

From: cwoaii_sd
To: [Gail Payne](#)
Subject: Clement Ave. Bicycle Path - Input from 1925 Lafayette St.
Date: Friday, June 28, 2019 2:36:27 PM

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Transportation Commission and Gail Payne, Senior Transportation Coordinator,

As longtime light industrial property owners along Clement Ave at 1925 Lafayette Street (corner of Clement and Lafayette), we oppose the proposed 2-way protected bicycle track along Clement due to restrictions in flow of commerce and safety. We somewhat support traditional bike lanes (similar to the current Grand Street configuration); however, we heartily support only routing bicycles through the revitalized Alameda Marina along the waterfront as this method protects cyclists and allows commerce to flow.

Why?:

As property and business owners since 1974, we understand the heavy use of Clement Ave. as not only a 'Truck' route, but also a 'Boat' route. Wide loads are common along Clement – both those that require permits and those that do not. Trailered boats can range from 9' on upwards of 18' wide. In addition, semi-trucks, flatbed trucks, delivery trucks and other large vehicles use Clement to make deliveries and move across the island.

Currently we lease our property to two maritime businesses, which have both serviced the Alameda boating community for over 16 years. Vital to their business is easy access to a wide road. On a daily basis they have not only receive delivery trucks, flatbed trucks, commercial trucks and trailers onto and off the property, but also trailered boats come and go onto both Clement Ave. and Lafayette St. These vehicles and trailers make wide turns and need maximum space to navigate the roads – without running into parked cars, moving vehicles, and people or hold-up traffic.

What are the sizes and space considerations? The proposed two-way protected bicycle track narrows the lanes to 11' with hardscape (parked cars) along either side of the road. California law states, the maximum width of a trailered boat on roadways without a wide-load permit is 9' (8.5' for the trailer/boat and .5' for overhanging items) and the maximum length of a vehicle plus trailered boat is 65'. With those two facts in consideration – to drive a trailered boat along Clement Ave., 1 foot of 'wiggle room' would be available on either side of a trailered boat – basically, one inch longer than a standard 8.5" x 11" piece of paper. Imagine driving the length of Clement Ave. with a heavy, long, trailered boat in tow under these conditions – could you keep your vehicle and trailered boat centered to avoid parked vehicles and oncoming traffic? How about turning widely from Clement onto any one of the connecting perpendicular streets when your full length from front to back is 65' and your width is 9'? Likely it would be difficult without hitting a parked car, oncoming vehicle, or something/someone. A wide, unobstructed road is needed to move such a vehicle and trailer.

Why advocate for traditional bike lanes? Although the actual vehicle lanes might be narrowed with traditional bike lanes, the painted lines are more forgiving. More 'wiggle room' would be available for the wider loads and cyclists would still have designated lanes.

Better still is to route bicycles only through the newly planned Alameda Marina property – fully away from Truck Route and vehicular traffic – the safest for everyone. This method is similar to what we have with the Jean Sweeney Park as well as Contra Costa County's well regarded Iron Horse Trail.

Demand on Clement Ave. is increasing quickly with the planned Alameda Marina residential expansion. With 760 residential units planned, an additional 1,000 to 1,520 people will use the 'Truck Route' daily to get to and from their homes. During the recent Planning Board Meeting (6/24/19), it was noted goods deliveries from internet/online purchases represent 2 deliveries per week for each household. That's more delivery vehicles using Clement Ave - 1,500 deliveries per week or approximately 215 per day. In addition, we can expect increased garbage/waste management, electrical, cable (TV/Internet), telephone and other utility vehicles arriving in and out of the Alameda Marina property along Clement Ave. – not to mention Uber/Lyft/Taxis. Will Clement Ave. handle all this new traffic with frequent stops from vehicles in the middle of the road or pulling in/out of entrance ways?

