

Transportation Commission

May 27, 2015

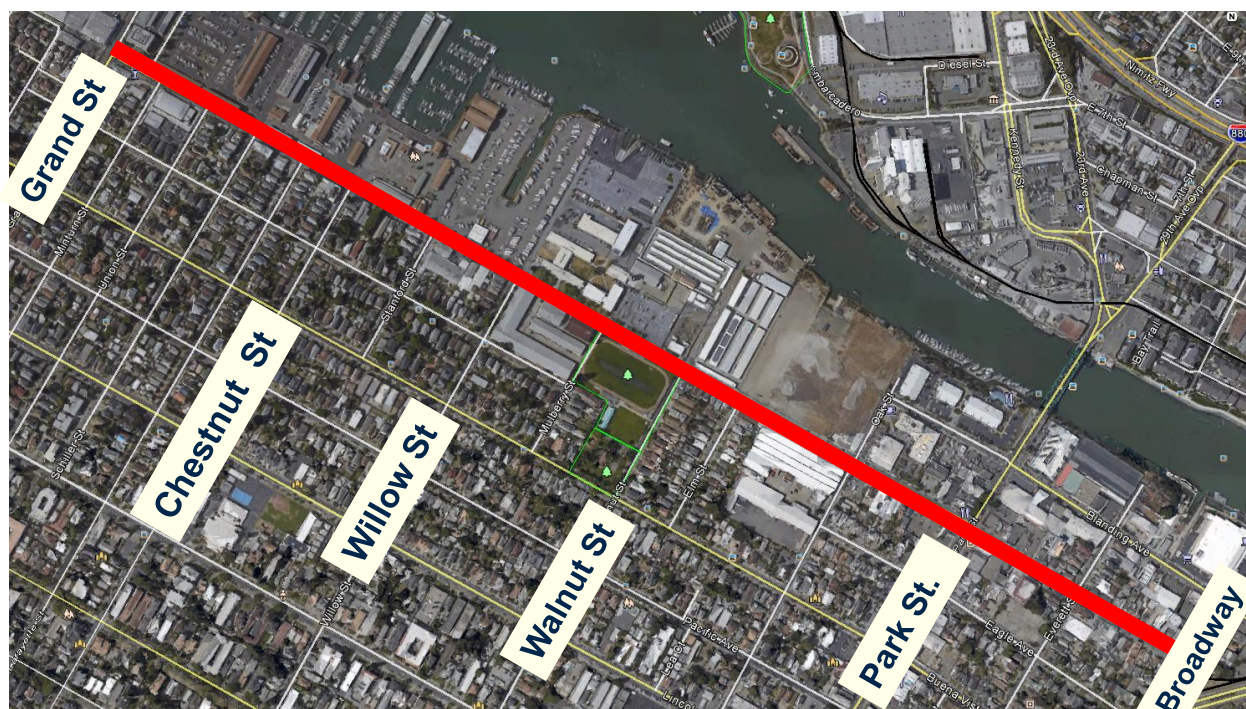
Item 5C - Discussion

Review Parking Removal on the North/Estuary Side of Clement Avenue

Background

Clement Avenue is part of the former Alameda Belt Line, and was identified in the [Cross Alameda Trail Feasibility Study](#) (2005) as a short-term alternative to the San Francisco Bay Trail shoreline path. The current uses of the adjacent shoreline properties are not expected to all change in the foreseeable future. In January 2009, the City Council approved the [Transportation Element of the General Plan](#) policy that directs staff to "Pursue opportunities to utilize the corridor of the former Alameda Belt Line railroad for transit, bicycle and pedestrian transportation." The Transportation Element lists Clement Avenue as a truck route, a transit priority street and a bicycle priority street. In March 2010, the City acquired the former railroad property - Alameda Belt Line. In November 2010, the City Council approved the [Bicycle Plan Update](#) that prioritized the Clement Avenue bikeway project as a high-priority project. In October 2012, the Alameda County Transportation Commission (Alameda CTC) included the project in the [Countywide Bicycle and Pedestrian Plans](#) as part of the Bicycle Vision Network. Consistent with these abovementioned plans and policies, Public Works staff secured a grant from Alameda CTC in 2014 to develop a concept proposal to improve Clement Avenue between Grand Street and Broadway (Figure 1).

Figure 1: Clement Avenue Concept Proposal Location



Clement Avenue is in the Northern Waterfront priority development area (PDA) and part of it is in the city's northern Park Street designated area, which is known as the Park Street Gateway. The [Northern Waterfront PDA](#) has a future place type designation of "Transit Neighborhood" with 291 net acres. The City of Alameda envisions this area being redeveloped as a series of mixed use, waterfront and transit oriented neighborhoods that will provide a mix of jobs and transit oriented housing types. The Park Street Gateway, which is the area of Park Street north of Lincoln Avenue, was studied in the [Park Street Gateway District Strategic Plan](#) (2008). The following transportation-related goals of this plan direct staff to "Create attractive and pedestrian-oriented streetscapes and public spaces throughout the district" and to "Remedy the auto-oriented feeling throughout the district."

