

Clement Avenue Complete Street Concept Proposal



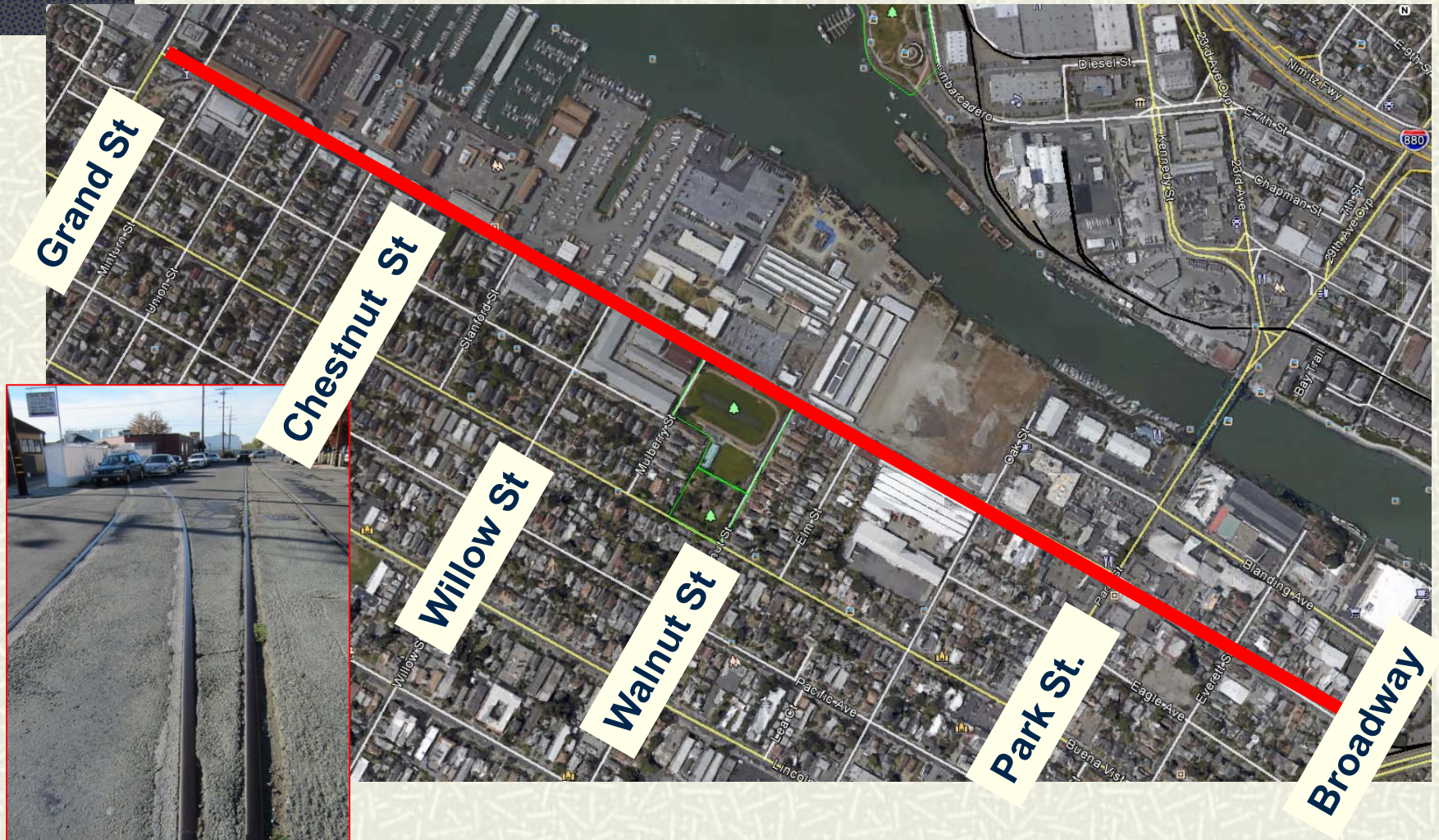
Public Works Department – March 2015

Agenda

Presentation

- Existing Conditions
 - Community Meeting Results
 - Preferred Option
-

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.)



What's on the street?

Street

- Width = 48 to 50 feet
 - 2 travel lanes
 - 35 mph typical speed; 25 mph speed limit
 - Average daily vehicles/day: 8,300
 - Parking = 200-300 spaces
 - Railroad tracks
 - Utilities (under and overhead)
 - Truck route (11% = heavy vehicles)
 - No bikeway (PM peak hour = 35 bicyclists)
-

What's on the street? (cont.)

