

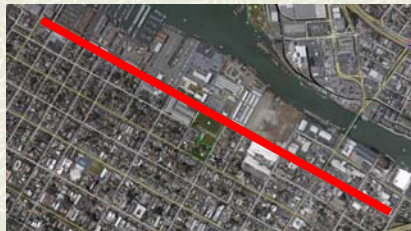
# Clement Avenue Safety Improvement Project



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

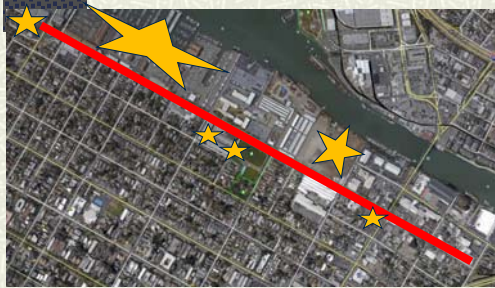


## Existing Conditions

- # 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

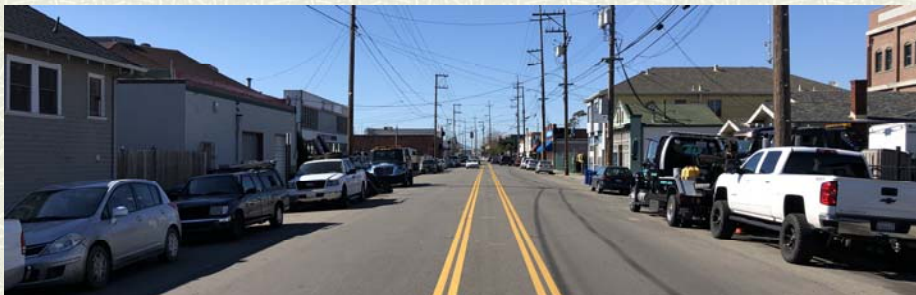


## Design Option #3: Hybrid (transition at Walnut)



## 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

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Approve Option #2 Design  
Concept with Two-way Bikeway

City/Consultant Team:

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