



# Clement Avenue Safety Improvements

## Open Gov All

June 18, 2019, 10:01 AM

### Contents

i.	Summary of comments	2
ii.	Individual comments	3

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

## Summary Of Comments

<b>As of June 18, 2019, 10:01 AM, this forum had:</b>		<b>Topic Start</b>
Attendees:	147	May 22, 2019, 4:32 PM
Comments:	90	
Hours of Public Comment:	4.5	

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## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

### Individual Comments

#### Please provide your comments

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**Doug Letterman**

inside ALAMEDA CITY  
June 5, 2019, 12:44 PM

Why is only one side of the street a marked crosswalk?

#### What do you think about this option?

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**Name not available**

inside ALAMEDA CITY  
May 30, 2019, 12:53 PM

This option is only a slight improvement over the status quo and does not continue the vision of a protected network to get across the island on a bike. Paint is not protection. I have to ride my bike across the island, so I will ride either way. But I will not let my son ride until the streets become safer.

#### 2-way bikeway concept- add your feedback

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**Jon Lau**

inside ALAMEDA CITY  
May 30, 2019, 8:51 AM

There are too many stop signs in Alameda. This should just be a single cross walk with pedestrian activated yellow flashing lights. There isn't enough pedestrian traffic here to justify stopping cars.

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**Name not shown**

inside ALAMEDA CITY  
May 30, 2019, 10:39 AM

I live very close to this intersection and it definitely needs a stop sign! Cars speed through here and it feels like I'm taking my life into my hands every time I cross Clement.

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**Name not available**

inside ALAMEDA CITY  
June 2, 2019, 2:42 AM

My experience (as a cyclist) with the fully partitioned 2-way bikelanes hasn't been positive. I've actually had a much higher number of near incidents with people getting out of cars, particularly with children. My personal preference is one way bike lanes with traffic whenever there are parking spaces, because passengers tend to exit curb side. With this 2-way configuration, car passengers have no "safe" spot to exit, and often camp out in the bike lane assembling strollers etc.

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**Name not available**

inside ALAMEDA CITY  
June 2, 2019, 9:21 PM

I'm really excited about the two-way bike lanes on Clement, and I think while there should be more crosswalks, I don't think stop signs are necessary in this stretch of Clement.

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**Name not shown**

inside ALAMEDA CITY  
June 2, 2019, 9:44 PM

Crosswalks and bulb-outs all up and down Clement will work to slow down traffic and keep people safe. Looks good. I think it's worth losing a few parking spots to get more people on bicycles and lessen traffic and congestion.

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**Name not available**

inside ALAMEDA CITY  
June 3, 2019, 7:00 AM

I love stop signs and marked pedestrian crossings - they accomplish cheaply what everyone wants - smooth traffic, no red lights, safety for vehicles, pedestrians and vehicles. If you want to read a more eloquent explanation, try reading Walkable City Rules: 101 Steps to Making Better Places by Jeff Speck...

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**Name not available**

June 3, 2019, 8:15 AM

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

Are the simple plastic sticks the only barriers on the protected parking side? What are the protecting items when the parking is reduced/removed, for example heading westbound in this example? The illustration does not show what barriers are in place when protected parking is not present.

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### Name not shown

inside ALAMEDA CITY

June 3, 2019, 8:47 AM

There's a long stretch of painted unprotected-by-parking near this intersection. Are the plastic sticks the only barrier between bike riders and cars when protective parking is removed? The illustration doesn't show any planters or the shoreline-like rubber bumpers. I would feel safer with something a little more durable than paint and sticks between drivers and my kids.

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### Doug Letterman

inside ALAMEDA CITY

June 5, 2019, 11:23 AM

Additional stop signs are great. I would assume that sidewalks will be brought up to modern safety and accessibility standards, including widening where necessary.

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### Name not available

inside ALAMEDA CITY

June 5, 2019, 2:24 PM

Paint does not protect bicyclists from distracted drivers. I prefer the option where parked cars buffer the driving and bike lanes

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## Please provide your input

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### Zach Kaplan

inside ALAMEDA CITY

June 3, 2019, 2:35 PM

For safety reasons I request no 2-way cycle tracks between the sidewalk and parked vehicles and no door zone bike lanes.

