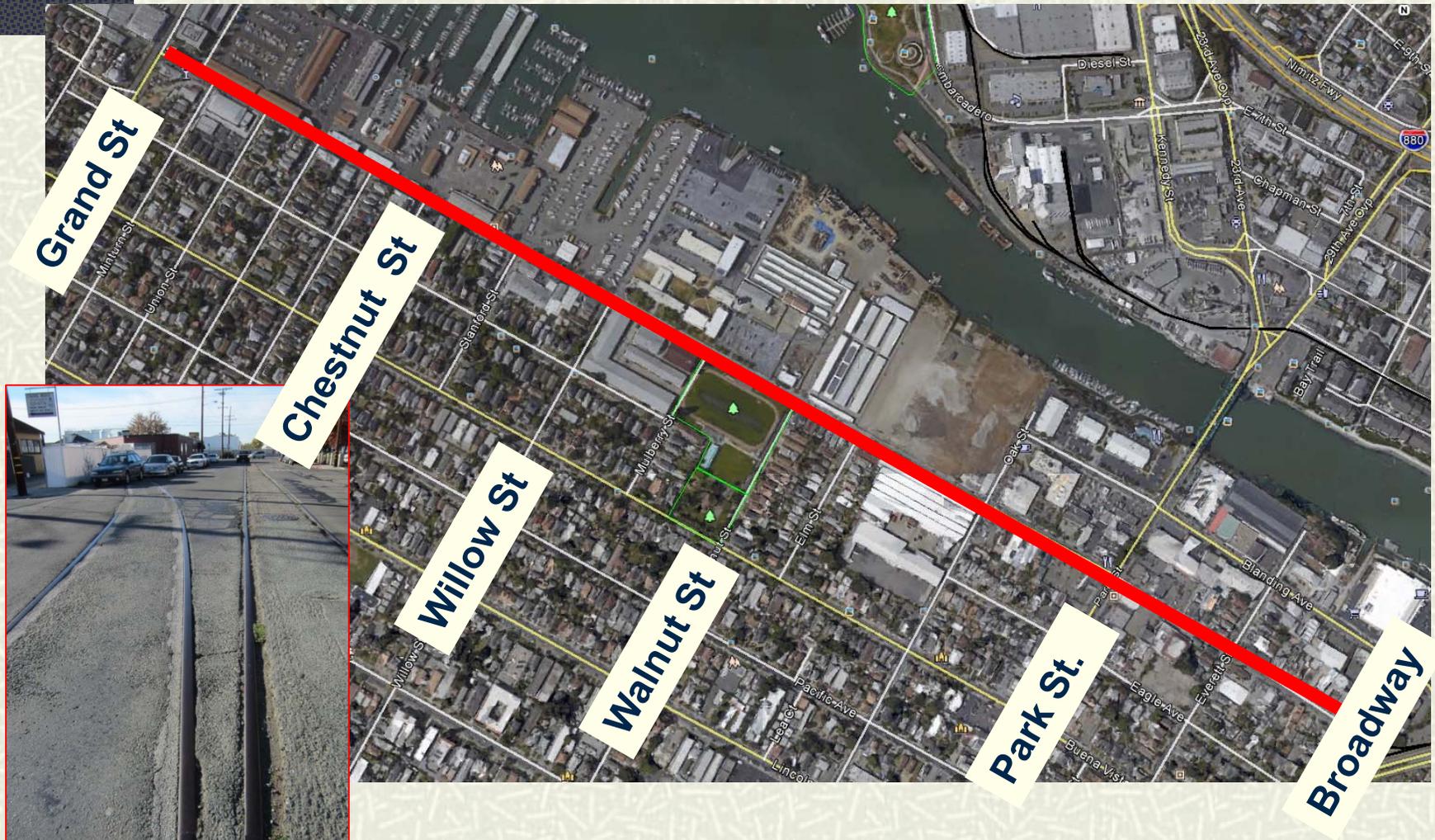
Meeting Summary / Follow-up Actions

Agenda (cont.)

Meeting Purpose

- Continue dialogue
 - Share information
 - Brainstorm in break-out groups
 - Hear from break-out groups
-

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.)

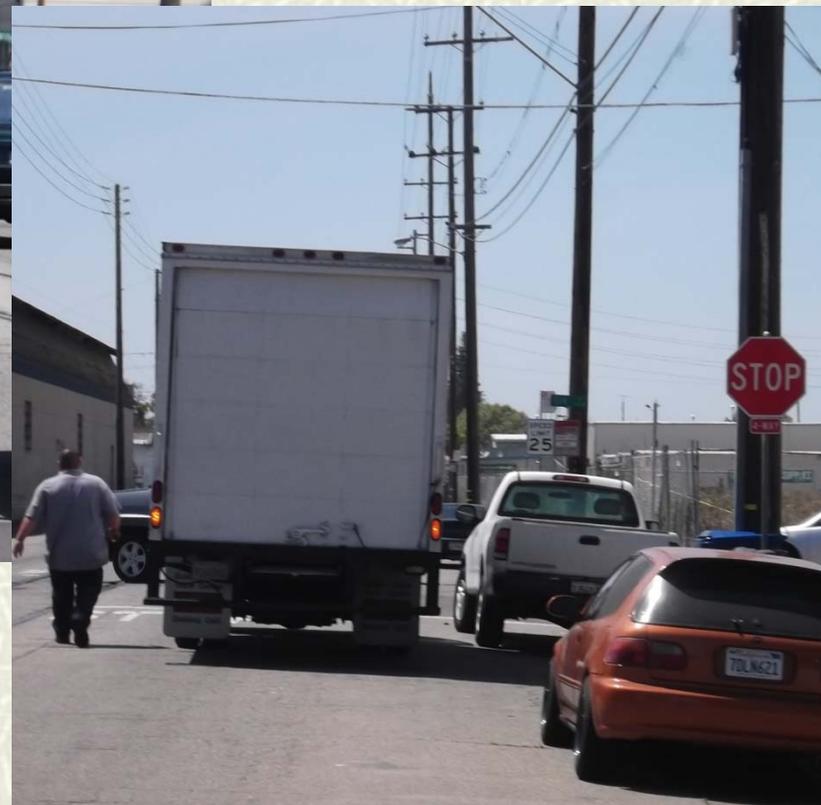


What's on the street?

