

Clement Avenue Safety Improvement Project



Workshop – June 3, 2019

Process

2019:

■ **Workshop (Mon, June 3 at 6:30 p.m.)**

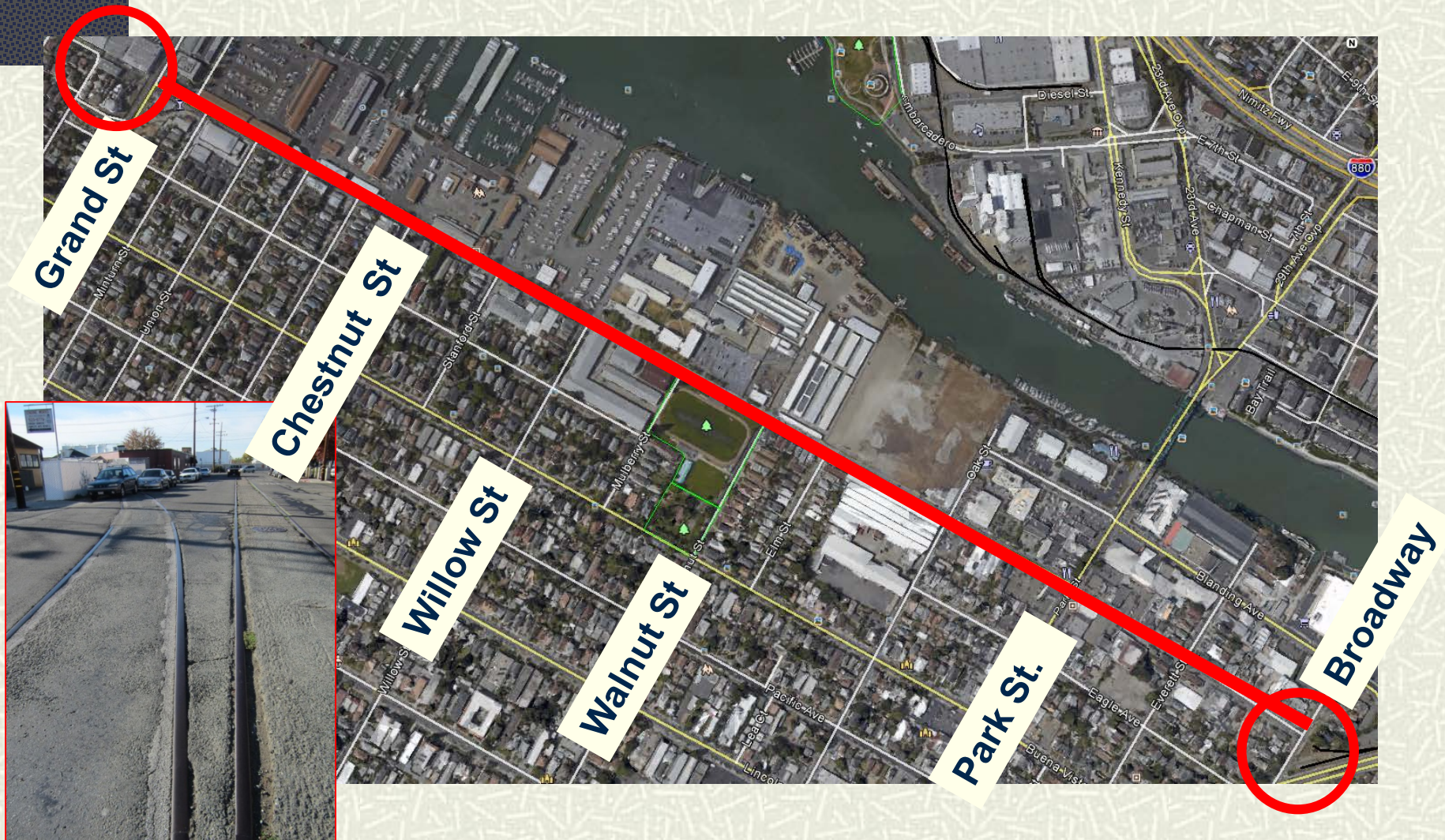
- Presentation
- Clarifying Questions
- Comments with Break-out Rooms
 - Oak to Broadway (Room by elevator)
 - Alameda Marina area (Room back of Council Chambers)

■ Transportation Commission (July 24)

■ City Council (September)

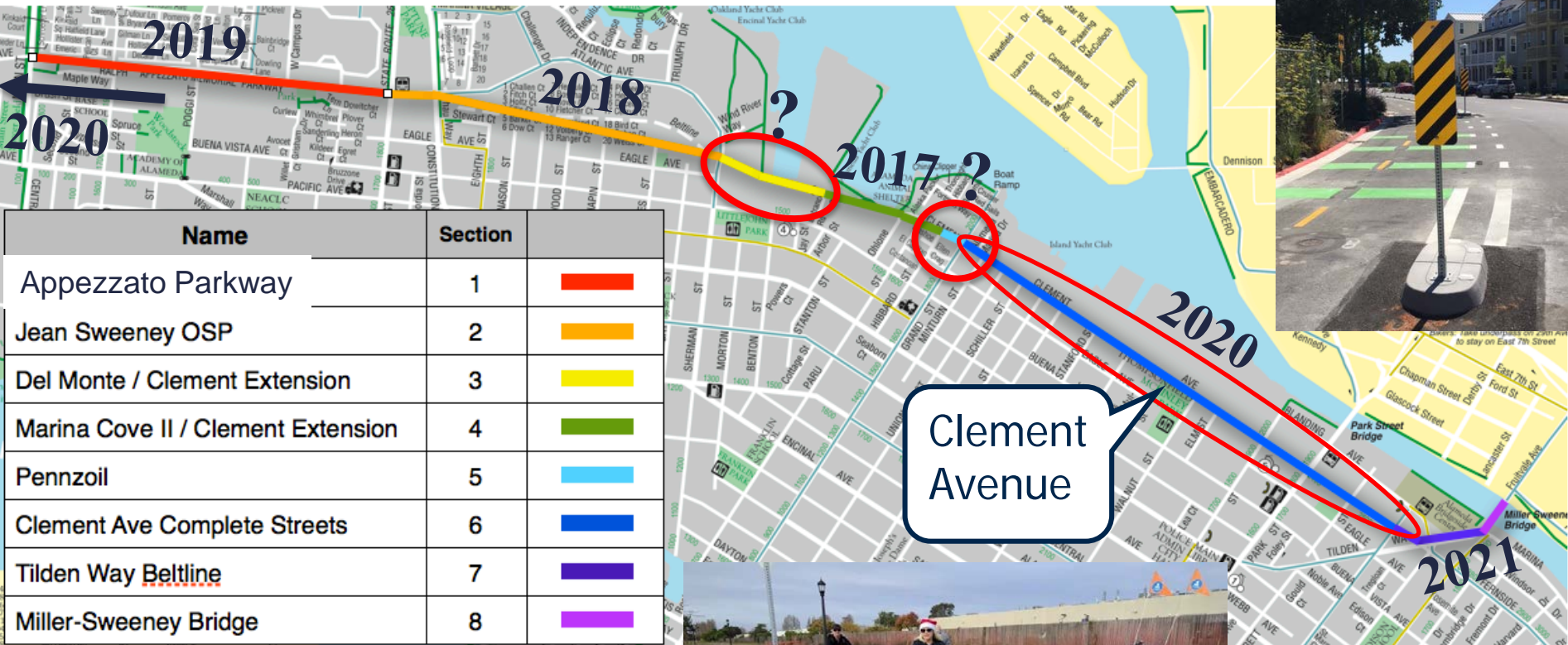
2020: Construction phase

Why Clement Avenue?



Why Clement Avenue? (cont.)

Cross Alameda Trail



Map Source: Bike Walk Alameda



Why Clement Avenue? (cont.)