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## Please let us know what you think

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### Name not shown

inside ALAMEDA CITY

May 30, 2019, 12:09 PM

Ugh, the "sharrow" lane at Clement and Park Street is awful, and it looks like it's could stay that way. It is currently too narrow for a bike to be alongside a car - is there really no other way to accommodate trucks? Couldn't the three parking spaces on the opposite side of the street be removed to add space that way? And how was this fixed in the other model, yet it can't be fixed here?

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### Name not available

inside ALAMEDA CITY

June 3, 2019, 3:48 PM

If anyone was still on the edge about the two-way cycle track, the bike lane drop at Park should be reason enough to ditch the Class II in favor of Class IV. Separated cycle track is the only option that will truly connect our Cross Alameda Trail.

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## Please add comments about the Grand St. terminus

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### Cristine Baker

inside ALAMEDA CITY

May 30, 2019, 8:16 AM

Assume that whatever changes or additions are implemented to sidewalks along Clement Avenue for pedestrian safety, it would include removal or moving of current power poles and fire hydrants that are in the middle of the sidewalks.

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### Name not available

inside ALAMEDA CITY

June 2, 2019, 11:27 PM

Why are there cars on the other side of the bike lane? That means they'll be crossing it to park! Why not a completely separate-from- cars lane for bikes?

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

### Doug Letterman

inside ALAMEDA CITY

June 5, 2019, 12:42 PM

This would be the best alternative if the bike lanes were not directly in the door zone. Why aren't protected bike lanes offered as an option?

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### Name not available

inside ALAMEDA CITY

June 11, 2019, 2:26 PM

Having adequate space for vehicles is important along this road. The street is used for wide loads to transport goods, boats, and conduct business. The minimum width for vehicles as stated by CA code, does not mean that is adequate for this street. If one sidewalk could be reduced or eliminated, it might ensure adequate space for all the planned transportation methods. Something has to give in order to balance all needs adequately.

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### Name not available

June 12, 2019, 1:13 PM

I agree that maximum space between parking lanes is preferred, and the traditional bike lane option provides exactly that. There are many commercial driveways and loading docks along the south side of Clement (eastbound direction) that the narrower lanes will block or prevent access to. Navigating around those trucks can be problematic under current conditions. Narrower lanes will make things more dangerous.

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### Name not shown

inside ALAMEDA CITY

June 12, 2019, 1:33 PM

The traditional bike lanes provide the maximum width of the street, which is preferred based on the many uses the street provides. There are many existing businesses that require access to their driveways and loading docks. The wider street provides the safest possible access for drivers and employees of our neighborhood businesses.

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### Name not shown

inside ALAMEDA CITY

June 12, 2019, 9:12 PM

There shouldn't be a terminus at Grand. Please complete Clement, get rid of the Pennzoil station and work out property rights adjacent to Wind River.

## Please provide your input on this hybrid option

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### Name not available

May 30, 2019, 11:14 AM

We need to keep parking on both sides of the street from here to Broadway. Children can turn down Walnut to get to the high school.

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### Name not shown

inside ALAMEDA CITY

May 30, 2019, 12:14 PM

Neither of the east bound options for bikes in the hybrids model are particularly good, plus there's half the parking. Parking isn't actually a great concern of mine, but fewer spaces means more cars doing unpredictable things while look for parking, which is ultimately more dangerous for cyclists.

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### Name not available

June 4, 2019, 12:21 AM

Needs to be a direct way to access Rubys Tumbling. You will have a lot of parents having to cross two busy streets in this scenario and circling for parking. This plan might close this business due to the lack of access.

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### Doug Letterman

inside ALAMEDA CITY

June 5, 2019, 1:07 PM

I think this is the best option for this section. It provides all the benefits of the two-way cycle track option, but also the convenience of an eastbound bike lane on the south side of the street for people who don't want to go through the trouble of crossing Clement to go east or are going fast enough to make right-turning drivers a very real safety

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

concern. I just wish the eastbound bike lane was not directly in the door zone.

