

## Gail Payne

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**From:** Gail Payne  
**Sent:** Friday, May 8, 2020 1:27 PM  
**To:** Gail Payne  
**Subject:** Clement comment - 2056 Welder

Kim Williams of Williams Welding – 510-521-5514 and [weldingwilliams@comcast.net](mailto:weldingwilliams@comcast.net) - needs to back in trucks so he would like no parking spots next to the bike lane. 2056 Clement – he does not need off-street parking – has 24 minute green zone – so this new configuration of the street without the parking on the north side works better for him. It is safer to pull forward and then back into the shop so that when he leaves it is safer. It is more important to have room.

He is coming to terms with the development and is good for the City. He likes the new neighbors at Willow.

Thank you.

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda  
510-747-6892 - [gpayne@alamedaca.gov](mailto:gpayne@alamedaca.gov)

## Gail Payne

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**From:** Pierre Devaux <pdevaux@point-blue.com>  
**Sent:** Friday, May 8, 2020 3:18 PM  
**To:** Gail Payne  
**Cc:** Robin Oliva-Kraft; Richard Cusimano  
**Subject:** Clement Avenue project

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Hi Ms. Payne,

I found your name on the Clement Avenue project webpage, and I have a concern re: the plans for Clement Avenue striping.

I live on Mulberry Street (the part that connects to Clement), which is the only way in and out for roughly 1/2 of the units in a 52-unit housing development. The continuation of Mulberry Street connects to Eagle Avenue, and it serves as the entrance/exit for the remainder of the development.

According to the latest plans for Clement, there will be a double yellow line in front of the Mulberry intersection, which would technically prevent residents from making a left turn from Mulberry onto Clement, and a left turn from Clement onto Mulberry. Some residents have already been pulled over by Alameda PD while turning into the development (there's currently a double yellow). This is a most inconvenient problem and it should be fixed as part of the redesign, right? A gap in the striping is all that's needed.

I've attached a couple of annotated screen captures of the plans for reference. I'm also copying two of my fellow residents who serve, along with me, on the HOA board for the Mulberry development.

Thank you!  
Pierre Devaux  
510-295-9193

## Gail Payne

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**From:** Richard Cusimano <richard.cusimano1@gmail.com>  
**Sent:** Tuesday, May 12, 2020 10:06 PM  
**To:** Gail Payne  
**Subject:** Clement Ave Final design comments

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Hello Gail,

I hope you and your loved ones are all doing well during this unique time. Please let me know once there are details of the web conference for the transportation commission meeting. In case I miss it I would like to make a few comments.

First, I think the stop sign should be moved from Stanford to Willow. Willow connects all the way to Shoreline and has a considerable amount of traffic. People need to make a left or a right. By having a 4 way stop there it better guarantees that everyone has the time and visibility. I see that they plan on bulb outs and other things to improve visibility. However, I think a 4 way stop at Willow would manage traffic much better.

Second, I noticed that some bulb outs with channel drains seem to negate what could be parking space, particularly in front of the Track at McKinley Park. I am not sure if it is necessary to make the drains go into the street.

Lastly, I am curious what a design for the potential raised sidewalks and bike path would look like at some intersections.

Thank you,  
Rich

## Gail Payne

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**From:** Ryan J Clausnitzer <ryanjamesclaus@yahoo.com>  
**Sent:** Wednesday, May 13, 2020 1:54 PM  
**To:** Gail Payne  
**Subject:** Clement Avenue

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Hello Gail-

I commute in my car via Clement Avenue to and from work daily. While I will miss this non-stop bypass, I support the proposed plans in the interest of those living and working on this corridor, and to improve the overall quality of life for bicyclists and pedestrians. I do have a few comments and questions:

- I expect vehicles will transition to Lincoln as a primary E-W street. Are there plans to adjust Lincoln to have a turning lane similar to Central Avenue/ Broadway? It is very dangerous for pedestrians and turning vehicles, and will get worse with the change to Clement.
- Clement will be a much more useful bikeway once it is extended to Jean Sweeney. Where is the City at with negotiating with the Pennzoil property?
- Has staff or the Transportation Commission given any more thought into adding speed bumps on connecting roads between E-W thoroughfares (Buena Vista to Lincoln, Lincoln to Central)? Cars are encouraged to speed on the multi-lane E-W streets (Lincoln, Central, and Otis) and then they whip through the narrow side streets endangering people backing up cars, closing vehicle doors, crossing the street. It is very unpleasant and dangerous.
  - How can a resident recommend adding speed bumps to the City's arsenal of traffic calming (MUCH more effective than ticketing--which I never see on side streets).

