

Clement Avenue Truck Route and Associated Parking Loss

**Transportation Commission
July 22, 2026, 6:30pm**



Staff Recommendation

Review and Discuss restriping of Clement Avenue between Balsa St and Paru St, eliminating on-street parking and creating 14-foot-wide travel lanes

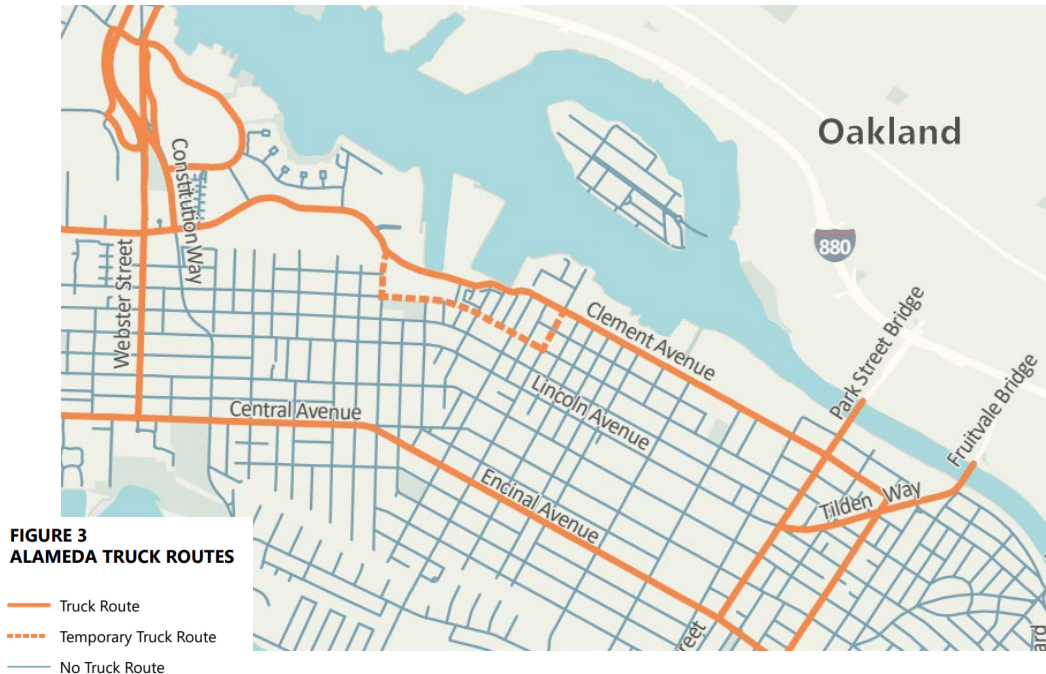


Agenda

- Alameda General Plan
- History – How We Got Here
- Truck Routes and Turning Templates
- Alternatives Considered and Recommended Action
- Parking Study and Parking Availability
- Alameda Municipal Code and Delegated Authority
- Next Steps and Timeline