Transportation Element – General Plan

■ Policy for Cross Alameda Trail:

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

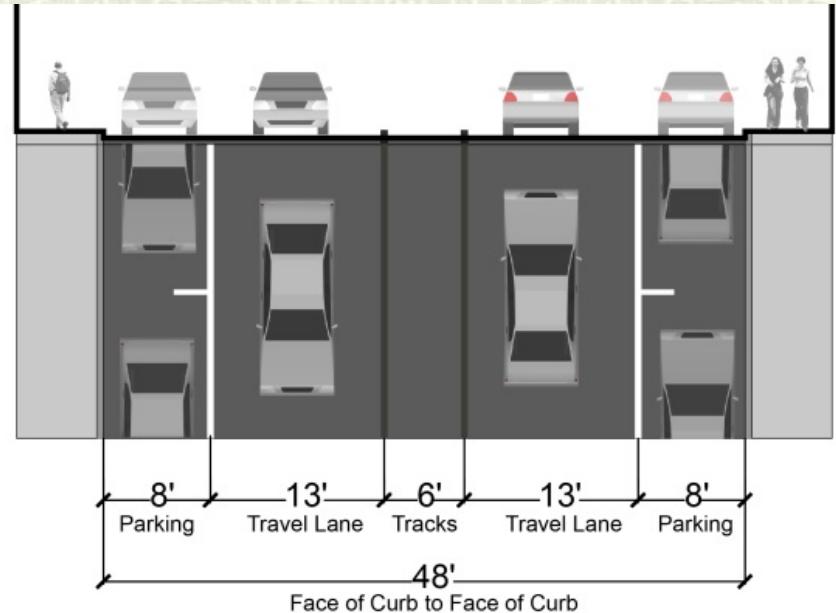
■ Street Type:

- Truck Route
- Bicycle Priority
- Transit Priority



What's on the street?

- # Railroad tracks
- # Utilities
- # Vehicles/day: 8,300
- # 35 mph typical speed
- # Truck route (SR 61 takes wide loads)
- # Parking occupancy: 65%
- # No bikeway
- # Sidewalks - inaccessible



Existing Typical Section

What's on the street? (cont.)

Sidewalk

- Trees
- Utility poles
- Gaps



What's on the street? (cont.)

Collisions



Source: Vision Zero Two-Year Action Strategy

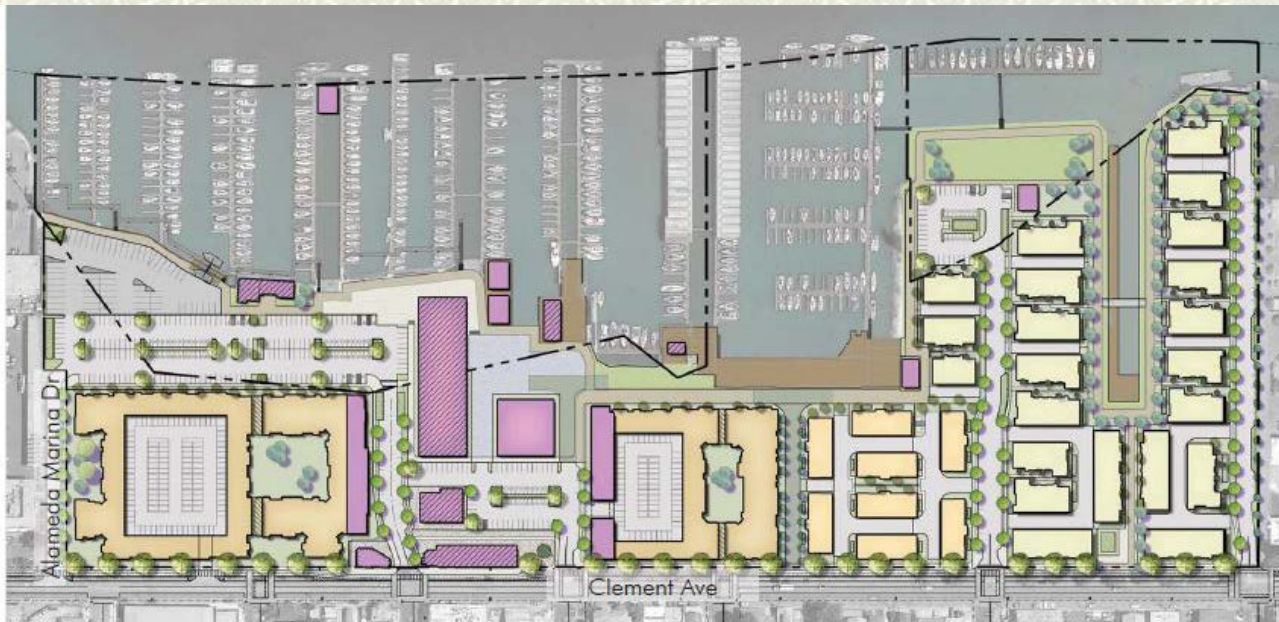


Stakeholders

- AC Transit
- Adjacent Businesses
- Adjacent Residents
- Alameda Marina
- Alameda Municipal Power
- Alameda Unified School District
- BART
- Bike Walk Alameda
- City Staff
- Native American Tribes
- San Francisco Bay Trail



Alameda Marina



City Goals

- 1) Provide safer bicycling and walking
- 2) Reduce speeding
- 3) Complete Cross Alameda Trail
- 4) Improve public access to the estuary/bay
- 5) Add to urban forest
- 6) Revitalize waterfront
- 7) Maintain truck access
- 8) Remove abandoned railroad tracks
- 9) Minimize parking loss



Concept Components

- Bikeway (2-way bikeway or bike lanes)
- Sidewalk improvements with street trees
- Intersection/driveway safety
 - Daylighting = parking loss
 - Stop signs at Shiller and Stanford
 - Crosswalks and bulb-outs
 - Signal timing/phasing/upgrades
- Disabled parking spaces + curb management
- Railroad track removal
- Truck access (route + loading zones)
- Undergrounding utilities by new developments



Options

- A. Do Nothing / No Bikeway / Inaccessible Sidewalks
 - B. Bike lane on each side of street
 - C. Two-way bikeway on estuary side of street
(staff and consultant preferred alternative)
 - D. Hybrid option
 - Two-way bikeway (Grand St. to Walnut St.)
 - Bike lanes (Walnut St. to Broadway)
-

Do Nothing (Existing Condition)