Street

- Width = 48 to 50 feet
 - 2 travel lanes
 - 35 mph typical speed; 25 mph speed limit
 - Average daily vehicles/day: 8,300
 - Parking = 200-300 spaces
 - Railroad tracks
 - Utilities (under and overhead)
 - 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

Community Meeting #1

Goals

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

Community Meeting #1 (cont.)

Key Features

- Railroad track removal
 - New sewer and storm water lines
 - Undergrounding overhead utilities
 - Sidewalk improvements
 - Amenities (e.g., lighting, trees)
 - Pavement resurfacing
 - Bikeway
 - Truck access
-

Community Meeting #1 (cont.)

SF Bay Trail Corridor Preference

- **Community Consensus**

= Clement Avenue

(Broadway to Grand Street)

Community Meeting #1 (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
-

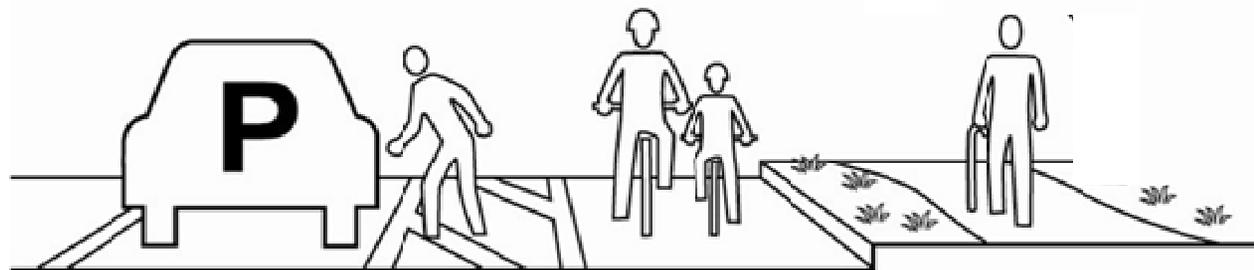
Community Meeting #1 (cont.)

- # **Community Consensus:**
 - Two-way bikeway on estuary side of street



Community Meeting #1 (cont.)

Two-way protected bikeway



PARK

Park away from the curb, outside the bikeway and to the left of the buffer zone.

LOAD

Use the buffer zone to access your car. Watch for passing bikes.

BIKE

Ride in the new protected bikeway. Watch for crossing pedestrians.

WALK

Use the pedestrian path to get to your destination or to the crosswalk.



© Jonathan Maus/BikePortland

What do you think?