### 2-way bikeway concept- what do you think?

#### Name not shown

inside ALAMEDA CITY  
May 30, 2019, 5:47 AM

I worry about pedestrians crossing the bike lane blindly from between parked cars.

#### Name not available

inside ALAMEDA CITY  
May 30, 2019, 7:20 AM

While I agree the bike lanes look nice and clean up the view of the city streets, it does not aid in the movement of traffic, which is the major concern on this island. The floating bumpouts are a bad design. I have seen numerous occasions where drivers can't see them and run into them as they enter or exit the parking space next to them. That ruins tires. These designs have also created more congestion, as buses now create more traffic backups as there is no room for them to pull out of the lanes to stop. Along with increasing bike ridership, statistics show that there is an increase in bike accidents. The major goal should be to get traffic on and off the island, and bicycles are not solving that problem.

#### Cristine Baker

inside ALAMEDA CITY  
May 30, 2019, 8:09 AM

The two-way bike lane concept would be unsafe in this area. There will be many vehicles coming in and out of the Alameda Marina area when built. Most vehicle drivers have difficulty looking one way when they exit an area let alone looking both ways for bicycles that will be coming at them from both directions. Bumpouts are also a costly addition that do not improve safety and can, in fact, cause more problems. Lose them.

#### Name not available

May 30, 2019, 8:58 AM

Absolutely. The best way to go is protected bike lanes

#### Name not shown

inside ALAMEDA CITY  
May 30, 2019, 11:21 AM

I like the 2 way bikeway concept for ALL of Clement. I also like the stop signs at Schiller and Stanford as this will help slow down drivers. I live at Grand and Eagle and walk/ride Clement all the time. I've seen people driving 40-80 mph on this road. It is dangerous for all.

#### Name not shown

inside ALAMEDA CITY  
May 30, 2019, 12:04 PM

As an island cyclist, I generally approve of protected bike lanes. The two-way lane along Shoreline is wonderful, but this one has a major difference - the amount of cars turning in and out of the driveways on Clement. I come in and out of one of those lots regularly, and it already feels dangerous pulling out onto Clement. A cyclist would be in danger from drivers not paying attention to bikes coming at them from the right in the bike lane.

#### Name not shown

inside ALAMEDA CITY  
May 30, 2019, 12:33 PM

I love this! It looks so much better and safer than what's there now.

#### Name not available

inside ALAMEDA CITY  
May 30, 2019, 12:47 PM

This design is really great. I live on the west side of town and regularly ride to downtown Oakland or Fruitvale BART. My bike is too long for AC transit, so having a safe way to cross the island is so important. For the intersection at Grand and Clement, can a pedestrian island be created to improve visibility and shorten the distance for people walking south/southwest across Clement?

#### Pete Grosser

inside ALAMEDA CITY

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

June 1, 2019, 11:08 PM

This is the safest, and best option. The other segments of Cross Alameda Trail are two way bikeways. This is a no brainer.

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**Name not shown**

inside ALAMEDA CITY

June 2, 2019, 7:53 AM

I prefer this option because in balance, it's the safest. It will be exciting to extend the Cross Alameda Trail and allow people to safely travel along this corridor, connecting up to access points like the ferries and future bike-ped bridge to Oakland.

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**Name not shown**

inside ALAMEDA CITY

June 2, 2019, 5:00 PM

This looks fantastic and much safer than the current situation. I live nearby.

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**Name not available**

inside ALAMEDA CITY

June 2, 2019, 9:13 PM

On balance, I think the two-way protected bike lane concept is the best path forward for the Clement upgrade.

This part by Grand will actually make it more difficult for cyclists to turn left safely from Clement, since there doesn't seem to be a place for cyclists to assert the lane either via a bike box or a merging of cycleway and roadway near the intersection. You can expect cyclists to be turning left from the north crosswalk, which is probably not ideal for anyone. Is the 2-way protected bike lane on Grand part of this plan?

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**Name not shown**

inside ALAMEDA CITY

June 2, 2019, 9:41 PM

Clement is in bad need of an overhaul. People drive this road like it's a highway, and even though it doesn't have stripes like a four-lane road, it's so wide and uncontrolled

that people treat it that way. I've seen so many unsafe passes and people going 20+ MPH over the limit. This plan will make Clement more manageable for pedestrians, bicycle riders, AND people who would like to get across the island in a sane way. I'm excited to see it implemented.