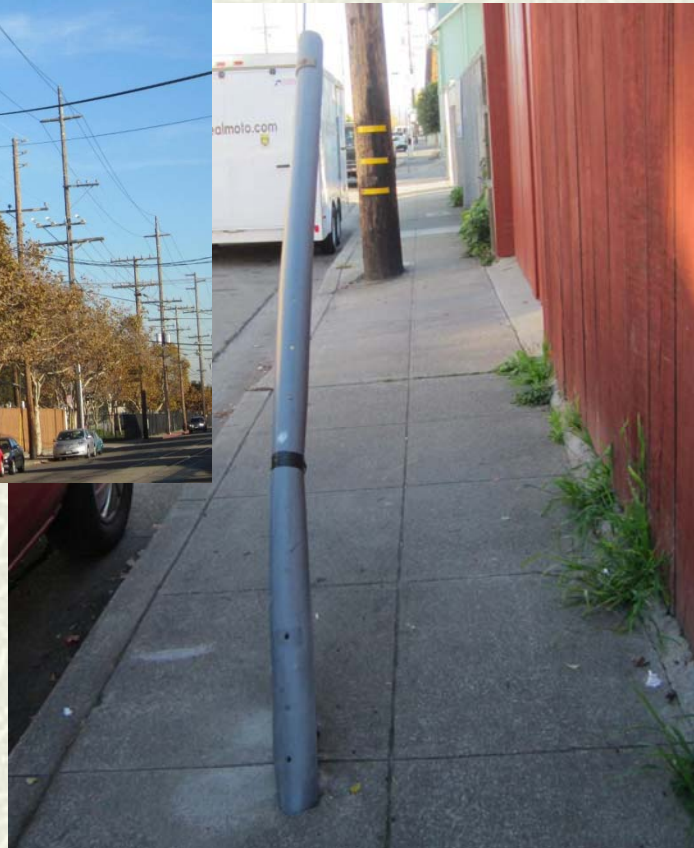


What's on the street? (cont.)



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.
-

Community Meetings (cont.)

Key Features

- Railroad track removal
 - New sewer and storm water lines
 - Undergrounding overhead utilities
 - Sidewalk improvements
 - Amenities (e.g., lighting, trees)
 - Pavement resurfacing
 - Bikeway
 - Truck access
-

Community Meetings (cont.)

SF Bay Trail Corridor Preference

■ Community Consensus

= Clement Avenue
(Broadway to Grand Street)

Community Meetings (cont.)

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.)

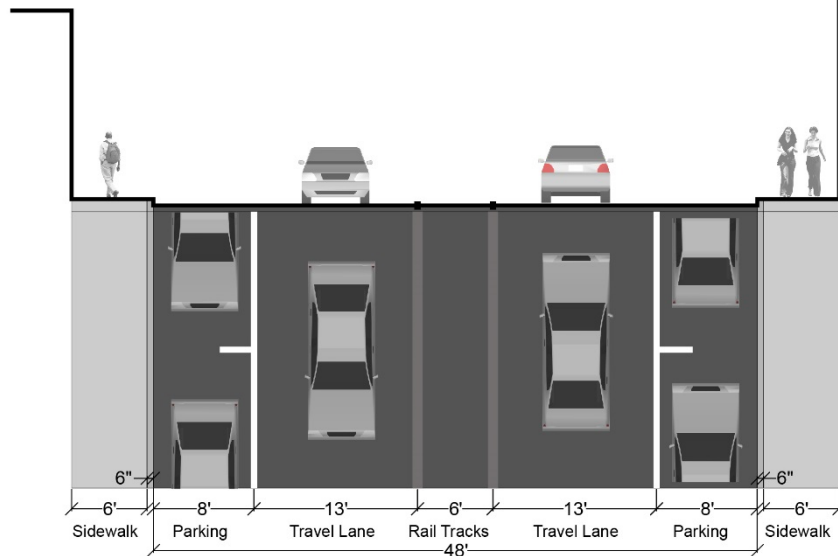
- # **Community Consensus:**
 - Two-way bikeway on estuary side of street



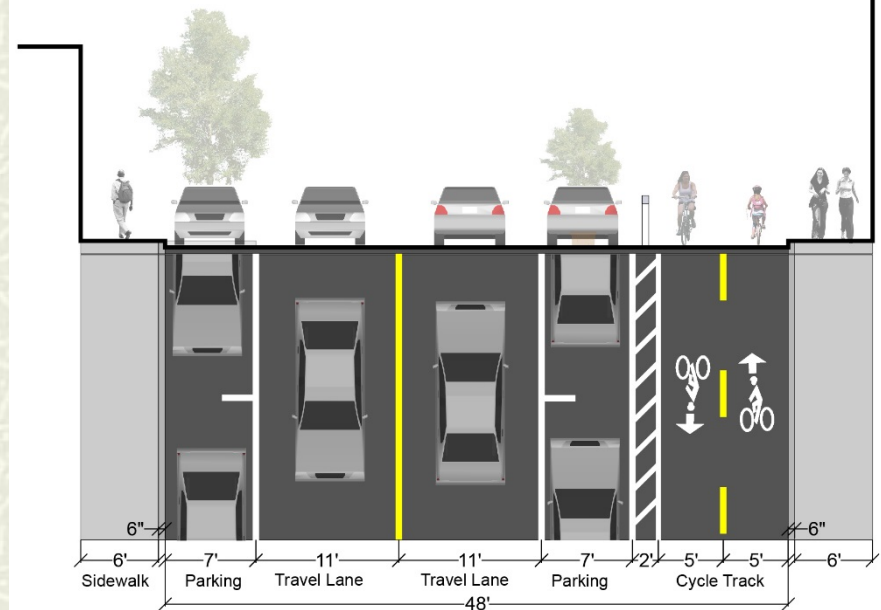
Community Meetings (cont.)