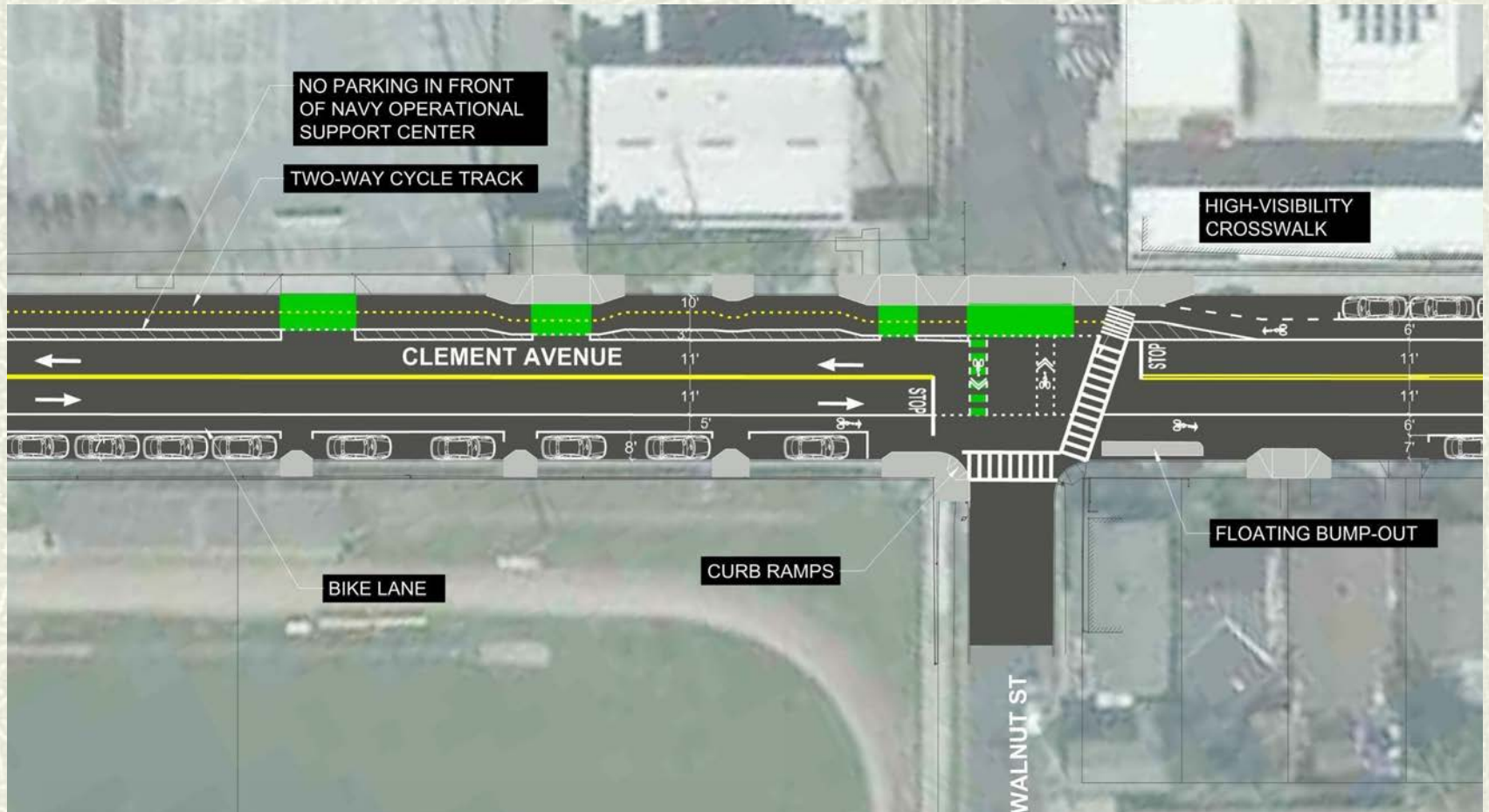
Bike Lane Option



Two-way Bikeway - Estuary Side



Hybrid Option (at Walnut)



Option Comparison

Protected bikeway (2-way) is safest

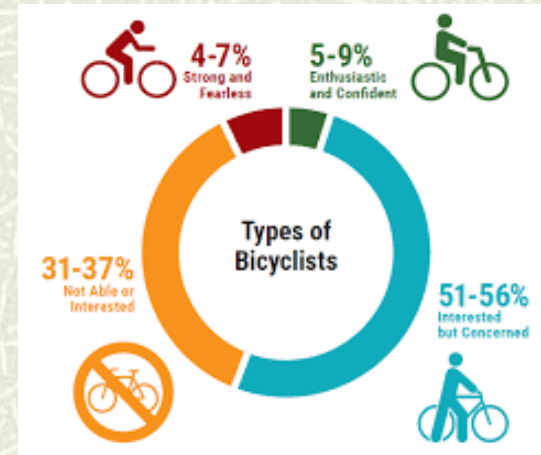
- Especially at Park Street intersection
- More apt to increase bicycling

Traffic operations at Park Street

- Existing: 49 second delay (no build) - LOS D
- Bike Lane: No Change - LOS D
- 2-way Bikeway: New Signal Timing - LOS D - Pedestrian Delays Increase

Parking estimates (300 existing spaces)

- No Build: Lose 10 = 290 spaces, 67% occupancy (daylighting = 20')
- Bike Lane: Lose 65 = 235 spaces, 82% (10 daylight, 55 sidewalks)
- Hybrid: Lose 75 = 225 spaces, 86% (10 daylight, 55 sidewalks, 10 bikeway)
- 2-way: Lose 85 = 215 spaces, 90% (10 daylight, 55 sidewalks, 20 bikeway)



Option Comparison (cont.)

2-way Bikeway

■ Pros

- Protects people bicycling from parallel vehicle traffic
- Reduces speeding, dooring and pedestrian crossing distances
- Provides continuity for Cross Alameda Trail including Park Street
- Constructs bikeway on north side with limited vehicle crossings
- Provides opportunities for trees and bike corrals in buffer space

■ Cons

- Results in the greatest loss of parking
- Requires a dedicated bike signal phase at Park Street, which impacts vehicle operations and people walking
- Requires eastbound bicyclists to cross to north side of street
- Increases construction costs



Next Steps

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2020: Construction phase

Questions and Comments

Clement Web Site:

www.alamedaca.gov/clement

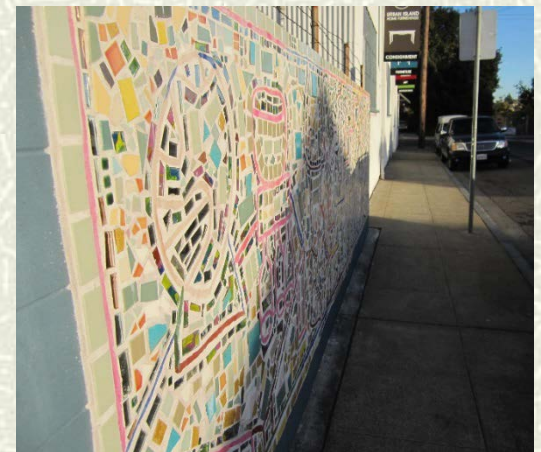
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Sr. Transportation Coordinator