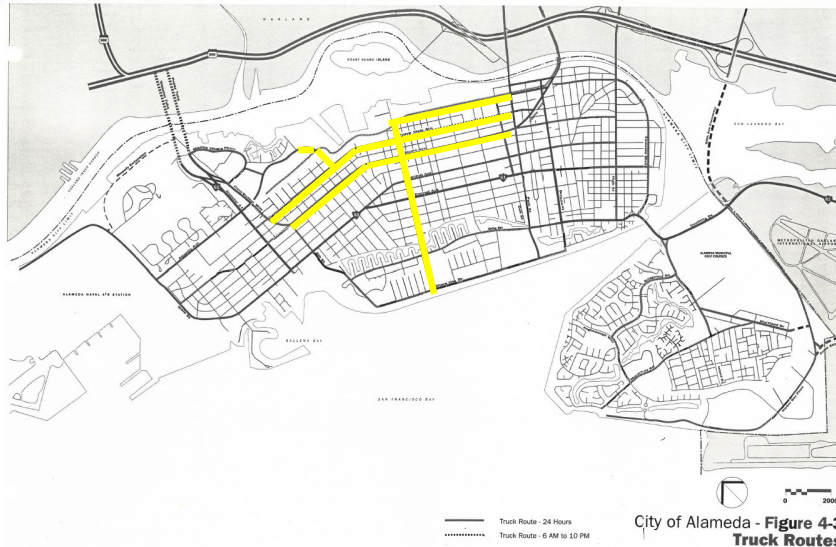
GP Street Classifications



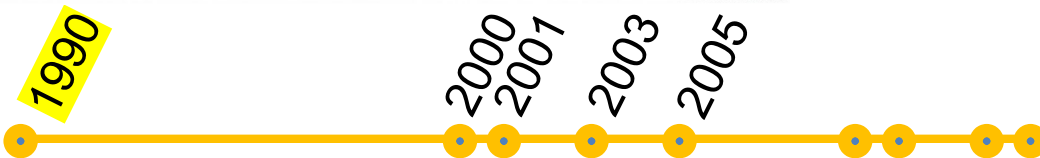
Location of Proposed Restriping and Loss of On-Street Parking



History – Early Days



1990 General Plan
Truck Routes on
Lincoln,
Buena Vista,
Clement (east)
Atlantic
Grand
Sherman



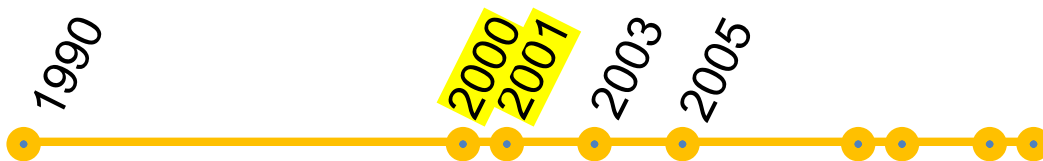
History – Early Days

2000 Marina Cove Condition of Approval:

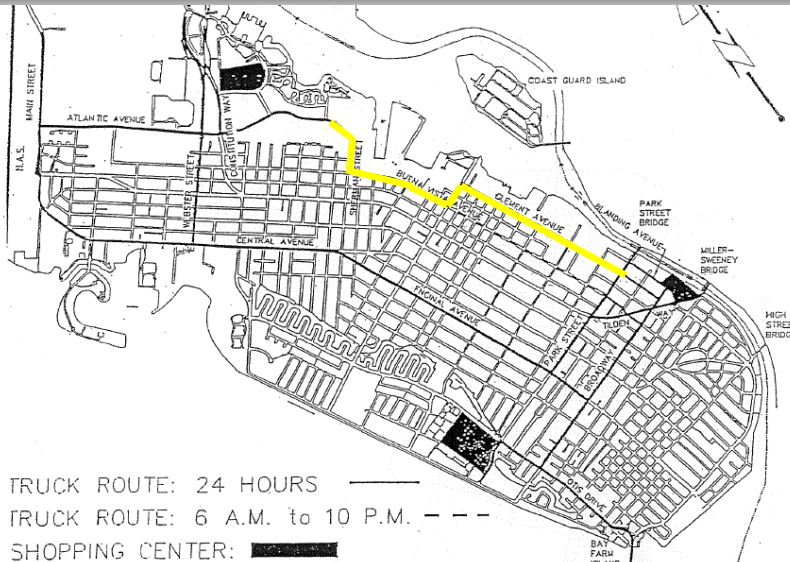
Clement Extension “may be designated as a truck route”
Included with Development CC&Rs (Reso 13290)

2001 Council Amends Plan with 42' Roadway

5' bike – 12' travel – 12' travel – 5' bike – 8' parking



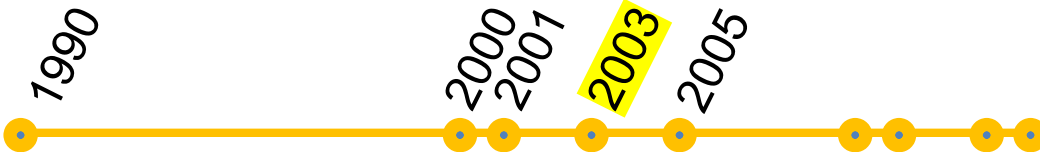
History – Early Days



2003 GP Amend

Truck Routes on
Buena Vista
Clement (east)
Atlantic
Sherman

(Reso 13604)