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**Name not available**

inside ALAMEDA CITY

June 3, 2019, 6:54 AM

I think this will work great once the entire plan for this side of the island is phased in. In other words, the development at the Marina will need to be incorporated into the plan, as well as the road passing through the current Penzoil property. Continuity is KEY to any bicycle infrastructure plan. Disjointed plans leave bicycles vulnerable and increase the likelihood of people on bicycles making their own rules. It would help for the public to see what the bigger picture plan is.

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**Name not available**

June 3, 2019, 8:11 AM

As a regular bike commuter, I appreciate having parked vehicles and physical barriers between myself and potentially dangerous car behavior. Narrower car lanes force drivers to drive slower when passing each other.

It can be really awkward to change sides of the road when exiting / entering the 2-way bikeway. For example, the approach from Broadway to shoreline, even though it is a stop sign in all 3 directions, includes extra confusion as bike riders transition into/out of the 2-lane bikeway.

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**Erik Purins**

inside ALAMEDA CITY

June 3, 2019, 8:42 AM

There is a callout on this intersection for 'high visibility crosswalk'. Are there plans to improve the lighting adjacent to the cycle track (for all intersections) as well as the visible clearance?

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**Name not available**

inside ALAMEDA CITY

June 3, 2019, 9:25 AM

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

I believe the 2-way protected lane concept is the best option for balancing car traffic and bicyclist safety. I live in the new development on Clement and Willow. There are 52 units there, over 30 that directly enter and exit on Clement. This option makes entry and exit to Clement easy for cars as they wouldn't need to pass over a single lane bike way. I'd also request that a crosswalk or other affordance be placed at the corner of Clement & Willow given the 50 new families that have just moved in on that corner.

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### Name not shown

inside ALAMEDA CITY

June 3, 2019, 11:55 AM

I appreciate the most protected lanes, the safer we make these lanes the more likely they are to be used. Also the more our "cross island" pathways become established the more known they will be and the more used they will be. This is a plan with eyes on the future. To those who complain about losing street parking, I encourage them to lean into the development process which would insist on more parking availability at new development (such as hotels, and the Del Monte redesign, etc). In Oakland you see plenty of new condos with parking on the first level (behind store fronts sometimes) and condos above, let's insist on developers building the parking and using our streets for ALL types of movement through the city.

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### Name not available

inside ALAMEDA CITY

June 3, 2019, 3:26 PM

Strongly support the 2-way bikeway option!

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### Doug Linney

inside ALAMEDA CITY

June 3, 2019, 4:14 PM

2 way bikeways are proven to be the safest streetscape for bicyclists. Clement is a relatively unbusy street and pretty perfect for a bike "highway". If we want to encourage more people to bike, we MUST provide the infrastructure to support that. Right now I use Central Ave.->Santa Clara, Southshore->Crown Beach and Clement->waterfront (at Grand) when I travel East to West (and vice-versa). I would love to see improvement on Clement that make it safer to traverse. I'm not particularly happy with the Oakland Telegraph "protected" bikeway,

but that's because it's such a busy thoroughfare and too often there are cars or other obstructions in the bike lanes. Enforcement is important.

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### Name not available

June 4, 2019, 12:26 AM

Floating bump outs are a waste of money.

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### Name not available

June 5, 2019, 11:07 AM

Rigorous and ongoing parking enforcement will be essential to keeping the bikeway safe. As demonstrated by the Telegraph parking-protected bike lanes in Oakland, drivers will routinely park in the daylighting zones at intersections and driveways blocking the view of oncoming cyclists.

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### Name not available

June 5, 2019, 11:08 AM

Rigorous ongoing parking enforcement will be essential to keeping the bikeway safe. As demonstrated by the parking-protected bike lanes on Telegraph in Oakland, drivers will routinely park in the daylighted sections of the street at intersections and driveway, blocking the view of oncoming cyclists.