gpayne@alamedaca.gov

(510) 747-6892

Consultants: CDM Smith,
Parsons, PlaceWorks, CHS



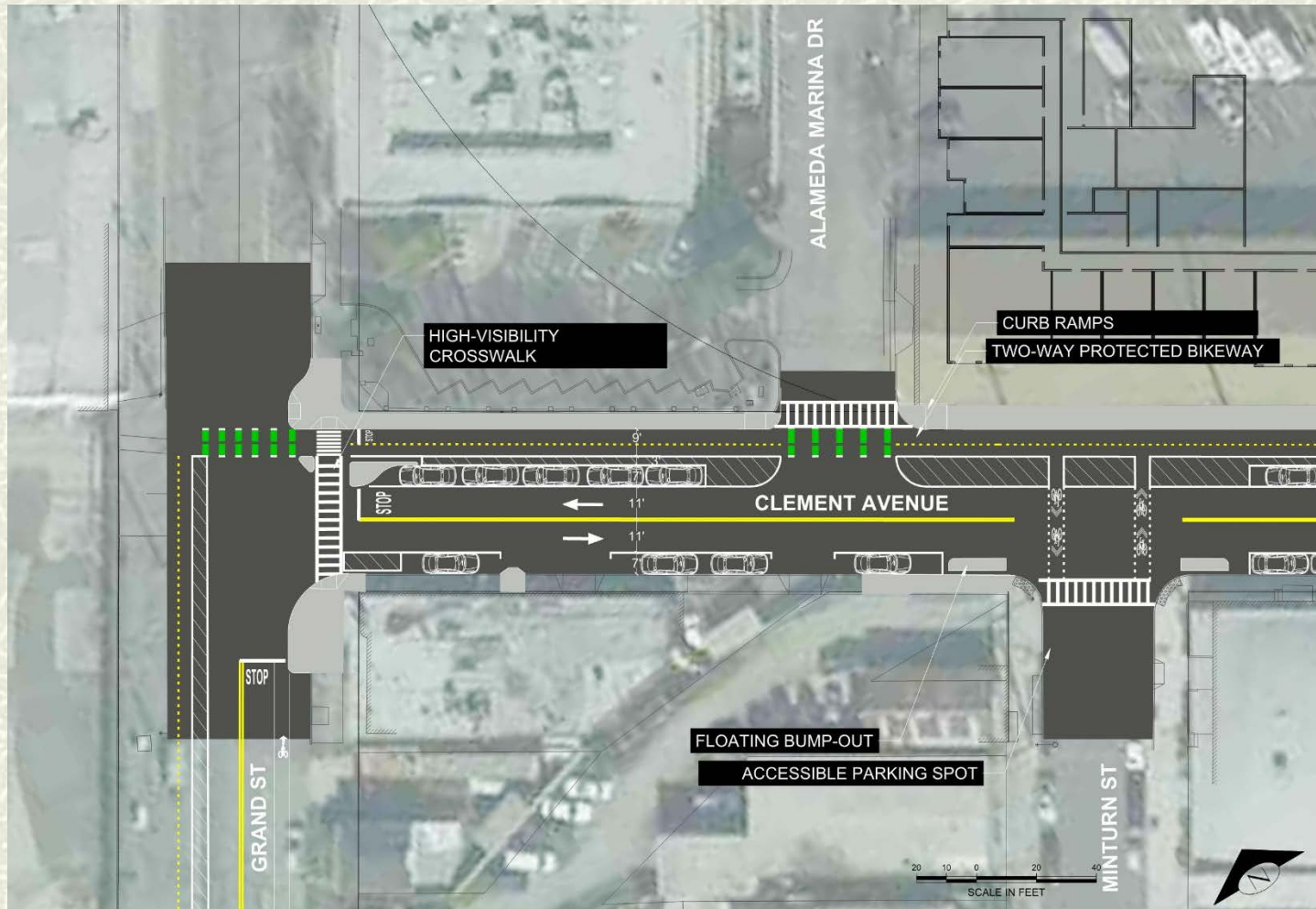
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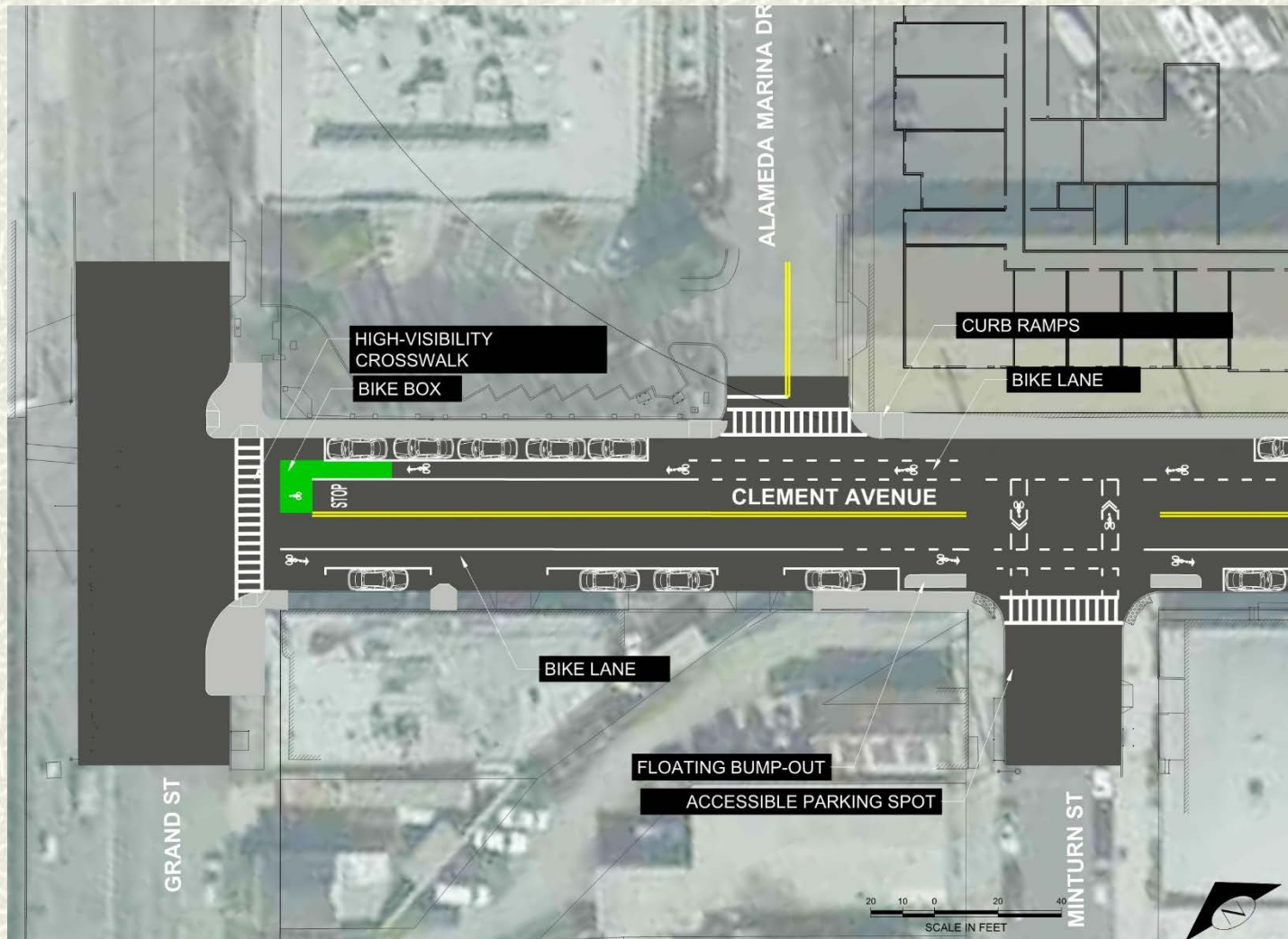
Draft Concept (2-way Bikeway)

Clement Avenue at Grand Street (2-way)



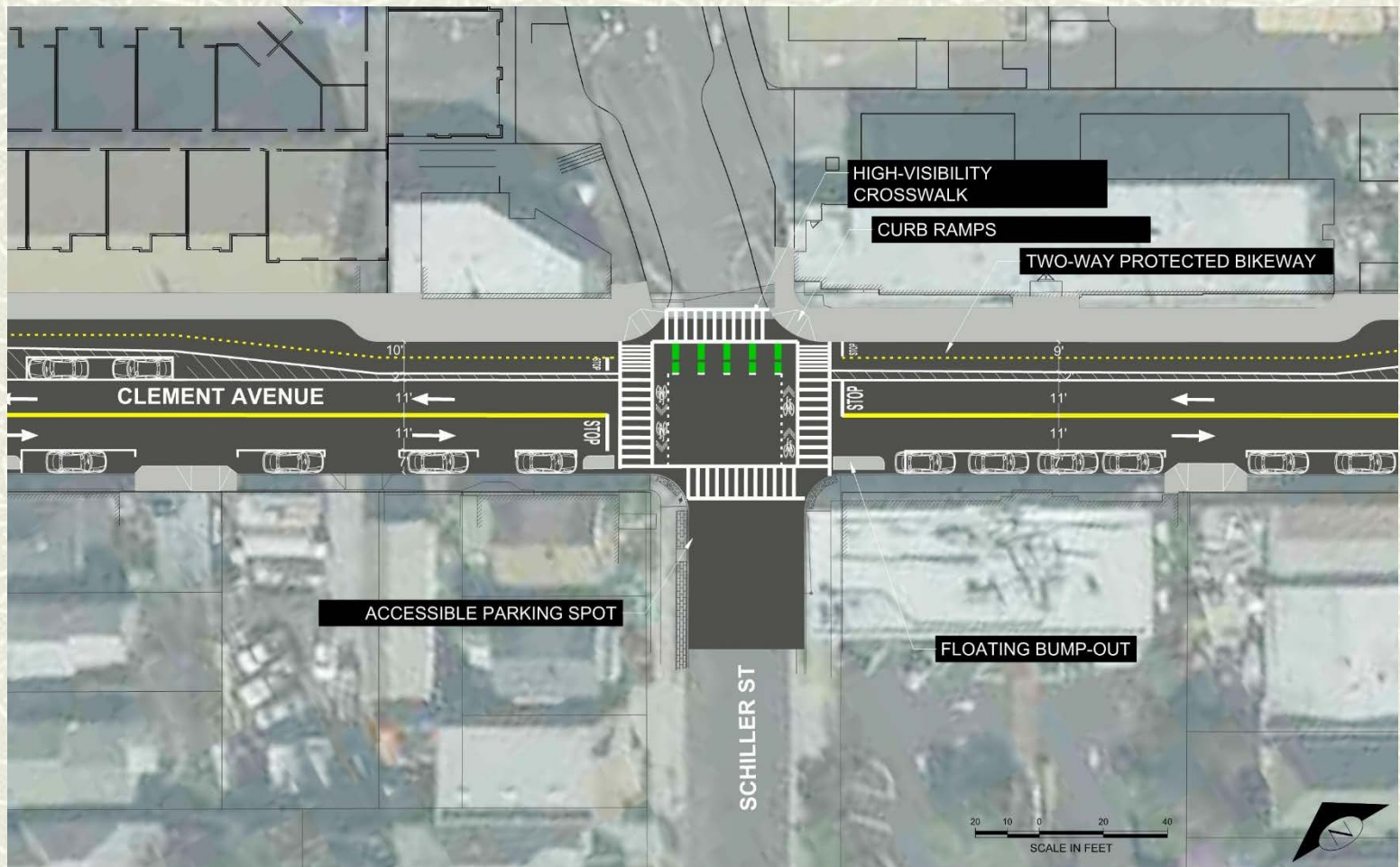
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Clement Avenue at Grand Street (bike lanes)