Two-way protected bikeway

EXISTING SECTION



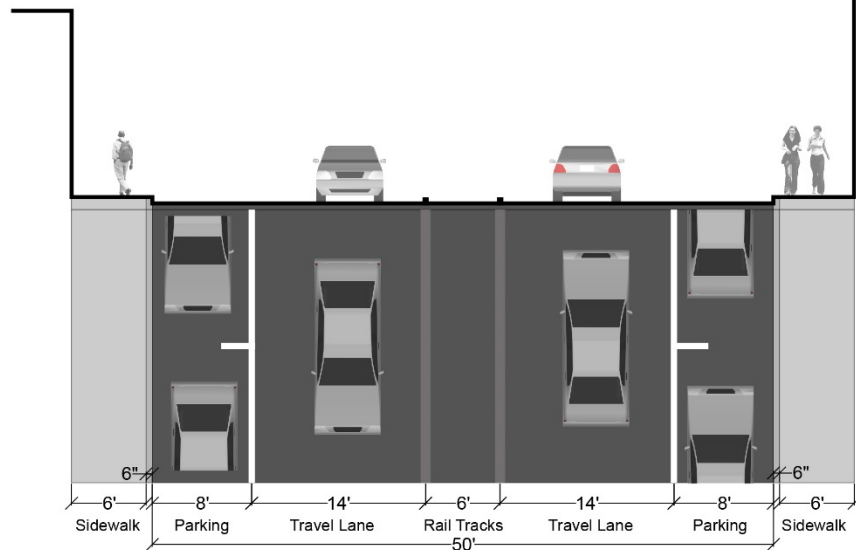
PROPOSED SECTION



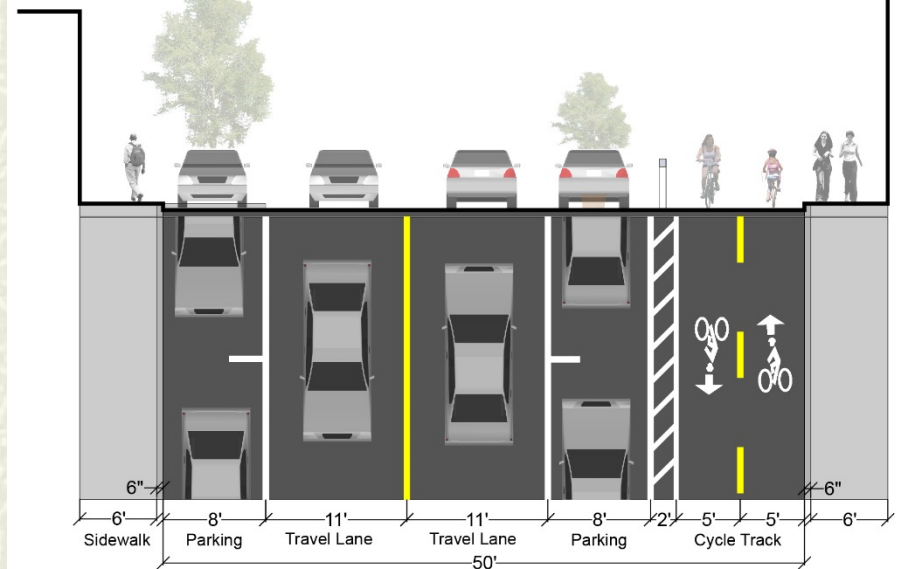
Community Meetings (cont.)

Two-way protected bikeway

EXISTING SECTION
(OAK ST TO PARK ST)



PROPOSED SECTION
(OAK ST TO PARK ST)



What do you think?

Benefits

- Fewer conflicts
- More inviting for bicyclists
- Motorists travel slower
- Bicyclists pass in bikeway
- Bicyclists ride outside door zone



What do you think? (cont.)

Concerns

- Intersections / driveways
 - Termini / end points
 - New marked crosswalks
 - Sidewalk constraints
 - Disabled parking spaces
 - Truck access
 - Costs
-

What do you think? (cont.)

Intersections / Driveways

- Green pavement
 - Clement /Oak Signal
 - Bike signals
 - Parking height restrictions
 - Restrict parking
 - Flashing lights
-

What do you think? (cont.)

Bike signal



Image Source: Kelly Blume, Kittelson & Associates, Inc.

What do you think? (cont.)

Driveway treatments



Image Source: Google Maps, street view, Seattle, WA



Image Source: Tom Fucoloro, Seattle Bike Blog, Sept 8, 2014

What do you think? (cont.)