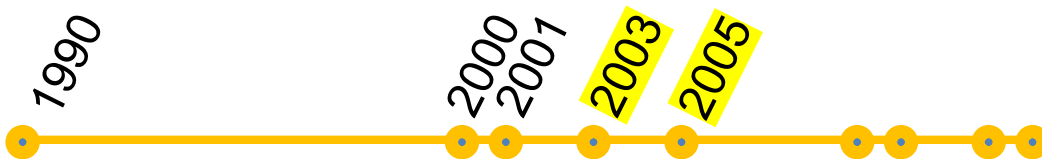


History – Early Days

2003 Clement r/w established from Hibbard to Entrance
250-foot radius curve at roadway centerline (Tract 7170)

2005 Marina Cove Phase 1 Complete and Clement Avenue
built from Hibbard to Ohlone

2005 Cross Alameda Trail Feasibility Study Approved
Recreational Trail shown on Buena Vista or Pacific
(Reso 13878)



History – How We Got Here



GP Transportation
Element Update

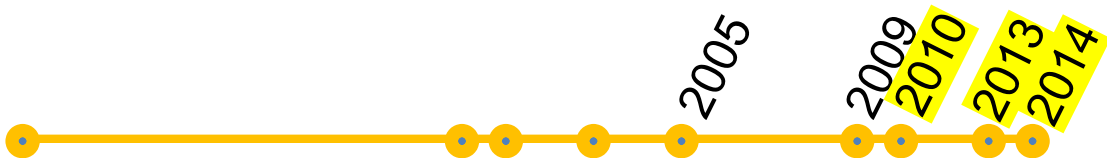
Truck Route on
Clement Extension

2009
2010
2012
2014



History – How We Got Here

- 2010 Bike Master Plan – Cross Alameda Trail shown on Clement with Class II (on-street) Bike Lanes (Reso 14510)
- 2013 City Adopts Standards for the Cross Alameda Trail as Class I (separated and protected) two-way Cycle Track
- 2014 City Requested Marina Cove II project construct a two-way Cycle Track



Clement Extension Truck Route

- Clement Identified as potential Truck Route in 2000
 - Marina Cove 1 CC&Rs: Clement is potential truck route
 - Marina Cove 2 CC&Rs: Clement is Truck Route
 - Homes fronting Clement have recorded disclosures
- 2009 GP TE Defined Clement Extension as Truck Route (CEQA Completed)
- 2022 GP Street Classifications show Truck Route relocation from Buena Vista to Clement (CEQA Completed)

