Why Clement Avenue?
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)

<table>
<thead>
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<th>Name</th>
<th>Section</th>
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<td>Cross Alameda Trail</td>
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<td>Jean Sweeney OSP</td>
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<td>Del Monte / Clement Extension</td>
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<td>Marina Cove II / Clement Extension</td>
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<td>Pennzoil</td>
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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.
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
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.)
If we remove parking...(cont.)
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
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
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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Urban Design Consulting Engineers