Western end of Clement Street



Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Street near Walnut Street



Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Street and Oak Street

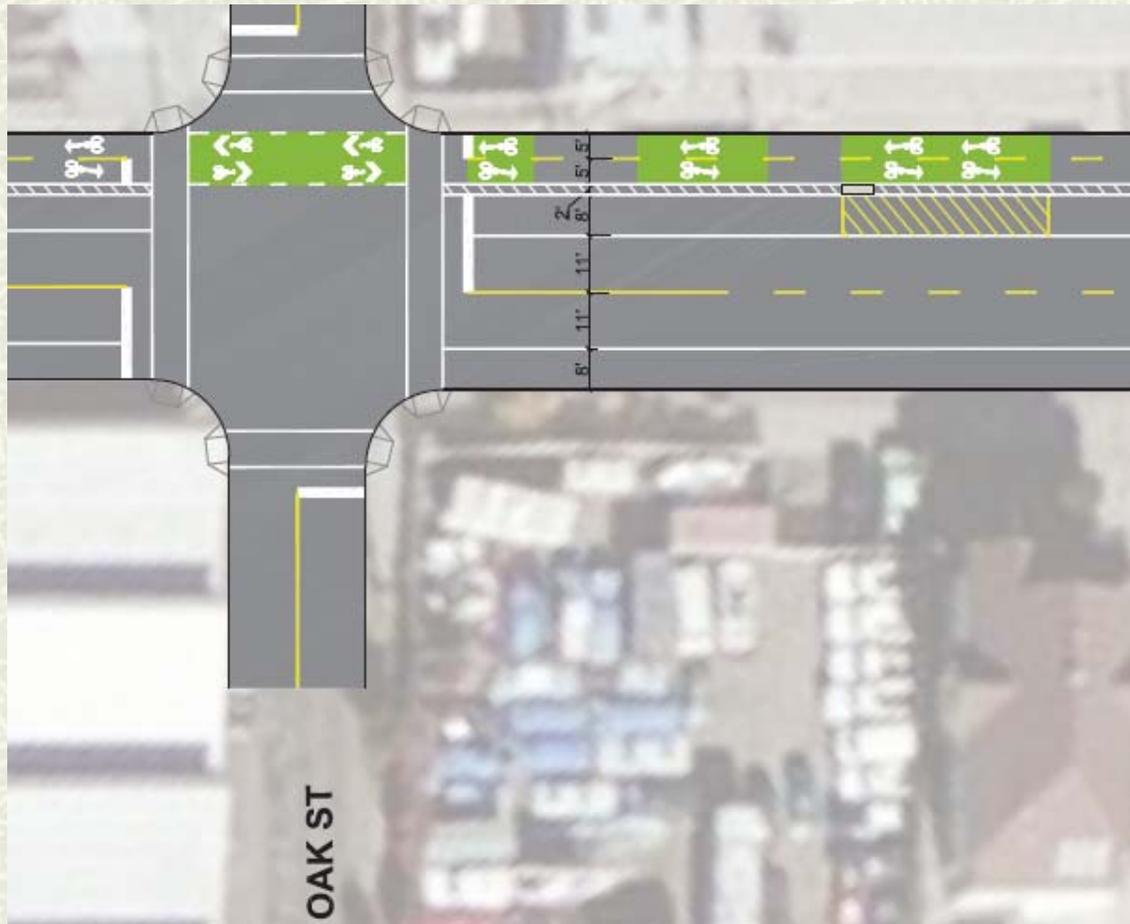


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Street at Park Street

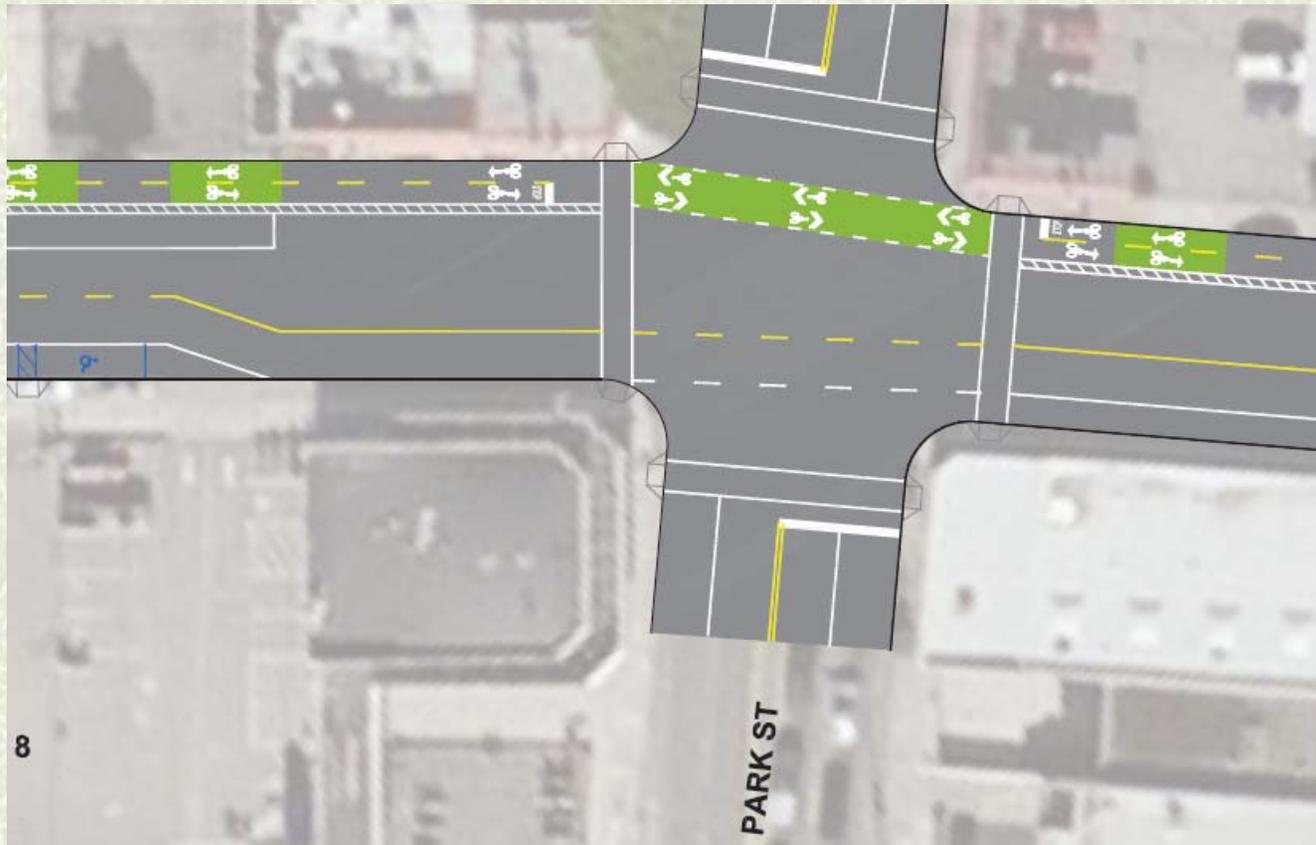


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Street at Broadway



Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Benefits

- Fewer conflicts
 - More inviting for bicyclists
 - Motorists travel slower
 - Bicyclists pass in bikeway
 - Bicyclists ride outside door zone
-

What do you think? (cont.)

Concerns

- Intersections / driveways
 - Termini / end points
 - New marked crosswalks
 - Sidewalk constraints
 - Disabled parking spaces
 - Truck access
 - Costs
-

What do you think? (cont.)

Intersections / Driveways

- Green pavement treatment/stripping
 - Signal for Clement Avenue/Oak Street
 - Bike signals at signalized intersections
 - Near intersections/driveways
 - Height restrictions on parking
 - Restrict parking
-

What do you think? (cont.)

Driveway treatments



Image Source: Google Maps, street view, Seattle, WA



Image Source: Tom Fucoloro, Seattle Bike Blog, Sept 8, 2014

What do you think? (cont.)

Bike signal



Image Source: Kelly Blume, Kittelson & Associates, Inc.

What do you think? (cont.)

Termini / End Points

- Green pavement treatment
- All-way stop at Clement Avenue/ Broadway?
- All-way stop at Clement Avenue/ Grand Street?
- Other treatments?

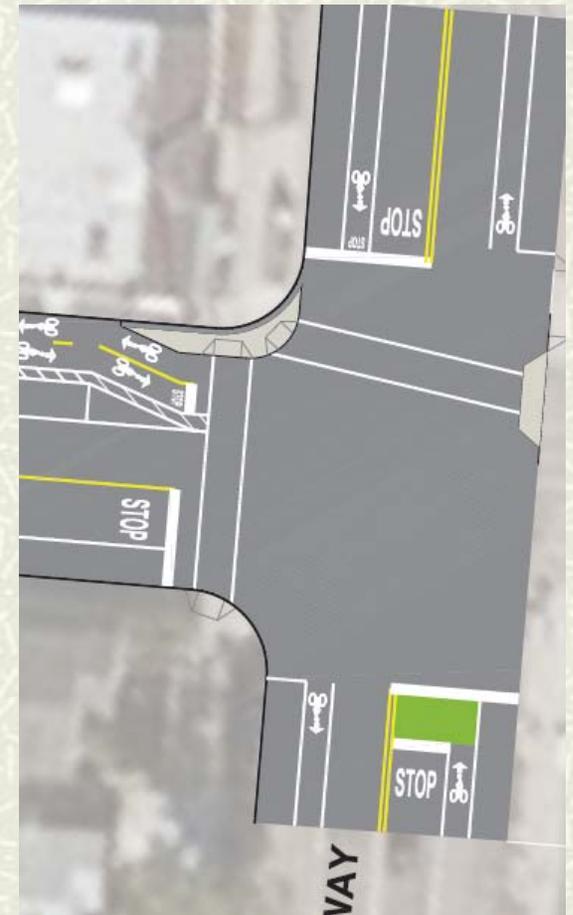


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

New Marked Crosswalks

■ Potential locations

- Grand Street
 - Schiller Street
 - Chestnut Street
 - Willow Street
 - Walnut Street
 - Oak Street
 - Everett Street
 - Broadway
-

What do you think? (cont.)

