

Clement Avenue Safety Improvement Project



Transportation Commission – July 24, 2019

Process

2015

- Concept Phase funded by Alameda CTC
- Staff/consultant recommendation: two-way bikeway
- TC recommendation: bike lane

2017

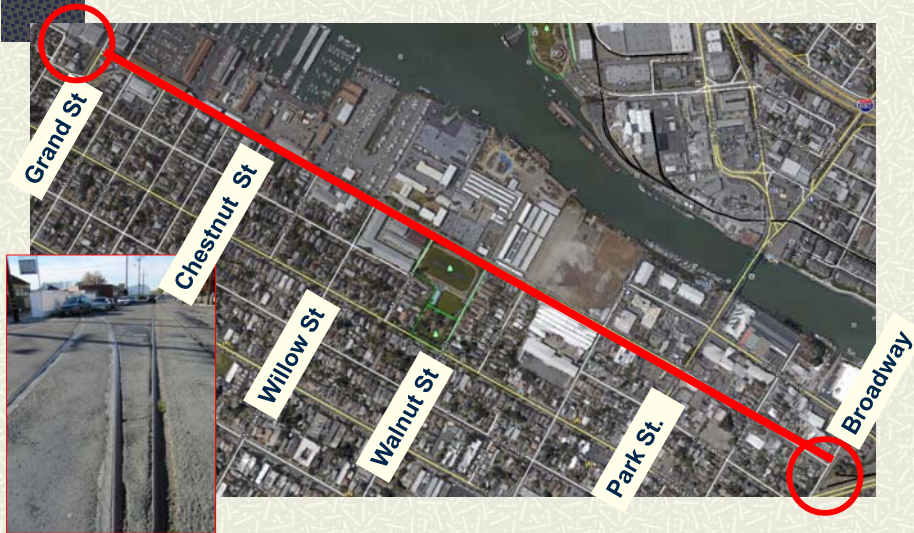
- Won federal grant for \$5 million

2019:

- Survey/Workshop (May/June)
- Transportation Commission (July 24)
- City Council (September 17)

2020: Construction

Why Clement Avenue?



Why Clement Avenue? (cont.)

Cross Alameda Trail

Name	Section	Color
Appezato Parkway	1	Red
Jean Sweeney OSP	2	Orange
Del Monte / Clement Extension	3	Yellow
Marina Cove II / Clement Extension	4	Green
Pennzoll	5	Cyan
Clement Ave Complete Streets	6	Blue
Tilden Way Beltline	7	Purple
Miller-Sweeney Bridge	8	Pink

Map Source: Bike Walk Alameda

Why Clement Avenue? (cont.)

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.”



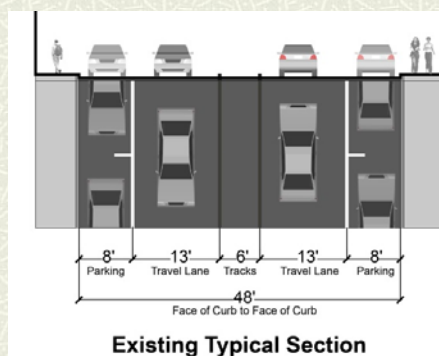
■ Street Type:

- 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



What's on the street? (cont.)

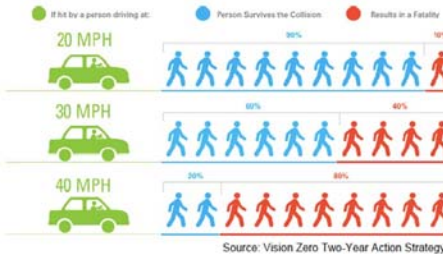
Sidewalk

- Trees
- Utility poles
- Gaps



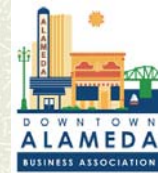
What's on the street? (cont.)

