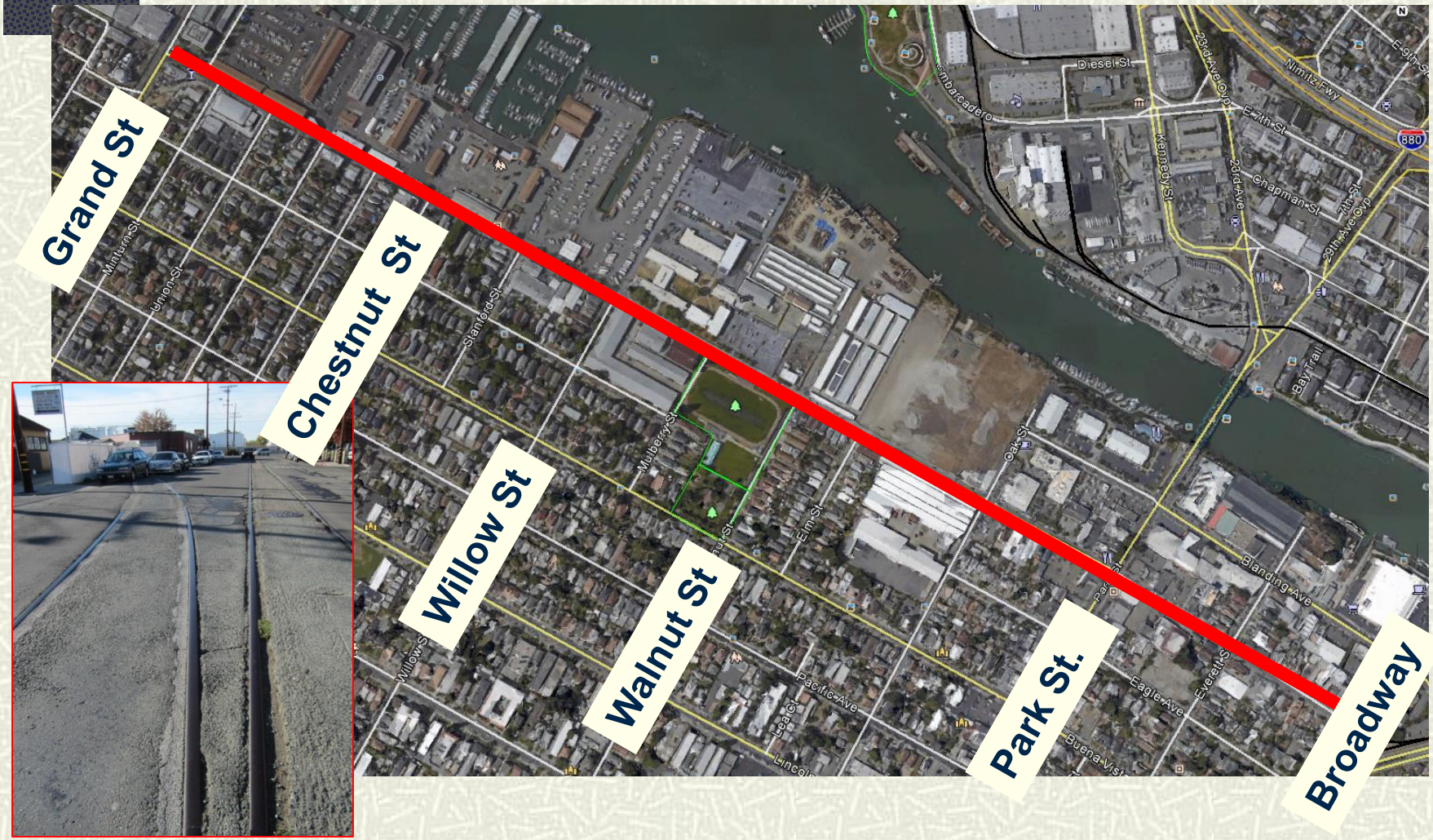
Clement Avenue Complete Street Concept Proposal

Public Works Department – May 2015

Why Clement Avenue?



