

Clement Avenue Workshop and Survey Results

(June 2019)

Outreach Summary

City of Alameda staff invited participation in a workshop and a survey for the Clement Avenue Safety Improvement Project. The workshop was held on Monday, June 3, 2019 to discuss preliminary recommendations for addressing speeding and safety while improving walking, bicycling and driving on Clement Avenue between Grand Street and Broadway. The corresponding survey was conducted online from May 22 to June 16, 2019. The Clement Avenue project web page shows the materials and video from the workshop: <https://alamedaca.gov/clement>. The survey can be accessed via the Clement Avenue web page or directly: <https://www.opentownhall.com/7541>

The City sent a letter to the adjacent properties and property owners, issued a community advisory/press release and distributed the information via social media, email listservs, the web survey email list and the City of Alameda web site as well as neighborhood barricades located on Clement Avenue at Grand Street, Park Street and Broadway. The Alameda Sun announced the workshop in the May 16, 2019 newspaper on the front page. There were over 30 individuals in attendance at the workshop, which was held at City Hall. City staff and the consultant team received comments via comment cards at the workshop, verbally at the workshop and via email and phone before or after the workshop from community members who were not able to attend. For the survey, a total of 90 comments were received.

The comments are summarized below and also are shown verbatim for both the workshop and the survey.

Comment Summary

The public outreach process for this phase has reestablished broad community support for the project goals: provide safer bicycling and walking, reduce speeding, complete the Cross Alameda Trail, maintain a viable truck route, and minimize parking loss. Most respondents expressed support for the staff recommended concept of a two-way protected bike path. Nevertheless, a significant number of people expressed direct or indirect support for the Class II bike lane approach. Those who preferred the more traditional bike lane approach had differing reasons. Some expressed reservations about the safety of bicyclists in a two-way bike path or ease of entry and exit to the bike lanes from the adjacent neighborhood streets. Others shared a desire to preserve a more open roadway for truck access as well as driver comfort and convenience.

Many residents expressed their fear and frustration with the current conditions. They cited high vehicle speeds, not being able to safely cross the street on foot, and difficulty entering Clement Avenue from side streets due to poor visibility and high vehicle speeds. Most people strongly supported additional stop signs and crosswalks along the corridor. A significant number of

responses requested stop signs at Willow Street and Chestnut Street be considered in addition to, or in place of, the proposed stop signs at Schiller Street and Stanford Street. There were a small number of residents that consistently advocated for preserving Clement Avenue as a high speed route for vehicles to cross the island, opposing the addition of stop signs along the corridor.

Two responses supported the Hybrid Concept. However, they may have believed the transitional segment was an option for the entire corridor when expressing their preference (two-way bike path plus a Class II eastbound bike lane.) Residents generally supported improving the sidewalk experience by bringing them into ADA compliance and undergrounding utilities, if possible. Several comments cited cost and traffic flow concerns in opposition to using bulb outs. Other comments supported ensuring ADA accessible parking was sufficient and convenient, and to preserve and enhance the urban forest.

Clement Avenue Safety Improvements - Pubic Input

<u>Topic</u>	<u>Specific Comments</u>		<u>Notes</u>
	<u>In Support</u>	<u>In Opposition</u>	
Two-way protected bike path (Staff recommendation)	37	16	8 respondents opposed citing safety or convenience for bicyclists 6 respondents opposed citing concerns for drivers and truck access
Class II bike lanes	7	7	All seven in opposition cited safety, fear due to absence of a physical barrier
Hybrid concept	2	1	Not clear if commenters understood this treatment was only for the transition segment, not the entire corridor
Additional stop signs	14	5	Many comments requesting additional stop signs at alternative locations, especially at Chestnut, and Willow. Several opposed to slowing down traffic.
Additional crosswalks	7	-	
Traffic calming	10	3	Many citing high speeds, danger crossing street on foot or difficulty entering street by car. Some asking for 35 mph high speed corridor to cross island
Improving visibility	9	-	Many concerned about drivers seeing bicyclists coming from the right on two way bike path
Keep wide lanes for trucks and driver safety/convenience	8	-	
Minimize parking loss	4	-	
Fix sidewalks (ADA & utility undergrounding)	5	1	
Use of bulb outs for pedestrian safety & traffic calming	2	5	

Comments at the Workshop

☒ How wide are the sidewalks along Clement right now? How would this width change with the project, and what would it change to?

