

Exhibit 1: Comment Summary for the Clement Avenue Complete Street Concept Proposal (January through March 2015)

**(Community Workshop #1 and Open Forum:
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 Avenue

- 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 Avenue

- 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.

March 2015

(Community Workshop #2)

Intersections / Driveways

- Want more stop signs along Clement Avenue such as at Willow Street to slow traffic.
- Want median strip to limit passing, especially traveling eastbound (toward Broadway) at Park Street. Motorists traveling eastbound make a second lane to turn left even though they are on the wrong side of the street.
- Want left turn on Park Street.
- Want a left turn signal at Park Street.
- At the Park Street and Clement Avenue intersection, make a "no right turn on red" onto Park Street or onto Clement Avenue to protect bicyclists.
- Want simple green driveways with high visibility.
- Restrict parking at intersections and driveways to improve visibility.
- Height restrictions may not be enforced so instead prefer no parking near intersections.
- Want bike signals at signalized intersections.
- Improved lighting everywhere but especially at corners.
- Bulb-outs!, maybe crossing lights but no noise alerts/sirens please.
- Use the blinking lights in the street to signal traffic entering the street, especially from the marina. Could be started automatically as soon as a car/truck starts to enter the street.
- No bulb-outs.
- Want all-way stop sign at the Everett Street/Clement Avenue intersection.
- Concerned about the proliferation of stop signs and compliance. Go for more traffic calming.

Termini / End Points

- Broadway stop sign will need to be timed with light at Broadway and Tilden Way. Consider how the all-way stop will affect the Broadway/Tilden Way intersection and the AC Transit buses that travel on it.
- Install flashing beacon on Clement Avenue at Broadway due to concerns about cars violating stop signs.
- Move stop sign up Clement Avenue heading eastbound near Broadway for visibility.
- Big yes for all-way stop at Clement Avenue/Broadway. Like this all-way stop.
- Want the all-way stops at Clement Avenue/Grand Street and Clement Avenue/Broadway.
- Consider how you would want it once Clement Avenue is extended.
- Consider all-way stops at termini only if warranted.

- Do not want all-way stops at Clement Avenue/Grand Street and Clement Avenue/Broadway.

New Marked Crosswalks

- Limit on crosswalks - major or minor?
- Yes to marking crosswalks at all intersections.
- Want to see crosswalks added, why limit the number of crosswalks?
- Crosswalks on both sides of the intersections. If for one side only, have it match the same side as on a few streets down. For example, the marked crosswalk on Schiller Street crossing Buena Vista Avenue is on the other side of the street.
- Want marked crosswalks at Chestnut Street, Everett Street and Broadway.
- Is there a reason for limiting the number of crosswalks? Why not at all intersections such as Stanford Street and Elm Street?
- Want marked crosswalks at Grand Street, Oak Street and Broadway.

Sidewalk Constraints / Curb Ramp Issues

- Without extension to include sidewalks, street needs to be widened to include bike lanes.
- ADA means accessible sidewalks not just corners turned down. I have a chair and found sidewalks not accessible. Sidewalks need to be accessible.
- Bait and Tackle sidewalk extension should not impact parking and adjacent driveways for the adjacent property.
- Bait & Tackle sidewalk extension seems like a silly concession
- Do not spend money on upgrading curb ramps. Use it for pinch point accessibility to improve wheelchair access.
- Really like the sidewalk access around pinch points, especially near the sports field.
- Sidewalks need to be wider between Willow Street and Walnut Street on the east side.
- I prefer the lower black ADA truncated domes over the new higher yellow ones because the higher ones are harder for walkers.
- Want sidewalks widened for ADA compliance and to make more pedestrian friendly.
- Sidewalk extensions for private/corporate parking and utility poles seem wrong. Can you move the pole to the extension area rather than moving the pedestrians?
- Support the best possible sidewalks.
- Consider other solutions around poles than the sidewalk bump-outs. Are there other alternatives?
- Do not want private property seized to widen sidewalks.
- The sidewalk in front of the Alameda Unified School District warehouse needs to be wider.
- Would like to see the utility poles removed.

Disabled Parking Spaces

- Disabled parking suggestion needs to be clarified.
- Disabled parking should be located in commercial zones
- As a person who does use disabled parking, I do not see as much need on Clement Avenue as on Shore Line Drive.