Collisions



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



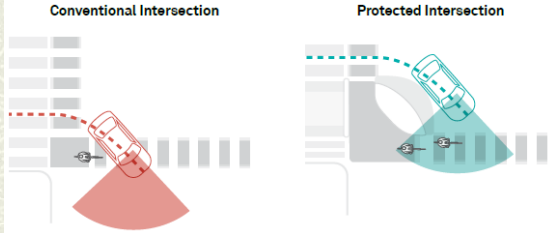
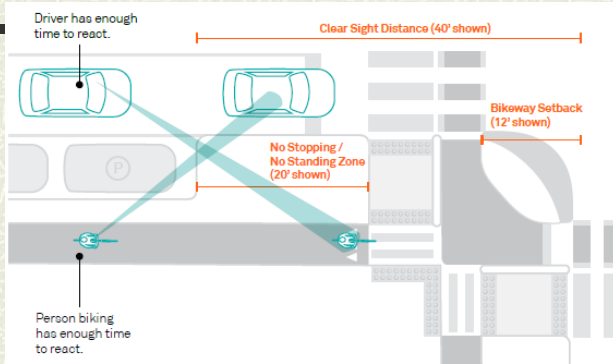
Concept - Trees

- Tree species (Master Street Tree Plan)
 - Brisbane box (*Tristania conferta*)
 - London plane tree (*Platanus x acerifolia* columbia and yarwood)
- Locations
 - Sidewalk landscape strip
 - Parking aisle / bikeway buffer



Concept – Intersection Safety

Daylighting:
estimated 10
parking spaces
removed



Source: NACTO

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)



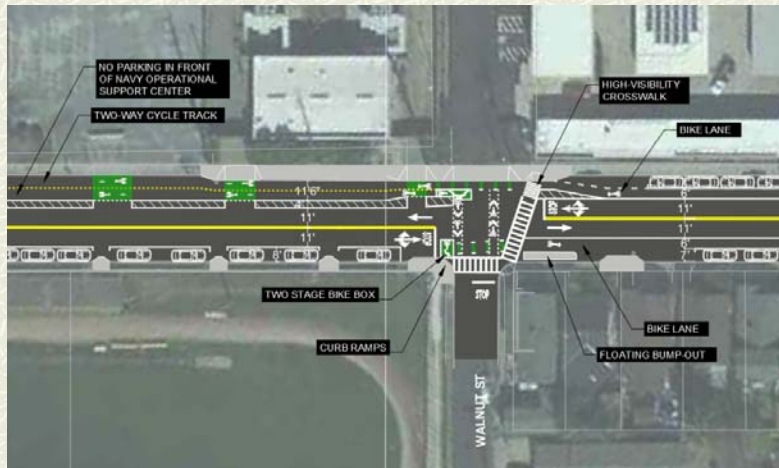
Bike Lane Option



Two-way Bikeway - Estuary Side

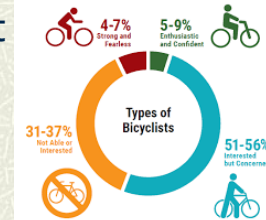


Hybrid Option (at Walnut)



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
- Increases construction costs



Next Steps

2019:

- City Council (September 17)
- Alameda Marina demolition (late)

2020: Construction – Clement Avenue

2020-2025: Construction – Alameda Marina



Questions and Comments

Clement Web Site:

www.alamedaca.gov/clement

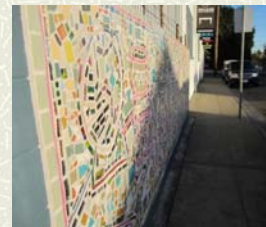
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Sr. Transportation Coordinator

gpayne@alamedaca.gov

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Consultants: CDM Smith,
Parsons, PlaceWorks, CHS