New Marked Crosswalks

- Potential Treatments
 - Lighting improvements
 - Bulb-outs on south side
 - Ladder marked crossings
 - Others?

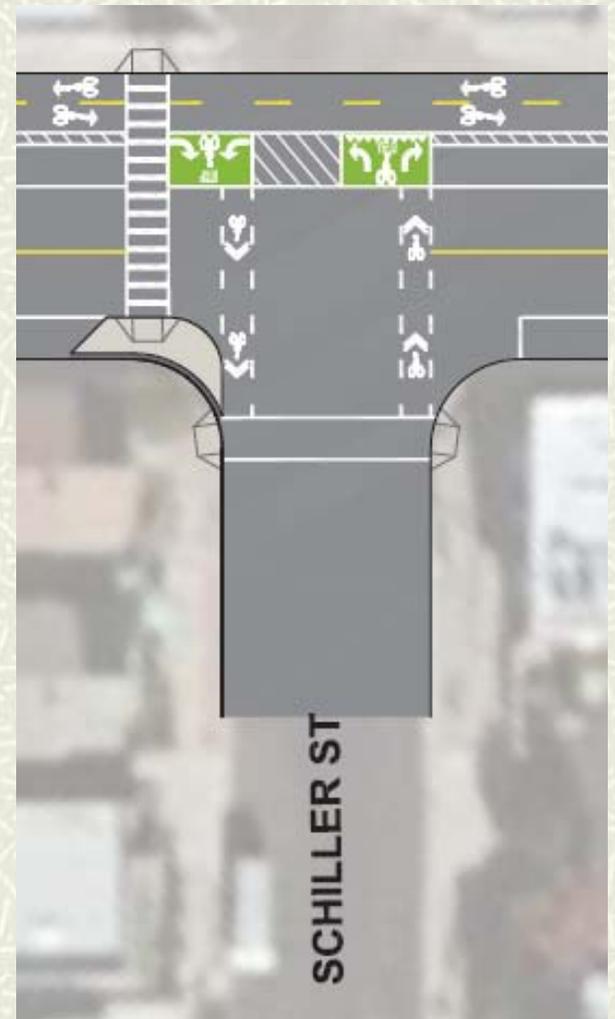


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Sidewalk Constraints

- Accessible curb ramps
 - Access at pinch points
 - Widened sidewalks
 - Warehouses on south side
 - Bait and Tackle shop
 - Utility poles
 - Trees
-

What do you think? (cont.)

Accessible curb ramps

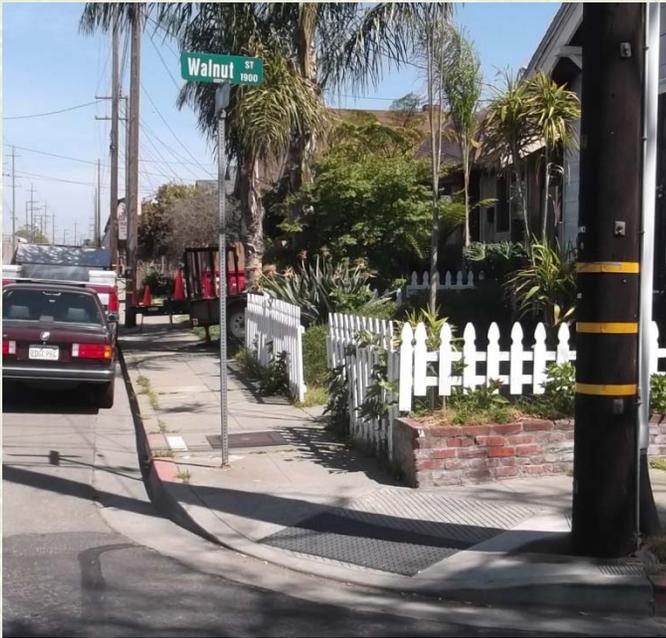


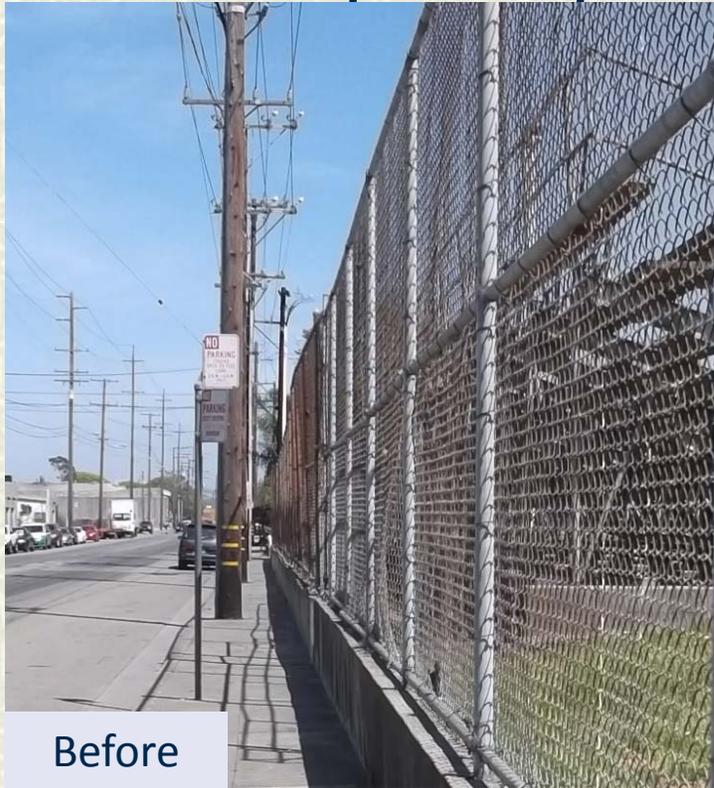
Image Source: Kamala Parks, Kittelson & Associates, Inc.