Western end of Clement Avenue



Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Avenue near Walnut Street



Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Avenue and Oak Street



Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Avenue at Park Street

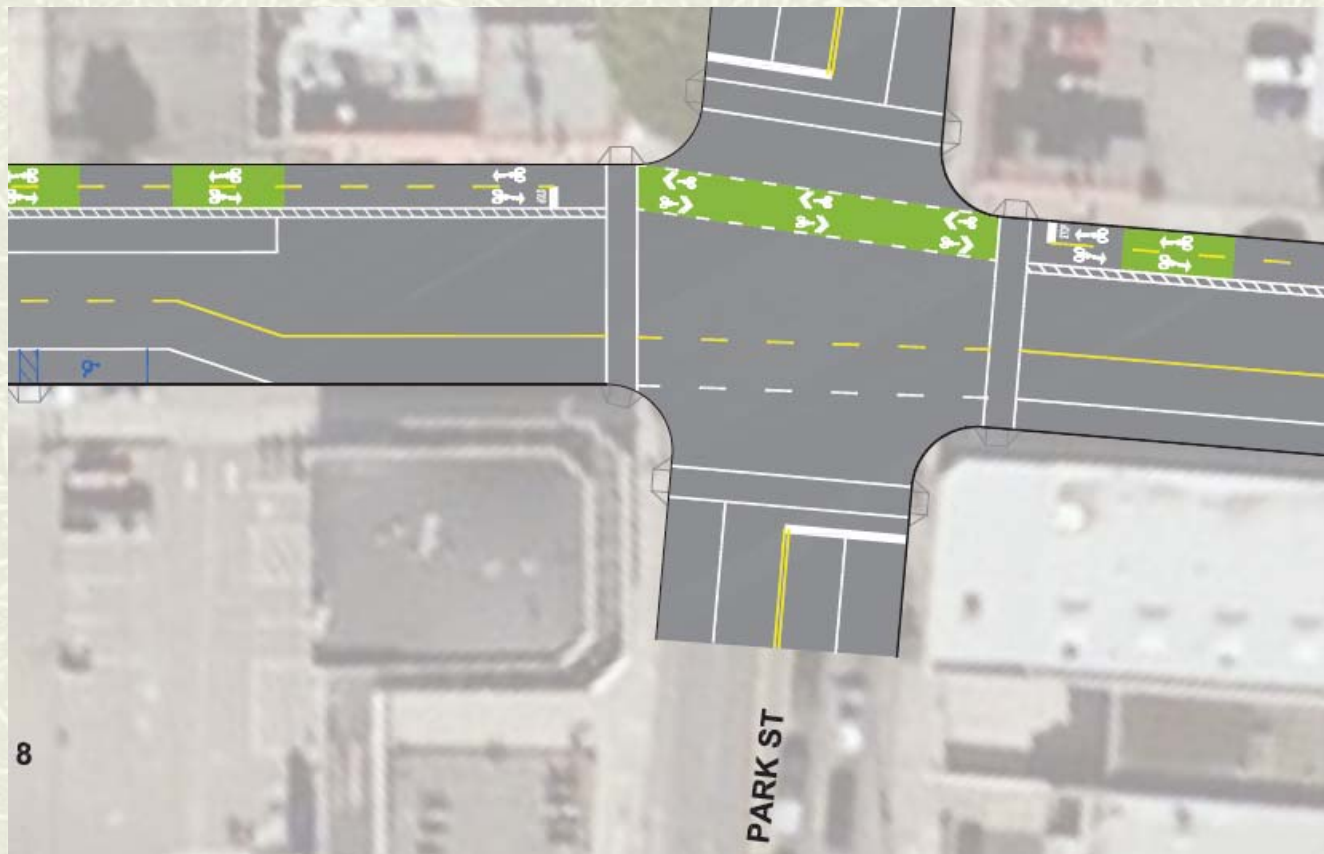


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Clement Avenue at Broadway



Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Termini / End Points

- Green pavement
- All-way stop at:
 - Clement Avenue/ Broadway?
 - Clement Avenue/ Grand Street?
- Other treatments?

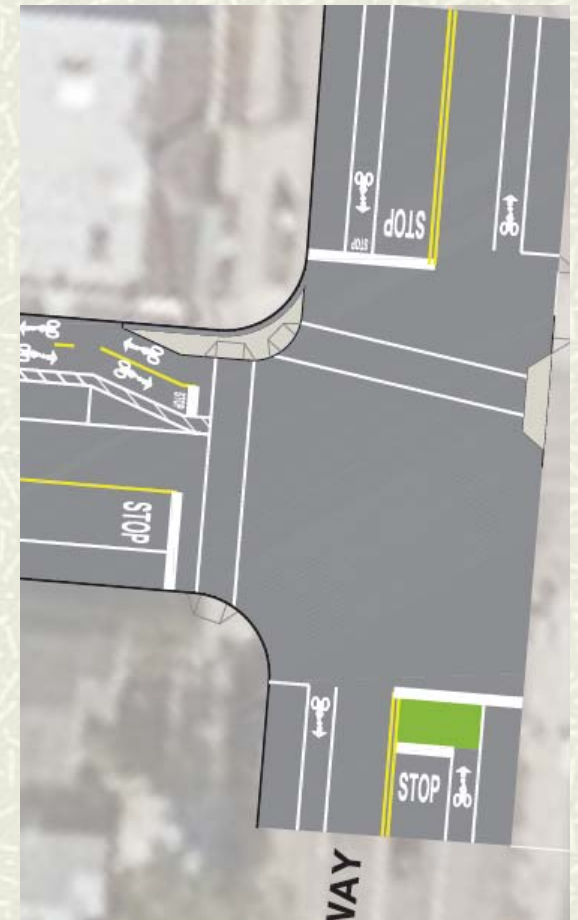


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

New Marked Crosswalks

■ Potential locations

- Grand Street
 - Schiller Street
 - Chestnut Street
 - Willow Street
 - Walnut Street
 - Oak Street
 - Everett Street
 - Broadway
-

What do you think? (cont.)

New Marked Crosswalks

- Potential Treatments
 - Lighting improvements
 - Bulb-outs on south side
 - Ladder marked crossings
 - Others?

