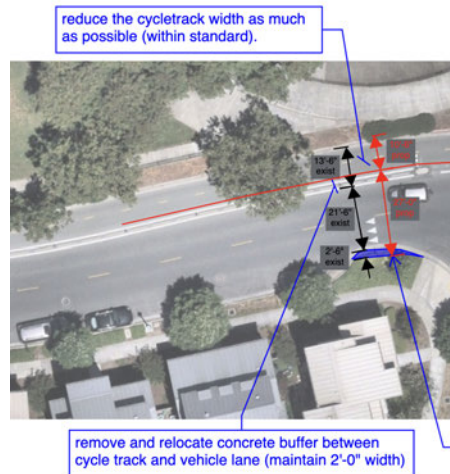


I ride my bike on the Clement Avenue Cycle track daily and I believe that narrowing the cycle track as proposed will result in a dangerous condition.

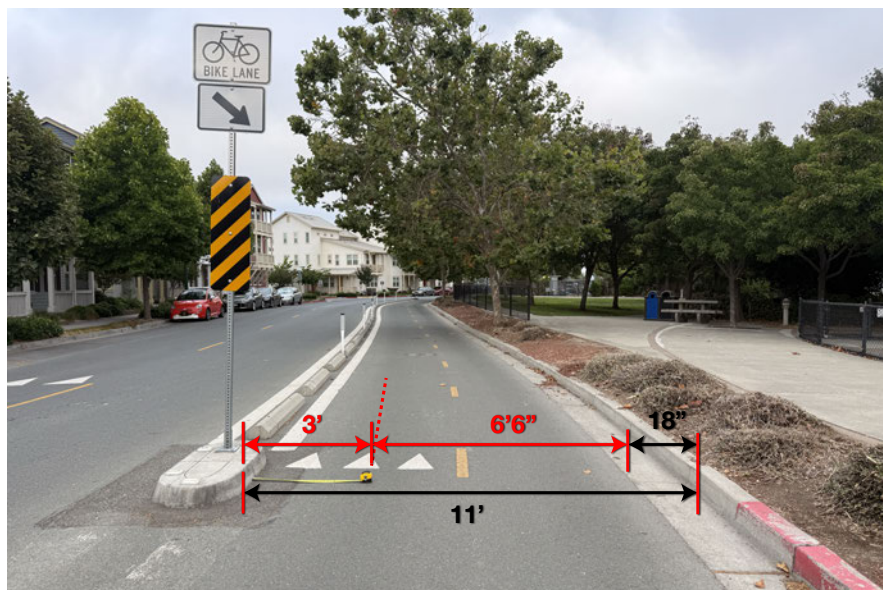
Exhibit 3 of the Clement Avenue re-striping staff materials shows the proposed narrowing of the cycle track on the north side of Clement Avenue by three feet. A detail of this image is shown below.



A label states that the concrete buffer is two feet wide. The width of the existing cycle track, inclusive of the concrete buffer, is labeled as 13'6". This implies the distance from the buffer to the curb is 11'6".

The actual distance from the concrete buffer to the curb is exactly 11 feet, measured with a tape measure. Additionally, a concrete gutter pan extends 18 inches from the curb and should not be considered a usable part of the cycle track due to the uneven, grooved surface and debris frequently present in the gutter.

The image below shows that if the existing cycle track is narrowed by the indicated three feet, its final usable width will be only six feet, six inches (assuming the curb is not relocated).



Clement Avenue cycle track at Stanton St, looking west. Measurements of existing widths are marked in black. Red measurements indicated proposed conditions from Exhibit 3.

A path width of 6'6" would be narrower than eight foot minimum width for bidirectional paths recommended by the NACTO *Urban Bikeway Design Guide*¹. Additionally, the NACTO guidelines recommend a lateral area of one to two feet clear of signs and other vertical objects. The concrete barrier contains a sign post within one foot of the cycle track.

Narrowing the cycle track in this section of Clement would be particularly dangerous because it is an area of frequent conflicts between different path user modes. The sidewalk on the north side of Clement Ave. ends just west of Stanton St., so pedestrians often walk in the cycle track in this area.