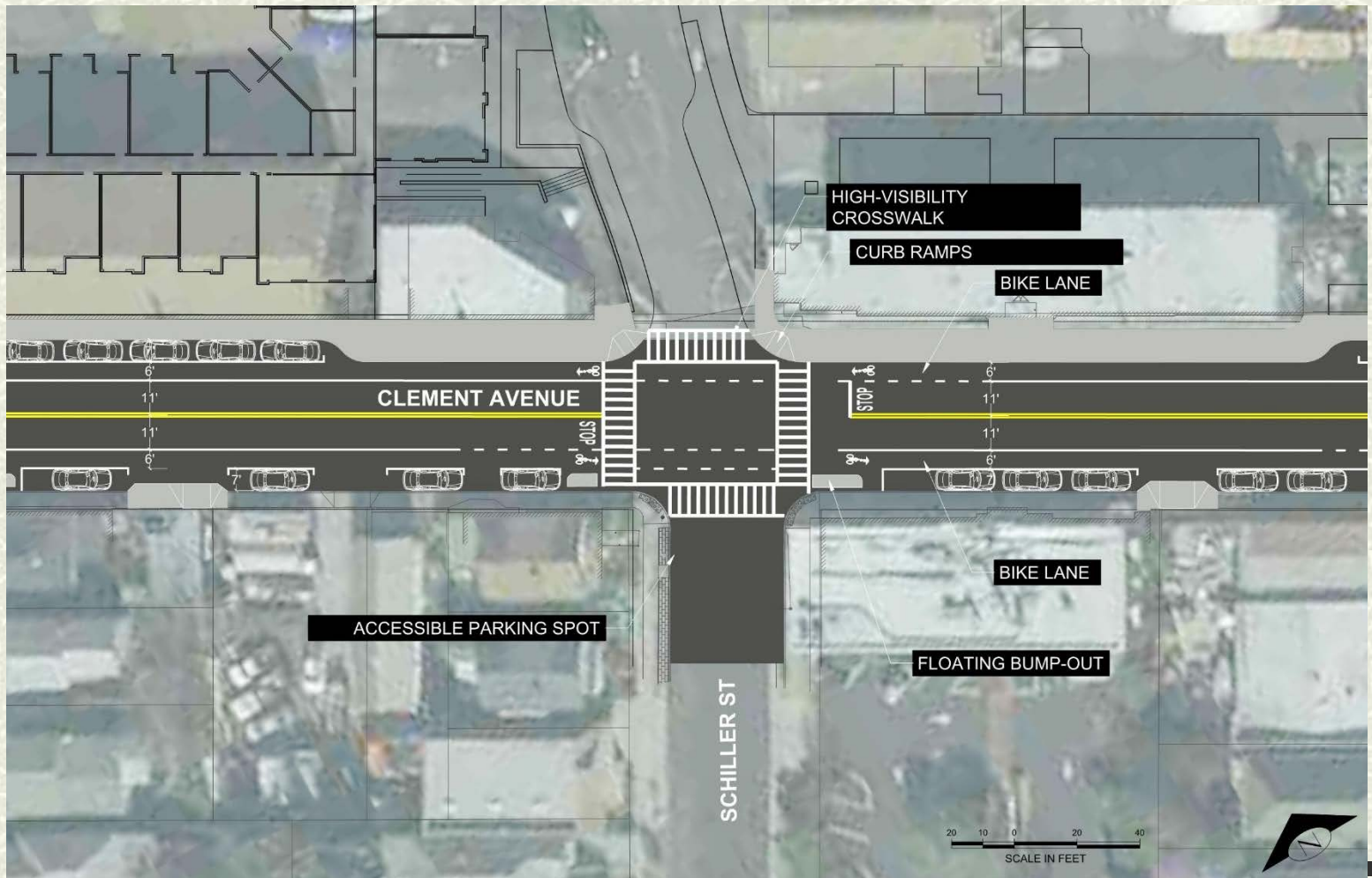
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Clement Avenue at Schiller Street (2-way)



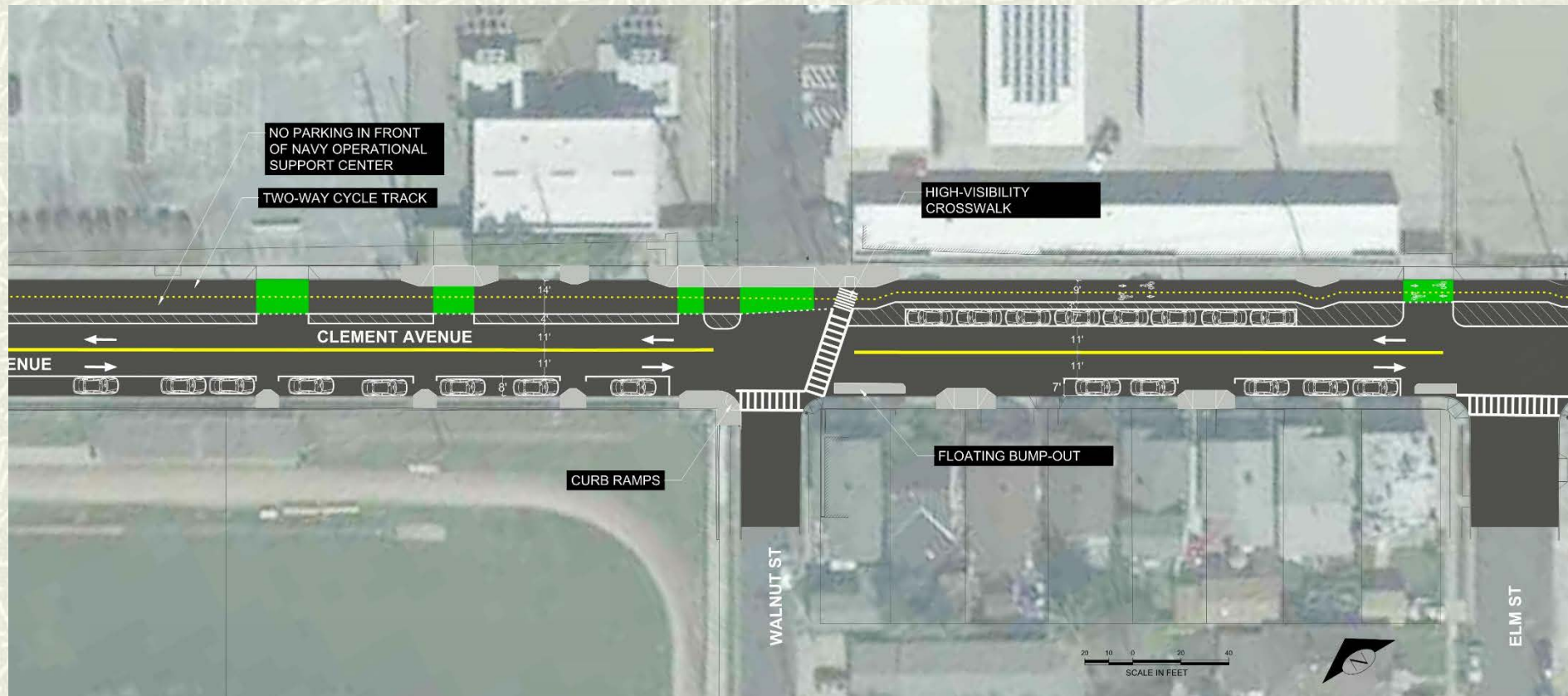
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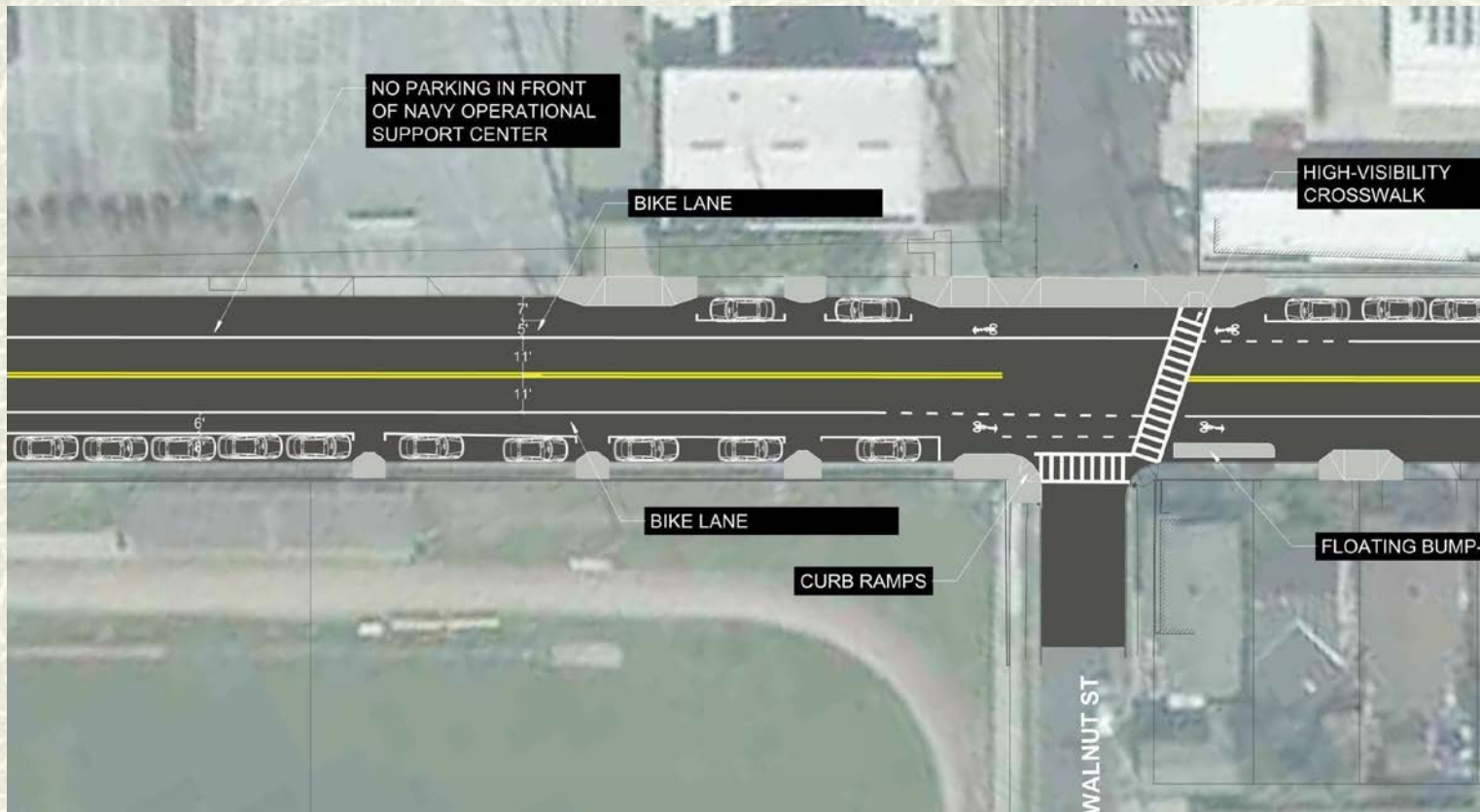
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Clement Avenue at Walnut Street (2-way)