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### Doug Letterman

inside ALAMEDA CITY

June 5, 2019, 11:09 AM

Rigorous ongoing parking enforcement will be essential to keeping the bikeway safe. As demonstrated by the parking-protected bike lanes on Telegraph in Oakland, drivers will routinely park in the daylighted sections of the street at intersections and driveway, blocking the view of oncoming cyclists.

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### Name not available

inside ALAMEDA CITY

June 5, 2019, 2:21 PM

This works best out of the options as it protects and promotes biking and takes bikes out of the traffic lanes.



## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

This is important for families and children who will use this corridor to get cross island. It also minimizes conflicts with cars and pedestrians

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**Name not available**

inside ALAMEDA CITY

June 6, 2019, 4:30 PM

I think the 2-way bikeway concept is the safest option. It works so well on Shoreline Drive.

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**Name not available**

June 8, 2019, 8:10 AM

Looks good

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**Name not shown**

inside ALAMEDA CITY

June 8, 2019, 7:44 PM

I think the two-way bike lane on one side is the way to go if there is a change in this direction. (i.e., not hybrid or one lane on each side). However, I disagree with the goal of reducing speeding. There are no passageways through the island that allow a greater speed, and I think Clement is a great choice for creating a 35-mile per hour through-way. It is a largely industrial area and a great option to allow cars to enter the island via Park St. bridge and "scoot" up to Grand St. without dealing with the mess of lights and congestion on Park St. The reason why we have a problem with speeding is too many people in Alameda and no one road where people can go a little faster legally and safely. So then we have lunatics speeding on all our streets, including those with schools, shops, and residential areas. The 35-mile-per-hour zone on Lincoln/Tilden between the Fruitvale Bridge and Park St. is IMO successful - let commuters scoot through and keep speeding off other streets.

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**Name not available**

inside ALAMEDA CITY

June 11, 2019, 2:15 PM

No. Clement is not wide enough to add a full 2 way bike way. As seen by the excessively narrow Shoreline Drive, Clement cannot safely conduct all the transportation methods envisioned (pedestrian, industrial traffic (wide

load trucks/boats), commuters, cyclists). Something or someone will be short changed. Getting mad at your fellow citizens for pointing this out doesn't change the fact that the recommended plan cramps everyone. Something has to give. You cannot put the proverbial square peg into a round hole. Why isn't the cross Alameda bicycle path being routed through the new Alameda Marina Area? Isn't that sufficient?

Although many think Shoreline Drive is a success, it is not. Again, it is too narrow for vehicles and the bicycle lanes are underutilized for the amount of money spent.

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**Name not available**

inside ALAMEDA CITY

June 11, 2019, 3:06 PM

No to two-way bikeway. Want wide bike lanes on either side of street.

Argument: bike lanes on either side of street is much more intuitive, hence more safe than this proposal. Auto drivers and pedestrians don't expect nor know how to react to cyclists traveling and/or turning on same side of street. Two-way bike lane will cause more auto-bike and ped-bike accidents because peds will step out without looking both ways, and cars won't see bikes coming in both directions while turning. Two-way bike lanes are a bad idea that no one will understand.

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**Name not available**

inside ALAMEDA CITY

June 12, 2019, 7:35 AM

Great!

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**Name not available**

June 12, 2019, 11:11 AM

Clement is a heavily traveled street with significant cross traffic at Oak, Park, Everett and Broadway, to say nothing of existing business driveways and future development within the Alameda Marina. Clement is a truck route. The City and AC Transit prefer to relocate the bus service from Buena Vista to Clement. The City wants to add a cycle track? We are asking too much from this street to service all of these needs. I'm a cyclist and at no time will I feel safe riding a the cycle track along Clement. The cycle track on Shoreline is great because there are no

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

obstructions. Thousands of cars daily will need to cross this proposed cycle track with cyclists traveling at speed in a non-conforming direction. The City is crazy in saying this design protects riders. A cycle track works with MINIMAL cross traffic. It should be located along the water as a part of the Bay Trail system. Traditional bike lanes on Clement are appropriate.

There are many business with loading docks on the south side of Clement. Trucks at these docks protrude out into the eastbound lane under existing conditions. Narrowing the travel lanes and pushing them closer to the south side only exacerbates the problem. Delivery trucks, garbage trucks, tow trucks (2 auto body shops on Clement) need access to these businesses. Double parking and lane blocking will increase creating a dangerous situation for these employees and drivers. Will the City be willing to accept liability for future accidents?

