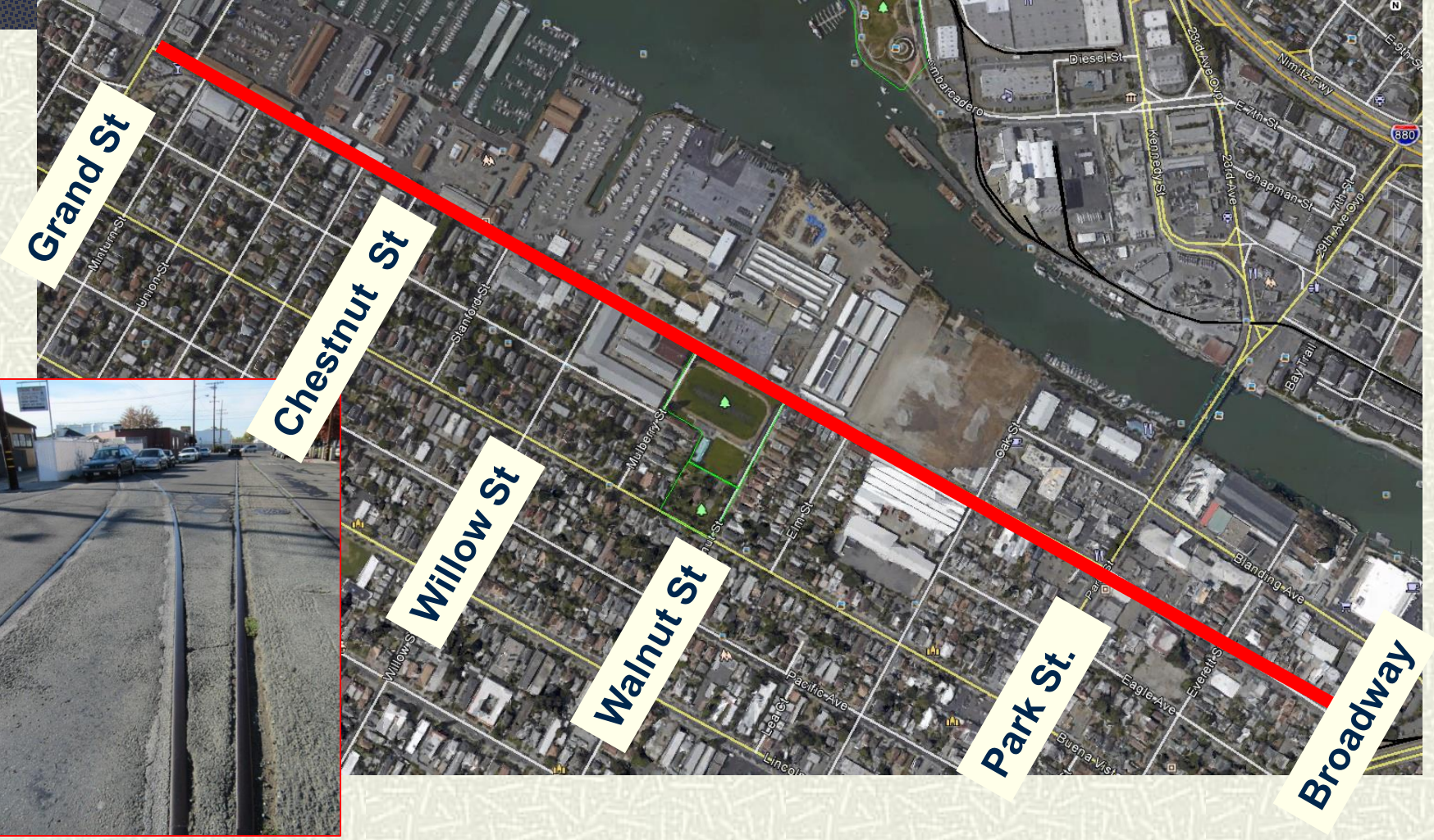


Clement Avenue Complete Street Concept Proposal



Public Works Department – May 2015

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)

