

Transportation Commission

March 25, 2015

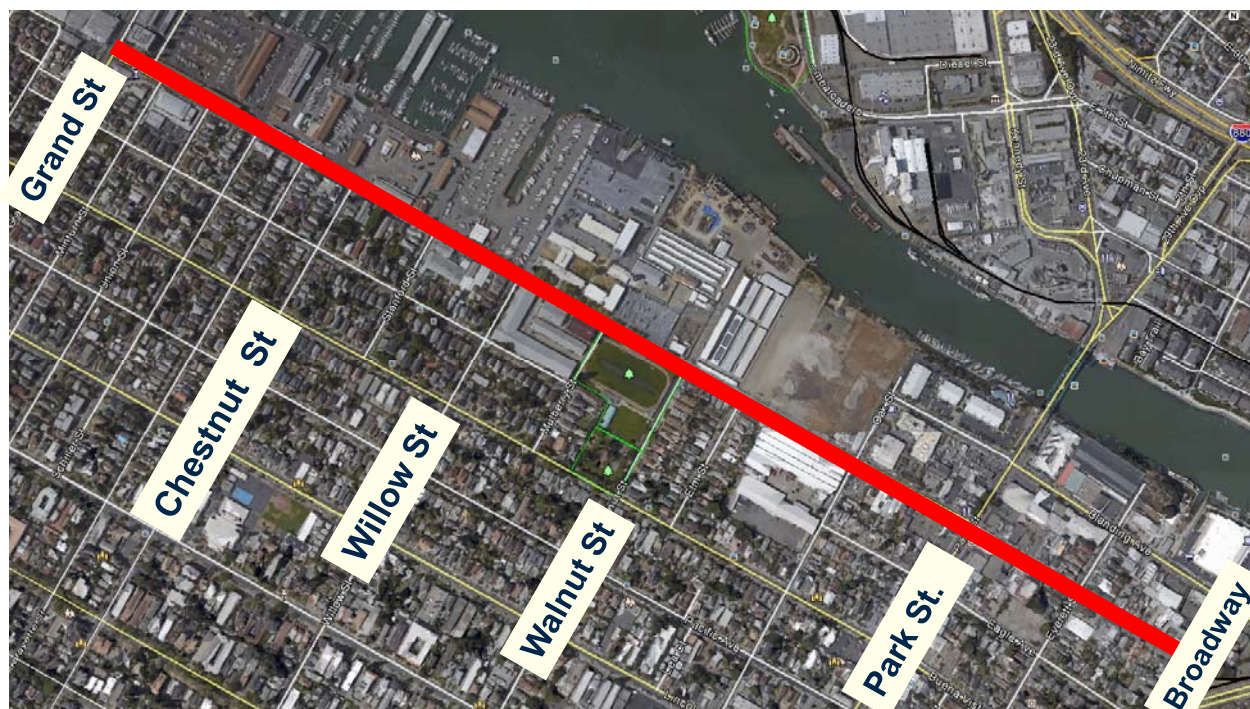
Item 5C - Action

Approve the Clement Avenue Complete Street Concept Proposal and the Active Transportation Program Grant Submittal

Background

Clement Avenue is part of the former Alameda Belt Line, and was identified in the [Cross Alameda Trail Feasibility Study](#) (2005) as a short-term alternative to the San Francisco Bay Trail shoreline path. The current uses of the adjacent shoreline properties are not expected to all change in the foreseeable future. In January 2009, the City Council approved the [Transportation Element of the General Plan](#) policy that directs staff to "Pursue opportunities to utilize the corridor of the former Alameda Belt Line railroad for transit, bicycle and pedestrian transportation." In March 2010, the City acquired the former railroad property - Alameda Belt Line. In November 2010, the City Council approved the [Bicycle Plan Update](#) that prioritized the Clement Avenue bikeway project as a high-priority project. In October 2012, the Alameda County Transportation Commission (Alameda CTC) included the project in the [Countywide Bicycle and Pedestrian Plans](#) as part of the Bicycle Vision Network. Consistent with these abovementioned plans and policies, Public Works staff secured a grant from Alameda CTC in 2014 to develop a concept proposal to improve Clement Avenue between Grand Street and Broadway (Figure 1).

Figure 1: Clement Avenue Concept Proposal Location



Discussion

The purpose of this concept proposal effort is to make Clement Avenue a more “Complete Street” that works for all modes of travel – bicycling, walking, transit, trucks and motorists. Potential improvements may include removing the abandoned railroad tracks, installing a bikeway or enhancing pedestrian access. Clement Avenue is a truck route and a potential bus transit corridor. A potential bikeway will provide a direct, commuter-oriented route linking central Alameda to the east end and beyond to downtown Oakland and the Fruitvale BART station.