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### Name not shown

inside ALAMEDA CITY

June 12, 2019, 11:25 AM

No two-way cycle track. I love the concept, but the City is kidding itself thinking this design protect cyclists crossing Oak, Park, Everett and Broadway, to say nothing of the many driveways and businesses along Clement, including future development in the Alameda Marina. Cyclists traveling in the non-conforming direction are at the greatest risk. I am cyclist and would never ride in this track. The design works at Shoreline as there are no obstructions. This style is completely inappropriate here.

Clement is a heavily traveled street and serves a myriad of uses. It is a truck route. AC Transit and the City prefer to relocate the bus line there. We are asking too much of this street already. Businesses in some older buildings have loading docks where trucks protrude out into the street under current conditions. Narrowing the street with a cycle track only make these dangerous conditions worse. Does the City have safety concerns for those employees and truck drivers? I appreciate the concern for cyclists, but not at the expense of everyone else's safety.

## 2-way bikeway concept- give us your feedback

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### Name not available

June 3, 2019, 8:20 AM

This crossing indicates 'high visibility' crosswalk, but it looks like some vehicle parking is still close enough to the intersection to obstruct views. Please eliminate enough parking from the corners of intersections to provide clear views for drivers if something like a box truck is parked closely.

Are streetlight changes or improvements part of the plan? Will the track be sufficiently lit to help cars visualize reflective details and lights on riders?

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### Name not available

June 4, 2019, 12:28 AM

This makes no sense. There are businesses here that need driveways.

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### Doug Letterman

inside ALAMEDA CITY

June 5, 2019, 11:15 AM

Many right-turning drivers don't look right or even stop for pedestrians approaching from the right, and certainly not for fast-moving bikes. I will likely avoid the cycle track and ride in the eastbound traffic lane when traveling eastbound for this reason.

## 2-way bikeway concept- provide feedback

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### Cristine Baker

inside ALAMEDA CITY

May 30, 2019, 8:11 AM

If you insist on using the 2-way bike lane concept on Clement Street, you should continue it around the corner to Oak and Blanding for easy, safe access to the Park Street Bridge. You may want to change these two streets to one-way in this area to accommodate this change.

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### Name not shown

inside ALAMEDA CITY

June 2, 2019, 9:46 PM

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

It is a little strange that there appear to be north/south bike lanes in the intersection but not on Oak itself.

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### Name not available

inside ALAMEDA CITY

June 3, 2019, 7:04 AM

I know from experience driving Telegraph Ave in uptown Oakland that it is very important to have a clear and physical barrier between vehicles and bicycles - otherwise the vehicles end up driving in and sometimes parking in the bicycle lanes. I can't see from this drawing what the barrier will be, but I encourage a physical barrier that is unmistakable and high enough to see in a rear view mirror.

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### Name not available

inside ALAMEDA CITY

June 3, 2019, 7:06 AM

I strongly encourage you not to make any streets one way without a compelling reason - again, please refer to Walkable City Rules: 101 Steps to Making Better Places by Jeff Speck for some perspective on this.

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### Name not available

June 3, 2019, 8:25 AM

Oak street includes sharrow-marking from Lincoln past the high school - since this intersection is a bikeway-to-bikeway intersection, could more attention be drawn to that along Oak? I understand that this is the Clement plan, but making a slight improvement to Oak, or its transition, could help car drivers adjust their expectations of bike behavior of bikes exiting and turning south towards the library.

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### Erik Purins

inside ALAMEDA CITY

June 3, 2019, 8:51 AM

Please reduce parking near this intersection more than indicated; I expect this to be a somewhat bike-busy intersection, given that Oak from the library to the high school is sharrow-marked, and is a major bike lane all the way to/from South Shore Center, and is the major marked bike road alternate to Park street.

Improvements to the paving color and lane guides onto southbound Oak would help indicate rider behavior to drivers.

