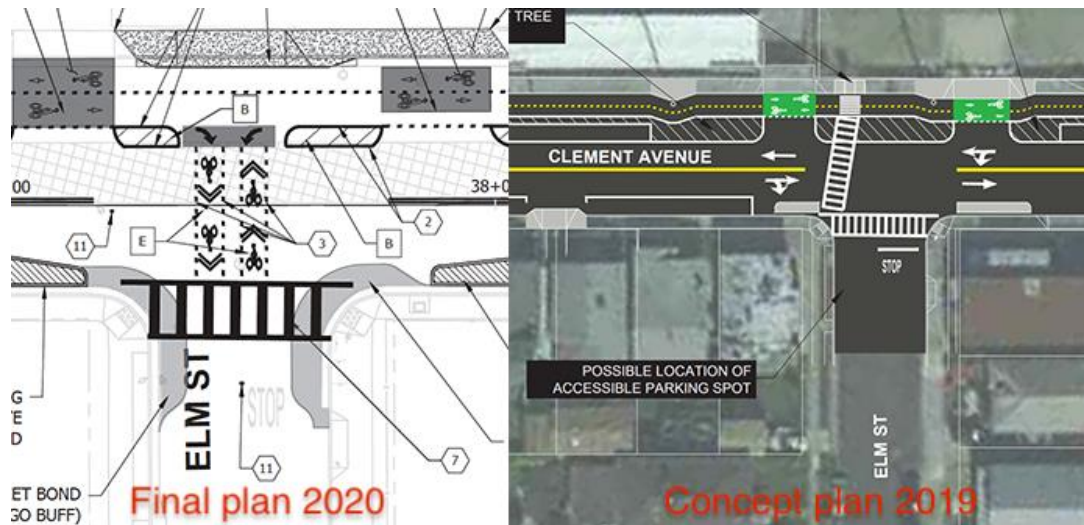


Dear Ms. Payne,

I live near Clement Ave and I recently reviewed the "Final Design 30 percent drawings" for the Clement Avenue Redesign project. I believe the plan represents an important step toward improving safety for all road users and providing an essential link in the Cross-Alameda bicycle trail.

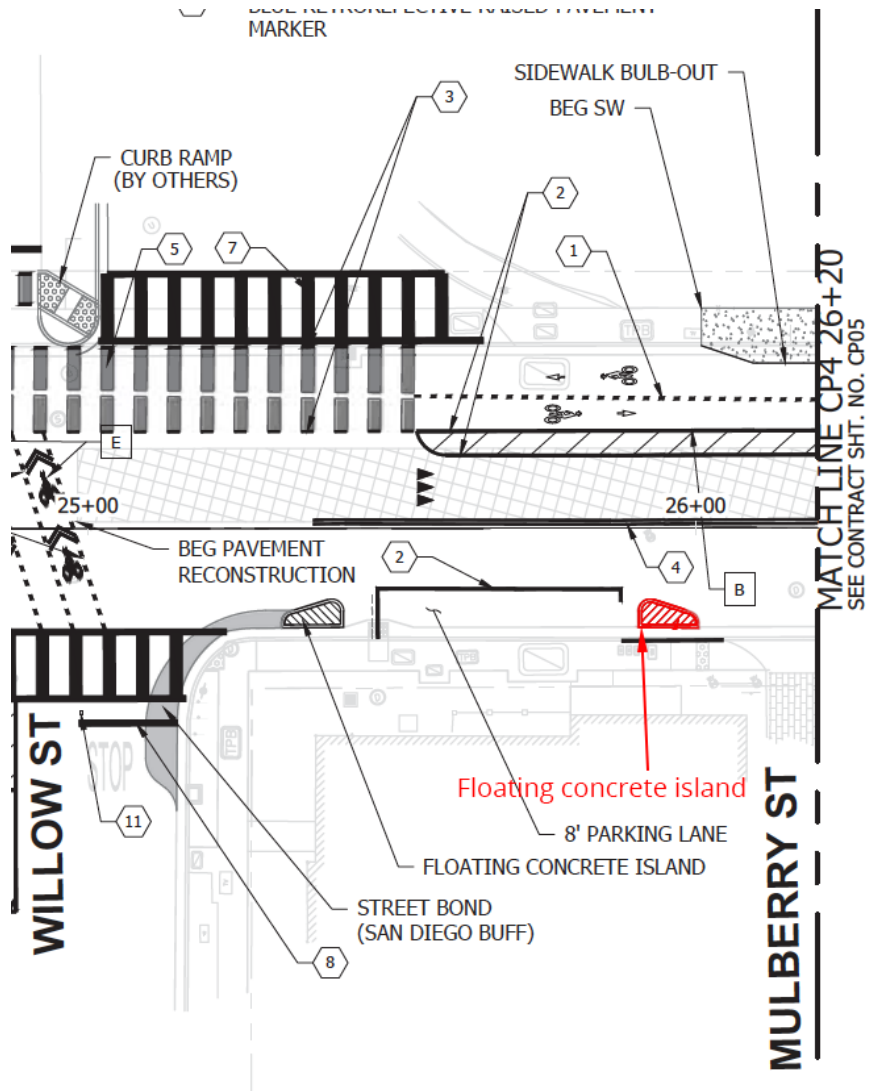
I was disappointed to see that the crosswalk marking at Elm St from the concept plan has been eliminated and I would like to see it restored:



The notable scarcity of markings at legal crosswalks around Alameda is one of the main reasons why its streets are often less hospitable to pedestrians than those of nearby cities like Berkeley and Oakland. I believe Alameda should not miss any opportunity such as this to mark an existing legal crosswalk.

I am particularly pleased that the drawings add a stop sign on Grand St at Clement, as this is currently a stressful intersection to navigate on foot or on a bicycle.

I also like the floating concrete islands which serve to daylight intersections, as physical infrastructure is preferable to relying on enforcement. I would very much like to see a similar island—or a sidewalk bulb-out—installed just west of the intersection with Mulberry St. Although that section of curb is already marked as a no-parking zone, drivers frequently park there anyway, impeding visibility for anyone turning onto Clement from Mulberry:



I'm glad the plan addresses the narrow, substandard sidewalk at the AUSD warehouse east of Mulberry St by adding a k-rail barrier. This section of sidewalk is currently a giant thumb in the eye for people in wheelchairs or pushing baby strollers. This needs to be fixed even if literally nothing else is done to Clement Ave.

I am very much looking forward to a day when Clement Ave will be safer for pedestrians and bicyclists. I believe that implementing this plan will help the City further its goal of reducing car trips by encouraging more people to bike and walk.

Thank you,

Doug Letterman