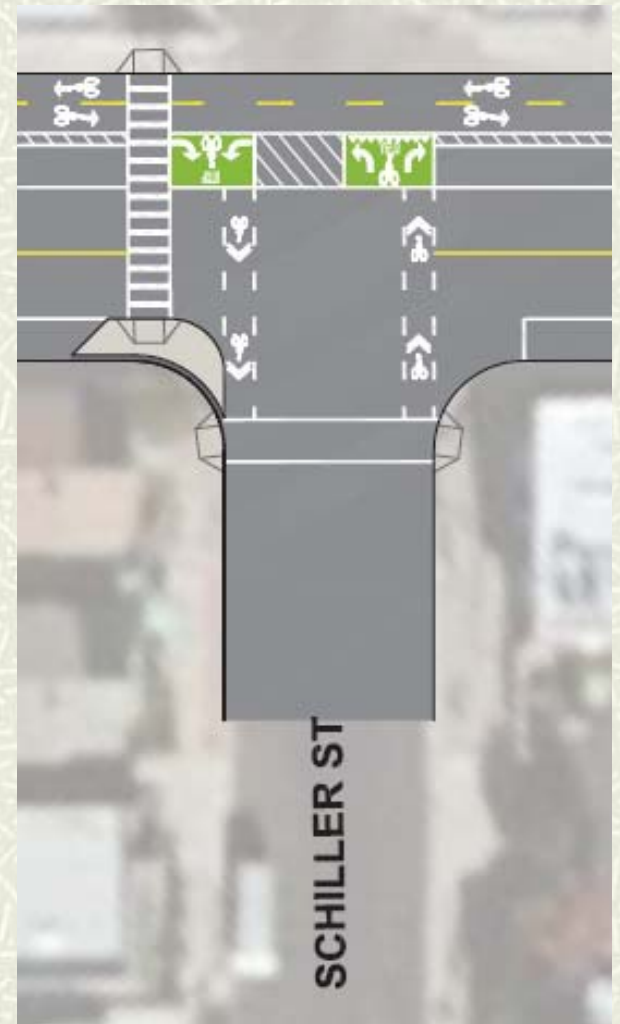


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

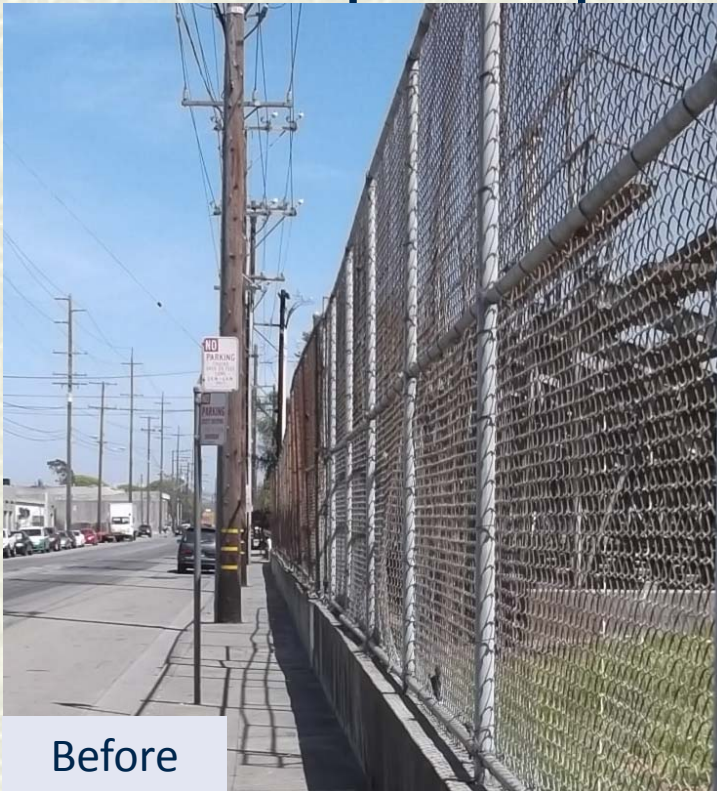
Sidewalk Constraints

- Accessible curb ramps
- Access at pinch points
- Widened sidewalks
 - Warehouses on south side
 - Bait and Tackle shop
 - Utility poles
 - Trees



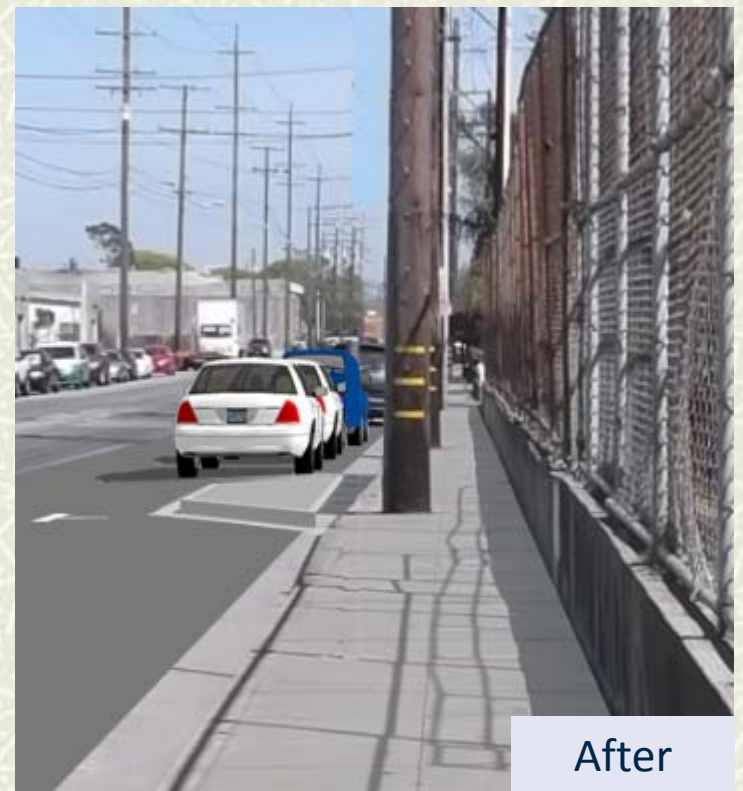
What do you think? (cont.)

Access at pinch points



Before

Image Source: Kamala Parks, Kittelson & Associates, Inc.