☒ Think about how Shoreline has impacted the community when planning for Clement. For instance, there was once a large truck parked on the side of the road, and there was no room for them to fully pull over, so the truck was sticking a few feet into the traffic lane. Because of this, vehicles had to try and pass the truck by driving into oncoming traffic. This poses a huge safety hazard. Will the parking spaces be wide enough to accommodate the large trucks that frequent Clement and the industrial businesses along it?

☒ How are large trucks and trucks hauling boats supposed to get down Clement to the Boat Yard? These large vehicles are not able to go down any other street, they are frequently up to 16- foot wide.

☒ How will cyclists get across Park in terms of signaling? Will they go across Grand?

o Consultant Response: These types of details have not been determined and will be decided at a later date. Certainly, one option is having bike- specific signaling, which is safer for bikes than other types of signaling.

☒ If two trucks are coming at each other from opposite sides, will there be enough room for them to pass each other? Would they have to move into the bicycle lanes to have enough room?

☒ Once the new developments along Clement are built, what is the traffic density expected?

o There will certainly be less trucks, but there will be a higher number of cars.

☒ Would the existing blue curbs go away? Shoreline removed some and it had a negative effect. Will there be parallel blue curb space included in these plans?

o The plans would enhance ADA access, including blue curbs. Because of the 7-foot parking space width, parking is constrained, meaning that blue curbs will be located closer to the intersections along Clement, which may sometimes be farther from businesses.

☒ (Commenter gave a photo to Gail Payne) This photo shows the existing urban trees along Clement, which serve as an urban forest. Please do not remove these trees.

☒ Chestnut is not slated to have a stop sign. Can one be placed at the intersection with Clement? Other locations that could use an intersection could be Walnut and Willow.

☒ With the stop lights at Park Street, Caltrans stated that this was supposed to be on-demand only, but this is not the case and cars back up significantly. Will this be changed?

☒ 2100 Clement has an agreement to only use their garages, and not use street parking, but residents are not following this rule. Can the City ask them to park in their garages to make more room on the street?

☐ Are there any considerations being made to put a left turn lane from eastbound Clement onto Park Street? There is a lot of congestion here because people are not able to turn quickly, and it backs traffic up behind it.

o Since Clement is indeed a truck route, there are difficulties in accommodating this type of turn while also providing sufficient space for all modes.

☐ The AUSD Warehouse sticks into the sidewalk, and the sidewalk becomes only about a foot wide, are there any plans to turn this into a wider, more usable sidewalk?

o AUSD Warehouse has applied for a zone change, which may indicate they are wanting to sell. If that is the case, a new tenant can perhaps be required to widen this sidewalk.

☐ Can the signal lights on Clement be modified so they are all the same length? People trying to turn only have a few seconds, so the turn lanes get backed up and people are running red lights.

o Response from City Engineer: The Park Street signal sequencing is currently being implemented, and will be up and rolling soon.

☐ Would homeowners be taxed to take care of this project? Residents already pay a significant amount for flooding, etc. The City took over street sweeping and is doing a terrible job.

☐ The bike lane on Clement needs to happen. Once I was hit by a car while riding my bike with my son strapped into the back. Additionally, there is a concern that there would be such large trucks heading to the Marina on this route, and visibility of bikes and pedestrians needs to be considered carefully.

☐ What ADA sidewalk standards would be implemented?

o Response from City Engineer: The state and federal ADA requirements are almost identical. Sidewalks would be 5 feet in width, even around any type of utility pole.

☐ Some people who live in other towns like Santa Clara have started driving through Alameda on Clement Avenue because it is quicker to get past Oakland this way than on I-880. This will further increase traffic on this corridor.

