Clement Avenue Safety Improvement Project

City Council – September 17, 2019

Cross Alameda Trail:
No Longer Just an Idea

- Alameda Point to Constitution: Construction Complete 2020
- Constitution to Sherman: Construction Complete
- Sherman to Entrance: Construction Plans Complete
- Grand to Broadway: (Study Area)
  - Funds in Place
  - Transportation Commission endorsed two-way bikeway
  - Goal: Construction 2020
Existing Conditions

- Substandard Sidewalks
- No Bicycle Facilities
- Railroad Tracks
- Speeding
- Safety: 68 collisions past 5 years; 4 severe (3 peds and bicyclists)
- Truck Route (1-2% of vehicles)

Changing Land Uses

Alameda Marina
Boatworks
Shell/Pennzoil
Mulberry
Park Street Hotel
AUSD Warehouse
City Goals

- Increase safety - reduce speeding
- Complete Cross Alameda Trail
- Increase bicycling and walking
- Reduce traffic and GHG emissions
- Improve access to waterfront
- Maintain truck access
- Minimize parking loss

Do Nothing (Existing Conditions)
Design Option #1: Striped Bike Lane Option

6 foot bike lanes, 7 foot parking, 11 travel lanes

Design Option #2
Two-way Bikeway - Estuary Side

9-11 foot bikeway, 2-4 foot buffer, 7 foot parking, 11 travel lanes
Design Option #3: Hybrid (transition at Walnut)

Common Components (similar costs)

- Sidewalk improvements and street trees
- Intersection safety (daylighting, stop signs, crosswalks, bulb-outs, signal timing)
- 11 foot travel lanes (truck route)
- Disabled parking spaces + loading zones
- Railroad track removal
- Undergrounding utilities to extent feasible
Two-way Bikeway is Safest

- Provides physical protection from trucks and cars
- Provides Cross Alameda Trail continuity, limits transitions
- Provides protection at Park Street intersection
- Reduces speeds to 25 mph

Parking Comparison

- Existing: (300 existing parking spaces) – Remove 10 for daylighting
- Bike Lanes: Remove 10 for daylighting + 55 for sidewalks
- Two-way: Remove 10 for daylighting + 55 for sidewalks + 20 for bikeway
- Hybrid: Remove 10 daylighting + 55 sidewalks + 10 for ½ bikeway

Occupancy with Changes:
- Existing: 67% occupancy
- Bike Lanes: 82%
- Two-way Bikeway: 90%
- Hybrid: 86%
Recommendation

Approve Option #2 Design Concept with Two-way Bikeway

City/Consultant Team:

Gail Payne, City of Alameda, Sr. Transportation Planner
Thaddeus Wozniak, CDM Smith