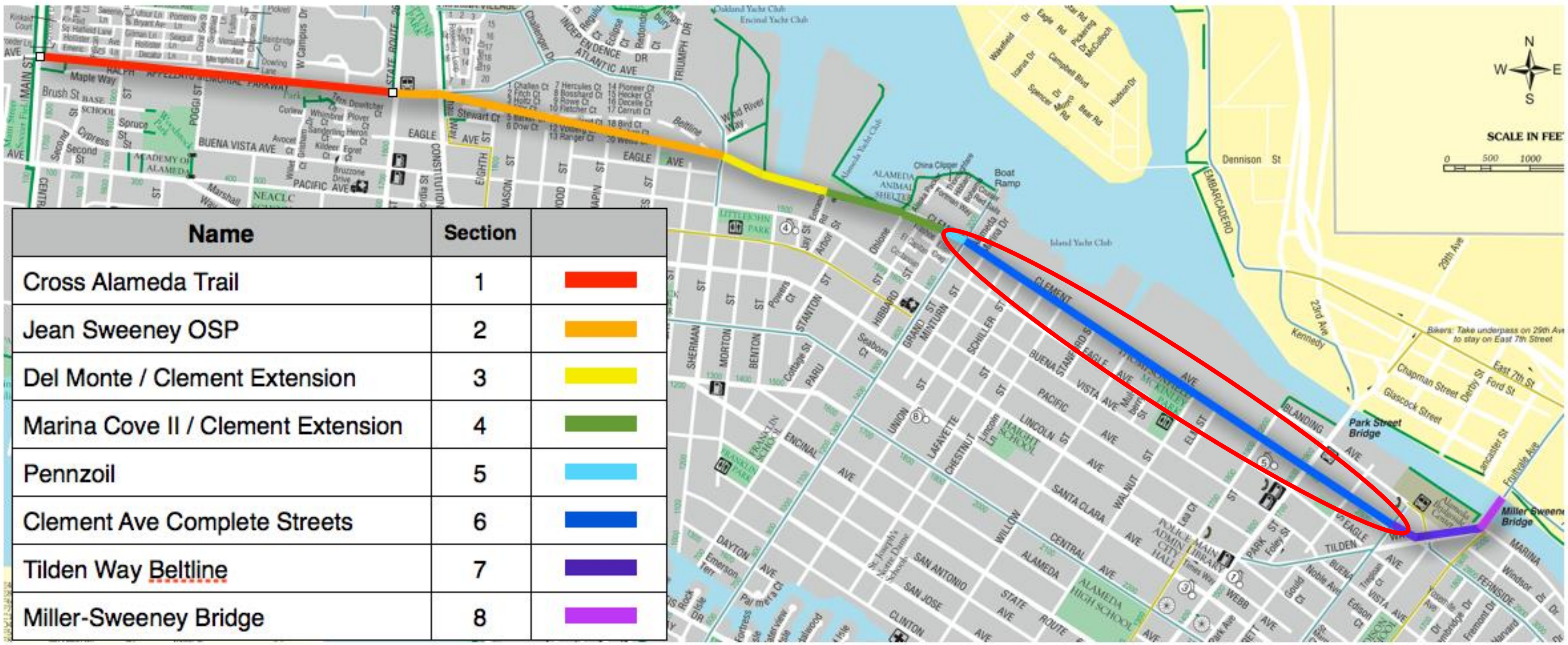
Why Clement Avenue? (cont.)

- 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)