Path users on the cycle track have reduced sight lines west of Stanton due to the curve and encroaching vegetation, as shown in the image below.



Clement Avenue cycle track at Balsa St, looking east showing the reduced sight lines due to vegetation. The absence of a sidewalk on this side of the street makes it the *de facto* path for pedestrians.

Alameda's completion of the Cross Alameda Trail is a major milestone in building a connected network of safe streets. It would be a shame if the City compromised the safety of the trail in order to relocate a truck route.

Sincerely,

Doug Letterman

1. <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/paths/>

From: Alfred M <Alfredm2020@hotmail.com>

Sent: Thursday, July 16, 2026 12:13 PM

To: Scott Wikstrom <swikstrom@alamedaca.gov>; Transportation Commission <tc@alamedaca.gov>; City Clerk <CLERK@alamedaca.gov>

Cc: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Michele Pryor <mpryor@alamedaca.gov>; Greg Boller <gboller@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Tracy Jensen <tjensen@alamedaca.gov>; Transportation Commission <tc@alamedaca.gov>; City Clerk <CLERK@alamedaca.gov>; jgasca@bohancompany.com; sternflynnrebecca@gmail.com; bhoward@bohancompany.com; aeclements@gmail.com; klevins@gmail.com

Subject: [EXTERNAL] RE: Urgent: Strong Opposition to Clement Avenue Truck Route Relocation and Parking Elimination

Hi Wikstrom,

Thank you for your response and for confirming that my comments will be added to the public record for the upcoming Transportation Commission meeting on July 22nd.

While we appreciate Public Works' effort to conduct community outreach, we must firmly challenge the premise of this project. You mentioned that your department remains open to "feasible alternatives" that safely accommodate truck traffic while preserving on-street parking.

The most reasonable and legally compliant alternative is for the City to **withhold this design and entirely reconsider the truck route designation on Clement Avenue between Sherman Street and Grand Street**. Forcing heavy industrial trucks through this specific residential corridor creates several severe, unmitigable conflicts with the City's own adopted policies:

- **Violating Vision Zero (Speed & Safety):** Drivers travel at the speed a street's design invites. Stripping parking, shaving back pedestrian bulbouts, and clearing a 14-foot channel through the curves will inevitably invite vehicles to carry more speed past our front doors. The City's own Vision Zero plan forbids degrading safety features without documented necessity.
- **Endangering Children at the Stanton Crossing:** The bulbouts at the Stanton crossing exist so children crossing to reach the playground, waterfront, and the Cross Alameda Trail can see and be seen. Shaving them back makes this playground crossing longer and blinder, putting residents, dog walkers, and children in the path of 50- and 65-foot trailers with massive blind spots.
- **Unacceptable Squeeze on the Cross Alameda Trail:** To fit truck traffic through the Stanton curve, this proposal narrows the two-way cycle track at its blind apex by three feet. Squeezing a heavily used citywide bike and e-bike path at the exact point where a turning trailer swings widest reverses the City's promise to make active transportation safe.
- **Failing the General Plan's Environmental Standards:** Trucks braking and accelerating into these curves will concentrate diesel particulate emissions directly beside a playground and residential bedroom windows with zero setback. Doing

this while simultaneously removing or cutting back mature trees—our only natural buffers—violates the General Plan's "least-impact" standard for truck routes.

A city should not unmake the thriving, safe neighborhood it deliberately designed and created. Nothing is lost by halting this designation; businesses will still maintain destination access. We look forward to a rigorous re-evaluation of this project.

Regards
Alfred

From: Scott Wikstrom <swikstrom@alamedaca.gov>
Sent: Thursday, July 9, 2026 12:33 PM
To: Alfred M <Alfredm2020@hotmail.com>
Subject: RE: Urgent: Strong Opposition to Clement Avenue Truck Route Relocation and Parking Elimination

Hello Alfred,

Thank you for your comments. They will be formally added to the public record at the Transportation Commission meeting scheduled for July 22nd.