The City of Alameda has repeatedly stated we want to keep a maritime community thriving and local business in Alameda. Alameda also wants improvements to transportation as seen by the extensive bicycle path and traffic calming proposals. With these proposed changes to Clement Ave., our local businesses are directly limited in their ability to do business and our transportation will be hindered and unsafe. Please rule toward the traditional bicycle lanes – or better yet – route the cyclists to the safer Alameda Marina along the waterfront.

Regards,

Suzanne Diers for the Diers Family

From: [Christopher Buckley](#)
To: [Gail Payne](#)
Cc: [Liam Garland](#); [ANDREW THOMAS](#)
Subject: Re: Clement Avenue project—possible street tree strategies
Date: Monday, July 22, 2019 10:31:13 PM

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Thanks, Gail, for your response below. I think we are all on the same page.

Regarding the variety of London Plane to be used, it is probably best to just plant “Columbia“, since it is described as being resistant to both anthracnose and powdery mildew, while “Yarwood” is described as being resistant only to powdery mildew. Examples of Columbia planted in Alameda and Oakland look very good, while Yarwood examples do not look as good, due to anthracnose.

And yes, the street improvement project should use both London Plane and Brisbane Box as should at least the larger private developments along Clement Avenue. All of these plantings should try to organize the two species in patterns or groups as described in item 4 on page 10 of the Master Street Tree Plan, volume two, which reads as follows:

4. Incorporate into the palette any large tree species that are currently used frequently, except where the existing trees are undesirable. Distribute different species as evenly as possible along the entire length of the street to maintain continuity. Even distribution is important, but strict symmetry is not necessary. A repeating pattern that allows for variations in planting spaces on both sides of the street is optimal. Possible patterns include:

Pairs: 2a-2b-2c-2a, (2a = 2 of tree species a), with two trees from each recommended species planted along each side of the street. This pattern accommodates variations.

Pyramid: 1a, 2b, 3c, 2b, 1a, where ‘a’ has the largest mature size of the three planted species.

Alternating: 1a, 1b, 1a, 1b, 1c, 1b, 1c, 1a, 1c, 1a, for a random alternating pattern.

In situations where entire blocks may be planted at once, there exists the opportunity for implementing one of the above patterns of tree planting. In locations where several planting sites exist in a row, trees should be used with equal frequency at a minimum ratio of 1:3. The goal is to plant no more than four instances of the same species consecutively before changing to an alternate species.

Chris

On Thursday, July 11, 2019, 01:26:39 PM PDT, Gail Payne <GPayne@alamedaca.gov> wrote:

Chris,

The recommended concept will include planting street trees, where space allows. Since the sidewalks along Clement Avenue are primarily five feet wide and do not have a landscape strip, City staff and the consultant team will look for creative ways to plant trees such as in the existing asphalt parking lane between parking spaces and in the buffer between the bikeway and the motor vehicle travel lane. The tree species that are recommended in the City's Master Street Tree Plan for Clement Avenue are the Brisbane box (*Tristania conferta*) and the London plane tree (*Platanus x acerifolia* columbia and yarwood). New developments also will be planting additional trees along the corridor. The Alameda Marina development will be planting Brisbane Box trees on the Alameda Marina property north of Clement Avenue between Alameda Marina Drive and Willow Street. The Park Street hotel would plant street trees – specifically Brisbane box species – adjacent to this new development on both Clement Avenue and Park Street.

City staff and the consultant team will be taking the Clement Avenue item for approval by the Transportation Commission on Wed, July 24 and then to the City Council on September 17 with construction expected next year.

Thank you for your input!

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - gpayne@alamedaca.gov

-----Original Message-----

From: Christopher Buckley [mailto:cbuckleyaicp@att.net]

Sent: Wednesday, July 10, 2019 4:12 PM

To: Gail Payne <GPayne@alamedaca.gov>

Cc: Liam Garland <LGarland@alamedaca.gov>; ANDREW THOMAS <ATHOMAS@alamedaca.gov>

Subject: Clement Avenue project—possible street tree strategies

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Hello Gail,

I did not have time to respond to the survey by the June 16 deadline, so I am sending this email. Hopefully I am not too late.