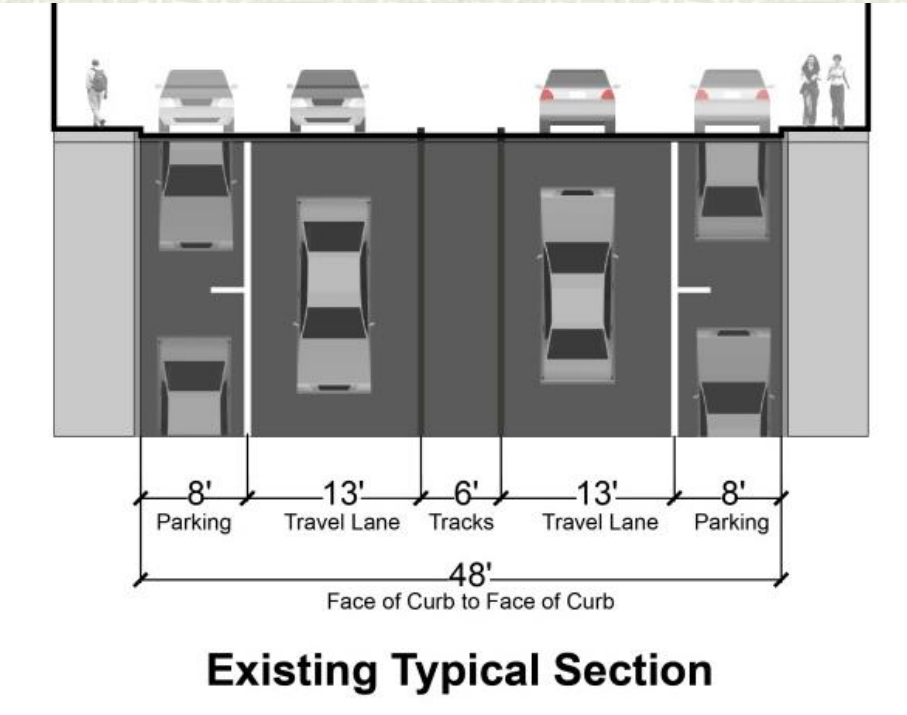


Name	Section	
Cross Alameda Trail	1	
Jean Sweeney OSP	2	
Del Monte / Clement Extension	3	
Marina Cove II / Clement Extension	4	
Pennzoil	5	
Clement Ave Complete Streets	6	
Tilden Way Beltline	7	
Miller-Sweeney Bridge	8	

Image Source: Bike Walk Alameda

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.)

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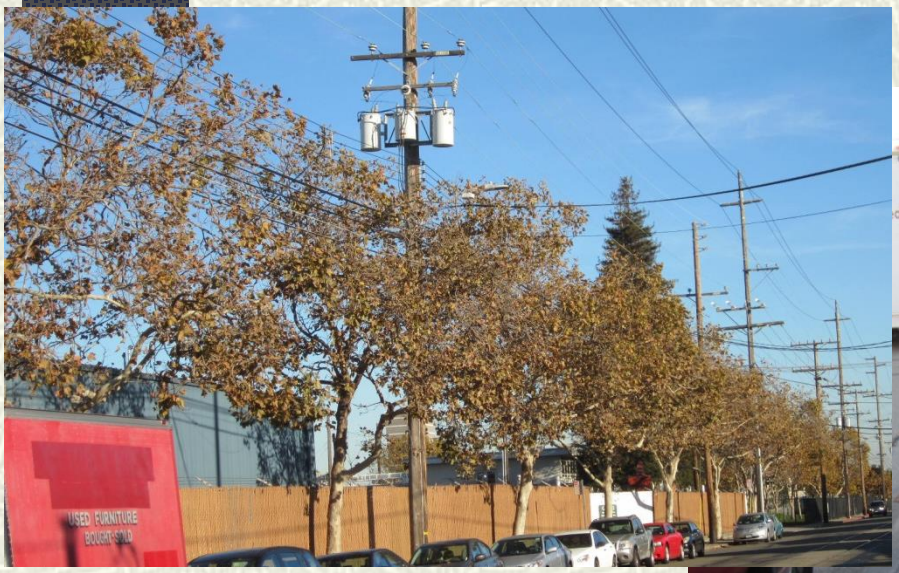


- **Sidewalk**
  - Trees
  - Utility poles
  - Gaps

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.

Transportation Commission (TC)