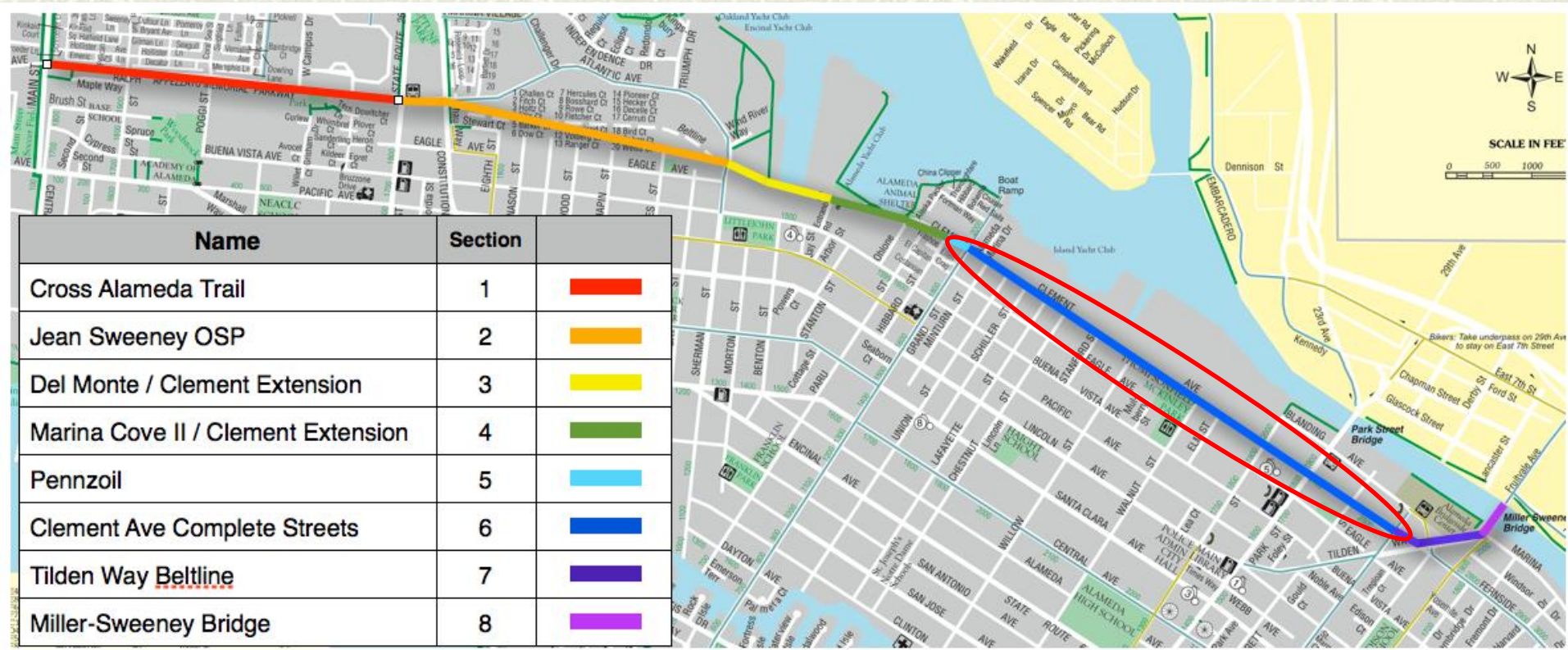
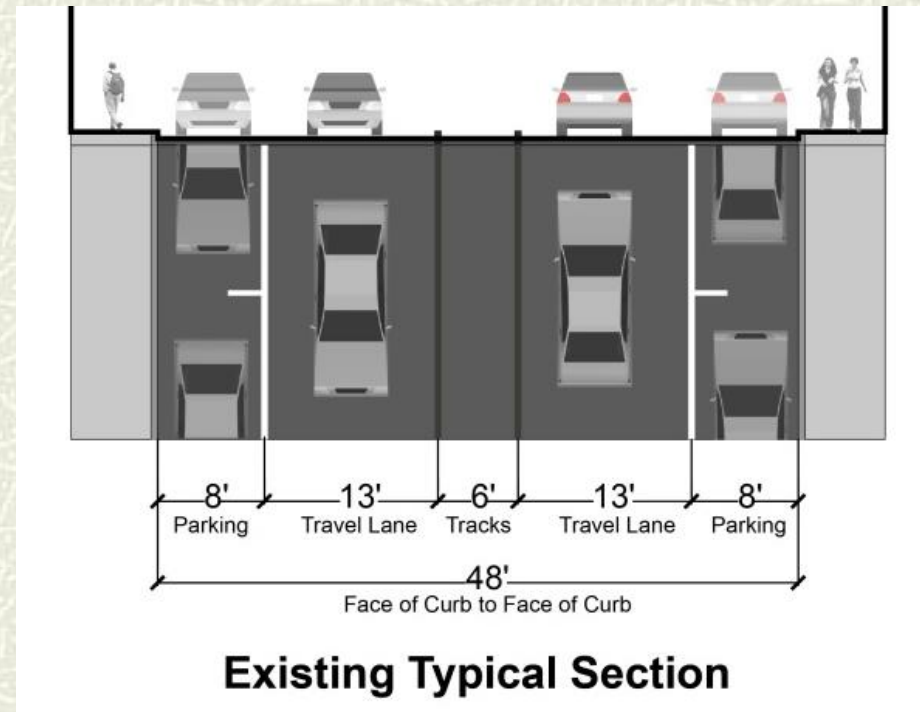