Image Source: Carl Sundstrom from the Pedestrian and Bicycle Information Center 's Image Library

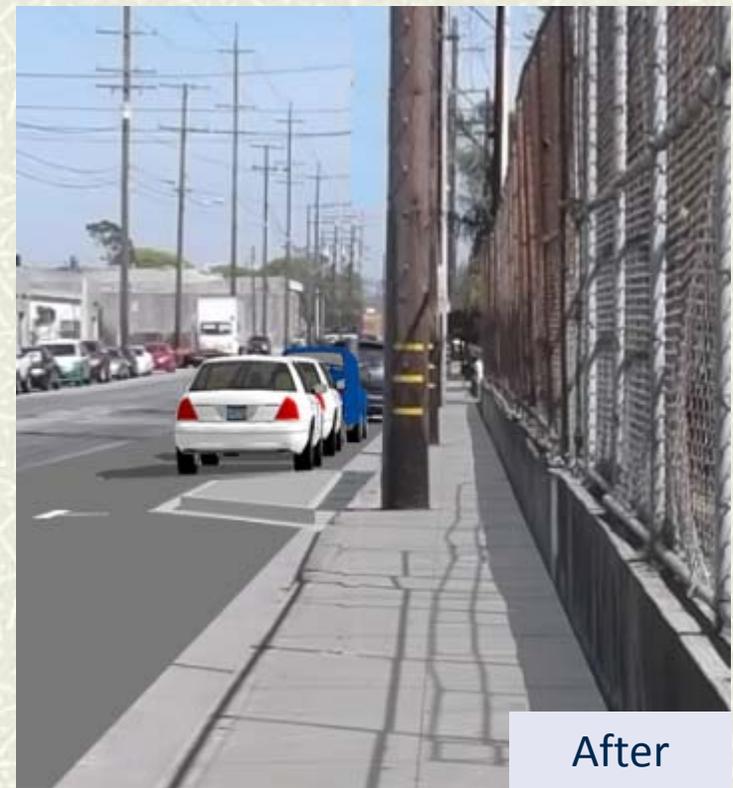
What do you think? (cont.)

Access at pinch points



Before

Image Source: Kamala Parks, Kittelson & Associates, Inc.



After

Image Source: Kittelson & Associates, Inc.

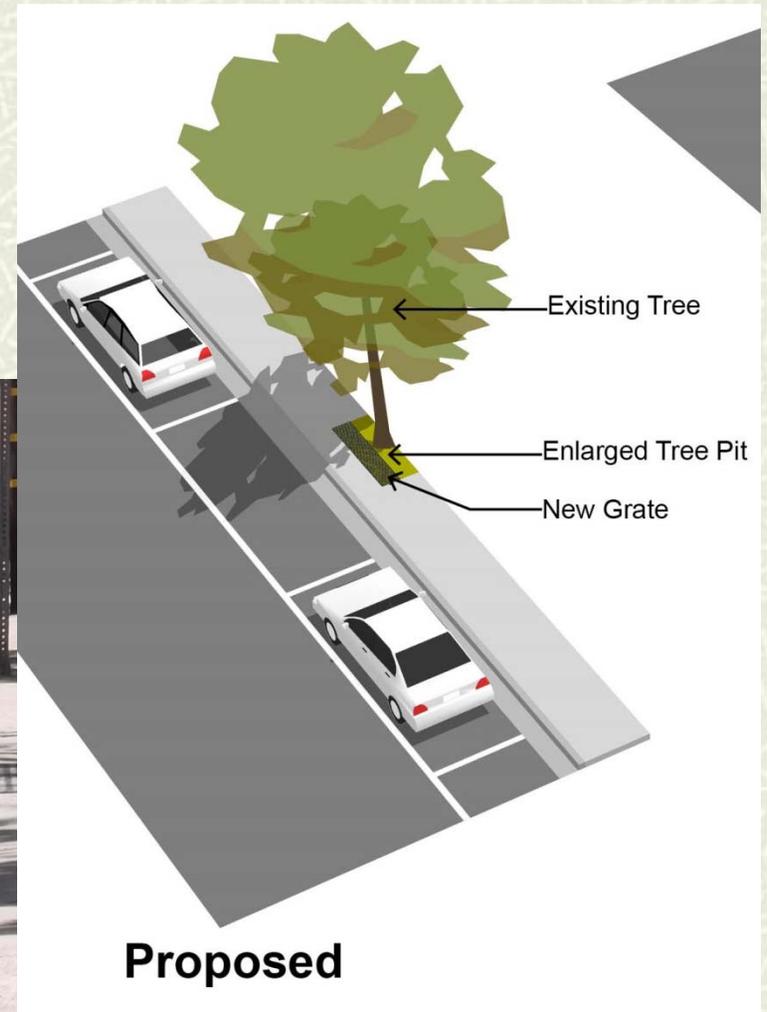
What do you think? (cont.)

Access at pinch points



Before

Image Source: Kamala Parks, Kittelson & Associates, Inc.



Proposed

Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Access at pinch points – south side