☐ Once the hotel is built, there will be a serious backup of cars.

☐ Owns a light industrial business on the corner of Lafayette and Clement, which has a need for use of large vehicles every day, which will create a huge bottleneck if this project is implemented as recommended. There is also a big concern about fatalities that could occur because of the lanes getting smaller.

☐ Look at the demographics of Alameda, it is a lot older in average age. Will 80-year old's be using the bike lanes? Will people ride when it rains? What is the actual usage that will happen? Try assessing how much Shoreline gets used to see if this would also be successful.

- ❓ What happens to the grant money if this project is not approved?
- ❓ Why can't the bike lane be through the Alameda Marina property?
- ❓ Why are we having this discussion again? A two-way cycletrack idea went to the City Council three years ago and it was shot down. Why is this back, and why are taxpayers paying for this public outreach process all over again when it was proven before that this wasn't wanted?
- ❓ Chestnut to Shoreline is a big thoroughfare that needs safety considerations that should be included as part of this project such as an all-way stop intersection.
- ❓ Willow is another huge thoroughfare where there should be a stop sign with the intersection with Clement. This is also an important route for emergency vehicles.
- ❓ Willow and Buena Vista have a significant number of collisions. Should traffic here be slowed down? Is this possible?
- ❓ When you cross Clement at Park Street as a pedestrian, you are risking your life significantly, it is a very dangerous intersection.
- ❓ This project is part of a larger vision to create thoroughfares where people and children have an opportunity to move across the island safely on bikes and walking.
- ❓ Will there be housing be built on the vacant lot at the corner of Oak and Clement? Where would entries and exits be, the location could negatively impact this thoroughfare and safety of any improvements done as part of this project.

Comment Card Summaries

1. Ensure widths wide enough for larger trucks to move freely along Clement. The widths along Shoreline are inadequate. Clement has light industrial businesses which use delivery trucks. We need safety for vehicles as well as cyclists and pedestrians. (Suzanne Diers)
2. Support for widening sidewalks, removing railroad tracks, and planting trees. Uses bikes for transportation and totally against two-way cycle tracks. It will create a safety hazard due to driveways and cyclists being less visible or relevant to motorists. Hazard for cyclists entering from streets to the north wishing to travel eastbound. Would be more simple and safe to turn into eastbound auto lane which would anger some motorists. (Zach Kaplan)
3. Wonderful Plan! We live on Clement Ave and would love a safer street for our family. (Avi Warner)
4. Does Clement Ave play a role in flood control/addressing sea level rise? (Anonymous)
5. Be aware of Fortyone vs. City of Lomita case and provide blue curb (ADA) parking close enough to business and park entrances to minimize walking distances for disabled with mobility aids. Believe it is foolhardy to put bike lanes on what serves as widest truck route in town. Complete Streets idea is inherently unsafe, suggests different streets for different priorities. (Carol Gottstein)

