

Compilation of Comments for the Clement Avenue Complete Street Concept Proposal January/February 2015

Concept Proposal Goals

How would you rank the concept proposal goals?	Results
Remove the abandoned railroad tracks	1
Encourage bicycling	2
Encourage walking	3
Improve the streetscape	4
Traffic calming	New
Improve public access to the San Francisco Bay	5
Connect homes, jobs, schools and services	6
Encourage transit use	7
Encourage Northern Waterfront revitalization	8
Improve the truck access	9
Total Respondents	83

Remove the Abandoned Railroad Tracks

- The first priority should be removing the abandoned railroad tracks and repaving.
- Check with groups who want/need railroad tracks - could help lower costs. Pacific Locomotive Association would love the railroad tracks, ties, fish plate and spikes.
- They impinge on the useful space in the street. When driving, we avoid the space with the train tracks and, therefore, that space is unusable.

Encourage Bicycling

- Walking and biking go together.
- Even though the street is wide, a designated bike lane would make me feel safer.

Improve the Streetscape

- Underground utilities.
 - In the tree canopy.
 - Are a major plus! All lines.
 - If any utilities are undergrounded, all should be. Would be a terrible waste to dig trench and leave above canopy high voltage feeder line above ground.
- Add art, bike racks, benches, lighting and trash/recycling receptacles.
- Add trees.
 - Entire length.
 - More and bigger trees would be great.

- I would like to see large native street trees such as Coast Live Oak (*Quercus Agrifolia*) planted along both sides of the street for the entire corridor.
- Not maintained as quickly as could be – trucks knock branches off trees. Consider loading/unloading zone conflicts with trees. Need to place new trees properly or another type that limbs up differently.
- Is there room in the center for a landscaped median strip?

Encourage Walking

- Walking and biking go together.
- Bulb-outs would help to view street signs.
- Consider pervious sidewalks to reduce ponding due to high water table.
- I would like to see wider sidewalks than the standard three feet +/-.

Connect Homes, Jobs, Schools and Services

- Same as Northern Waterfront revitalization and encourage transit use.

Improve Public Access to the San Francisco Bay

- Too much brainstorming - need a holistic vision.

Encourage Transit Use

- Same as Northern Waterfront goal and connect homes, jobs, schools and services.
- Would also like to see AC Transit bring back the 19 line that used to run on Buena Vista Avenue and put it on Clement Avenue.

Encourage Northern Waterfront Revitalization

- Same as encourage transit use and connect homes, jobs, schools and services.
- Keep the area industrial to discourage pedestrians so they stay safe.
- Need to involve the Planning Dept. to look at zoning to decide whether the street will be manufacturing, commercial or residential. Right now it's a mish mash of both.
- How do these suggestions relate to already contracted development?
- Future development on Northern Waterfront should consider cul-de-sacs and other ways to minimize future through/cross traffic.
- Will the Collins property (Boatworks) have through access for bikes?
- Encourage housing and transportation to be connected, especially by Del Monte.
- Vancouver is a model for redevelopment. By cleaning up their waterfront and providing access to all along the shoreline, the downtown was transformed from blight into residential, recreation and maritime businesses.
- Clement Avenue improvement can really be the centerpiece of the North Waterfront.
- Introduce other types of businesses to the area. The neighborhood is becoming less industrial and more family oriented. Encourage a cafe, deli, or other small business to use this area. There are one too many auto repair shops in the neighborhood.

Engine Works is good enough. We do not need the traffic or pollution from the U-Haul business in the neighborhood.

Improve the Truck Access

- OK - needed but not pleasant.
- Please keep the No Parking signs that read "No Parking for Vehicles Longer than 20 Feet" (located on the 1900 to 2100 blocks). Even better would be "No truck parking" signs like the ones on Buena Vista Avenue across from Del Monte.
- It is unclear what "improving truck access" means, and how it could possibly be a goal consistent with other stated goals including: pedestrians/bicyclists, climate, Bay Trail, safety, livability, aesthetics, etc.
- Drivers pull trailers with boats in addition to commercial trucking.
- Pollution. Diesel particulate matter is a significant issue currently.
- Is the truck route needed?

Traffic Calming

- All-way stop is desired on Broadway at Clement due to speeding and cut through traffic. Traffic is backed up on Clement Avenue at Broadway. It is difficult to cross Clement Avenue at Broadway.
- Increase speed limit, and minimize changes to traffic flow on Clement Avenue. Improve access to the mainland for commuting cars. Want wider streets.
- Strictly enforce the 25 mph speed limit.
- Need traffic calming to reduce speed, especially if it's going to be a truck route.
- Install stop signs for school children, walkers and joggers. Install a stop sign on Clement Avenue at Everett Street to make people slow down.
- Install traffic light on Oak Street/Clement Avenue. Difficult during peak hours. Drivers are not stopping at the intersection. Make Oak Street in parity with Park Street traffic lights.
- Need to consider bicycle signal with new traffic signal similar to Ninth Avenue cycle track in New York, which has a red light for turning motorist traffic. Should also consider for Park Street/Clement Avenue – need a bicycle phase.
- Corridor is used as a thoroughfare – a cross island expressway.
- It is difficult to cross Clement Avenue on foot during peak periods. Need crosswalks, stop signs, etc.

Miscellaneous

- Need to deal with the Clement Avenue/Park Street intersection.
- Establish criteria to present to all stakeholders in this project so that planning is cohesive and fits the big picture. Include aesthetics and safety, and use requirements.

