Agenda

- Welcome / Intros
- Presentation
  - Existing Conditions
  - Community Meetings
  - Transportation
  - Commission Approval
  - Oak to Grand Options
- Break-out Groups
- Next Steps
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)

<table>
<thead>
<tr>
<th>Name</th>
<th>Section</th>
</tr>
</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>
</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>
</table>

Image Source: Bike Walk Alameda
Why Clement Avenue? (cont.)

General Plan (2009)
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
What’s on the street? (cont.)

Collision History (2004-2013)
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.
SF Bay Trail Corridor Preference

Community Consensus

= Clement Avenue
(Broadway to Grand Street)
**Concept Ideas**

- No bikeway
- Traditional bike lane on each side of street
- Two-way bikeway on estuary side of street
- Do not know
- Other
Community Meetings (cont.)

- **Community Consensus:**
  - Two-way bikeway on estuary side of street
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 Standard Bike Lanes
## Cost Estimates

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost Range</th>
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<tbody>
<tr>
<td>Street Repaving</td>
<td>$800,000 - $1.6 m</td>
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<tr>
<td>Utility Underground</td>
<td>$8 m - $10 m</td>
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<tr>
<td>Railroad Track Removal</td>
<td>$650,000</td>
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<tr>
<td>Sewer/Storm</td>
<td>$700,000</td>
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<tr>
<td>Traffic Signal – Oak St.</td>
<td>$300,000</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>$550,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$11 m - $14 m</strong></td>
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## Timing

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<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>June 2015</td>
<td>Bike / Ped Grant Due</td>
</tr>
<tr>
<td>Summer 2016</td>
<td>Construction Begins</td>
</tr>
<tr>
<td>Summer 2017</td>
<td>Construction Ends</td>
</tr>
</tbody>
</table>
What do you think? (cont.)

- Broadway to Park Street

Proposed Typical Section
What do you think? (cont.)

- Park Street to Oak Street

Proposed Typical Section
What do you think? (cont.)

Oak to Grand: Traditional Bike Lanes

Proposed Typical Section
What do you think? (cont.)

Oak to Grand: Buffered Bike Lanes

- No Parking on North/Estuary Side of Street
What do you think? (cont.)

- **Buffered Bike Lanes**
  - **Benefits**
    - Separates cyclists from motorists
    - Provides spaces for cyclists to pass
    - Encourages bicycling – 8 to 80 years old!
    - Encourages riding outside door zone
  - **Cons**
    - Removes parking
If we remove parking...
If we remove parking...(cont.)
If we remove parking...(cont.)
If we remove parking...(cont.)
If we remove parking...(cont.)

- North Side of Street
  - 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**
  - Total = 118 spaces
  - Counted = 69 vehicles on one weekday
  - Parking Occupancy = 59%
  - Block at capacity = Lafayette to Chestnut
If we remove parking...(cont.)

- **Parking Removal Option – North Side**
  - 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
What do you think? (cont.)

- **Ground Rules**
  - Be safe
  - Be respectful
  - Be responsible
  - Be an ally

= Better Together!
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.)

Concept Proposal Approved by TC

- SF Bay Trail preference
- Traditional bike lanes *(New!)*
- Railroad track removal
- New sewer and storm water lines
- Undergrounding overhead utilities
- Sidewalk improvements
- Pavement resurfacing
- Intersection/driveway improvements
- Disabled parking spaces
- Truck access
What do you think? (cont.)

**Community Involvement**

- Web Site ([http://alamedaca.gov/public-works/clement-avenue-complete-street](http://alamedaca.gov/public-works/clement-avenue-complete-street))
- Open Forum ([http://alamedaca.gov/public-works/open-forum](http://alamedaca.gov/public-works/open-forum))
- Focus Groups
- Community Workshops
- Transportation Commission
- Publicity efforts
Next Steps

- City’s web site
- Email list serv
- May 27: Transportation Commission
- June 1: Bike/Ped Grant Application
- TBD: City Council
Questions and Comments

**Contact:**
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Transportation Coordinator
gpayne@alamedaca.gov
(510) 747-7948

**Consultants:**
Kittelson & Associates, Inc.
Urban Design Consulting Engineers
Clement Project Location
Potential Intersection

California MUTCD 2014 Figure 9C-106(CA)
Sidewalk Obstacles

 Sidewalk Improvements