Email/Phone Comments

1. I am not in favor of the proposed bike lane design on Clement Avenue. Two way bike lanes are a horrible idea, done on the assumption that everyone on a bike rides the entire length of the street and they don't need to leave the lane. The fact is, this design makes it difficult for bicyclists to enter and exit the bike route as they have to cross traffic each time. In addition, riding next to parked cars diminishes the biking experience - it's basically an unpleasant, claustrophobic gutter. It also creates a danger of being "doored" by an exiting passenger, or running over one. It's a stressful experience. As a regular bike commuter myself, I strongly dislike the 2-way bike lane option when other options are clearly available. Sadly, I now avoid Shoreline for the all of the reasons stated above - it is not worth the stress of dealing with every finicky detail of this poorly thought out bike route. Do not repeat the same mistake on Clement, or anywhere. Please consider bike lanes on both sides of Clement moving in the direction of traffic, similar to Central Avenue - it is safer, more natural, and less burdensome. I am sure it is also much less expensive. I also don't understand how bike lanes and bulbouts are going to mix - bulbouts work best on wide street where they reduce the space a pedestrian needs to cross. On narrow street, they are gratuitous clutter that creates more confusion than safety. Clement is not a wide street - keep it clear and open for all modes of movement (pedestrians, bicyclists and autos) and regulate traffic speed with signs or speed bumps. (Ani Dimusheva)
2. In addition to provisions for going past the utility poles, will there be wider areas at the required intervals for wheelchairs to pass each other? Is it appropriate to construct significant street repairs while not addressing sidewalk accessibility and pushing it off to a future potential development? It would seem that a remedy to the inaccessible sidewalk would be a small fraction of the cost of the overall street improvement cost. The City's approach is much akin to the recent Park Street improvements to paving, curbs and gutters that failed to complete the public accessible path to the Park Street bridge into Oakland. (Steve Haines)
3. As someone who lives there, I was wondering if I could add my own recommendation for a stop sign at Willow and Clement? The reason being that with the new housing development (Mulberry), cars need to exit there. Visibility at that corner is very bad, however, and traffic is coming through pretty fast. It would also improve access from Willow to Clement, which appears to be a more highly frequented road than Stanford St for example. (Gunther Schneider)
4. I am writing to declare my enthusiastic support for the project and all of the safety improvements that have been recommended. I live on Clement and it is a very busy street, being a major East-West thoroughfare and having few stop signs, with only one stoplight at Park Street. Traffic accidents and near-misses are extremely common and these safety improvements will help greatly. I am also looking forward to the bicycle infrastructure as it will make bicycling on Clement much safer and more pleasant. Thank you again for the important work that you are doing for our community. (Alex Cortez)

5. If I could improve Clement, I'd add bike lanes, make sure one side has walkable sidewalks, but also allow it to be a non-stop-signed fast corridor through Alameda. 35 mph, no stop signs. And that is compromising, really all I want is a fast corridor through Alameda, and I'm pretty sure most other people who use Clement feel the same. And bikers hate stop signs as much or more than cars. Perhaps a zebra without stop signs for all those people crossing at Shiller and Stanford? (Trudi Seiwald)
6. I just looked over the plans for Clement Ave and my only concern is that a stop sign on Grand at Clement isn't on the list. I see it in the renderings but I just want to voice my opinion that there really needs to be a stop sign on Grand. I drive Clement every day and turn left onto Grand. It can be really hard to see cars coming sometimes and some of the people going straight towards the marina are going really fast. Please please install an all way stop sign there. Other than that, the plans look great! Thank you (Susie Giles)
7. I have lived in Alameda for 76 years and currently live on Buena Vista Ave near Stanford. I think the stop sign on Clement should be at Chestnut St. and not at Stanford. Chestnut is the only safe cross street between Oak and Grand. It has 4 way stops or signals at all busy streets. It is the access street for 2 elementary schools, 1 high school and 3 churches. I walked up and down this street for 12 years of school. The developers should change their plans so Chestnut is an entry street to the new homes. I also like the hybrid Bikeway. We need parking on both sides of the street from Walnut to Broadway. The children can ride down Walnut to go to high school. No matter what you do there will still be 750 more cars on the street. (Kathy Hoie)
8. I hope to make it to Monday's meeting but I'd like to submit a comment here as well. I've live on Sherman and worked on Blanding for 15 years and own the Little House Cafe on Park/Oak. I saw what was probably the last train go down Clement in late 2000. I've driven and bicycled the length of Clement between Grand and Park countless times. And more than possibly anyone on the Island, I've also walked that stretch extensively. With one exception, the plan sounds great. I'm looking forward to the new Clement Avenue. The exception is the stop signs. I'm a little surprised to see them suggested for safety and speeding when the industrial wisdom, including California's own MUTCD, direct otherwise.
 - As far as I know, there are few (if any) angle crashes to prevent on Clement, the primary purpose of stop signs.
 - The MUTCD specifically says stop signs aren't to be used for traffic calming.
 - Studies show stop signs increase peak speeds on roads.
 - Drivers learn to violate what appear to be pointless stop signs, actually increasing pedestrian danger.
 - Stop signs increase noise, fuel consumption, and pollution.
 - Stop signs divert traffic to less preferable routes.