Truck Access

- Enforce big rig parking.
- How will trucks stop at lots of stop signs?
- Travel lanes for Alameda Point Master Infrastructure Plan show 10 feet to 11.5 feet wide travel lanes.
- Two-way bikeway narrows the street reducing turning/loading access for businesses on the south side of Clement Avenue, which may force trucks to double park on the street.
- The guiding document - Transportation Element of the General Plan - prioritizes transit, cycling and walking, and that seems mostly borne out in latest plans. Truck access should not be a major factor as it is in conflict with the guiding document. Minimize truck improvements, prioritize walking and bicycling.
- Clement Avenue always has been the industrial route in Alameda for semis and trailers with boats to and from the marinas. I do not think that every single street in Alameda can be a Complete Street. Clement Avenue should be primarily for large wide vehicles, which must cross the city.
- Like loading zones for trucks. Want to prevent trucks from parking in the bikeway when loading/unloading.
- Do not want to prevent trucks from parking in the bikeway when loading/unloading.

Bikeway Concept

- Should consider two-way bikeway on the south side of the street because the north side is industrial and the south side is the calm residential side.
- Will street be too narrow with bike lanes similar to Shore Line Drive with cycle track? Will it be wide enough for boats?
- Not in favor of the two-way bikeway as the obstructions are too significant, specifically at Oak Street, Park Street and Broadway intersections and at the many gates at the Alameda Marina. The safest place for bicyclists is to have them where motorists expect them to be, which is in traditional bike lanes with the flow of traffic.
- No cycle track.
- As a long-time transportation cyclist, I am against the two-way protected bikeway or bike lanes. Simply make the traffic lanes wide enough for cyclists and motorists to share, which they will be with tracks removed. Passing traffic keeps the lanes clear of debris. Protected bike lanes will collect debris. Two-way protected bike lanes greatly increase the potential for motorist-cyclist conflicts and collisions at

intersections and driveways. Once bike lanes are built, drivers will get upset with cyclists legally using the traffic lanes.

- As part of the Cross Alameda Trail, the bike/pedestrian design should create an environment worthy of ultimate protected trail. Support cycle track.
- The two-way bikeway may seem safer for bicyclists as far as sharing the street with a truck route goes but how many driveways will have to be marked with green? A lot. The street is not wide enough to accommodate two-way bike lane with concrete bumpers and trucks of heavy types.
- I prefer sharrows first, separate lane second...almost never a cycle track that uses up roadway space or gets bicyclists to ride on the wrong side of the street such as Fernside Blvd to Bay Farm Island).
- Bicycles and cars do not play well together. Trucks are the bully in the playground. Why are you trying to come up with a plan to force them all together? If Clement is to be a major car and truck traffic carrier, why not move the bicycle traffic to another street? If there is any doubt as to where your major interest lie, and if you recorded Monday's workshop, play back the comments you and your associates made, and count the number of times you mentioned bicycles and the number of times you mentioned cars. Bicycles will win by a big multiple. While we have business interest on Clement, we live near Shoreline. The City has made Shoreline a mess. You have taken a four lane street and crammed all of the traffic into two lanes. My feeling is that the traffic lanes are narrow for a major street. To repeat myself, Shoreline is a mess. Remember, we are not trying to reinvent traffic and pedestrian movement here. I think your goal should be safety for drivers and walkers, moving bicyclists to another street, and improving the aesthetics of Clement Avenue.
- Like the two-way bikeway.
- Like the cycle track.
- Concerned about eastbound bicyclists on the two-way cycle track.
- Ensure bike visibility at driveways and intersections.

Parking

- There is not enough parking. We need a parking garage.
- Want a parking garage instead of new housing such as at Boatworks.
- Need to consider games that are held in Thompson Field by Walnut Street that impact up to Park Street.
- Dislike when bike lanes remove parking.

Funding

- Developers - homes will have to share some costs of the Clement Avenue improvements.
- Go for the grant!
- Please do attempt to make the June 1 grant deadline.

- Concern about the budget, project cost and funding priorities.
- Do not build more things than the City can afford to maintain in the future long term.

Miscellaneous

- Return AC Transit Line 19, which traveled on Buena Vista Avenue.
- Need a master plan for Clement Avenue.
- What about the businesses? Should survey the businesses.
- We agree with traffic calming.
- Blighted property on the south side of Clement Avenue between Park Street and Broadway is in conflict with the plan's stated goals.
- Removing the railroad tracks should be paramount because the city already has been sued when cyclists get stuck and fall. Railroad tracks also are hazardous to individuals in wheelchairs because tires get stuck at the crossings.
- What about Blanding Avenue? It is hardly used.
- Want an additional public boat launch - public right-of-way to the estuary - for the east end of town - there is supposed to be one but there is not.
- Resurfacing has to be absolutely heavy duty pavement work due to the trucks.
- Take one step at a time.
- I also am concerned about the health and safety of bicyclist. I think the best step for this is education to drivers, but primarily to bicyclist. They never seem to know whether they are vehicles or pedestrians. They ride on the sidewalks, in the streets, in and out from between cars, etc.
- I hope Clement Avenue can be improved. Removing the railroad tracks if a great first step. Underground utilities would be a great step. Repaired sidewalks and curbs would help, and of course, new pavement.