After

Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Access at pinch points – south side

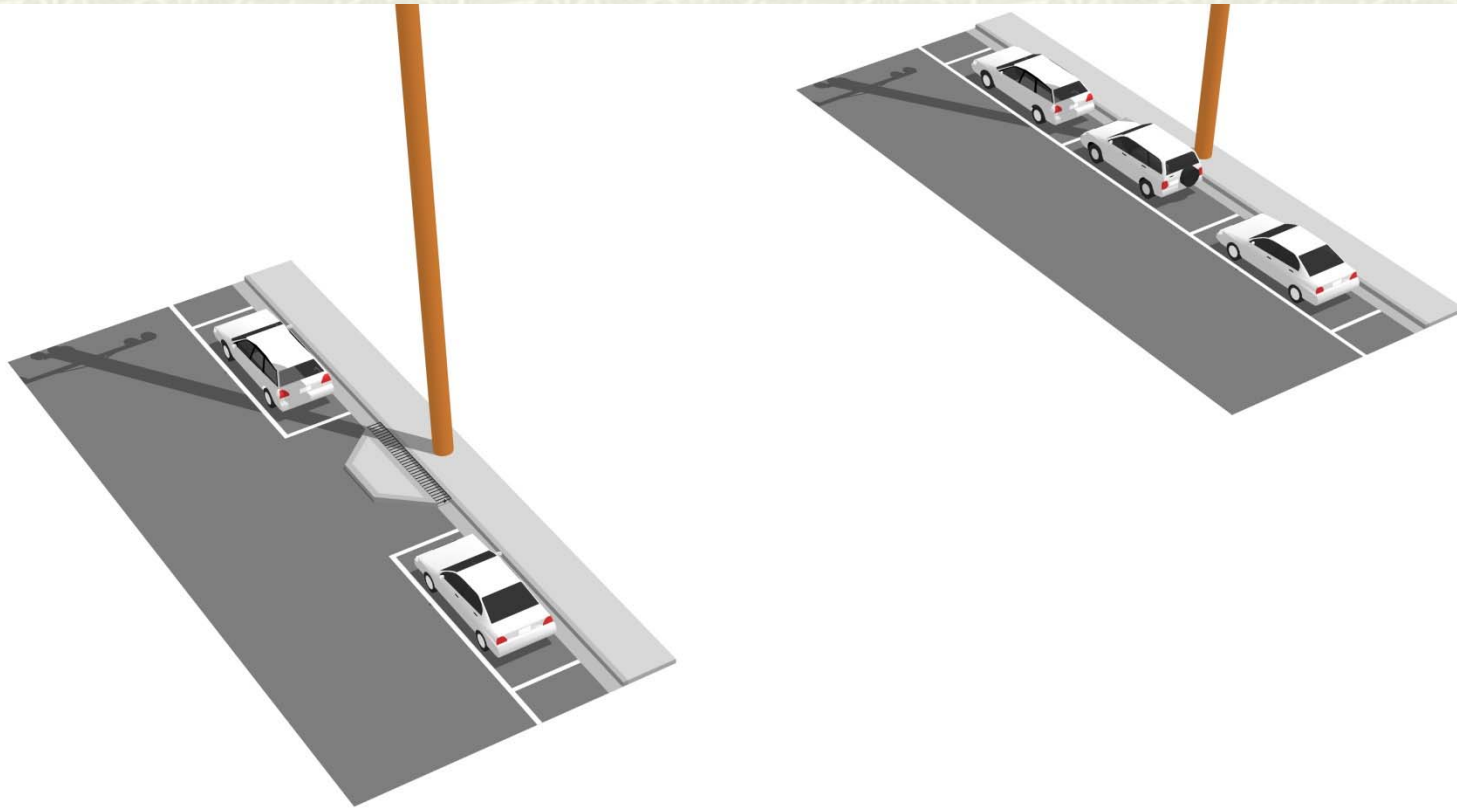


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Access at pinch points – north side