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### Name not available

inside ALAMEDA CITY

June 3, 2019, 3:46 PM

I love the two-way bikeway and as part of the Cross Alameda Trail, it is the only design that makes sense. I am concerned about how the bikeway will interact with the little bulbouts that are being added to provide ADA access around poles. Of course this is a priority, so if a little more parking needs to be removed to make the curvature of the bike lane more gentle, that may need to happen. On a higher level, I'm curious about why utility under-grounding isn't happening before or as part of this project. It seems like something that will need to happen eventually, and adding a little bulbout for every phone pole seems odd if the lines will get buried in a few years anyway. What's the story?

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### Name not available

June 4, 2019, 12:31 AM

How are trucks going to turn right onto park st with those floating concrete things?

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### Name not shown

inside ALAMEDA CITY

June 6, 2019, 6:06 PM

No push buttons, please. Loop detectors are needed at any of the signalized intersections. Push buttons are always hard to access especially when you are hauling cargo, or have a large bike that makes it difficult to maneuver to the button.

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## 2-way bikeway concept- comment

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### Name not shown

inside ALAMEDA CITY

May 30, 2019, 5:21 AM

Install a FOURWAY STOP SIGN at clement and grand. The 3 way is not safe. esp for the drunks coming from Mosleys.

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

### Name not shown

inside ALAMEDA CITY  
May 30, 2019, 8:46 AM

There should be a dedicated left turn lane on Clement going east bound turning onto Park St north. There seems to be enough space to reduce the concrete island on the north side a little bit to accommodate a left turn lane. Drivers going straight east bound on Clement have to wait for all the vehicles turning onto Park Street north, creating a backup.

### Name not shown

inside ALAMEDA CITY  
May 30, 2019, 2:52 PM

I concur with a previous comment. This intersection needs a dedicated left turning lane (with arrow) from Clement Ave onto Park street. Motorists turning left onto Park street already create a backup. This is especially important if bicyclists will also be crossing Park street on the same green light.

### Name not shown

inside ALAMEDA CITY  
June 1, 2019, 8:45 PM

I like the idea of a bike corral, but why here? Are there businesses here that will use it?

### Name not available

inside ALAMEDA CITY  
June 2, 2019, 9:26 PM

I think the two-way bike path is a great direction for Clement and for Alameda. I think this part of the path will be exceptionally dangerous for cyclists heading West across Park St. because of the oncoming left turners. Without being able to assert the lane, cyclists will be even more likely to be unseen or ignored by people trying to get onto the Park St. Bridge. As others have said, it's possible that a dedicated left turn arrow eastbound from Clement onto Park would help this situation, but even when both sides have a green, I would expect a dangerous situation. I would also be cautious of westbound Clement motorists turning right onto Park and into cyclists/pedestrians. Perhaps there needs to be a pedestrian/cyclist green light

that precedes the eastbound green light by a second or two.

### Name not available

inside ALAMEDA CITY  
June 2, 2019, 11:35 PM

A raised bike pathway would be especially great here. As much physical separation as possible from the cars, please! Make these bike paths something young, tiny kids can use!

### Name not available

inside ALAMEDA CITY  
June 3, 2019, 7:10 AM

What is the plan for cyclists getting over the bridge here and how does it intersect with the protected bikeway?

### Name not available

June 3, 2019, 8:29 AM

Google maps redirects a high volume of map traffic to the Park St. bridge through this intersection, who will be turning right. Especially good protection at this northeast corner would be welcome. Additionally, helping apple/google maps recognize an alternate traffic route via reaching out to them on acceptance of whatever plan is finalized might help.

### Erik Purins

inside ALAMEDA CITY  
June 3, 2019, 9:53 AM

When crossing the bridge out of town, google maps frequently directs me to turn Broadway to Clement to park. That flow is going to clip directly into the lanes; plan carefully!

### Name not available

June 4, 2019, 12:34 AM

Cars will not be able to see bikes that are stopped that far back, bikes won't stop there (on Clement).

## Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

### Doug Letterman

inside ALAMEDA CITY

June 5, 2019, 1:01 PM

Convenient and safe bicycle access to the Park Street bridge will be key here. If there's a bike-only signal that's great for safety but if the recall interval is too long (as is too often the case with pedestrian/bike-only signals) I'll simply use the eastbound vehicle lane (or more likely Blanding Ave) for the sake of convenience when biking to the bridge from the west.