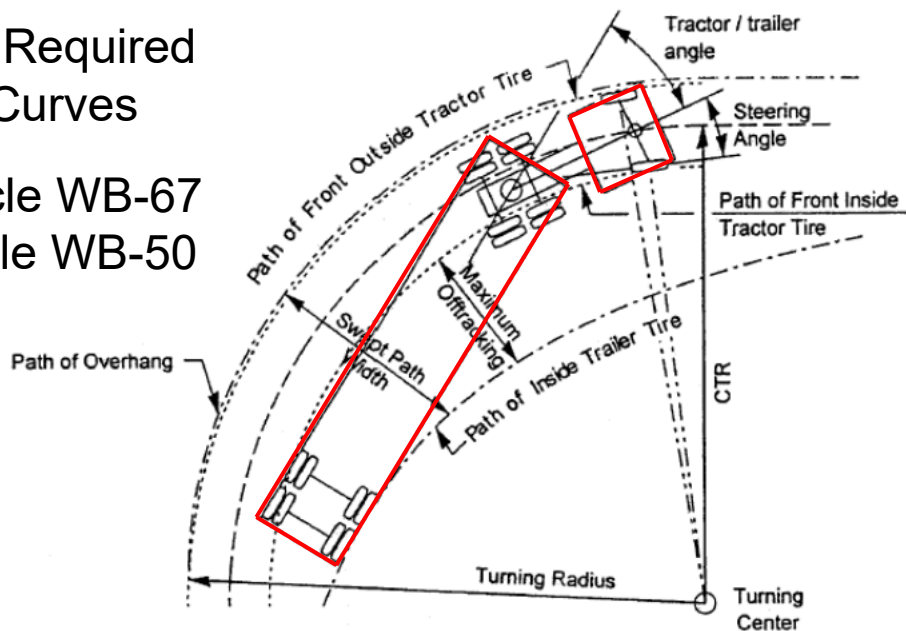


Truck Routes and Turning Templates

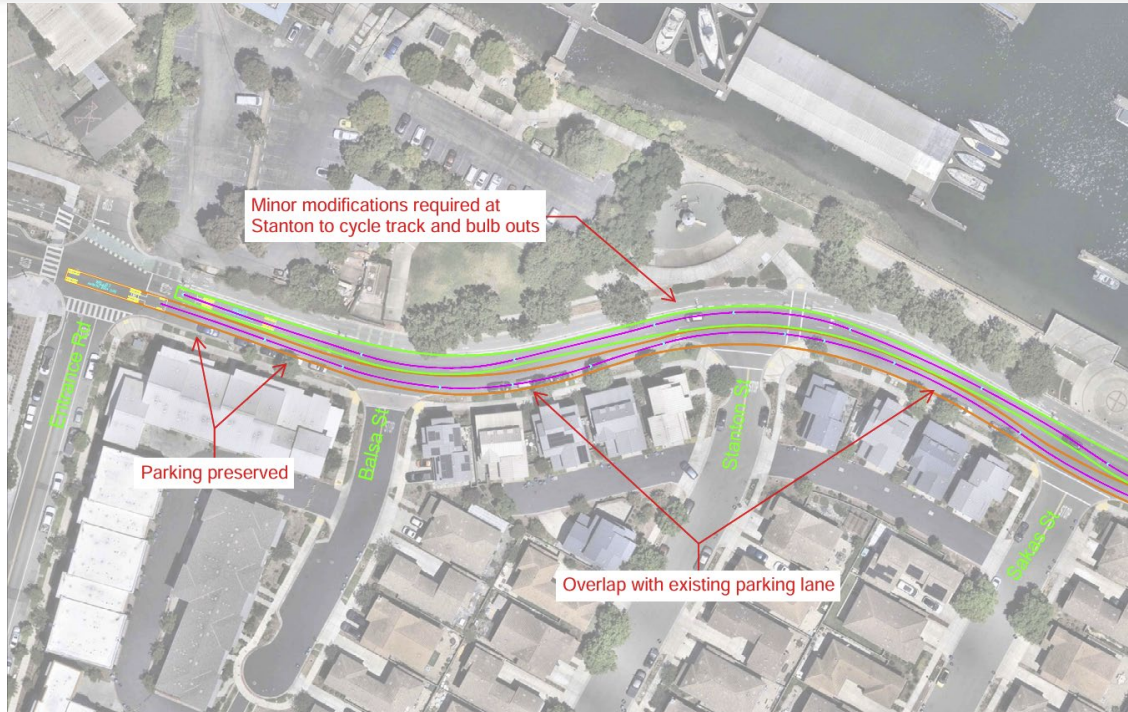
Trailer Tracks Inside of Steering Axis

Wider Lanes Required
at Roadway Curves