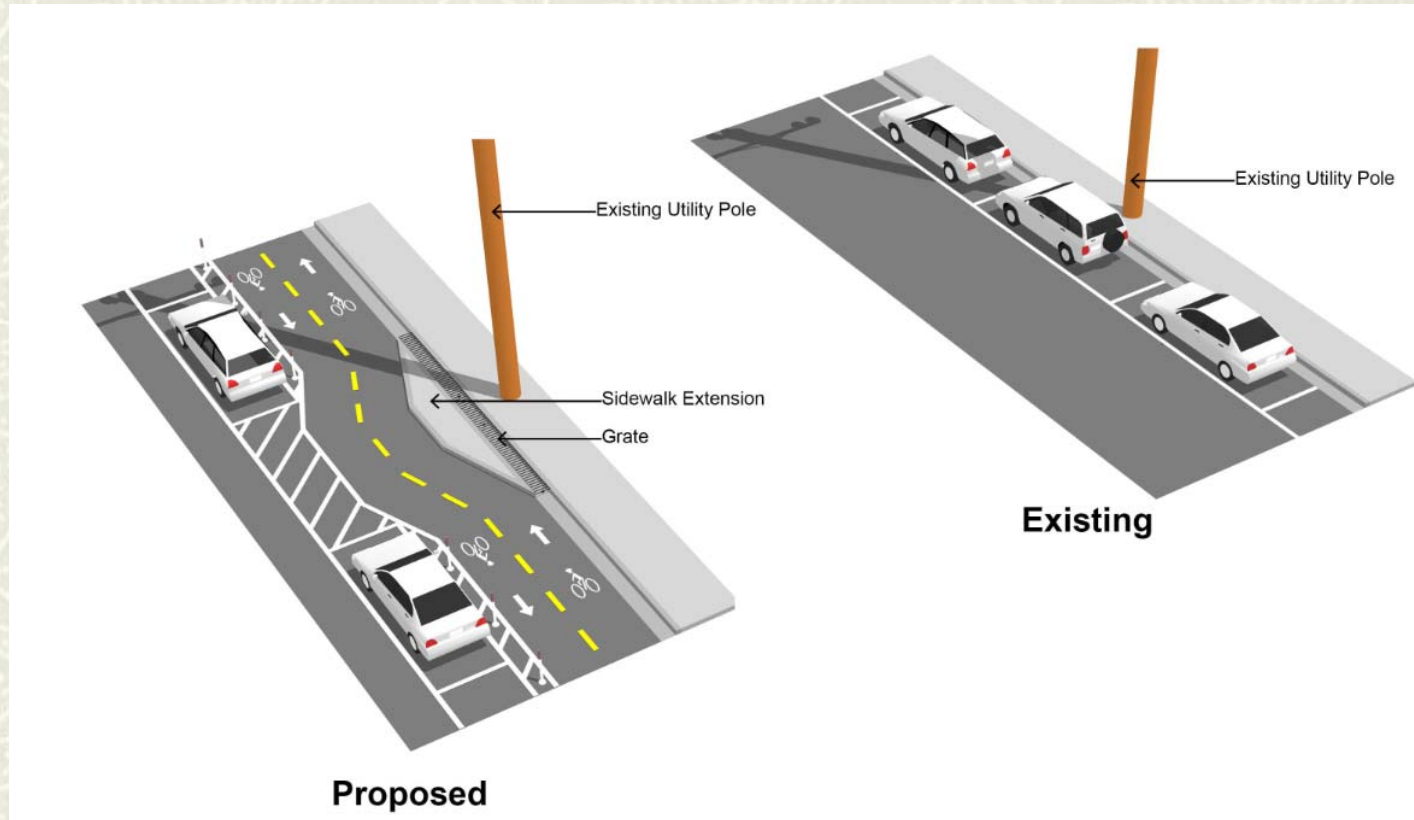


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Widened Sidewalks



Image Source: Kamala Parks, Kittelson & Associates, Inc

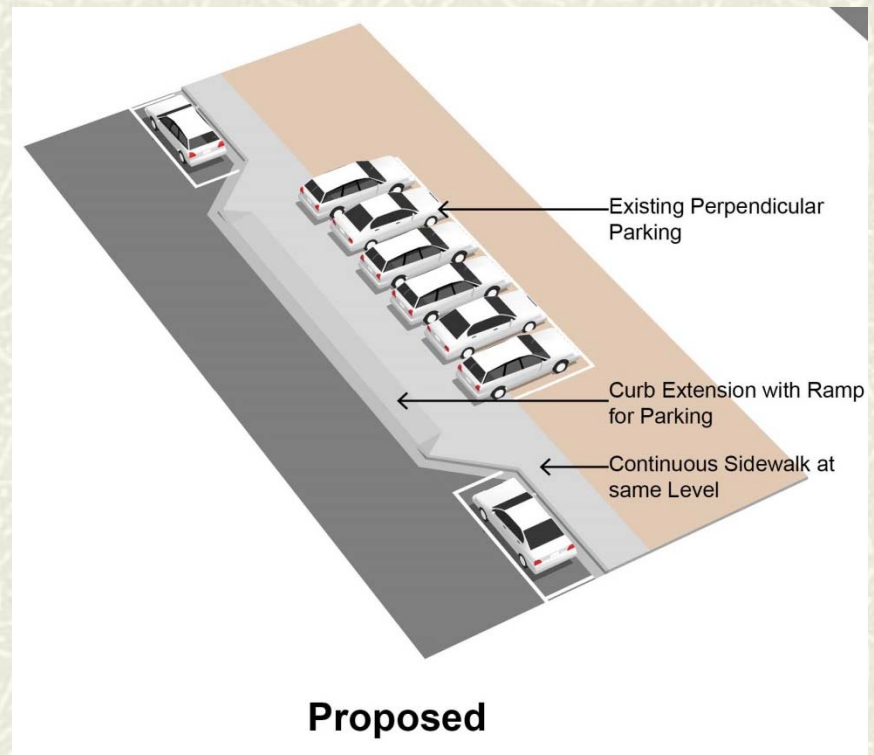


Image Source: Kittelson & Associates, Inc.

What do you think? (cont.)

Disabled Parking Spaces

- Potential locations
 - West of Park Street on south side
 - On Grand Street by Clement Avenue
 - Other Locations?

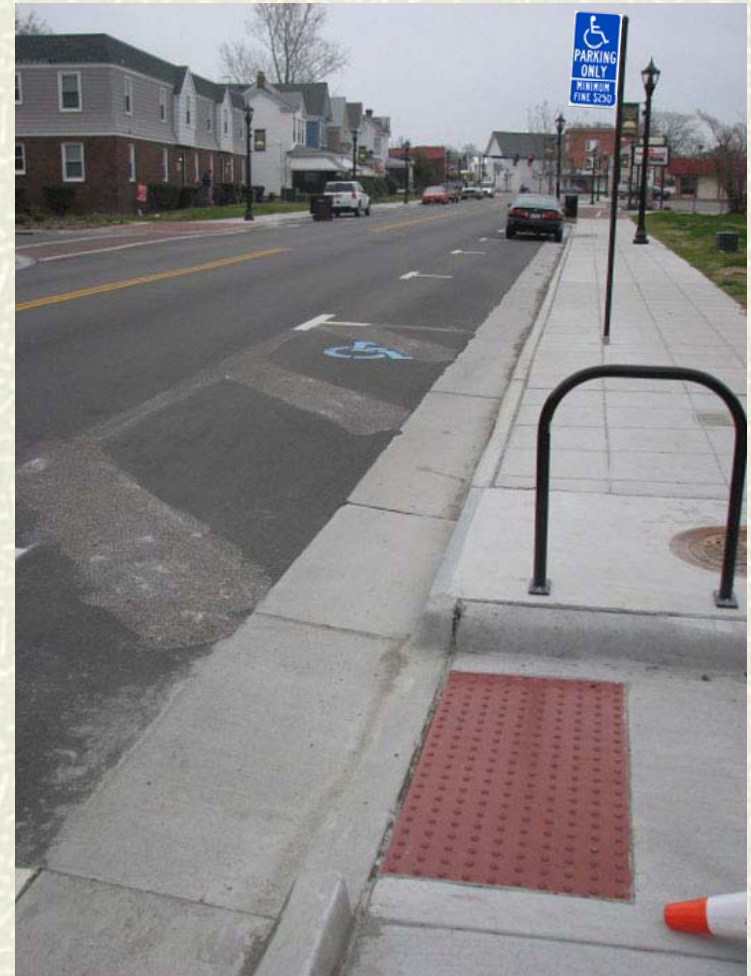


Image Source: Rita Frankenberry for The Virginian-Pilot

What do you think? (cont.)