The existing ca. 5 foot wide sidewalks along much of Clement Avenue are too narrow for street trees, but street trees could be planted in the widened sidewalks proposed for portions of the project and along frontages where I believe wider sidewalks will be provided such as for the proposed hotel at the southwest corner of Park Street and as part of the future development along the Alameda Marina frontage.

Other possible locations for street trees include:

1. Locating trees between parking spaces within the parking lane, such as has been done on Castro Street in downtown Mountain View. See attached photos. This has also been done in Downtown Palo Alto.

2. Locating trees within the linear barriers separating the bike lanes from the traffic lanes.
3. Locating trees behind the sidewalk, possibly with tree wells cut into the outer edge of the sidewalk where feasible to help provide adequate tree well widths. Planting trees behind the sidewalk has already been done for the recently completed Mulberry project and could be an option along the Navy Operations Support Center frontages, if additional trees are desired to supplement the existing mature London Plane Trees.

The above three options could be implemented in combination with sidewalk trees, but the design will need to be carefully worked out to minimize excessive offsets in tree alignments.

Although London Plane Tree (*Platanus acerifolia*) is overused as a street tree in Alameda, the tree species along Clement should include London Plane, preferably the 'Columbia' variety, since London Plane is already the signature tree along other portions of the Appezato/Atlantic/Clement Avenue arterial. The tree wells and other planting areas should be at least 3 feet wide (preferably 4 feet) to accommodate London plane. For sidewalk trees, this probably requires sidewalks that are at least 7 feet wide and preferably wider.

I recall that this project was supposed to be considered by the Transportation Commission on July 24. However, I can't find any Transportation Commission scheduled for July on the City's website. Can you confirm when this meeting will be scheduled?

I'm sorry for the delay in getting back to you. Things have been very busy lately.

Chris
510-523-0411



www.bikewalkalameda.org

(510)595-4690

PO BOX 2732

ALAMEDA, CA 94501

July 24, 2019

City of Alameda
Transportation Commission
Alameda, CA 94501

RE: Clement Avenue Safety Improvement Project Recommendations Item 5-C

Dear Transportation Commissioners,

Bike Walk Alameda whole-heartedly supports the staff recommendation to construct a two-way protected bikeway along the length of the Clement Avenue project (Option 3). Please approve the staff recommendation.

This project represents an integral component of the Cross Alameda Trail which is supported by the Alameda City Council, Alameda Unified School District and the many Alamedans who are already enjoying the Jean Sweeney Open Space Park and path.

Option 3 creates the ultimate, safe thoroughfare along the street while maintaining a truck route. It separates and protects the bicyclists and pedestrians from faster moving trucks and cars. The narrower travel lanes and shorter pedestrian crossing distances is a 100% safety improvement along the street. Options 1, 2 and 4 will do very little to protect bicyclists from faster moving vehicles and will only continue the habit of drivers' double parking in the bike lanes causing unpredictable bicycle movements.

Additionally, option 3 is consistent with the rest of the Cross Alameda Trail which is all separated from faster moving vehicles. This consistency and safety is important for all current and the many future bike riders from school kids to ferry riders. The path from Broadway to the future Seaplane Lagoon Ferry would be a 4 mile protected bike ride and hike.

Sincerely,

A handwritten signature in black ink, appearing to read "Lucy Gigli". The signature is stylized and cursive.

Lucy Gigli
Bike Walk Alameda

From: [Gail Payne](#)
To: [Gail Payne](#)
Subject: FW: FW: Transportation Commission Mtg - Wed, July 24 at 7 p.m. - City Hall - Clement Avenue Project
Date: Wednesday, July 24, 2019 4:22:38 PM
Attachments: [image001.jpg](#)
[~WRD000.jpg](#)

Hi Gail,

Thanks for pointing this image out.