Image Source: Bike Walk Alameda

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



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.
-

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.)

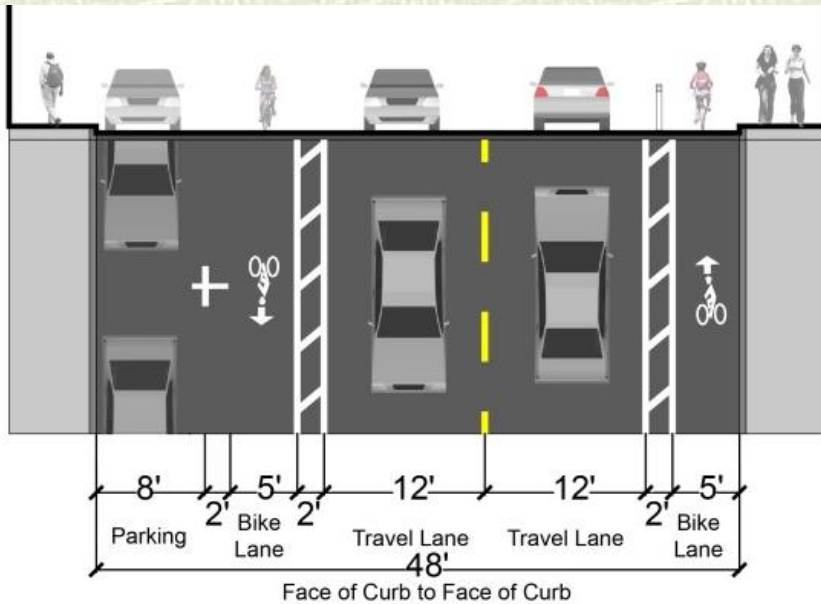
Traditional or Conventional Bike Lanes



What do you think?

