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? (cont.)

Cross Alameda Trail

<table>
<thead>
<tr>
<th>Name</th>
<th>Section</th>
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</thead>
<tbody>
<tr>
<td>Appezzato Parkway</td>
<td>1</td>
</tr>
<tr>
<td>Jean Sweeney OSP</td>
<td>2</td>
</tr>
<tr>
<td>Del Monte / Clement Extension</td>
<td>3</td>
</tr>
<tr>
<td>Marina Cove II / Clement Extension</td>
<td>4</td>
</tr>
<tr>
<td>Pennzoil</td>
<td>5</td>
</tr>
<tr>
<td>Clement Ave Complete Streets</td>
<td>6</td>
</tr>
<tr>
<td>Tilden Way Beltline</td>
<td>7</td>
</tr>
<tr>
<td>Miller-Sweeney Bridge</td>
<td>8</td>
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</tbody>
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Map Source: Bike Walk Alameda
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](image)
What’s on the street? (cont.)

- Sidewalk
  - Trees
  - Utility poles
  - Gaps
What’s on the street? (cont.)

Collisions

Clement Avenue & Park Street Intersection

Collision Type
- Automobile Collision
- Pedestrian-Involved Collision
- Bicycle-Involved Collision

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

City Project Manager: Gail Payne  
Sr. Transportation Coordinator  
gpayne@alamedaca.gov  
(510) 747-6892

Consultants: CDM Smith, Parsons, PlaceWorks, CHS
Clement Avenue Safety Improvement Project

Workshop – June 3, 2019
Draft Concept (2-way Bikeway)

- Clement Avenue at Grand Street (2-way)
Draft Concept (Bike Lanes)

Clement Avenue at Grand Street (bike lanes)
Draft Concept (2-way Bikeway)

- Clement Avenue at Schiller Street (2-way)
Draft Concept (Bike Lanes)

- Clement Avenue at Schiller Street (bike lanes)
Draft Concept (2-way Bikeway)

# Clement Avenue at Walnut Street (2-way)
Draft Concept (Bike Lanes)

- Clement Avenue at Walnut Street (bike lanes)
Draft Concept (Hybrid Option)

- Clement Avenue at Walnut Street (hybrid)
Draft Concept (2-way Bikeway)

# Clement Avenue at Oak Street (2-way)
Draft Concept (Bike Lanes)

# Clement Avenue at Oak Street (bike lanes)
Draft Concept (2-way Bikeway)

- Clement Avenue at Park Street (2-way)
Draft Concept (Bike Lanes)

# 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)