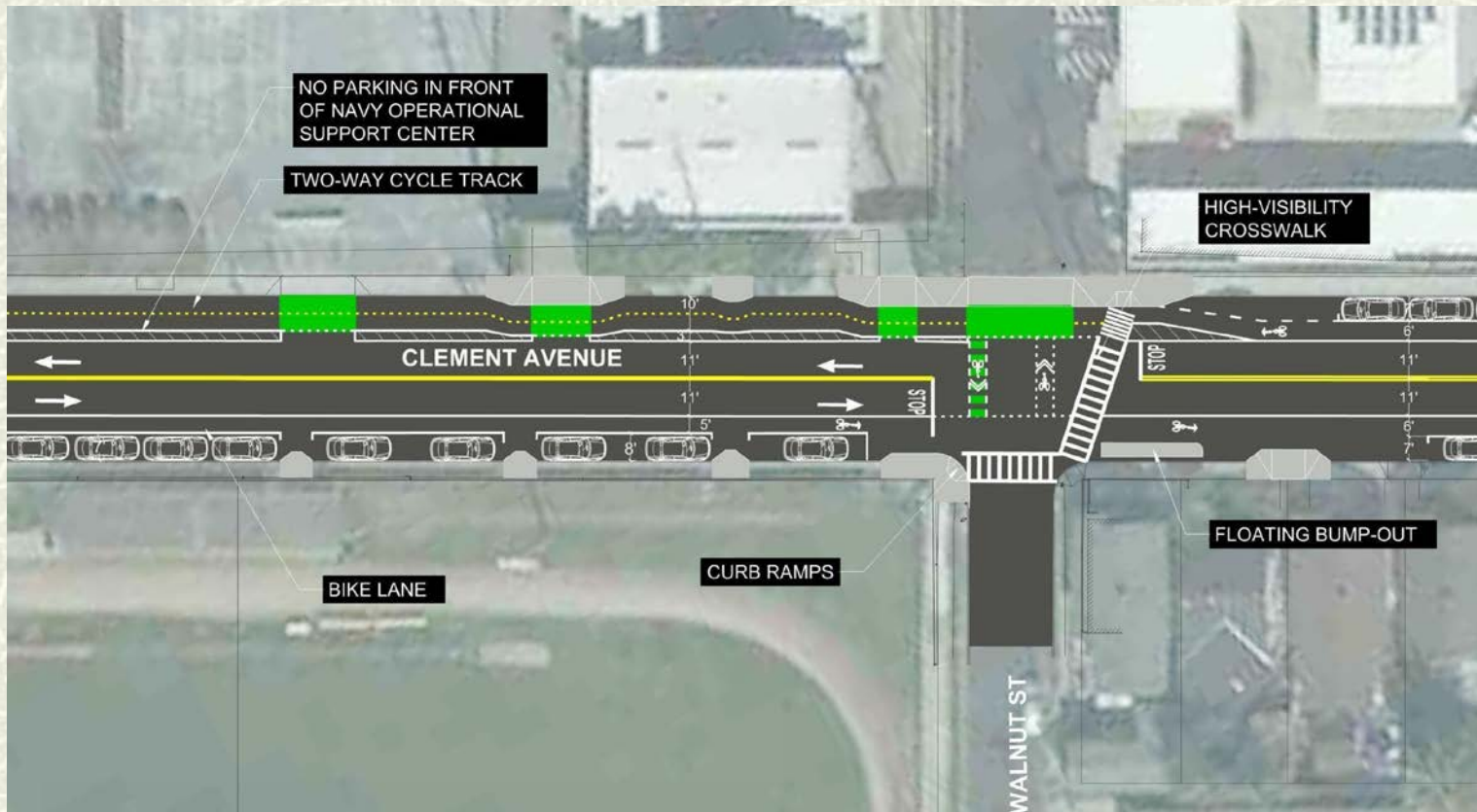
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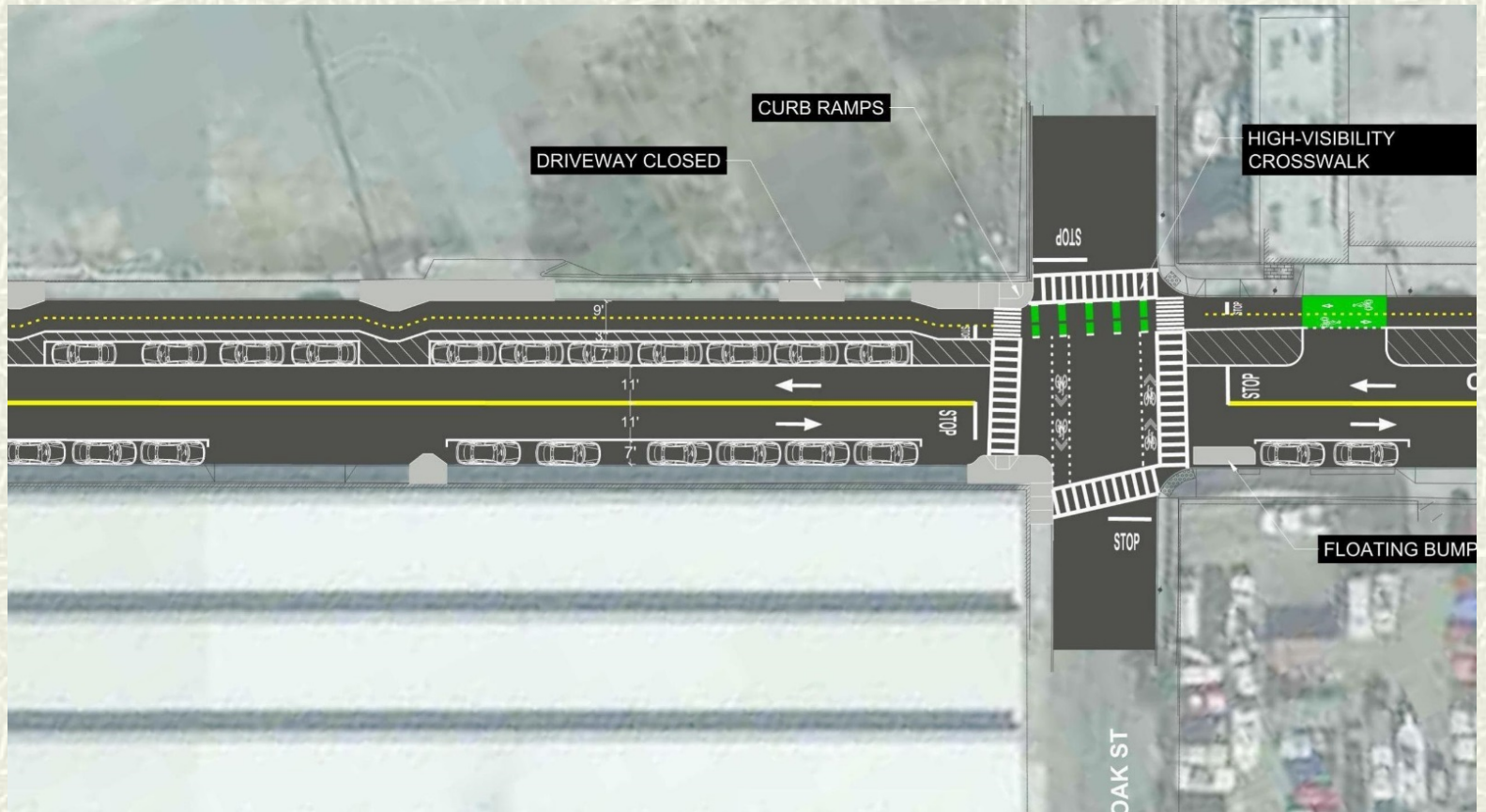
Draft Concept (Hybrid Option)