Thank you for all you do for Alameda. I like where the City is headed and understand it cannot get there without its professional city staff.

Ryan Clausnitzer

## Gail Payne

**From:** Susie Hufstader <susie@bikeeastbay.org>  
**Sent:** Wednesday, May 13, 2020 12:44 PM  
**To:** Gail Payne  
**Subject:** A few final comments on Clement

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Hi Gail,

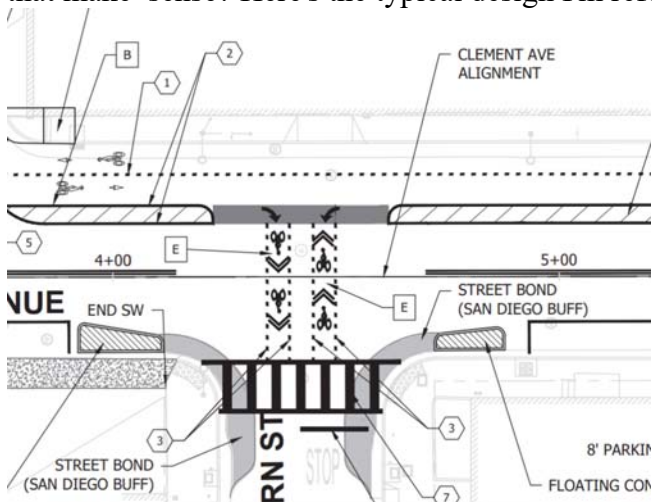
Wow! Awesome final designs for Clement. This is super exciting and you should be proud! I think the move to reconfigure the parking and improve the buffer width is a good idea. Plenty of room for boats. The addition of raised crossings at the Alameda Marina entrance is awesome, as well as some new stop signs that will be good for peds. I think the motoring community from the adjacent streets will appreciate that as well.

I did want to share a couple notes and questions on the final design:

- Is it correct to have the crosswalk at the driveways across from Willow and Union look like a bike crossing? I'm a bit confused about what that is.

- Can you share the buffer design detail? Now that most of the parking is removed, it would be great to have alternating delineators with concrete curb stops, similar to the existing section of Clement.

- This is a bit nitpicky, but the bike boxes (which are great!) at all of the side street crossings are really wide which causes the arrow from the westbound cycle track to align with the oncoming northbound bike crossing and side street travel lane. It may be a good idea to narrow that bike box so that it only fills the area across from the southbound receiving lane, with the arrows both pointing at the correct bike crossing chevrons. Does that make sense? Here's the typical design I'm referring to:



Thank you! Always a pleasure to review great work for our city!

Susie Hufstader

# Input regarding Clement Ave Improvement project

✕ DELETE   ← REPLY   ⇐ REPLY ALL   → FORWARD   ⋮



Avi Warner <aviwarner@gmail.com>

Tue 5/19/2020 11:19 AM

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To: Gail Payne;

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Hi Gail,

After reviewing the finalized proposal for Clement Ave work, I'd like to reiterate my firm support for the project. As a resident of Clement Ave (cross-street Willow), I know that these projects will cause disruption from construction and changed parking configurations.

That being said, the benefit will be immense, both in traffic control and in accessibility. We commonly ride our bikes as a family from our home down to the old base. There are gaps though in safe riding between here and Jean Sweeney open space. This project will address much of that gap.

Adding some additional accessibility around the AUSD warehouse that extends onto the sidewalk (by limiting parking) will be a much welcome improvement as well.

Overall, the project has my family's full support. We are thankful that the city is investing in making these critical improvements.

Best,

Avi Warner  
2122 Clement Ave, Alameda, CA 94501