The most effective traffic calming mechanism is (psychologically) narrow roads. If I were to design a solution, it would be to have large bulb outs at these intersections with

pedestrian zebra striping allowing for pedestrians to cross at an angle. If bulb outs are an impediment to emergency vehicles (the usual worry), they can be gradual or even just painted. (Christopher Seiwald)

9. Your survey assumed that certain portions of the options for Clement Street are "given." More or less fait accomplis. One is the removal of the railroad tracks from the center of the street. Please have staff consider that more carefully. Once one removes railroad tracks from anywhere, they never come back. The threshold cost associated with reinstating them is far too great for that to occur. Maintenance of track already in place is relatively minimal - use the existing tracks in Clement as an example. As they are now, nothing need be done. Railroads traffic existed in Alameda as long as the Naval Air Station was opened. Before that The Estuary was lined with manufacturing establishment that used rail as a means of transport. Access to rail does not seem to be something that is being mentioned or promoted developmentally. The same can be sad for waterborne shipping. As such, a significant potential source of ad valorem revenues as well as excise sourced city taxation is being ignored by staff in their public works efforts. I hope to attend to workshop to express this more fully, but in anticipation of scheduling conflicts wish to at least express them to you. (William B. Morrison)
10. I fully support adding bike lanes to Clement. I was riding my bicycle eastbound down Clement with my son on the back when I was struck by a car who made a right onto Lafayette. I am thankful every day that my son was not seriously injured and that his bike seat and helmet did their job. I suffered a broken leg and sequestrated disc in my back which I am still recovering from. I support any improvement that will decrease the chance that anyone else has to have that happen to them. I also happen to live on Clement and Willow. In the summer when our windows are open, I hear cars peeling out all the time making rights off of Willow. I have witnessed a car accident at the intersection where the truck ran off. The visibility around those corners is very tough. Every day when I need to make a left it is always a somewhat risky proposition. I think stop signs are one of the very most important things that could be added to Clement. Right now there are no stop signs between Oak and Grand. This allows people to use it like a drag strip some times. I would say the average speed is 40 mph on a regular basis. My son loves the boats in the Marina and we often walk down there down Clement. The speeding and low visibility make it very hard to cross to the north side at any time. Cars are going very fast by the time they get to Willow. Especially when I was still on crutches it was very hard to find an opportunity to cross. The north side has better sidewalks, though all of the sidewalks could be improved. I hope the power lines can be put underground as they are the primary obstructions. I prefer the two lane protected bike lane all the way to Broadway. I use the ferry to get to work and would greatly welcome being able to not drive my car. I know I am not alone in this. I think many more people would if there were protected lanes fully connected to the terminal. The current bike lane that goes down Pacific is actually less safe than Clement as there are many streets that only have a two way stop

and most cars do not expect to see you. My primary concern with the two lane bike path is the driveways for Marina entry. There needs to be adequate signage and signaling to both drivers and cyclists where the entrances are. I think with traffic calming and signage this can be done safely. I like the Marina being an active business district and fully support keeping commercial businesses there. I also readily welcome more housing and better access to the waterfront. I think this section of Alameda can have both commercial and residential use thrive. In conclusion, I hope plans can be decided and implemented as soon as possible. I see many cyclists and families use Clement every day. I hear the cars speeding, horns honking, and brakes screeching from near misses on a regular basis too. Traffic calming, cyclist and pedestrian protection are very much needed on this stretch of Clement as soon as possible. Thank you, (Rich Cusimano)