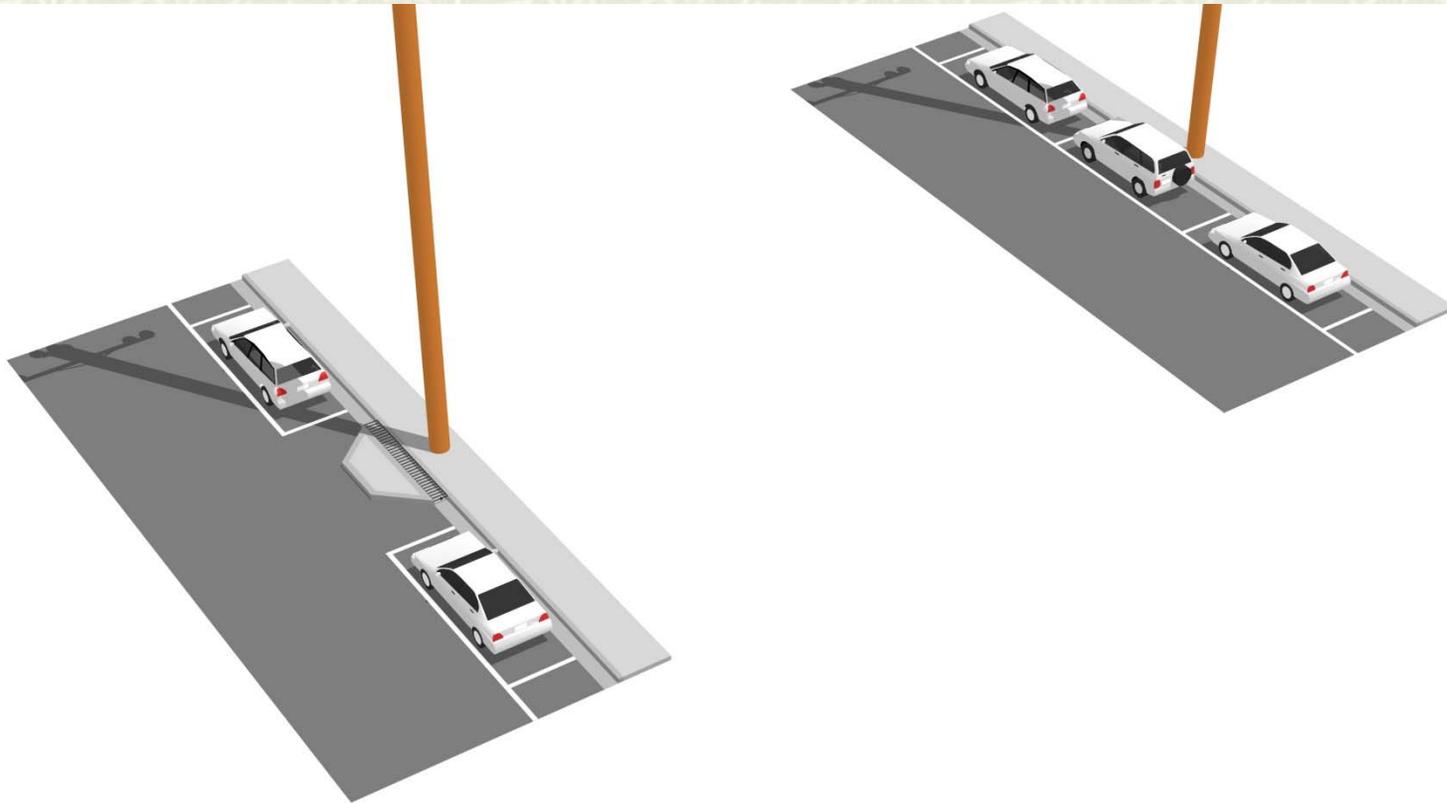


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Access at pinch points – north side