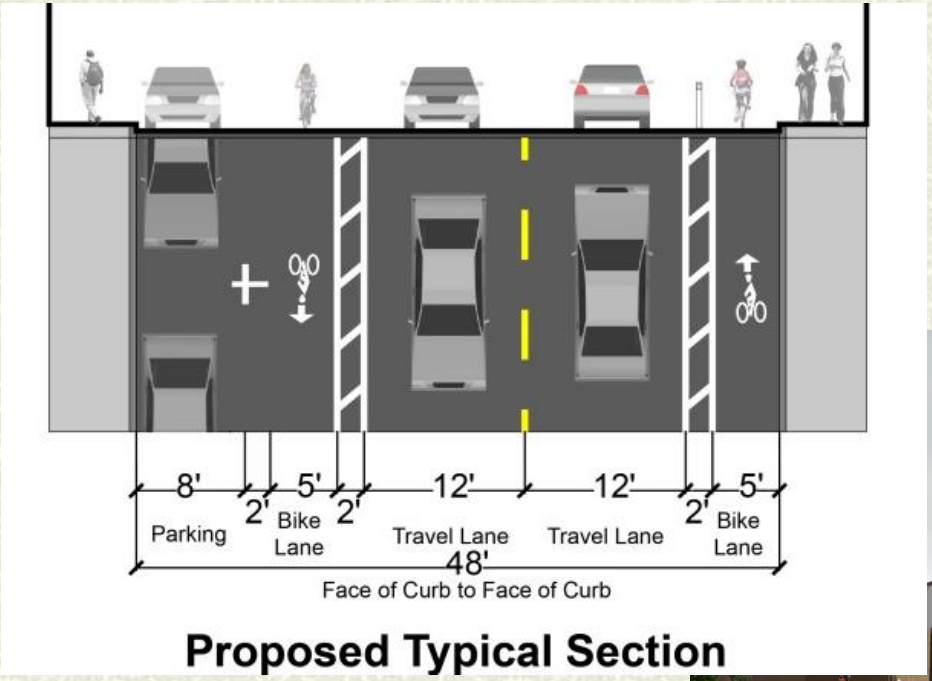
- **Concept Proposal Approved by TC**
  - SF Bay Trail preference
  - Traditional bike lanes **(New!)**
  - Railroad track removal
  - New sewer and storm water lines
  - Undergrounding utilities
  - Sidewalk improvements
  - Pavement resurfacing
  - Intersection/driveway improvements
  - Disabled parking spaces
  - Truck access

TC Approval (cont.)

- Traditional or Conventional Bike Lanes

What do you think?