The decision to recommend removing 21 on-street parking spaces on Clement Avenue was not made lightly and we recognize that this change will affect nearby residents. The Alameda Municipal Code authorizes the Public Works Director to prohibit parking when traffic engineering principles indicate it is necessary to support public safety and the safe operation of the transportation system. While the Code does not require public notification or provide an appeal process for this type of decision, Public Works chose to conduct an extensive outreach effort because of the community interest and the potential impacts. That outreach includes mailed notices, a community meeting, and a public hearing before the Transportation Commission prior to implementation. The purpose of the outreach is twofold: to explain the engineering analysis and policy considerations that led to this recommendation, and to hear from the community.

Public Works remains open to considering any additional feasible alternatives that can safely accommodate truck traffic while preserving on-street parking. If such an alternative exists, we welcome the opportunity to evaluate it.

We look forward to continuing the discussion at the July 14 community meeting and the July 22 Transportation Commission meeting.

Scott Wikstrom, P.E.

City Engineer
City of Alameda
(510) 747-7937

From: Alfred M <Alfredm2020@hotmail.com>
Sent: Wednesday, July 8, 2026 8:52 PM
To: Scott Wikstrom <swikstrom@alamedaca.gov>

Subject: [EXTERNAL] Urgent: Strong Opposition to Clement Avenue Truck Route Relocation and Parking Elimination

Hello Wikstrom,

I am writing as a resident of the Marina Cove and Clement Avenue community to express my strong opposition and deep concerns regarding the City's proposal to relocate the truck route to Clement Avenue and permanently eliminate 21 on-street parking spaces. While we understand the completion of the Skyline development project at 2015 Grand Street has closed the final gap in the Clement Street extension, routing heavy tractor-trailers through our residential corridor poses severe risks to our community's safety, quality of life, and property values.

Specifically, I urge the Public Works Department to reconsider this plan based on the following critical issues:

- **Severe Safety and Collision Risks:** As your notice explicitly states, the existing lane widths on Clement Avenue are too narrow to accommodate large tractor-trailers. Forcing trucks into a space where sideswipe collisions with moving and parked cars are a "likely outcome" is a major safety hazard for residents, children, and motorists.
- **Flawed Parking Study Conclusions:** The notice mentions a parking study conducted in early 2026 claiming the area has "sufficient parking capacity." As residents who live here day and night, we strongly disagree. Eliminating 21 parking spaces between Balsa Street and Paru Street will create severe parking deficits, forcing residents and guests into surrounding blocks, compounding congestion, and disrupting daily life.
- **Noise and Environmental Impacts:** Introducing heavy truck traffic into a high-density residential area will drastically increase noise pollution and diesel emissions, negatively impacting the health and well-being of local families.

Our community deserves a solution that prioritizes public safety and neighborhood livability over commercial traffic convenience. I request that the City explore alternative routing options or implement significant mitigation measures (such as strict truck size limits, restricted operating hours, and local parking compensation) before moving forward.

I will be attending the in-person community meeting on Tuesday, July 14, 2026, at 6:00 PM to voice these concerns alongside my neighbors. In the meantime, I request that this formal objection be entered into the public record for this project.

Thank you for your time and consideration.

Regards
Alfred

From: Eric <quadova85@gmail.com>

Sent: Friday, July 17, 2026 9:38 PM

To: Transportation Commission <tc@alamedaca.gov>

Subject: [EXTERNAL] Alameda Transportation Commission public comment, 7/15/2026 agenda item 6-C

Dear Alameda Transportation Commission,

I am writing regarding Agenda Item 6-C and the proposal to shift the truck route from Buena Vista Avenue to Clement Avenue.

Regardless of Clement Avenue's historical designation as a truck route, the street and surrounding neighborhood have changed significantly. The current roadway design, bicycle infrastructure, pedestrian activity, residential development, and waterfront use are not compatible with increased heavy-truck traffic.