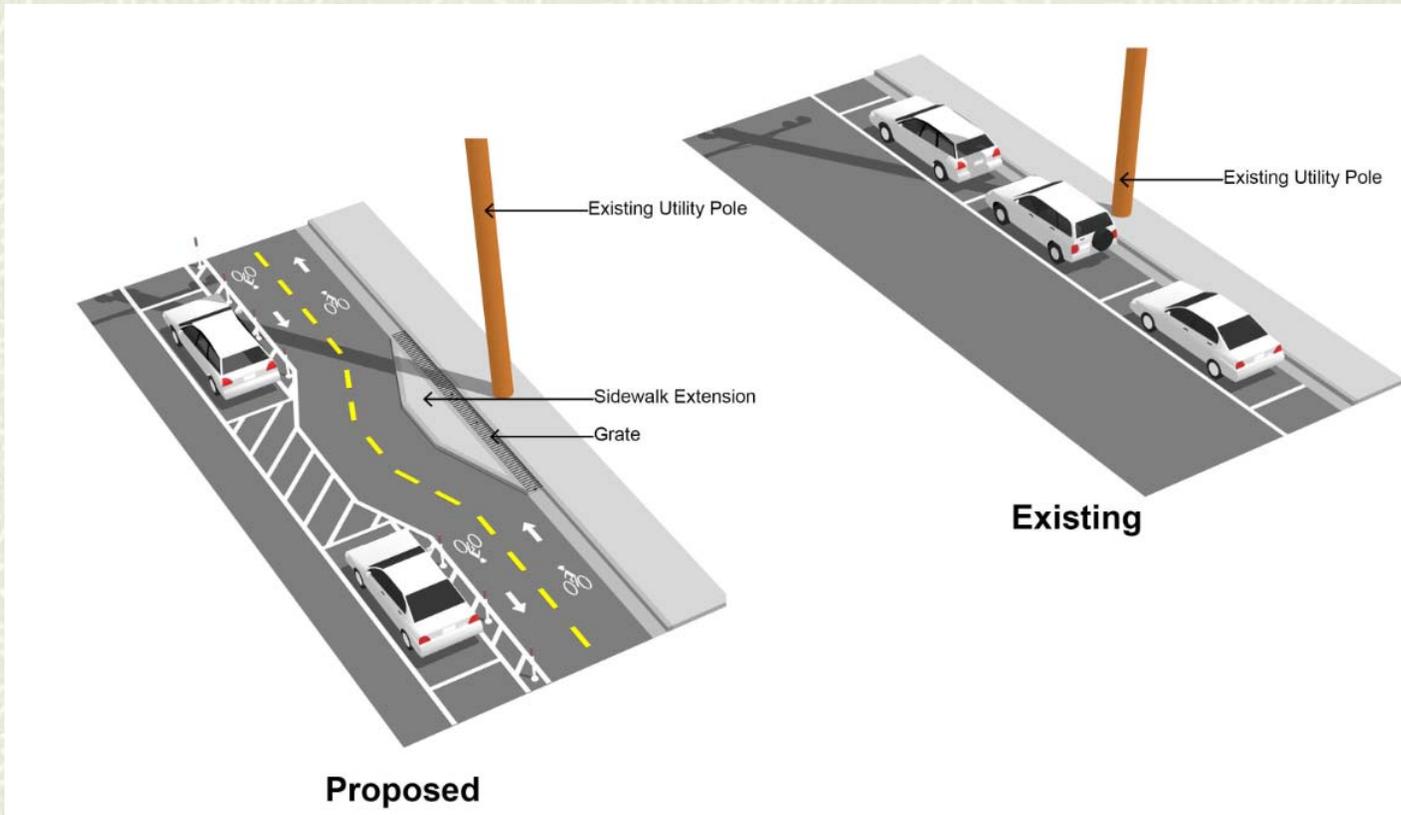


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Widened Sidewalks



Image Source: Kamala Parks, Kittelson & Associates, Inc

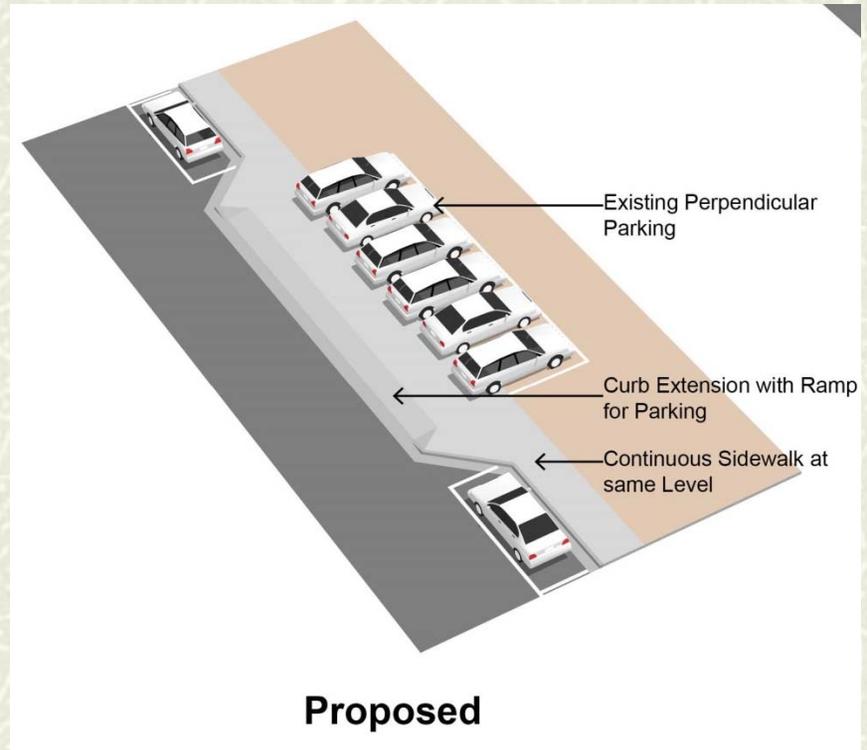


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Widened Sidewalks



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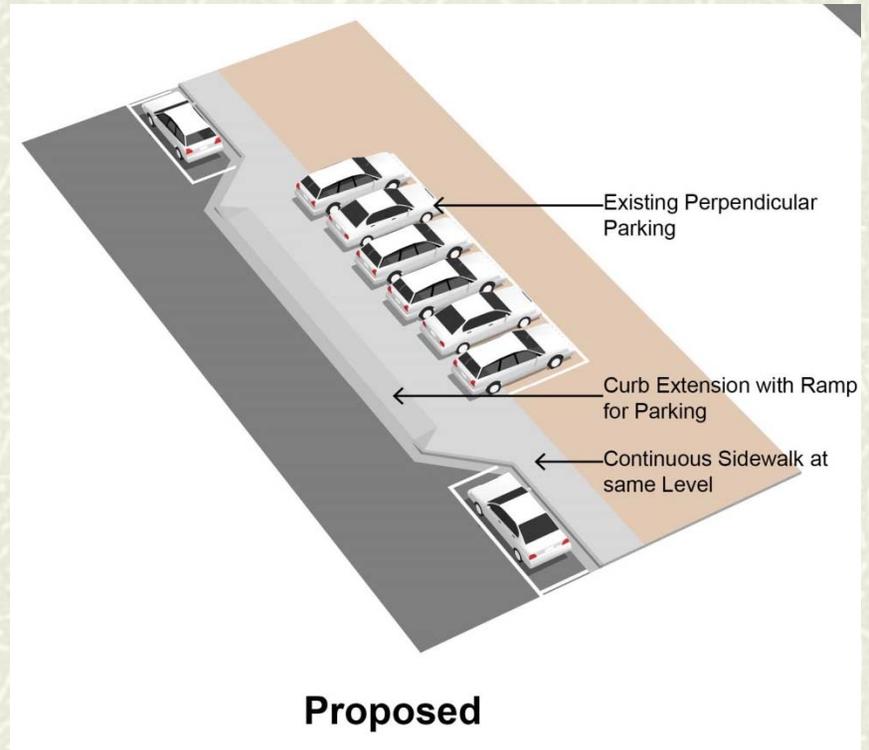


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Disabled Parking Spaces

- Potential locations
 - West of Park Street on south side
 - On Grand Street by Roosters
 - Other Locations?

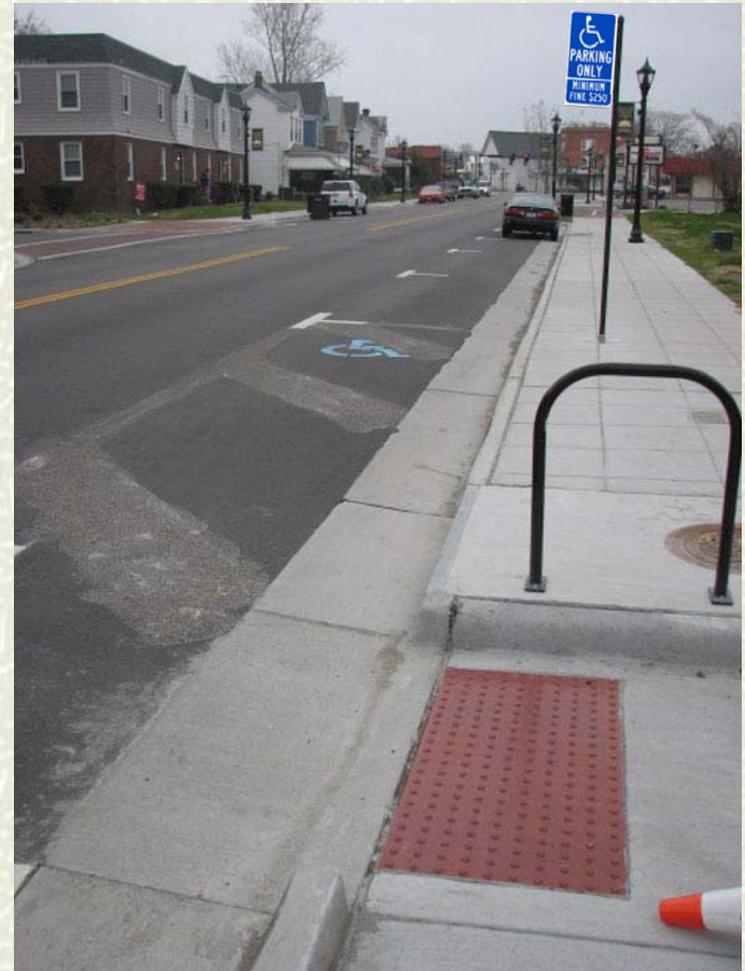


Image Source: Rita Frankenberry for The Virginian-Pilot

What do you think? (cont.)