- Oak to Grand: Buffered Bike Lanes

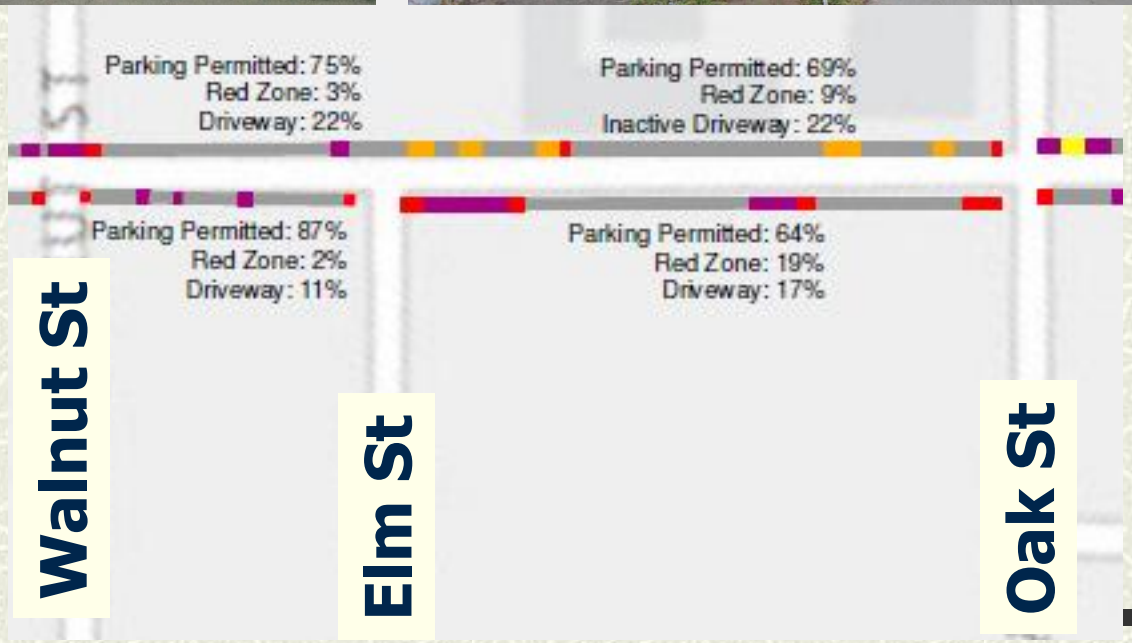


- **No Parking on North/Estuary Side of Street**

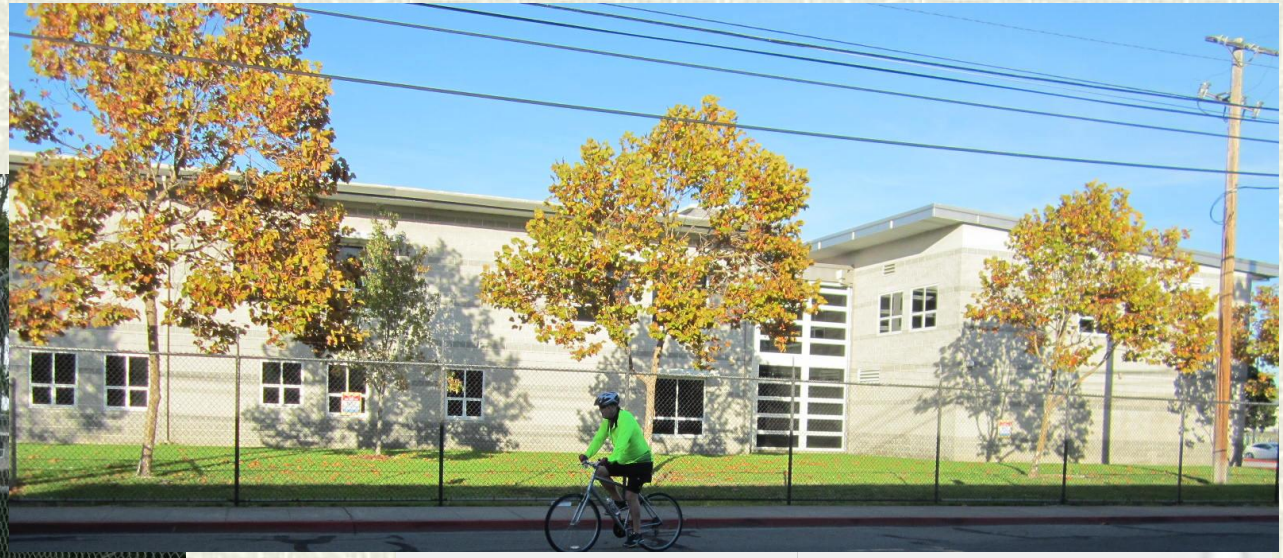
What do you think? (cont.)

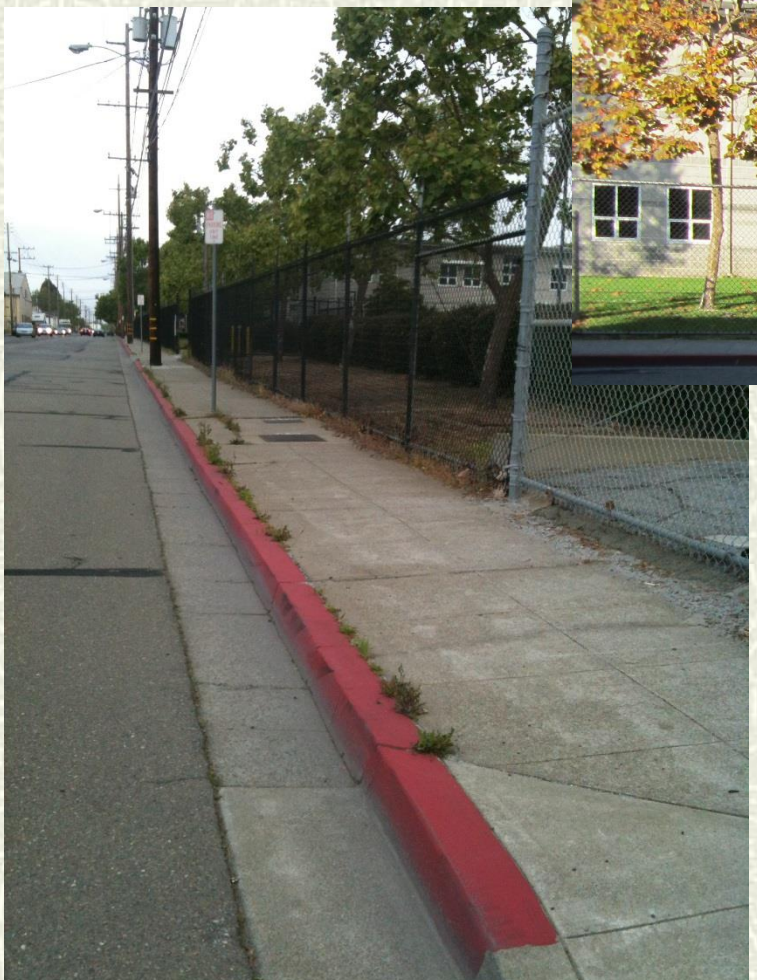
- Buffered Bike Lanes
  - Benefits
    - Increases separation between cyclists from motorists
    - Encourages bicycling – 8 to 80 years old!
  - Cons
    - Removes parking