Discussion

The purpose of this concept proposal effort is to make Clement Avenue a more "Complete Street" that works for all modes of travel – bicycling, walking, transit, trucks and motorists.

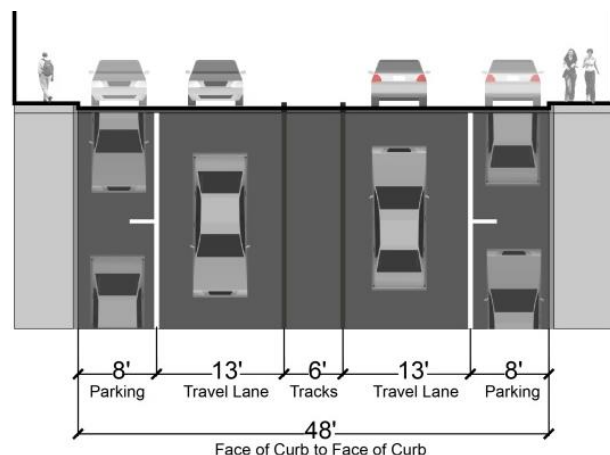
Outreach

The outreach on this concept proposal consists of reports to the Transportation Commission in January, March 2015 and at this meeting, Recreation and Park Commission in March 2015, focus group meetings/discussions with Perforce, Bike Walk Alameda and Alameda Marina, community workshops in January, March and April 2015 and an on-line Open Forum (<http://alamedaca.gov/public-works/open-forum>). Staff distributed outreach materials on the project via a press release, project web page (<http://alamedaca.gov/public-works/clement-avenue-complete-street>), email list servs, neighborhood barricades, a letter to properties within 300 feet radius of the project and a letter to businesses on Clement Avenue. Exhibit 1 shows a compilation of community comments from the Open Forum and Community Workshops #1 and #2. Exhibit 2 shows a compilation of community comments from the Transportation Commission meeting in March and community workshop #3. Each workshop attracted about 40 participants. The Open Forum attracted about 50 participants and 170 individual viewings. The Clement Avenue concept list serv totals about 200 emails.

Goals

During the outreach for the concept proposal, community member and Open Forum participants reached consensus on the following project goals in priority order:

1. Remove the abandoned railroad tracks (see inset).
2. Encourage bicycling and walking.
3. Improve the streetscape.
4. Traffic calming.
5. Improve public access to the San Francisco Bay.



Existing Typical Section

6. Encourage transit use.
7. Revitalize Northern Waterfront area.
8. Improve truck access.

Concept Elements

When developing the project, staff used the above concept goals as a guide. The concept proposal includes the following elements, which were approved by the Transportation Commission on March 25, 2015:

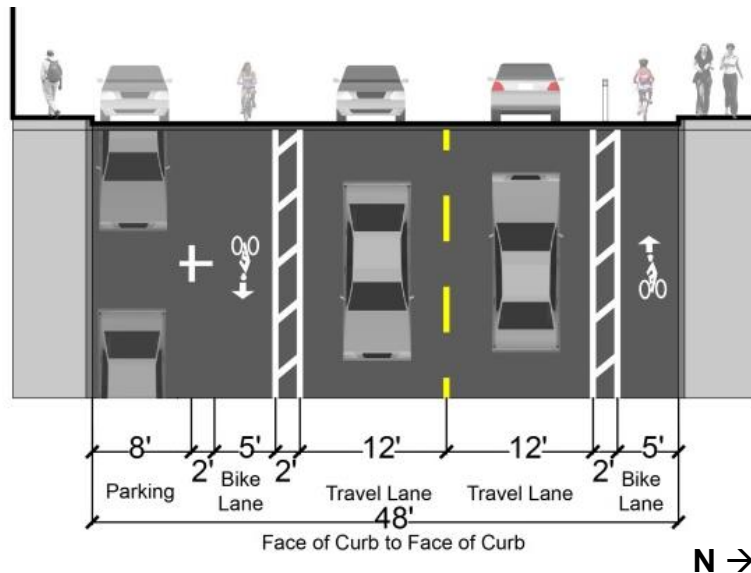


- a) **San Francisco Bay Trail corridor preference:** Staff will request the Association of Bay Area Governments to change the alignment of the San Francisco Bay Trail from Buena Vista Avenue to Clement Avenue for the instances where an estuary waterfront trail is not expected to occur in the near future such as adjacent to the US Navy. Community workshop participants reached consensus on this approach.
- b) **Traditional bike lanes on each side of the street:** Due to the trucks that carry wide boat loads, the Transportation Commission approved traditional bike lanes, which consist of a bike lane on each side of the street (see above inset).
- c) **Railroad track removal:** Staff will seek monies to remove the abandoned railroad tracks, which will provide space for a bikeway.
- d) **New sewer and storm water lines:** Staff is coordinating utility improvements to occur before pavement resurfacing and bikeway installation.
- e) **Undergrounding overhead utilities:** Public Works staff is working with Alameda Municipal Power staff to potentially underground overhead utility lines and thereby eliminating some of the utility poles on the street.
- f) **Sidewalk improvements:** Staff will work to ensure all curb ramps are accessible and that a continuous path of travel exists along the sidewalks, especially at pinch points created by utility poles and trees. There would be about 20 parking spaces that would be eliminated to provide a continuous path of travel where the sidewalk width is less than 36 inches and prohibits access by individuals using wheelchairs and other assistive devices. If the utility poles are removed then adjacent parking spaces will not need to be eliminated.
- g) **Pavement resurfacing:** Staff will prioritize pavement resurfacing to occur after railroad track removal, sidewalk improvements and utility work, and it will include bikeway installation.

- ## Parking Removal Consideration

The protected bikeway shown in Figures 2 and 3 depicts buffered bike lanes instead of traditional bike lanes with on-street parking removed from the north/estuary side of the street. Buffered bike lanes provide more separation between bicyclists and motorists, provide more space for bicyclists to pass each other, appeal to a wider cross section of bicyclists and encourage riding outside the door zone. Nevertheless, buffered bike lanes would require parking removal on one side of the street.

Figure 3: Clement Avenue Cross Section - Parking Removal



Proposed Typical Section

Tables 1 through 3 show the parking utilization on Clement Avenue between Oak Street and Grand Street. The work scope in this consultant contract allowed for three different surveys - 10 a.m. (Table 1), 3 p.m. (Table 2) and 10 p.m. (Table 3). To show a **parking removal scenario**, the right most column of these tables titled "South + North" assumes parking removal on the north side of the street and that all vehicles would park on the south side of the street. If parking were removed on the north side of the street, parking occupancy is expected to be higher than the optimal of 85 percent for the street during the peak times. Thus, staff is not recommending parking removal on the north/estuary side of Clement Avenue between Oak Street and Grand Street.

Table 1: Parking Utilization Count at 10 a.m.

	South Side of St.	North Side of St.	South + North
Total Spaces	118	78	118
Parking Demand	69	50	119
Parking Occupancy	58%	64%	101%
Block(s) at Capacity	Lafayette to Chestnut	Grand to Union	Grand to Schiller Lafayette to Chestnut Stanford to Willow Elm to Oak

Table 2: Parking Utilization Count at 3 p.m.

	South Side of St.	North Side of St.	South + North
Total Spaces	118	78	118
Parking Demand	62	44	106
Parking Occupancy	53%	56%	90%
Block(s) at Capacity	Grand to Minturn	Grand to Minturn Stanford to Walnut	Grand to Schiller Lafayette to Chestnut Stanford to Willow

Table 3: Parking Utilization Count at 10 p.m.

	South Side of St.	North Side of St.	South + North
Total Spaces	118	78	118
Parking Demand	30	4	34
Parking Occupancy	25%	5%	29%
Block(s) at Capacity	NA	NA	NA

Exhibit 3 shows the detailed parking utilization data by block. The westernmost part of Clement Avenue between Grand Street and Stanford Street would be the most impacted by parking removal because this part of the corridor has businesses on the north side of the street with direct street access. Note that the block of Willow Street to Walnut Street already restricts parking on the north side of the street due to US Navy requirements for red zone adjacent to their establishment.

Budget Considerations/Fiscal Impact

There is no impact to the General Fund. This concept proposal is funded by the Alameda CTC and Measure B - Alameda County's transportation sales tax. The Alameda CTC Sustainable Communities Technical Assistance Program concept proposal grant obtained by the City totals \$125,000.

Environmental Review

In accordance with the California Environmental Quality Act (CEQA), this project is Categorically Exempt under the CEQA Guidelines Section 15301(c) – Existing Facilities and 15304(b) - Minor Alterations to Land and 15304(h). In accordance with the National Environmental Policy Act, this project is a Categorical Exclusion under 23 Code of Federal Regulations 771.117(c): activity (c)(3) - Construction of bicycle and pedestrian lanes, paths and facilities.

Recommendation

Staff recommends that the Transportation Commission review parking removal on the north/estuary side of the street between Oak Street and Grand Street. Staff is not recommending parking removal on the north/estuary side of Clement Avenue between Oak Street and Grand Street because the expected parking utilization would be greater than the optimal of 85 percent during the peak times.

Respectfully submitted,

Gail Payne, Public Works

Exhibits

- 1: Compilation of Comments (Community Workshops #1 and #2)
- 2: Compilation of Comments (Transportation Commission - March 2015 and Community Workshop #3)
- 3: Parking Utilization Data
- 4: PowerPoint for Transportation Commission Meeting (May 27, 2015)