11. Please count me as a voice in favor of the separated bike lanes. Much safer! (Mason Curry)
12. Owner of Spank Salon, 1912 Clement: Concerns about parking for staff and customers. Has 12 stylists. So, at peak times (and until 8pm) could have 12 staff who need parking + 12 customers (= 24 parking spots). Don't want people to park in the neighborhoods – doesn't think that's fair to neighbors. Business has a driveway, with one parking space. Any way to provide more parking near her salon? She has regular customers who are disabled. Would love to have at least one handicapped spot nearby. Overall really loves the project. (Angela Scott)
13. I am a homeowner and longtime resident of Alameda. I regularly bike across Alameda and sometimes along Clement to get to work and am happy to hear about the upcoming changes to make it safer for cyclists. I generally use Pacific to ride across because it has less traffic. I am afraid that by adding stop signs to Clement that drivers will start to use Clement less and other parallel streets instead. I also use Clement to get across Alameda when I am driving and wanted to know the reason for the two additional stop signs that are planned for Schiller and Stanford as there are rarely cars coming off of those streets. I am a strong advocate of people driving 25 around town but I don't believe that people speed on Clement more than anywhere else in the city. I take Clement when driving because it is a quicker way across town because there are less stop signs and I keep the speed to 25 still. Please don't add more stop signs, they would be unnecessary in my opinion. (Nick Fox)
14. My business, Bella Ironworks is located at 1916 Stanford St. at the corner of Clement Ave. My business has been based in Alameda since 2006. We have been located at our current facility along Clement Ave since 2010. While I greatly support most of the proposed improvements along Clement Ave, I do not support the installation of the proposed 2-way cycle track. I am in favor of traditional bike lanes. The proposed two way cycle track would negatively impact my business by compressing vehicular traffic lanes and forcing east bound traffic closer to the south

side of my building (the side facing Clement), where I have my only above grade loading dock. I use this dock on a daily basis for the staging of pick up trucks and off loading of flat bed semi trucks.

Under the current street conditions, a moderately sized pickup truck backed into the dock extends partially into the eastbound travel lane of Clement Ave. This is already not an ideal situation, but vehicles can pass without much difficulty given the current width of the street. Installation of the proposed two way cycle track will compress the parking and travel lanes 12' towards the south side of the street. My loading dock is only 8.5' from the curb. With the proposed changes and compressed travel lanes, the eastbound lane of Clement Ave. would be completely blocked when my dock is in use, creating dangerous conditions for my employees and passing vehicles. Currently, pick up trucks are regularly staged at my dock for a period ranging from 15 to 60 minutes.

Clement Ave. is also a truck route servicing the entire city. My business and many others along the street accept deliveries from semitrucks and other large vehicles. During regular business hours there are semi-trucks, Amazon delivery trucks, tow trucks, food trucks, U.S. Postal trucks and other vehicles double parked up and down the south side of Clement Ave, servicing businesses like mine. Under current conditions, vehicular traffic has the necessary clearance to pass safely. If the proposed two way cycle track is installed, there will no longer be a safe place for all of these vehicles to park. I can not operate my business without the ability to receive deliveries of raw materials that arrive via truck. Currently, dock and driveway access are limited but it works. Narrowing of the street will only exacerbate the problem.

I also understand the City and AC Transit propose relocating bus service from Buena Vista to Clement, further impacting conditions. Clement Avenue is already a heavily traveled street and only will become more impacted with the new development at the Alameda Marina. We are asking too much from Clement Ave. to service all these uses.

In addition to the access issues that I have described, I also have several safety concerns about the cycle track. There are many obstructions that cyclists will need to navigate, including many driveways, Alameda Marina access, and major streets such as Oak St, Park St, Everett St, and Broadway. Motorists crossing the cycle track at these and other locations will need to be aware of the non-conforming direction of bicycle traffic, possibly moving at significant rate of speed. The concept of the cycle track works very well when no obstructions exist, such as along Shoreline Drive, but installing a cycle track where thousands of motorists will cross the track daily is dangerous. I strongly urge the City to reconsider the 2-way cycle track and install traditional bike lanes instead. (Jill Turman)

15. My business is Mike's Auto Body located at 2050 Clement Ave. We purchased the existing Alameda Classic Auto Body's facility in 2018. We have been in business since 1972.