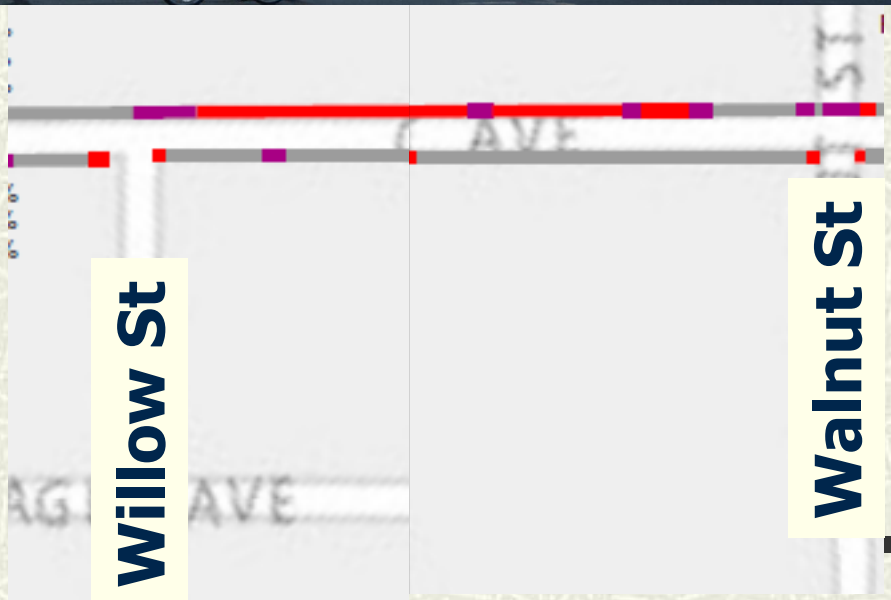
If we remove parking…



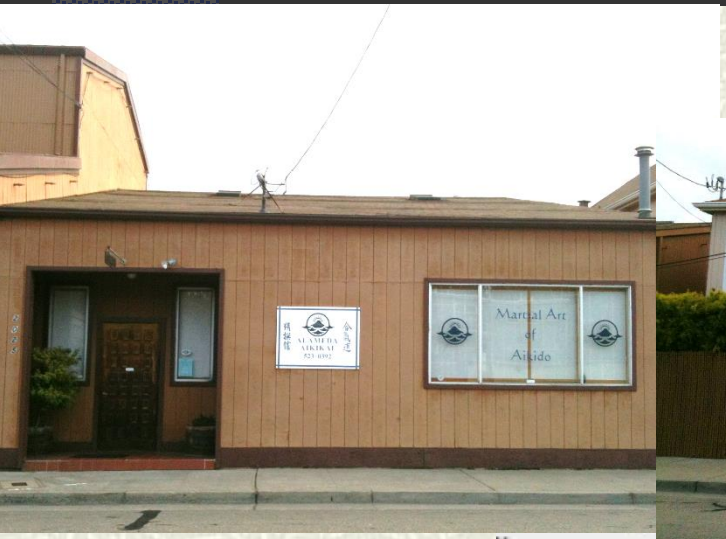
If we remove parking…(cont.)