Clement Avenue at Walnut Street (hybrid)



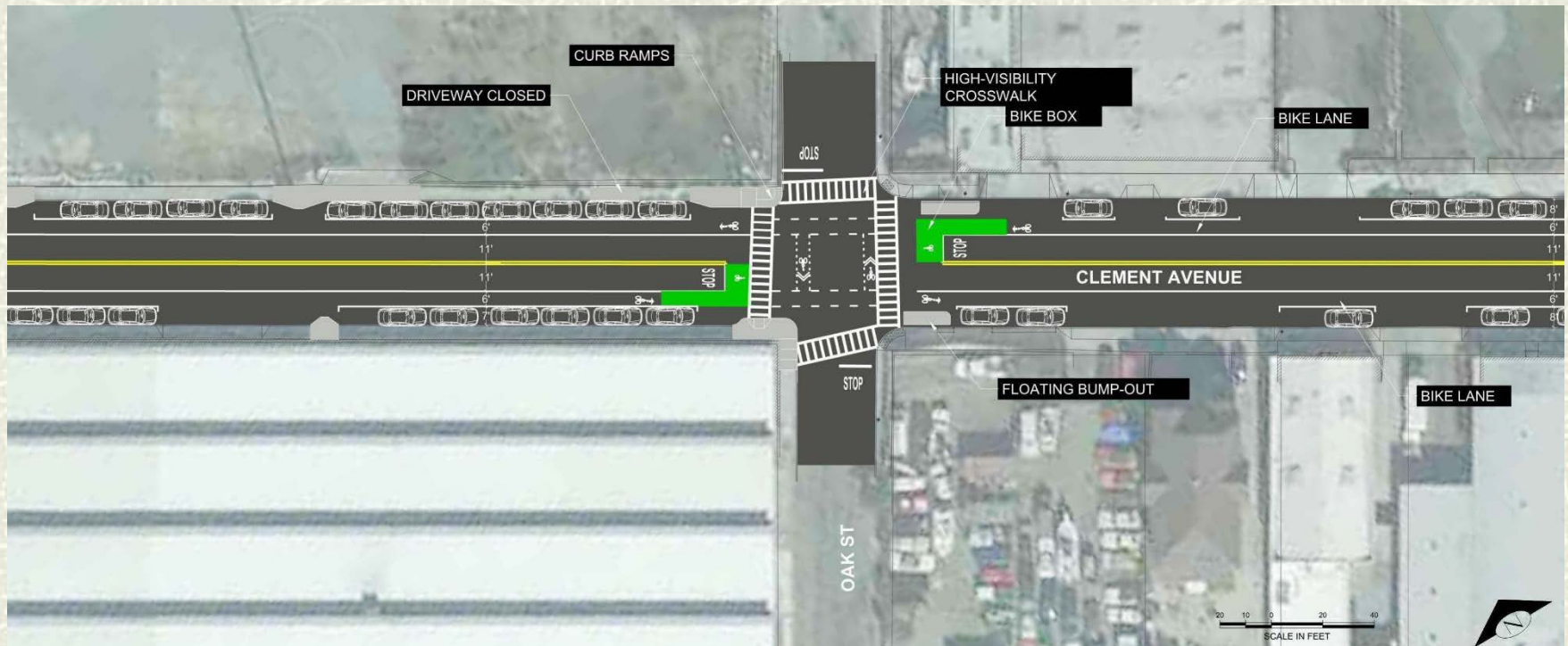
Draft Concept (2-way Bikeway)

Clement Avenue at Oak Street (2-way)