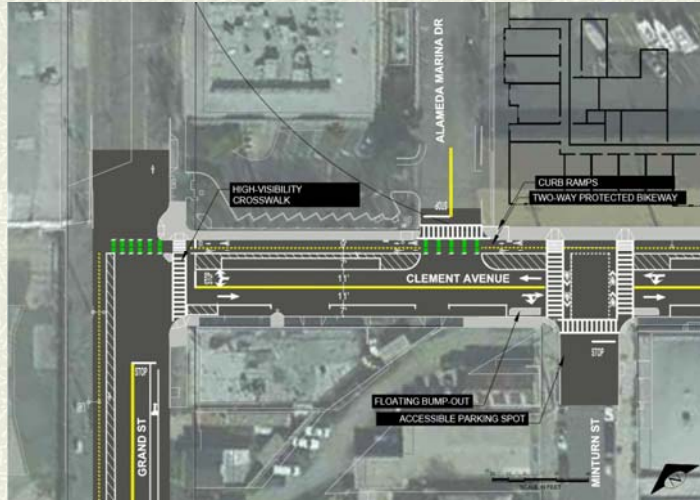
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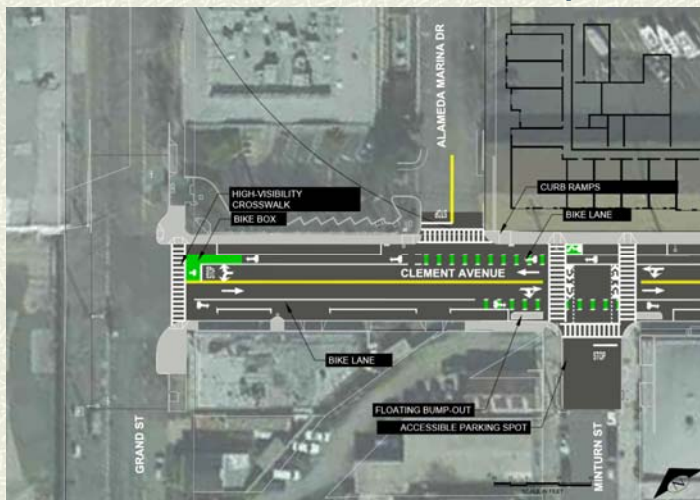
Draft Concept (2-way Bikeway)

Clement Avenue at Grand Street (2-way)



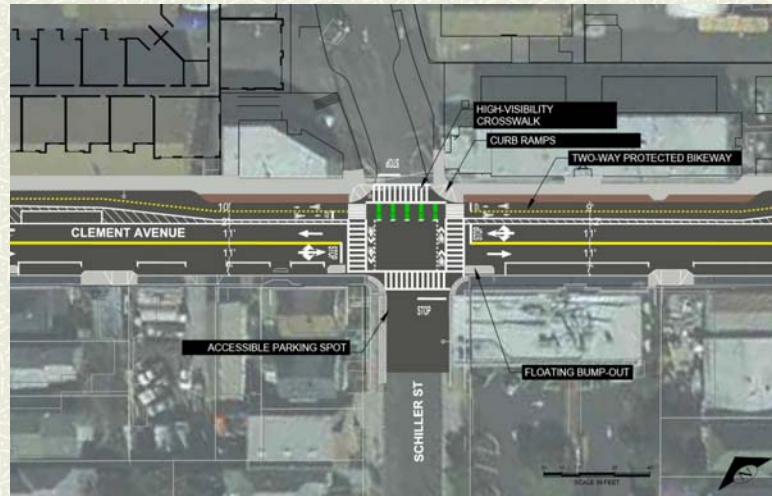
Draft Concept (Bike Lanes)

Clement Avenue at Grand Street (bike lanes)



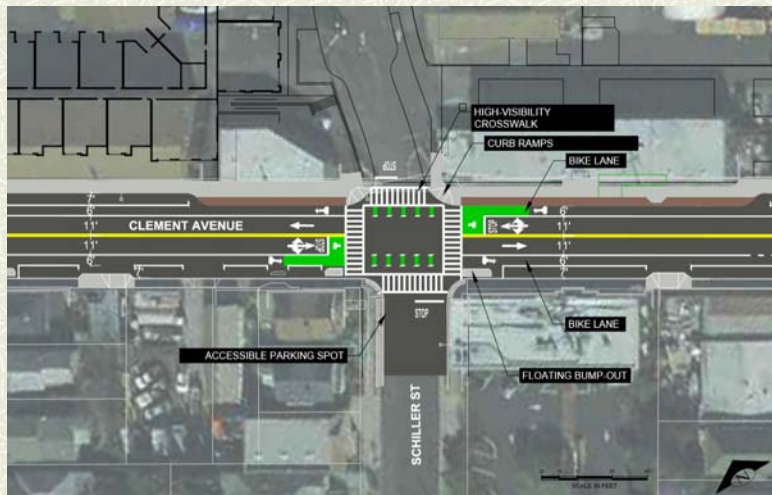
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Clement Avenue at Schiller Street (2-way)