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

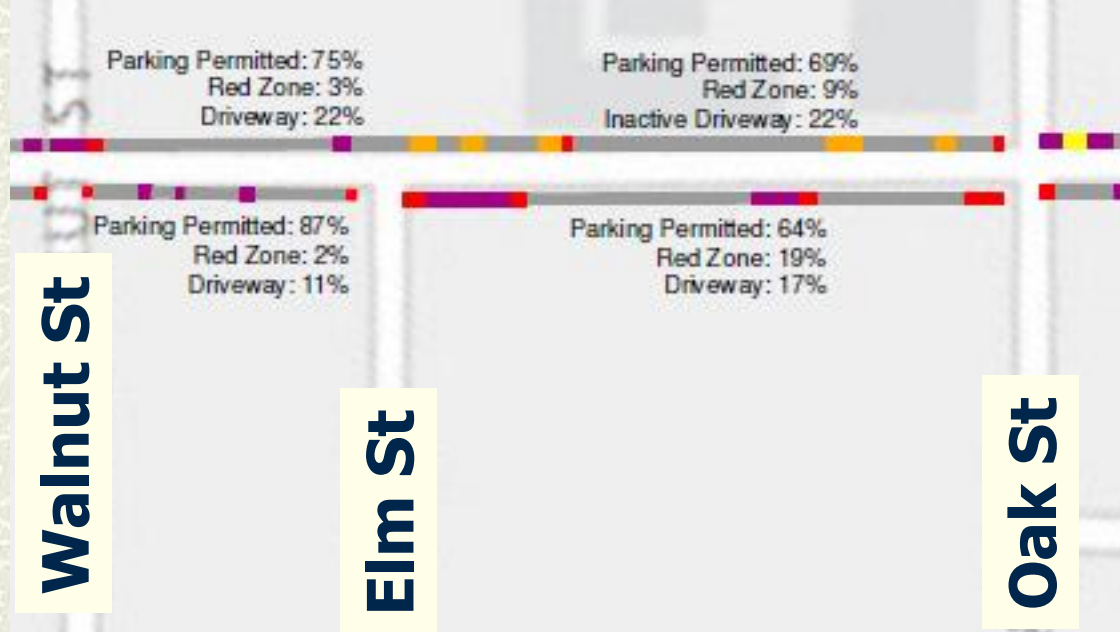
- Increases separation between cyclists from motorists
- Encourages bicycling – 8 to 80 years old!

■ Cons

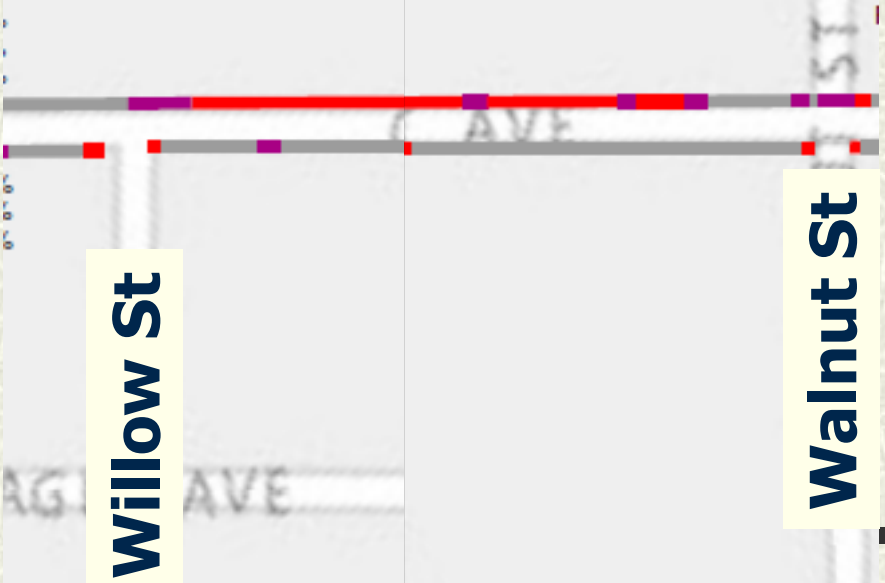
- Removes parking



If we remove parking...