Truck Access

- Loading zones
 - Auto Shop at Oak Street
 - Other locations?
- Turning radii
- Preventing trucks from parking in bikeway when loading/unloading



Image Source: Tom Fucoloro, Seattle Bike Blog, Sept 8, 2014

What do you think? (cont.)

Railroad Track Removal

Cost per Foot	\$100
Estimated Feet	6,500
Removal Cost Estimate	\$650,000

Environmental Remediation

- Soil treatment?
- Off-site disposal?



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
-

Next Steps

- # City's web site
 - # Email list serv
 - # April 29: Community Workshop #3
 - # May 27: Transportation Commission
 - # June 1: Bike/Ped Grant Application?
 - # TBD: City Council
-

Questions and Comments

Contact:

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Transportation Coordinator

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(510) 747-7948

Consultants:

Kittelson & Associates, Inc.

Urban Design Consulting Engineers

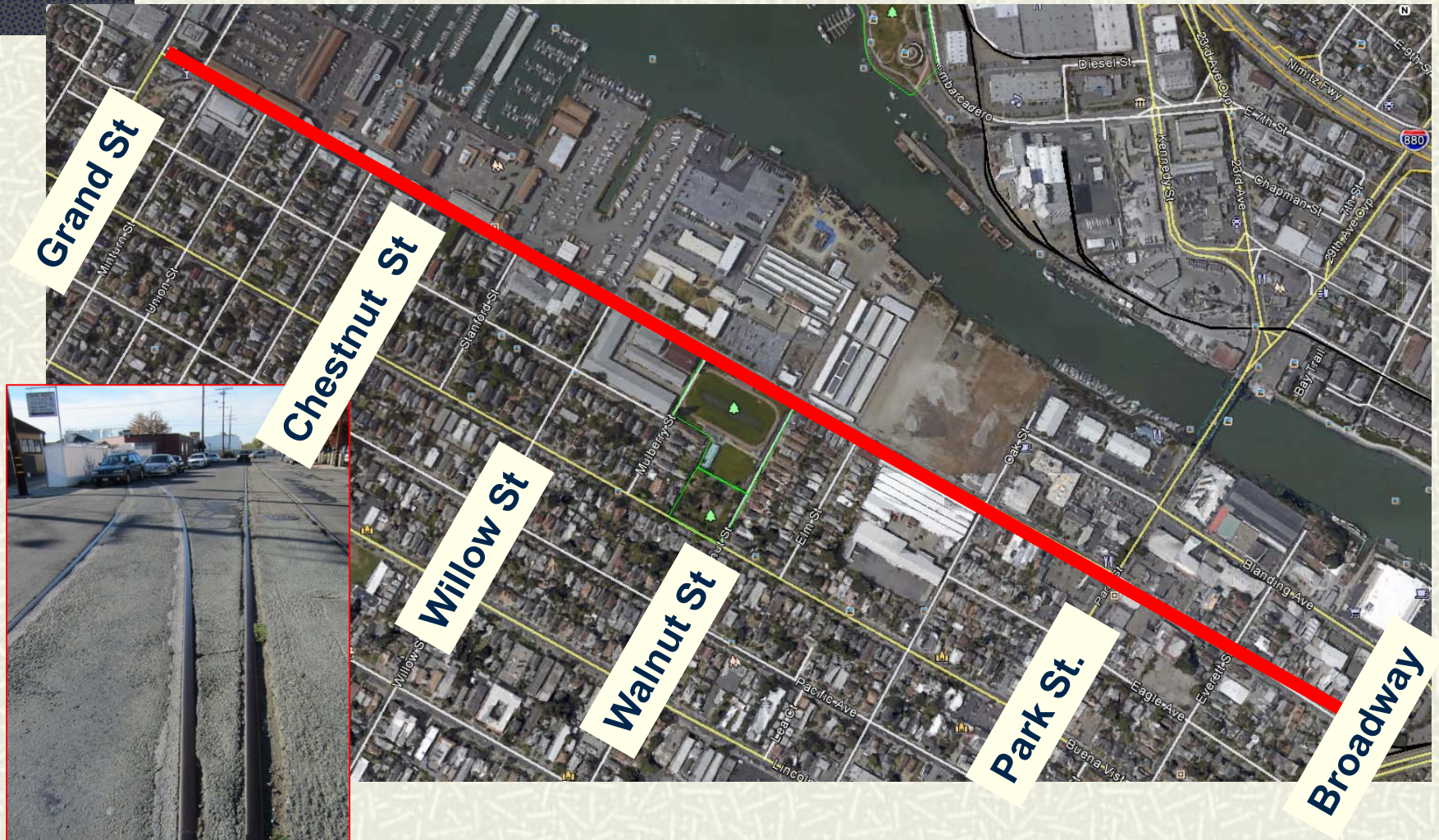


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Public Works Department – March 2015

Clement Proposal Location



Community Meetings (cont.)



Draft
Preferred
Idea



Draft
Optional
Idea