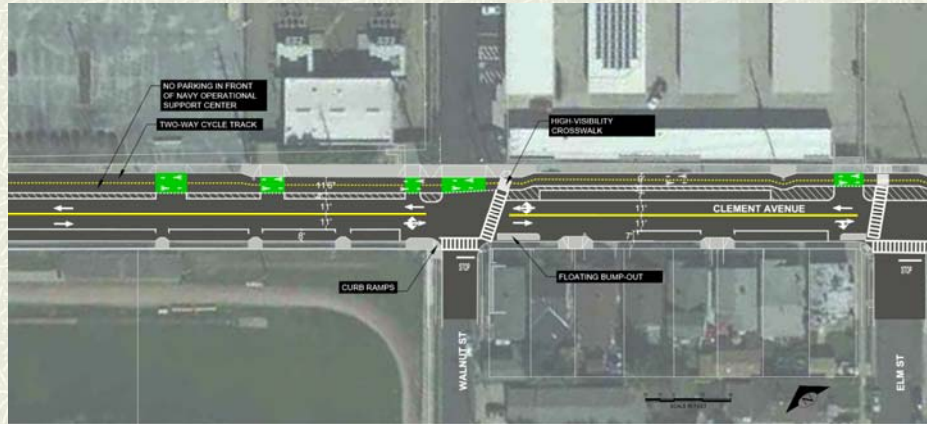
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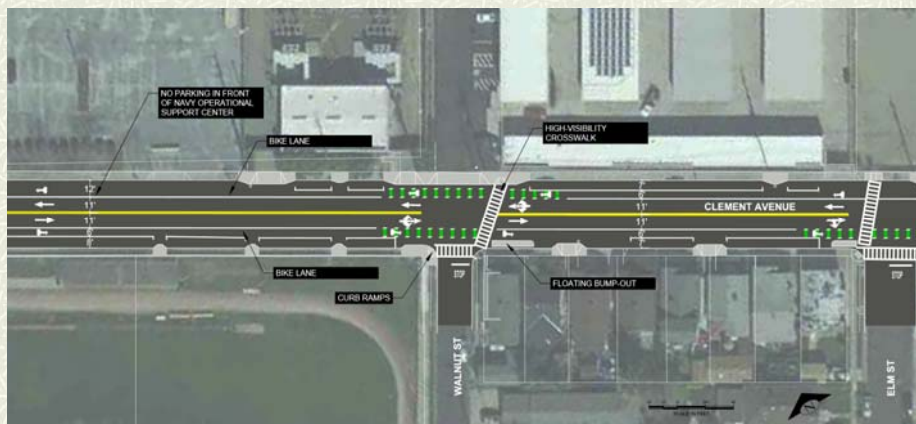
Draft Concept (2-way Bikeway)

Clement Avenue at Walnut Street (2-way)