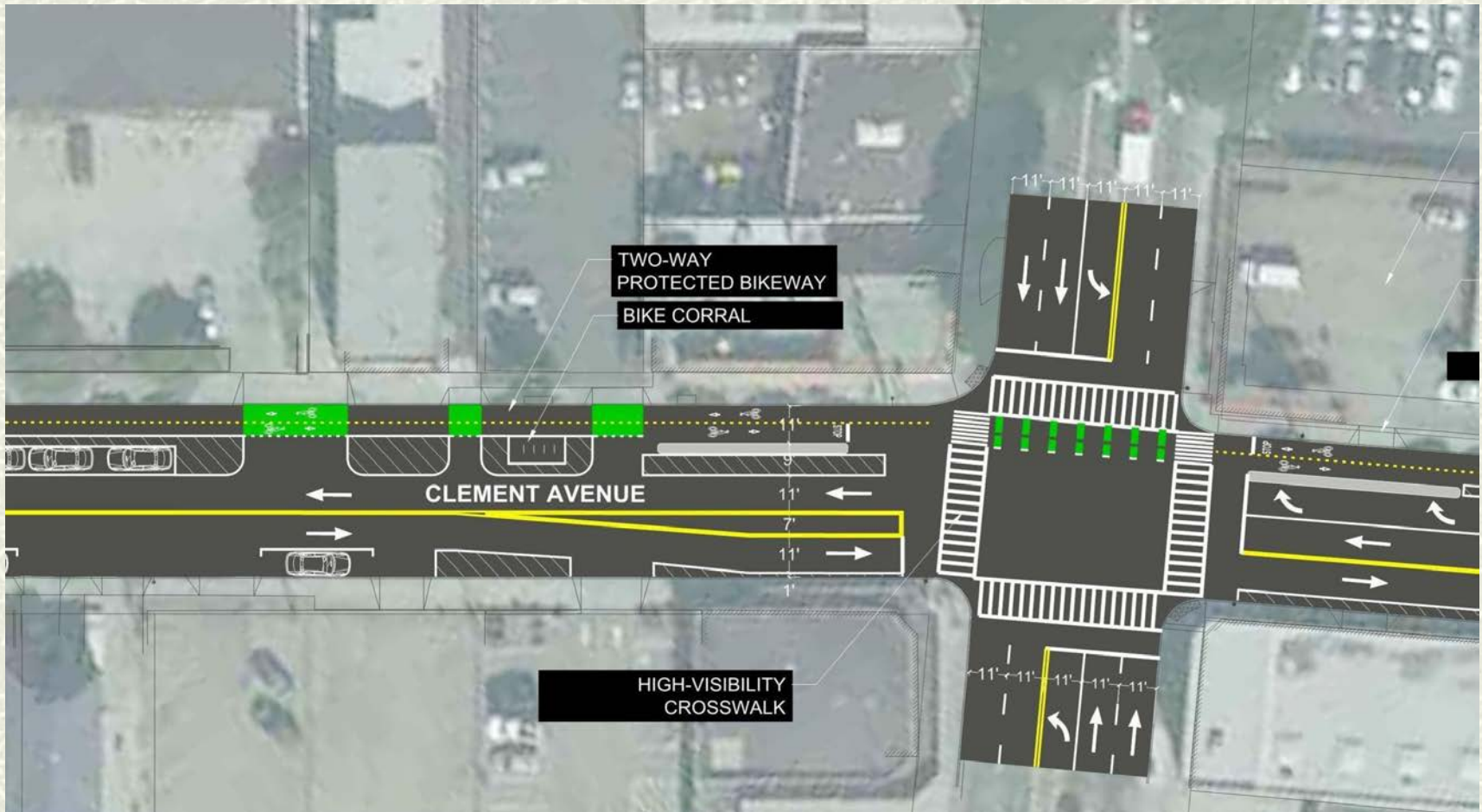
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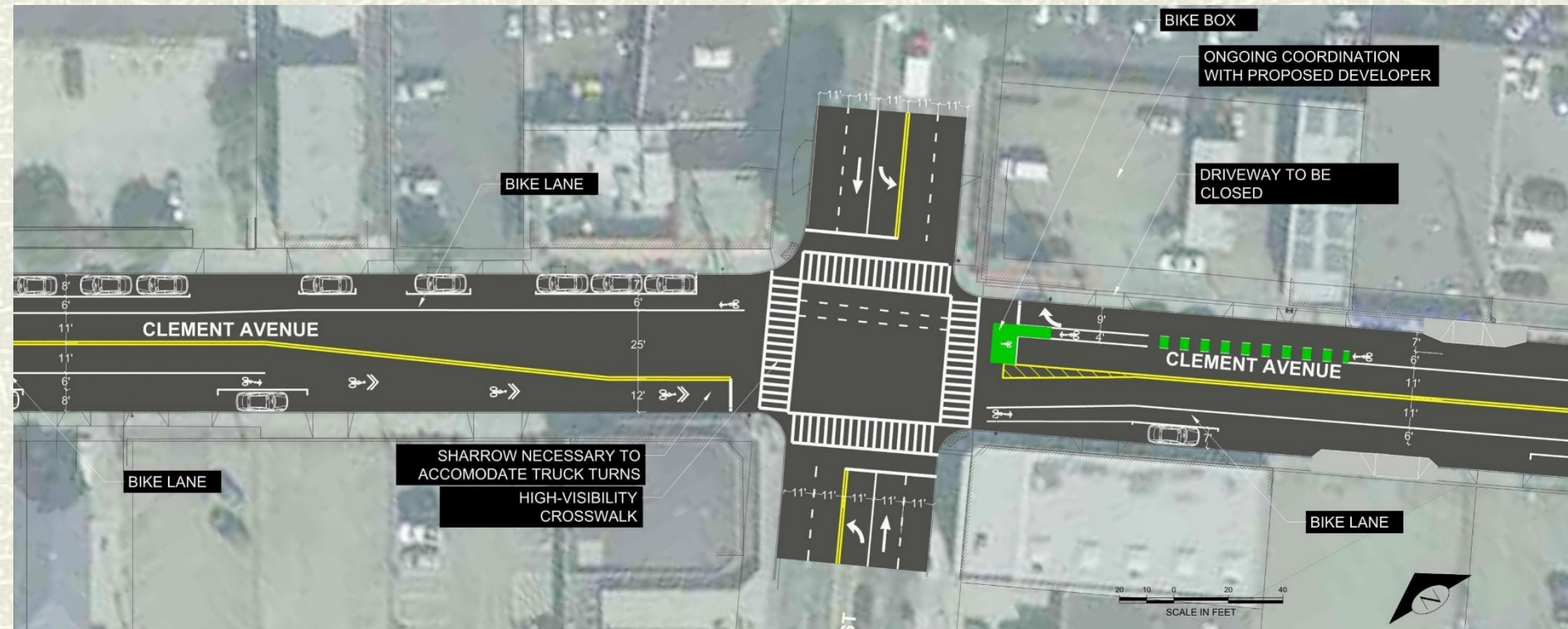
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Clement Avenue at Park Street (2-way)



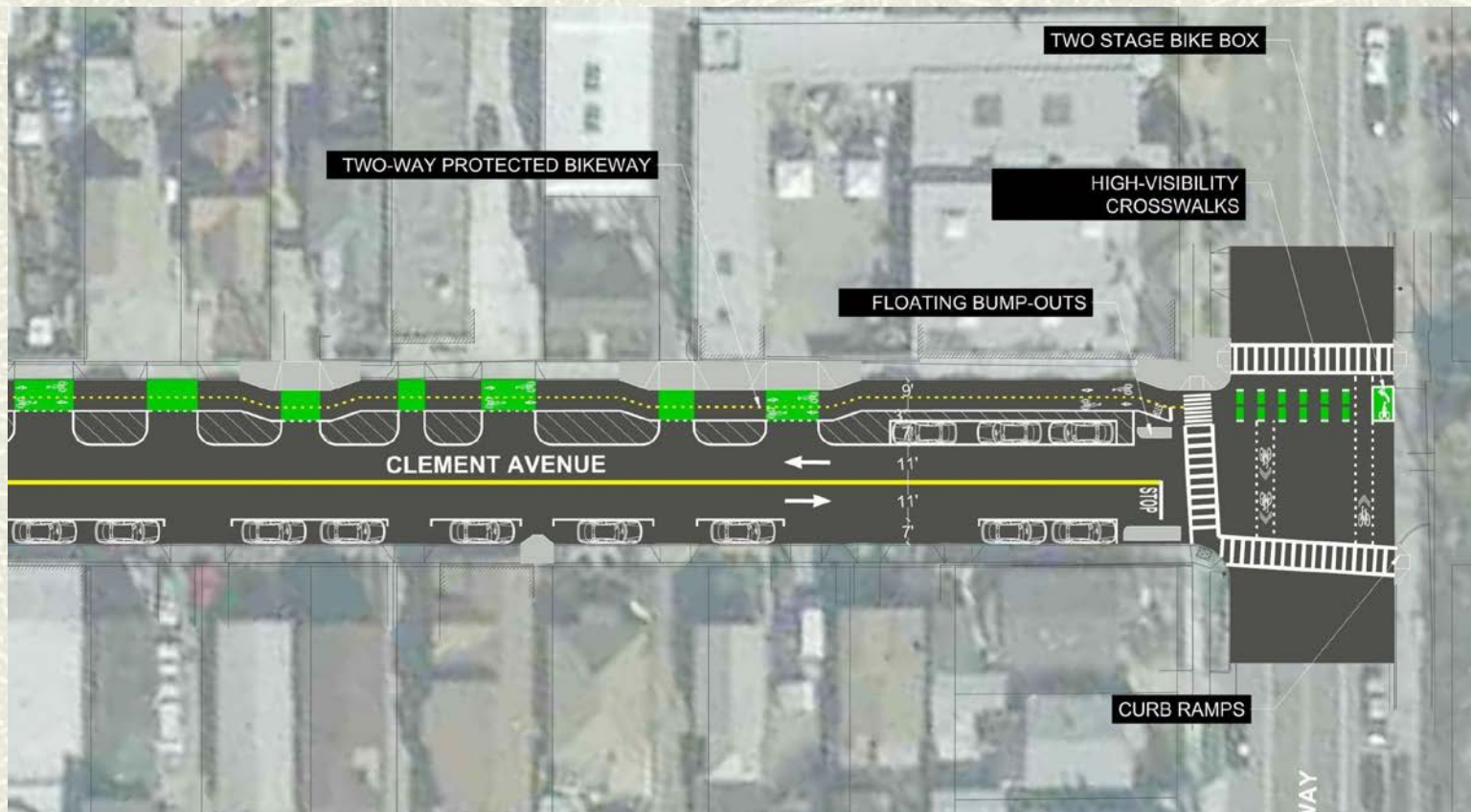
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Clement Avenue at Park Street (bike lanes)



Draft Concept (2-way Bikeway)

Clement Avenue at Broadway (2-way)



Draft Concept (Bike Lanes)

Clement Avenue at Broadway (bike lanes)

