Agenda

- Vision / Goals
- Existing Conditions
- Preliminary Concepts
- Questions and Comments
Clement Proposal Location
Why Clement Complete St?

- **Vision**
  - To improve Clement Avenue and to serve community members.
Why Clement Complete St?

Goals

- Remove the abandoned railroad tracks.
- Encourage bicycling, walking and transit use.
- Improve truck access.
- Improve the streetscape.
- Improve public access to the SF Bay.
- Connect homes, jobs, schools and services.
- Revitalize Northern Waterfront area.
Transportation Element – General Plan

Goals:
- Circulation
- Livability
- Multi-modal
- Implementation

Policy:
- “Pursue opportunities to utilize the corridor of the former Alameda Belt Line railroad for transit, bicycle and pedestrian transportation.”
Why Clement Complete St?

- Bicycle Plan (1999 & 2010)
- General Plan (1991 & 2009)
- Pedestrian Plan (2009)
- Alameda Climate Action Plan (2008)
- Cross Alameda Trail Study (2005)
Why Clement Complete St?

City of Alameda Bicycle Plan (2010)
Why Clement Complete St?

Countywide Bike & Ped. Plans (2012)
What is there now?

- **Street**
  - Width = 48 to 50 feet
  - 2 motor vehicle travel lanes
    - 31 mph (east) and 33 mph (west)
    - Average daily vehicles/day: 9,000

- **Parking**
- **Railroad tracks**
- **Storm water, sewer and utility lines**
- **Truck route**
What is there now?
What is there now?
What is there now?

- Sidewalk
  - Trees
  - Utility poles
  - Gaps
What do you think?

<table>
<thead>
<tr>
<th>Name</th>
<th>Section</th>
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</thead>
<tbody>
<tr>
<td>Cross Alameda Trail</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>
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<tr>
<td>Tilden Way Beltline</td>
<td>7</td>
</tr>
<tr>
<td>Miller-Sweeney Bridge</td>
<td>8</td>
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</tbody>
</table>
What do you think?

Draft Preferred Idea
What do you think?

PARK
Park away from the curb, outside the bikeway and to the left of the buffer zone.

LOAD
Use the buffer zone to access your car. Watch for passing bikes.

BIKE
Ride in the new protected bikeway. Watch for crossing pedestrians.

WALK
Use the pedestrian path to get to your destination or to the crosswalk.
What do you think?

Draft
Optional Idea
What do you think?

- **Key Concepts**
  - Buffered vs. standard bike lanes
  - Accessibility
  - Undergrounding utilities
  - Amenities (e.g., bike racks, art)
  - New sewer and storm water lines
  - Railroad track removal
  - Pavement resurfacing
  - Truck access
What do you think?

### Railroad Track Removal

<p>| | |</p>
<table>
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<tr>
<td>Cost per Foot</td>
<td>$200</td>
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<tr>
<td>Estimated Feet</td>
<td>12,000</td>
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<tr>
<td>Removal Cost Estimate</td>
<td>$2.4 million</td>
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</table>

**Environmental Remediation**
- Soil treatment?
- Off-site disposal?
What do you think?

- 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
Next Steps

■ 2014
■ Planning grant funded by the Alameda County Transportation Commission

■ 2015
■ January 21: Community Workshop #1
■ January 28: Transportation Commission
■ March 2: Community Workshop #2
■ April 29: Community Workshop #3
Questions and Comments

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Consultants:
Kittelson & Associates, Inc.
Urban Design Consulting Engineers
Questions and Comments

# Ground Rules

- Be safe
- Be respectful
- Be responsible
- Be an ally

= Better Together!
Clement Avenue
Complete Street
Concept Proposal

Public Works Department – January 2015
Clement Proposal Location