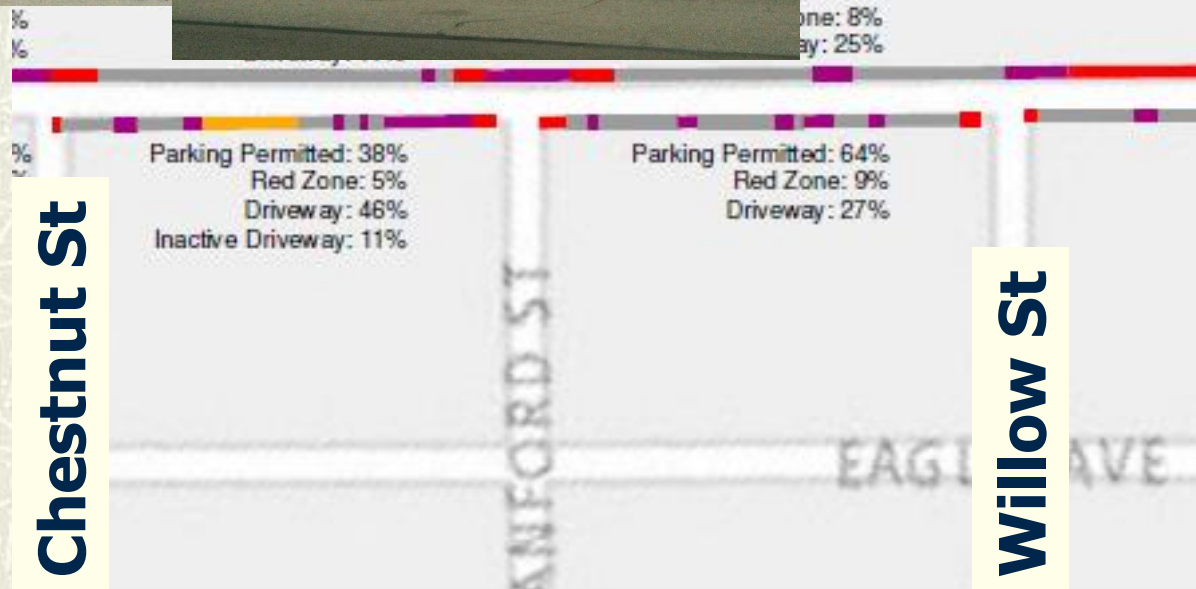
If we remove parking...(cont.)



Willow St

Walnut St

If we remove parking...(cont.)



Chestnut St

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 – 10 a.m.

- 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 – 10 a.m.

- Total = 118 spaces
 - Counted = 69 vehicles on one weekday
 - Parking Occupancy = 58%
 - Block at capacity: Lafayette to Chestnut
-

If we remove parking...(cont.)

Parking Removal – North Side – 10 a.m.

- 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

= Over 85% optimal parking utilization

If we remove parking...(cont.)

North Side of Street – 3 p.m.

- Total = 78 spaces
 - Counted = 44 vehicles on one weekday
 - Parking Occupancy = 56%
 - Blocks at capacity:
 - Grand Street to Minturn Street
 - Stanford Street to Walnut Street
-

If we remove parking...(cont.)

South Side of Street – 3 p.m.

- Total = 118 spaces
 - Counted = 62 vehicles on one weekday
 - Parking Occupancy = 53%
 - Blocks at capacity:
 - Grand Street to Minturn Street
-

If we remove parking...(cont.)

Parking Removal – North Side – 3 p.m.

- Total = 118 spaces on south side
- Projected occupancy on south side
 - NEW south side demand = 106 vehicles
 - NEW Parking Occupancy = **90%**
 - Blocks at capacity:
 - Grand Street to Schiller Street
 - Lafayette Street to Chestnut Street
 - Stanford Street to Willow Street

= Over 85% optimal parking utilization

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.)

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
-

Questions and Comments

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Consultants:

Kittelson & Associates, Inc.

Urban Design Consulting Engineers



Clement Avenue Complete Street Concept Proposal



Public Works Department – May 2015