Truck Access

- Loading zones
 - Auto Shop at Oak Street
 - Other locations?
- Turning radii
- Preventing trucks from parking in bikeway when loading/unloading



Image Source: Tom Fucoloro, Seattle Bike Blog, Sept 8, 2014

What do you think? (cont.)

Railroad Track Removal

Cost per Foot	\$100
Estimated Feet	6,500
Removal Cost Estimate	\$650,000



Environmental Remediation

- Soil treatment?
- Off-site disposal?

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
 - # March 25: Transportation Commission
 - # April 29: Community Workshop #3
 - # May 27: Transportation Commission
 - # June: Bike/Pedestrian Grant Application?
 - # TBD: City Council
-

Questions and Comments

Contact:

Gail Payne

Transportation Coordinator

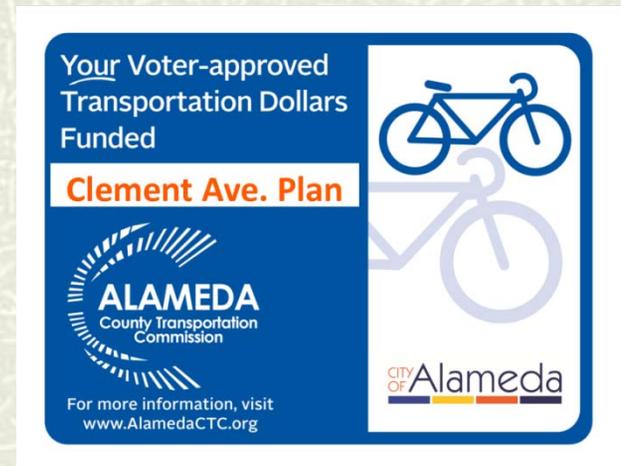
gpayne@alamedaca.gov

(510) 747-7948

Consultants:

Kittelson & Associates, Inc.

Urban Design Consulting Engineers



Questions and Comments

Ground Rules

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

= Better Together!

What do you think? (cont.)

Break-out Groups

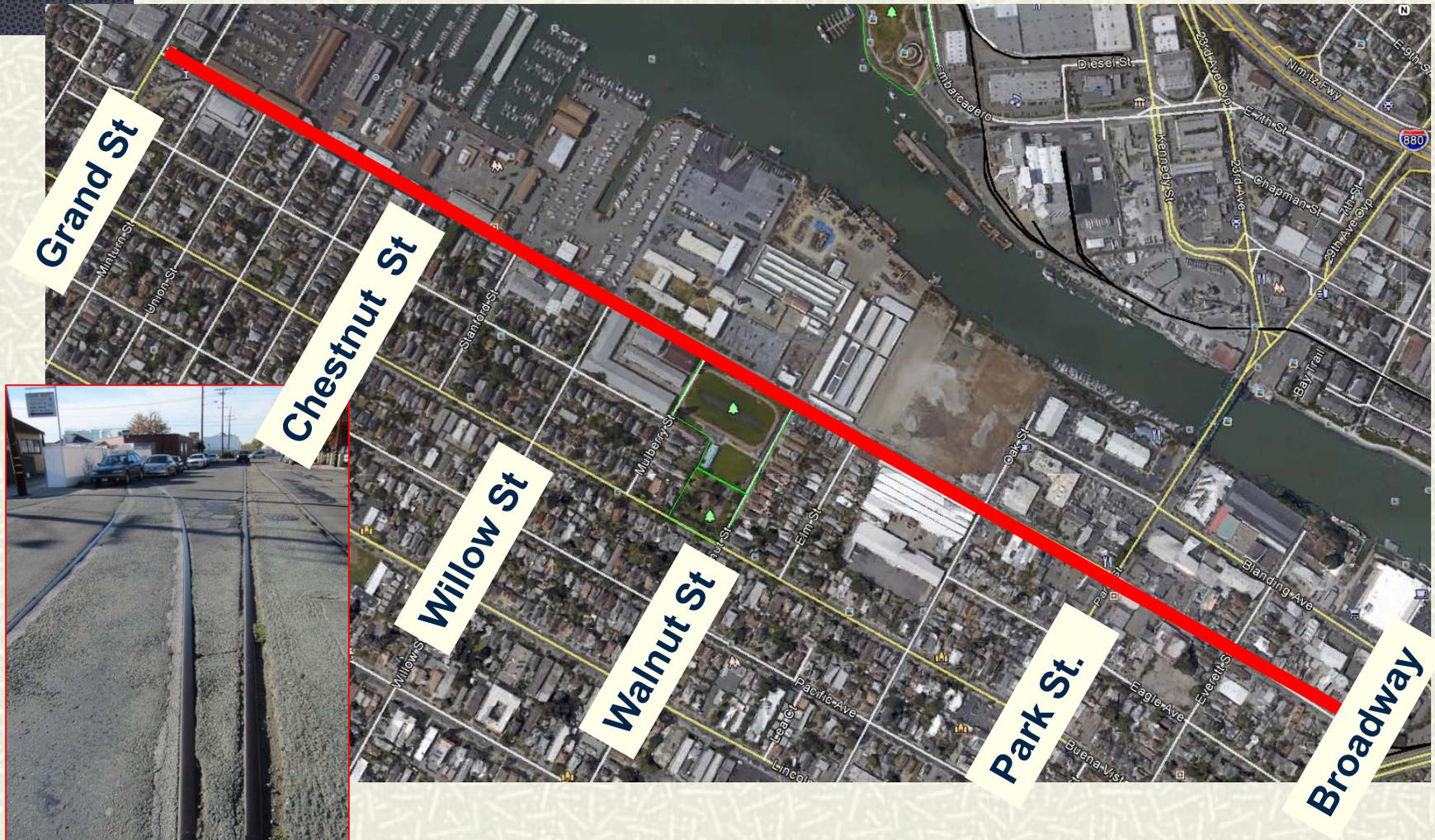
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Clement Proposal Location



Community Meeting #1 (cont.)



Draft
Preferred
Idea

Draft
Optional
Idea