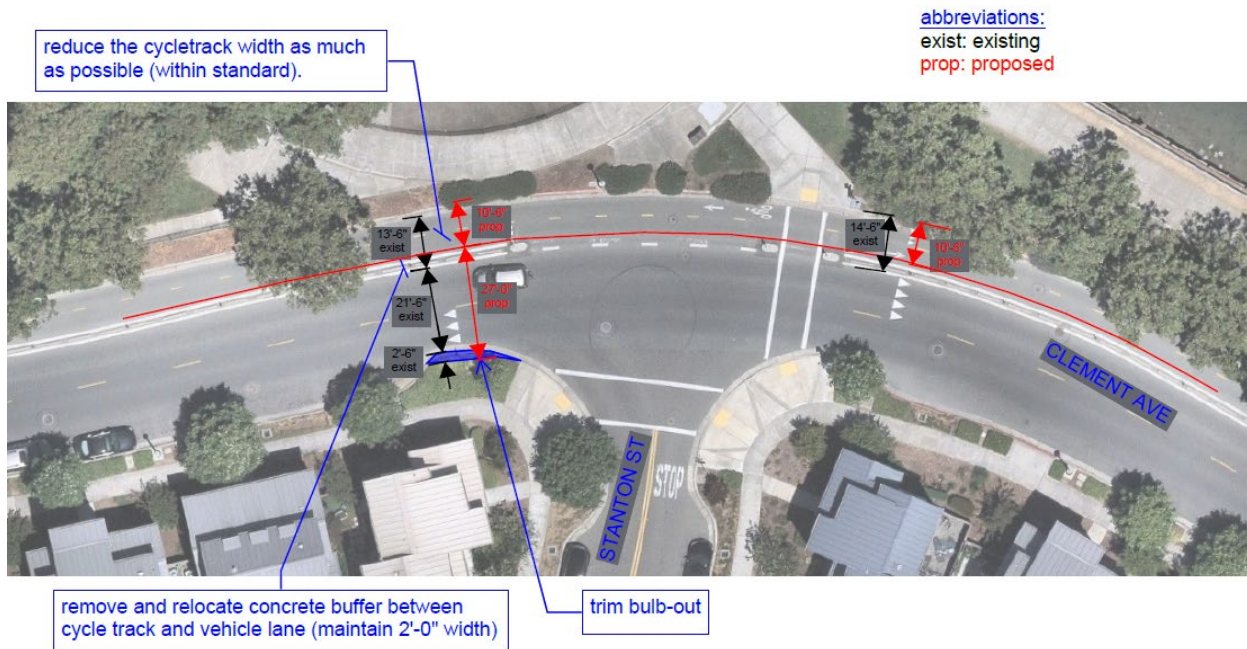
Control Vehicle WB-67
Design Vehicle WB-50



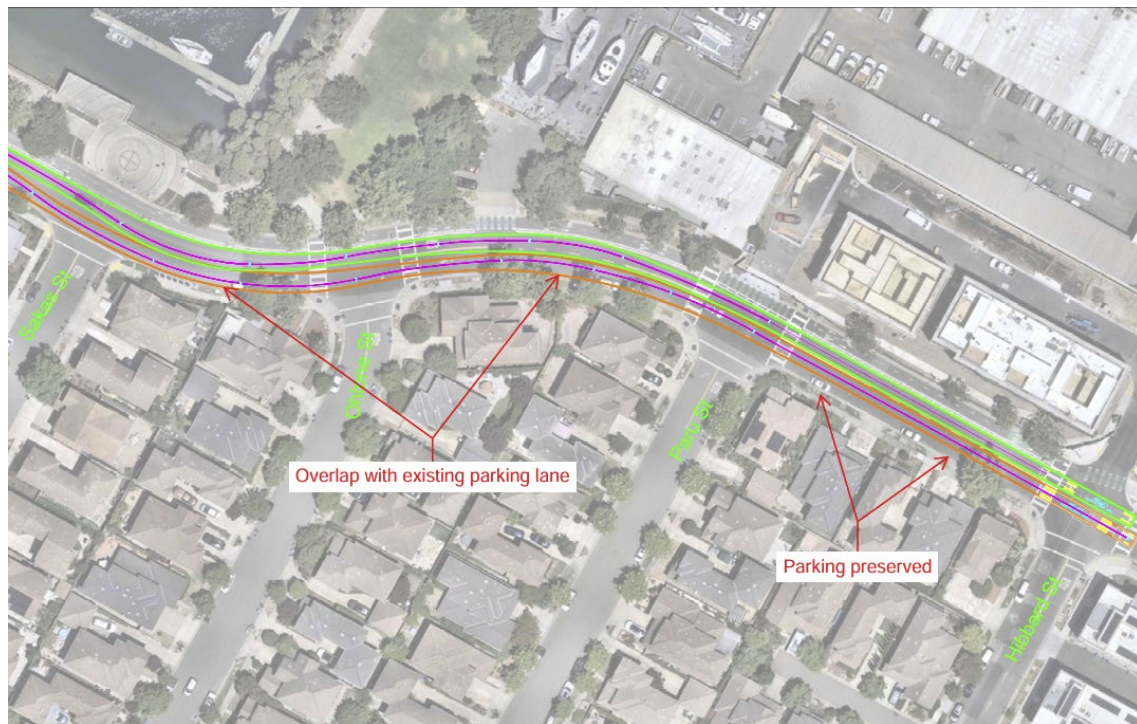
Truck Routes and Turning Templates Entrance Road to Sakas Street