Favorite Idea

No Bikeway



Traditional Bike Lanes



Two-way Bikeway on North Side of Clement Avenue



Which idea is your favorite?	Results
No bikeway	7%
Traditional bike lane on each side of Clement Ave.	5%
Two-way bikeway on estuary side of Clement Ave.	81%
Do not know	5%
Other	2%
Total Respondents	77

No bikeway

- Please no bike lanes and no two-way bikeway. Both are more dangerous and less convenient plus more expensive than having wide lanes with sharrows and share the road signs.
- I am disappointed that a concept without bike lanes was not presented because that would have been a fair and balanced approach.

Traditional bike lane on each side of Clement Ave.

- Remove parking on one side of the street to provide buffered Class II bike lanes. I think bicyclists need to be treated as traffic, and should ride with traffic. Two-way bikeways violate the rules of the road. Want seven foot wide parking and six foot wide bike lane with sharrows or indicators near left edge of bike lane. Traditional bike lanes would be safer for access to marinas and north side commercial.
- Consider removing one parking lane and adding "door zone" buffer to both sides of the street in a traditional bike lane arrangement.
- Maybe I just need to get used to the bike track idea, but I find the traditional bike lane easier to navigate now.
- Want one-way bike lanes adjacent to the curbs.

Two-way bikeway on estuary side of Clement Ave.

- With safety measures at driveways taken into account due to potential conflicts with turning vehicles not expecting bicyclists traveling in both directions.
- Residents will have difficulties in/out of driveway on the north side of the street.
- Keep parking back from driveways so the bicyclists can be seen coming.
- Give bike riders a safe place to ride please.
- Protected bikeways are much, much safer. This could be a way for central Alamedans to safely bike to Fruitvale BART!
- This is an important piece of the City's Cross Alameda Trail. Anything less than a two-way bikeway will put bikes and trucks within inches of each other.
- I would prefer taking out one lane of parking and having protected bike lanes on both sides of the street with wider pedestrian paths. Absent that, a two-way cycle track is preferred due to the fact that this is a truck route and separating cyclists from trucks

(and cars) is preferable. Also, a cycle track can't be easily blocked by trucks double parking like a traditional bike lane would.

- Two-way protected bikeway is fine IF there is a large enough buffer zone to protect cyclists from the passenger side door zone. Passenger side mirrors aren't aimed for the passenger so this is a serious concern. If that can't be done, regular bike lanes or no bike lanes. Just get rid of the RR tracks.
- Safer. And a traditional bike lane would turn into truck parking and put bikers at risk.
- Video: The Rise of Protected Bike Lanes in the U.S.(<http://vimeo.com/93261795>)
- Not in the door zone yet still is on the street.
- West end school students ride bicycles to/from school across town.
- The two-way bikeway seems the safest way to manage trucks, cars, pedestrians and bikes occupying a finite space!
- Maybe use "zebra stripes", "green color," or cross hatching at all driveway access points through bike lanes so vehicles know the bicyclists are crossings bike lanes.
- North side could have more conflicts with the new development.
- Will learn from Shore Line on bicyclist behavior.
- Consider termini of the cycle track – how to enter/exit – need to cross both lanes.
- May want to consider the two-way cycle track on the south side of the street. Difficult to access commercial districts. Could be easier to access bikeway on the south side.

Corridor Preferred for San Francisco Bay Trail

Which corridor do you prefer to be the SF Bay Trail?	Results
Buena Vista Avenue (Tilden Way to Grand Street)	3%
Clement Avenue (Broadway to Grand Street)	97%
Total Respondents	30

- Clement Avenue is closer to the actual water - connect to estuary water behind boatworks.
- Embarcadero in Oakland is being implemented in pieces.
- Better for Clement Avenue because can obtain more grant monies.
- Insufficient space on Buena Vista Avenue for bike lanes.

Funding / Timing

- Money? Where does it come from?
- Do entire project at one time and not section by section or development by development.
- Would like to know more about the expectations for funding from proposed Northern Waterfront developments and associated timing.
- Can some money from Measure B or F be used to fund North Waterfront shuttles between BART and the ferry that stop along Clement?

Other Corridors

- Why Clement Avenue? I think a reasonable portion of this study needs to review Buena Vista Avenue.
- Blanding Avenue is a problem due to sidewalk issues headed towards Broadway.
- Priority is Clement Avenue and getting people off Blanding Avenue.
- Blanding Avenue/Oak Street is sloped so it makes a nice bank for going fast. Want a stop sign at Blanding Avenue/Oak Street.
- Blanding Avenue: plans to remove railroad track?
- Oak Street sharrows stop at Lincoln Avenue – should continue between Powell Street and Blanding Avenue. Reduce speed on Oak Street to 20 mph.
- Sharrows – need to better maintain the Oak Street sharrows, Grand Street bike lanes, maintenance issues throughout town for the street markings.
- Miller-Sweeney Bridge to Oakland side at the dormant track area – would love to see as a bike thoroughfare.

General Statements

- Improving Clement Avenue is a very good idea.
- Happy that you are working on improving the street.
- Do it!
- Let the pavement dry on other bike projects before proposing another one.
- This type of project is long overdue.
- And thanks city staff for opening up community input.
- I gave up my car last year because Alameda is so bike friendly. Improving Clement Avenue for bike and car traffic would make it even more so. Thanks.