Very enlightening indeed, looks like plenty of trees and all of the north side parking eliminated at my house. Not very popular with tow truck people but they override and abuse the street parking here anyway. I'm ok I have plenty of parking on my property. If they plant the trees do they then redo the sidewalks too? Even if the trees are on extended bump outs? If not maybe the city could provide information at that time to the property owners how, who can help and even perhaps help us implement as a collective of folks engaged in improving the street in alignment with city plans? Otherwise wouldn't the sidewalks just look like a mishmash of concrete patchwork? I'm happy with If they put in trees but maybe take our parking away give us new sidewalks and trees?

2 cents

I'm out here listening I'm all in for any beautifications.

Thanks
KC

On Wed, Jul 17, 2019 at 3:28 PM Gail Payne <GPayne@alamedaca.gov> wrote:

KC,

Thank you for your input! Please refer to pages 9-10 of the attachment, which shows ten potential locations for trees on the north side of the street between Everett and Broadway. Sidewalk repairs tend to be the responsibility of the adjacent property owner unless there is a street tree involved with an uplift issue.

Thank you.

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - gpayne@alamedaca.gov

From: KC Rosenberg [mailto:kcrosenberg@cca.edu]

Sent: Wednesday, July 17, 2019 2:10 PM

To: Gail Payne <GPayne@alamedaca.gov>

Subject: Re: FW: Transportation Commission Mtg - Wed, July 24 at 7 p.m. - City Hall - Clement Avenue Project

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Hello Gail,

I have been reading the communications around the development of bike lanes and Clement Ave. I'm happy with option three it might reduce parking but I would hope trees, people and bikes over tow trucks and cars speeding will prevail. I am a mixed use with residential dwelling - owner at [2525 Clement Ave](#). I have not come to meetings as they haven't worked my schedule.

My neighbors and I would very much be interested in a burst of trees near us between Everett and Broadway.

I live directly across from a long time eye sore tow truck-house.

That's not your area of expertise however, as I said any improvements are appreciated. I would like to know

will our sidewalks in the north side of Clement between Everett and Broadway be extended and trees placed? The sidewalks need replacing and painting we would all appreciate that.

Thanks for the work and the communication
KC Rosenberg

On Wed, Jul 17, 2019 at 1:46 PM Gail Payne <GPayne@alamedaca.gov> wrote:

Dear Clement Avenue Interested Parties,

City staff is asking the Transportation Commission to endorse the staff/consultant team recommendation of a two-way protected bikeway on the north side of the street at the meeting on Wed, July 24 at 7 p.m. Please feel free to speak in person at the meeting or to provide an email comment on this Clement Avenue project, which is agenda item #5C with the web link to the staff report here:

<https://alameda.legistar.com/LegislationDetail.aspx?ID=4065114&GUID=20E10C59-20AE-43AE-AF1F-F761759F89D7&Options=&Search=&FullText=1>

Thank you.

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - gpayne@alamedaca.gov

From: Gail Payne

Sent: Wednesday, July 17, 2019 1:36 PM

To: Gail Payne <GPayne@alamedaca.gov>

Subject: Transportation Commission Mtg - Wed, July 24 at 7 p.m. - City Hall - Council Chambers

Greetings,

Please see the attached agenda for the upcoming Transportation Commission meeting to be held Wednesday, July 24, 2019 at 7:00 pm, in the Council Chambers (Third floor) at Alameda City Hall, [2263 Santa Clara Ave., Alameda, CA 94501](https://www.alameda.ca.gov/2263/Santa-Clara-Ave). The full meeting agenda details can be found at the following link:

<https://alameda.legistar.com/MeetingDetail.aspx?ID=712021&GUID=9248751C-C6D6-4357-A0EE-E48E9FBCC20A&Options=info&Search=>

Thank you kindly,

Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - gpayne@alamedaca.gov

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