Minor Modifications at Stanton St



Truck Routes and Turning Templates Sakas Street to Hibbard Street



Truck Routes and Turning Templates

- Max Vehicle width is 8.5' (Federal)
- CA legal trucks (WB-67): 65' long need 14'+ lanes
- Common 50' long WB-50 trucks exceed 11.5' lanes
- TWO TRUCKS CANNOT SAFELY PASS WITH EXISTING PARKING – VEHICLE SIDESWIPE



Problem Statement

- General Plan identifies Truck Route on Clement
- Truck Route does not fit existing Clement Roadway



Alternatives Considered

1. Eliminate on-street parking, Balsa St to Paru St
(Recommended Action)
2. Eliminate two-way cycle track, convert to Class II
(Not recommended due to safety issues)
3. Relocate two-way cycle track north of Clement
(Not recommended due to cost, park impacts, permitting)
4. Maintain Truck Route on Buena Vista
(Requires a General Plan amendment, may still impact Clement)
5. Others...



Parking Study – Jan/Feb 2026

Clement Avenue Parking Use and Availability Study Limits



Parking Study – Jan/Feb 2026

- Parking inventory established for study area
- Parking counts collected mid-week and weekend
- Various times of day 9am, noon, 3pm, 6pm
- Length of stay calculations with license plate readers
- Key Consideration – 85% Occupancy
 - Above – perceived as full/congested
 - Below – underutilized



Parking Study – Observations

Appendix C: Maps

Figure 5. Average Occupancy All Times between Tuesday, January 27, 2026 and Saturday, February 7, 2026



Parking Study – Observations

- On-street parking below capacity at 64% avg
- Parking along Clement less than 50% for all periods
- Highest Occupancy: Saturday at 6pm at 78%
- Individual block faces occasionally exceed 85% but fluctuates through the day
- Driveways often not used and provide flexibility
- 58% of vehicles park for 3 hours or less,
17% of vehicles park for more than 9 hours



Parking Study – Conclusions

- Study area has sufficient parking to accommodate removal of 21 on-street parking stalls
- Some individual block faces adjacent to Clement may experience higher occupancy during peak periods, but nearby segments can absorb demand
- Driveway parking provides further buffer for residents
- 15 stalls may be added on Buena Vista



Alameda Municipal Code

- AMC Section 8-7.1:

“The Public Works Director is hereby authorized, whenever traffic engineering studies or principles indicate for the safety or adequate flow of all modes of transportation, to establish streets or portions thereof where parking is prohibited at all times.”
- AMC Section 8-1.2 - Public noticing not required
- AMC Section 8-1.3 – Decision not appealable



Communication Plan

- Councilmembers informed of Truck Route conflict
- Notification letter sent to all within 300' of study area
- Staff to meet with HOA board
- July 14th Community Meeting (Special Council Meeting)
- July 22nd Transportation Commission, 6:30pm



July 14th Community Meeting

Key Considerations:

- More than loss of parking, safety and health impacts (and concerns about the relevancy of parking study)
- Consider reclassifying Clement Avenue and maintaining truck route on Buena Vista



Next Steps

- Parking removal does not require Council Action
- Staff Recommendation may become Staff Determination
- Additional Outreach to take place before any action



Ask of Transportation Commission

1. Feedback on Staff's Recommendation
2. Comments on Parking Study
3. Is Clement Extension appropriate as a truck route?
4. Should Council consider a GP Amendment?



Clement Extension Design Criteria

Assume Clement Not a Truck Route

Design Vehicles: SU-30 and BU-40

Control Vehicle: WB-50

Will require wider lanes

- Loss of parking?
- Narrowing of cycle track?