## 2-way bikeway concept- your comments

### Name not shown

inside ALAMEDA CITY

June 1, 2019, 8:48 PM

Is there a protective barrier here between the bikeway and the traffic lane? It looks like there is only striping. That wouldn't be enough.

### Name not available

inside ALAMEDA CITY

June 2, 2019, 9:33 PM

We live on this block of Clement and have been excited to see change for many years now. The proposed two-way bike path looks like the best solution to me.

The intersection of Clement and Broadway is exceptionally dangerous to pedestrians because motorists turning from Clement to Broadway and onto Clement from Broadway both do so at high speed and with little regard for the one stop sign. I see close calls here almost every day.

With that said, I'm disappointed that stop signs aren't proposed for north and southbound on Broadway, but the high visibility crosswalks will help a great deal. The bulbouts will also help immensely as it will give pedestrians more visibility to motorists before they set foot in their path. Looks great!

When it comes to the bike path, there is definitely a loss of parking for the businesses on the north side of Clement, and I expect they will not be thrilled about it. However, as far as I know, all of these business have driveways and at least some onsite parking, so I think it's worth the safety of the protected path. I also think just slimming Clement down will have a huge psychological impact on drivers, who

currently treat it like a four-lane highway even though it may not be striped as such.

While it's not shown in the plans, I think adding high visibility crosswalks and bulbouts at Clement and Everett will help even further to slow traffic and save lives.

### Name not shown

inside ALAMEDA CITY

June 2, 2019, 9:52 PM

The intersection of Clement and Broadway is one of the most dangerous traffic areas on the island. We live within feet of here and have seen numerous near-misses as well as actual collisions. We also have noticed more and more children frequenting this area and all this makes this Clement project especially crucial.

It would be best if there were stop signs on Broadway, but failing that, these crosswalks are better than nothing.

However, the crosswalk across Clement on Broadway will mean nothing without the bulb-outs. Please keep them in the final design. Drivers ignore the stop sign as it is currently designed, especially in turning right onto Broadway.

It would be best to add stop signs on Everett and Clement too, so that this road is treated less like a highway.

### Name not available

inside ALAMEDA CITY

June 3, 2019, 7:14 AM

Bicyclists need to be PRIORITIZED here (along with pedestrians), and vehicles need to accommodate the cyclists - anything else puts the cyclists at risk of harm or death, which is not acceptable. Getting home or to work a few minutes faster is not a valid reason to put anyone cycling or walking at risk. I don't know the correct solution here, but I encourage thinking in line with the above as you continue to work on this dangerous intersection.

### Erik Purins

inside ALAMEDA CITY

June 3, 2019, 8:34 AM

It is especially important that this intersection be free of parking, to provide a clear view. Please imagine each parking spot full of a box truck.

I have personally (on my bike and in my car) encountered

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an extreme number of high speed vehicles turning quickly without caution into and out of this intersection.

This intersection should include traffic calming (humps, reduced width, etc) on Broadway from both directions. I realize that this is a regular bus route, not sure how to make that any better WRT to traffic calming.

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**Name not available**

inside ALAMEDA CITY

June 3, 2019, 3:54 PM

I walk through this intersection multiple times a day (going to/from the store) and drivers are insane. I almost get run over all the time. I'm optimistic that this design will improve the situation, but agree with the commenter who suggested lots of day-lighting. A nice big bulb-out on both sides would be great. There is plenty of parking on Broadway. If there is any way to repave and widen the bike lanes on Broadway, at least from Blanding up to Tilden as part of this project that would improve transitions a lot.

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**Name not available**

June 4, 2019, 12:39 AM

Floating bump outs are expensive and pointless. This plan does nothing to slow traffic on Broadway, needs another stop sign. Many people make left turns onto clement here because of GPS so a stop sign would help protect everyone.

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**Doug Letterman**

inside ALAMEDA CITY

June 5, 2019, 12:35 PM

Please eliminate more parking west of the intersection so fast-moving eastbound cyclists are not obscured from the view of left-turning eastbound drivers.