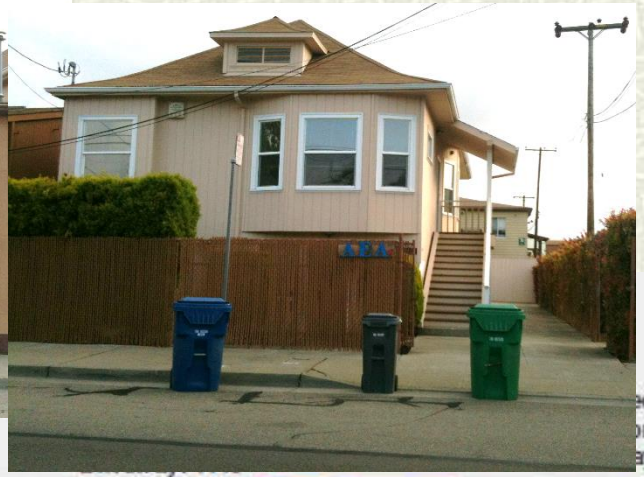


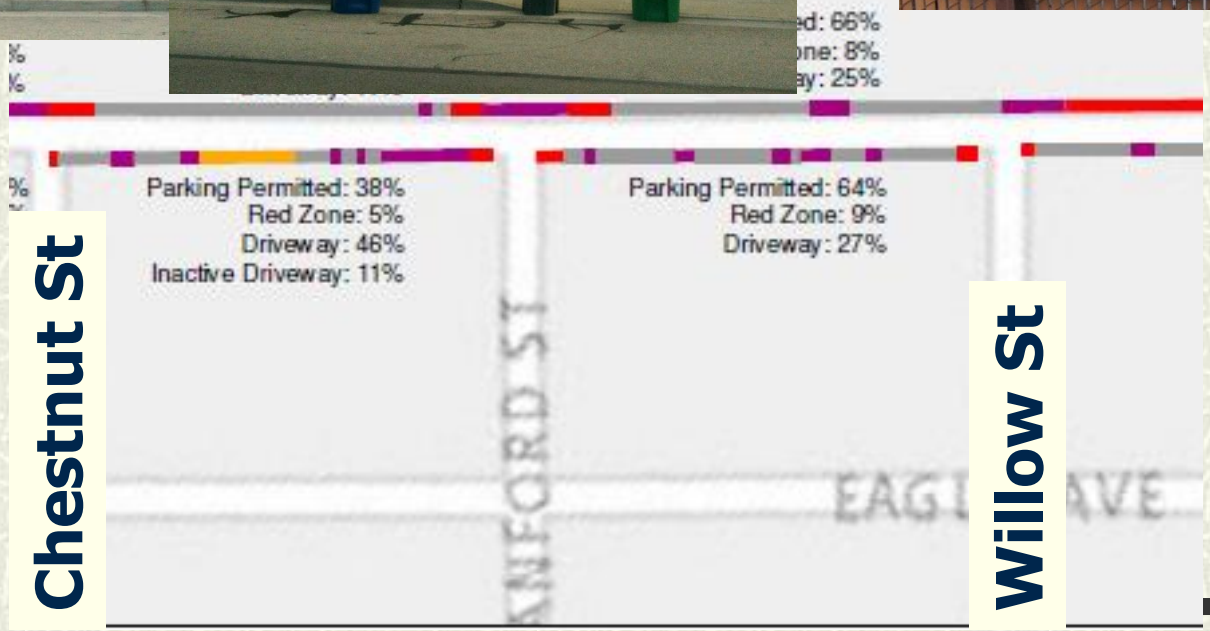




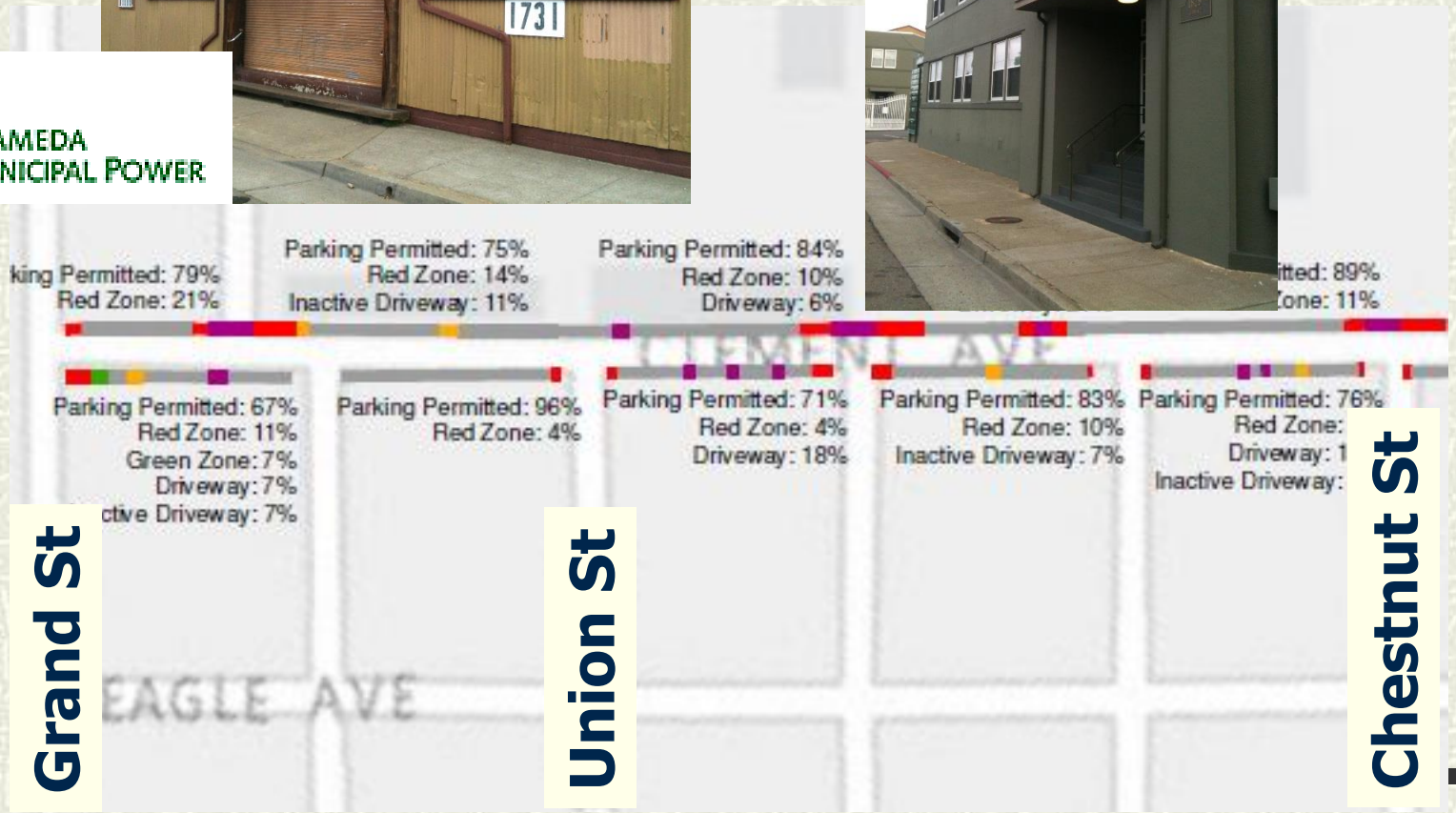
If we remove parking…(cont.)







If we remove parking…(cont.)



If we remove parking…(cont.)

- North Side of Street – 10 a.m.
  - 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 – 10 a.m.
  - Total = 118 spaces
  - Counted = 69 vehicles on one weekday
  - Parking Occupancy = 58%
  - Block at capacity: Lafayette to Chestnut

If we remove parking…(cont.)

- Parking Removal – North Side – 10 a.m.
  - 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

= Over 85% optimal parking utilization

If we remove parking…(cont.)

- North Side of Street – 3 p.m.
  - Total = 78 spaces
  - Counted = 44 vehicles on one weekday
  - Parking Occupancy = 56%
  - Blocks at capacity:
    - Grand Street to Minturn Street
    - Stanford Street to Walnut Street

If we remove parking…(cont.)

- South Side of Street – 3 p.m.
  - Total = 118 spaces
  - Counted = 62 vehicles on one weekday
  - Parking Occupancy = 53%
  - Blocks at capacity:
    - Grand Street to Minturn Street

If we remove parking…(cont.)

- Parking Removal – North Side – 3 p.m.
  - Total = 118 spaces on south side
  - Projected occupancy on south side
    - NEW south side demand = 106 vehicles
    - NEW Parking Occupancy = **90%**
    - Blocks at capacity:
      - Grand Street to Schiller Street
      - Lafayette Street to Chestnut Street
      - Stanford Street to Willow Street

= Over 85% optimal parking utilization

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.)

- **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

Questions and Comments

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Consultants:

Kittelson & Associates, Inc.

Urban Design Consulting Engineers

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Public Works Department – May 2015