

## **Clark Avenue Plan – W.16 to Scranton Residential Area**

Clark Scranton Neighborhood Association Plan Developed in 2009-2010 with Councilmen Joe Cimperman, Brian Cummins, Clark Residents, Johanna Hamm, Rob Mavec and Andy Cross.

*Many parts of the original plan were implemented between 2009-2011. This summary was edited to reflect current needs.*

### **Current Objectives:**

- Calm traffic
- Reduce traffic volume. Bumper to bumper traffic backup lasting 30-90 minutes is increasingly common between W. 25<sup>th</sup> and W. 14<sup>th</sup> on Clark.
- Prevent unsafe 4 lane usage
- Encourage use of highway routes to Steelyard Mall (4 million visitors annually)
- Provide adequate and safe 24/7 parking for residents. Current parking is 22 hours per day and unsafe due to 4 lane use and industrial traffic. Residents use and need Clark Street parking everyday.
- Reduce pass-through industrial traffic.
- Accent neighborhood and residential aspect. Current conditions are more like a freeway than a neighborhood.
- Keep old trees

### **Proposed Measures:**

- Resident 24/7 permanent street parking with protected bump outs both eastbound and westbound as is practical. This is the one essential step that addresses most all of our objectives.
- Configure lanes such that unsafe 4-lane use is impossible.
- Public awareness and area signage advocating use of Steelyard Drive freeway entrance and exit.
- Streetscape design
- Other

### **NOTES:**

- Included are links to some of the archived website material from 2009. Some is outdated or no longer relevant. It is helpful to see the conditions at that time.
- Primarily the archived photos and videos of traffic flow will have significant relevance since the circumstances in 2009 were significantly different from current 2015 conditions.
- Parts of our plan were implemented in the first 2 years and those solutions did alleviate a number of issues.
- Current traffic volume and truck volume seem to be lower than in 2009 due the closed I-90 E/W 14 ramp closure. We expect volume to increase to its earlier levels once the bridge is reopened, likely thousands of vehicles per day.
- In 2012 parts of the plan were discussed with Cory Riordan. At that meeting the idea of combining bump outs with our permanent 24/7 parking needs was solidified. It alone provided the best overall approach to the remaining traffic issues as a whole. Cory suggested applying for funding of the current study. Creating permanent parking and bump outs on this residential section of Clark was the primary purpose of having this study done.
- All traffic counts were done at Clark and W,16 using accepted methods of 5, 10 and 15 minute periods at various times of day on various days.
- Average traffic volume was 600-1000/hr during work hours 9-5.
- Truck volume was as high as 40-50/hr

### **Links:**

<http://clarkavenuetremont.weebly.com/traffic.html> Archived 2009 Materials: Traffic, Photo and Video pages most useful.  
<https://www.youtube.com/user/tremontcamera> Archived Traffic Videos  
<http://clarkscranton.weebly.com/> Links to Archived Traffic Videos