While I am in favor of most of the proposed improvement along Clement Ave, I do not support the installation of the proposed 2-way cycle track. I think traditional bike lanes are much more appropriate for Clement Ave, as the street serves several different uses. Installation of a cycle track will compress the parking and travel lanes 12' towards the

south side of the street. The only access for cars to our facility is a single driveway on Clement Ave. We receive tow trucks and flatbed trailers with damaged vehicles daily. We receive part delivery trucks as many as 15 times per day. Access in and out of the driveway can be difficult even with the current width of the street. With the proposed changes and compressed travel lanes, access for tow and delivery vehicles will be much more difficult, causing them to stage for a longer period in the street while blocking traffic. Or, if they cannot access the driveway at all, they will be forced to double park and unload vehicles and/or parts while completely blocking the eastbound lane. I feel this creates an unsafe and dangerous situation for my employees, the truck drivers and passing vehicles.

Clement Ave is already a heavily traveled street and only will become more impacted with the incoming development at the Alameda Marina, the Del Monte and Encinal Terminals sites. Clement Ave is also a truck route servicing the entire city. Many businesses along the street such as mine accept deliveries from large vehicles that often double park along the street under current conditions. Dock and driveway accesses are already limited. Narrowing of the street will only exacerbate the problem. I also understand the City and AC Transit prefer to relocate the bus service from Buena Vista to Clement, further impacting conditions. We are asking too much from Clement Ave to service all these uses in addition to a 2-way cycle track.

In addition to the access issues that I have described, I also have several safety concerns about the cycle track. There are many obstructions that cyclists will need to navigate, including many driveways, Alameda Marina access, and major streets such as Oak St, Park St, Everett St, and Broadway. Motorists crossing the cycle track at these and other locations will need to be aware of the non-conforming direction of bicycle traffic, possibly moving at significant rate of speed. The concept of the cycle track works very well when no obstructions exist, such as along Shoreline Dr. Installation of a cycle track where thousands of motorists will cross the track daily is dangerous. I strongly urge the City to reconsider the 2-way cycle track and install traditional bike lanes instead.

Mike's Auto Body - *letter attached. (Lester Branson, Kim Eubanks)

16. First, I am an avid cyclist here in Alameda and strongly prefer the 2 lane option on the estuary side. That works fantastically on the south shore, and is an immense help for families. I am more of a commuter, so ride down Clement as is without any difficulties. As Alameda "goes green", 20 parking spaces is not a justifiable cause to forego the 2 lane option.

My question is about the intersection of Park and Clement. While re-doing Clement, has there been any consideration of adding a left-turn lane for cars heading east down Clement and looking to cross the Park St. bridge into Oakland? That piece of Clement is very wide, and I've never understood the rationale for how it looks today. Any background information on that piece of Clement and the thought process for the updates would be much appreciated. (Keith Klimek)

Survey Summary

Shown on the following pages.



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

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

Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

Individual Comments

Please provide your comments

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?

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

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.

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.

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.

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.

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.

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...

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.

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.

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.

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

Please provide your input

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.

Please let us know what you think

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?

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.

Please add comments about the Grand St. terminus

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.

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?

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.

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.

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.

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

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.

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.

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.

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.

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.

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.

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?

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.

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.

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.

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?

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.

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.

Name not available

inside ALAMEDA CITY

June 3, 2019, 3:26 PM

Strongly support the 2-way bikeway option!

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.

Name not available

June 4, 2019, 12:26 AM

Floating bump outs are a waste of money.

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.

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.

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.

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

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.

Name not available

June 8, 2019, 8:10 AM

Looks good

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.

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.

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.

Name not available

inside ALAMEDA CITY

June 12, 2019, 7:35 AM

Great!

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?

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

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?

Name not available

June 4, 2019, 12:28 AM

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

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

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.

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.

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.

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.

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.

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.

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?

Name not available

June 4, 2019, 12:31 AM

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

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.

2-way bikeway concept- comment

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

Clement Avenue Safety Improvements Open Gov All

We would like your input on Clement Avenue safety improvements.

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.

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.

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.

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.