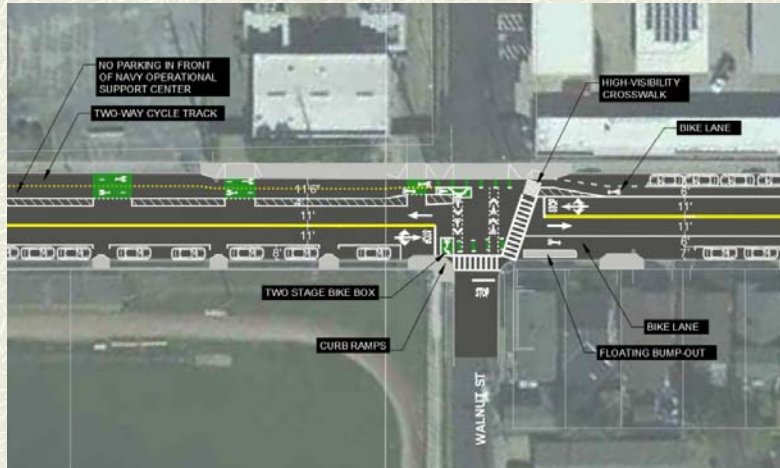
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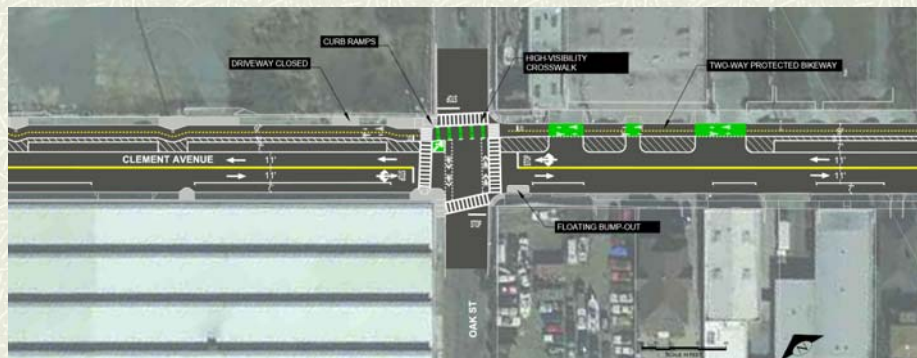
Draft Concept (Hybrid Option)

Clement Avenue at Walnut Street (hybrid)



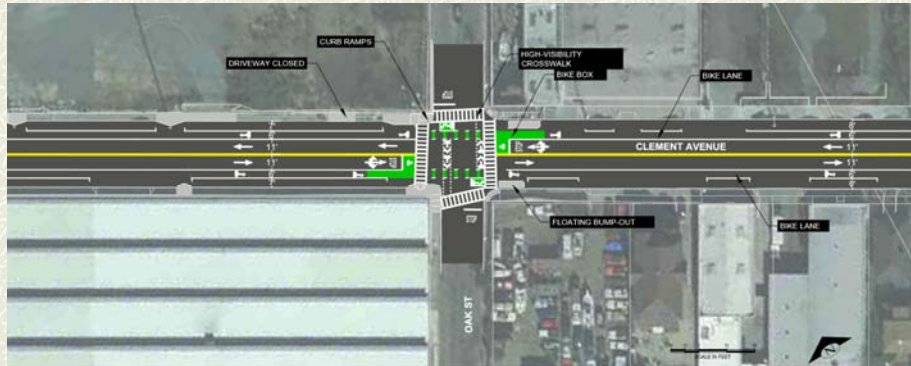
Draft Concept (2-way Bikeway)

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)



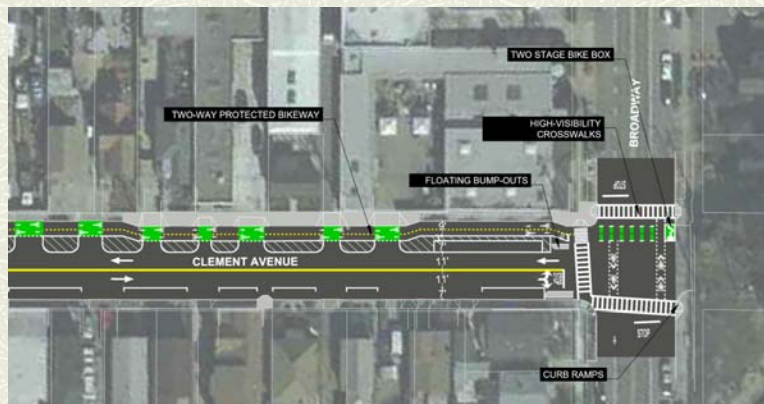
Draft Concept (Bike Lanes)

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)