Outreach

Improvement concepts along this corridor are being developed with community input. The outreach on this concept proposal consists of reports to the Transportation Commission, Recreation and Park Commission, focus group meetings, community workshops and an on-line Open Forum (<http://alamedaca.gov/public-works/open-forum>). Staff distributed outreach materials on the project via a press release, project web page (<http://alamedaca.gov/public-works/clement-avenue-complete-street>), email list servs, neighborhood barricades and a letter to properties within 300 feet radius of the project. Exhibit 1 shows a compilation of community comments from the Open Forum and Community Workshops #1 and #2. Each workshop attracted about 40 participants. The Open Forum attracted about 50 participants and 170 individual viewings.

Goals

Clement Avenue is mainly 48 feet wide with two motor vehicle travel lanes and on-street parking. Community workshop and Open Forum participants provided the following priorities for the goals of the concept proposal:

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

Key Features

Concept proposal **features** that staff is recommending include:

- a) **San Francisco Bay Trail corridor preference:** Staff will request the Association of Bay Area Governments to change the alignment of the San Francisco Bay Trail from Buena Vista Avenue to Clement Avenue. Community workshop participants reached consensus on this approach.
- b) **Two-way bikeway on estuary side of street:** The majority of community workshop and Open Forum participants preferred having a proposed two-way bikeway on the estuary side - north side - of the street rather than traditional bike lanes on each side of the street or no bikeway (Figure 2). Exhibit 2 explains this concept in more depth.
- c) **Railroad track removal:** Staff will seek monies to remove the abandoned railroad tracks, which will provide space for a bikeway.
- d) **New sewer and storm water lines:** Staff is coordinating utility improvements to occur before pavement resurfacing and bikeway installation.
- e) **Undergrounding overhead utilities:** Public Works staff is working with Alameda Municipal Power staff to potentially underground overhead utility lines and thereby eliminating some or all utility poles.
- f) **Sidewalk improvements:** Staff will work to ensure all curb ramps are accessible and that a continuous path of travel exists along the sidewalks, especially at pinch points created by utility poles and trees. There would be about 20 parking spaces that would be eliminated to provide a continuous path of travel where the sidewalk width is less than 36 inches and prohibits access by individuals using wheelchairs and other assistive devices. If the utility poles are removed then adjacent parking spaces will not need to be eliminated.
- g) **Pavement resurfacing:** Staff will prioritize pavement resurfacing to occur after railroad track removal, sidewalk improvements and utility work, and it will include bikeway installation.
- h) **Intersections/driveways:** Staff will consider enhancements such as green pavement, high visibility marked crosswalks, lighting, flashing lights, bulb-outs, bike signals, all-way stops and parking restrictions to ensure safety.
- i) **Disabled parking spaces:** Staff will consider potential locations for designated disabled parking spots such as between Park Street and Oak Street and on Grand Street by Clement Avenue.
- j) **Truck access:** As a truck route, this street needs to have adequate travel lane widths, turning radii and loading zones for deliveries. Parking will be restricted adjacent to intersections to allow for improved turning radii such as adjacent to Park Street.

Figure 2: Two-way Bikeway on Estuary Side of Street



Schedule

The project schedule is as follows:

- January 21: Community workshop #1
- January 28: Transportation Commission discussion
- March 2: Community workshop #2
- March 12: Recreation and Park Commission discussion
- March 25: Transportation Commission request to approve concept and grant submittal
- April 29: Community workshop #3 (Main Library - 6:30 p.m.)
- June 1: [Active Transportation Program](#) grant submittal (staff recommendation)

Active Transportation Program

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation such as bicycling and walking. Caltrans is expected to begin the Cycle 2 call for projects on March 26. The ATP is funded from various federal and state funds. Projects must include at least 11.47 percent in matching funds. Eligible projects include infrastructure, non-infrastructure or infrastructure with non-infrastructure components. Examples of non-infrastructure projects include education, encouragement, enforcement and planning activities. Staff is proposing to submit an ATP grant application to partially fund the Clement Avenue Concept Proposal for bicycling and walking improvements including railroad track removal and an educational component.

Budget Considerations/Fiscal Impact

There is no impact to the General Fund. This concept proposal is funded by the Alameda CTC and Measure B - Alameda County's transportation sales tax. The Alameda CTC Sustainable Communities Technical Assistance Program concept proposal grant obtained by the City totals \$125,000. The ATP design and construction grant requires at least 11.47 percent in matching funds, which could come from Measure B.

Environmental Review

In accordance with the California Environmental Quality Act (CEQA), this project is Categorical Exempt under the CEQA Guidelines Section 15301(c) – Existing Facilities and 15304(b) - Minor Alterations to Land and 15304(h). In accordance with the National Environmental Policy Act, this project is a Categorical Exclusion under 23 Code of Federal Regulations 771.117(c): activity (c)(3) - Construction of bicycle and pedestrian lanes, paths and facilities.

Recommendation

Staff recommends that the Transportation Commission approve the concept proposal and the grant submittal for the Active Transportation Program.

Respectfully submitted,

Gail Payne, Public Works

Exhibits

- 1: Compilation of Comments
- 2: Feasibility Analysis
- 3: Concept Proposal PowerPoint