Vehicles are already beginning to speed between Entrance Road and Hibbard Street. Adding large trucks to this corridor would increase the risk of serious collisions and injuries. Trucks would also need to navigate sections of roadway that are neither straight nor particularly wide, creating additional hazards for bicyclists and pedestrians.

This is also a neighborhood where children regularly play near Clement Avenue. A nearby daycare walks groups of toddlers across the street to reach the playground, often accompanied by older staff members. Increased truck and automobile traffic would make these everyday activities more dangerous.

Shifting additional truck traffic onto Clement Avenue also appears inconsistent with Alameda's Vision Zero goals. A policy centered on eliminating traffic deaths and serious injuries should not be paired with a decision that introduces more heavy vehicles into a corridor already shared by families, children, bicyclists, and pedestrians.

I am also not the only resident who chose to invest hard-earned money and move to this neighborhood because of its quiet character and family-friendly potential. Residents made those decisions based on the neighborhood that exists today and the improvements the City has encouraged over the past decade. That residential investment has strengthened the neighborhood and expanded the City's property-tax base. Converting Clement into a more heavily used truck corridor would significantly change the neighborhood's character and undermine the expectations created by the City's own planning and investments.

Heavy trucks traveling along the waterfront would also negatively affect the character and usability of an area that the City and community have spent more than a decade improving. The investments made to beautify the neighborhood, encourage walking and cycling, and create a more welcoming waterfront have already provided substantial benefits.

It would be unfortunate to spend additional public funds modifying Clement Avenue to accommodate heavy trucks when this portion of Clement appears narrower and less suitable than the comparable stretch of Buena Vista Avenue.

Overall, moving the truck route to Clement Avenue would create foreseeable safety, environmental, and quality-of-life problems while potentially exposing the City to future liability. I respectfully urge the Council to reject the proposed shift and pursue an alternative that better protects residents, pedestrians, bicyclists, children, and the waterfront.

--

Sincerely,

Eric Gardner

From: Tina Chin-Kaplan <tchinkaplan@gmail.com>
Sent: Friday, July 17, 2026 1:28 PM
To: Transportation Commission <tc@alamedaca.gov>
Cc: Scott Wikstrom <swikstrom@alamedaca.gov>
Subject: [EXTERNAL] Clement Ave Truck Route impacts

Dear Transmission Commissioner:

My name is Tina Chin-Kaplan and I'm an Alamedan native (I went to school at Lum, Wood and Encinal). My husband and I bought our new house at 1823 Stanton Street 10.5 yrs ago. My son was 2.5 years old then.

I oppose making the Marina Shores section of Clement Ave into a truck route. I understand that was the city's intent but the city allowed and approved Lennar to build Marina Shores development into a beautiful community with a park and bike lane. It does not make sense to now strip the multiple curved, tree lined street of parking. It also does not make sense and is extremely unsafe to put the truck route into this path along houses that have practically no yard.

I am also concerned about my mail. How will the mail person be able to deliver easily if they cannot park in front of the mail boxes?

The layout of Clement Avenue was fully approved by the city as part of a **residential** development. **This area is no longer an industrial zone**, yet the city permitted a residential design without adequately accounting for a future truck route. Given that Marina Shores residents contribute consistently to the city's tax base through an additional property tax that is reserved for new homes, we expect the city to uphold its commitment to our neighborhood's infrastructure and safety rather than forcing us to absorb the impact of a retroactive change.

Please keep the current truck route as is and do not change Clement Ave.

Sincerely,
Tina Chin-Kaplan
--

Dr. Tina Chin-Kaplan, L.Ac., M.S., Dipl.O.M., DAHM
Doctor of Acupuncture and Herbal Medicine
Needles and Tea

From: Michael Patterson <map222@gmail.com>

Sent: Friday, July 17, 2026 10:15 AM

To: Transportation Commission <tc@alamedaca.gov>

Subject: [EXTERNAL] Alameda Transportation Commission public comment, 7/15/2026 agenda item 6-C

Hello,

I am writing regarding the proposal to move the truck route onto Clement Avenue. I bike on Clement daily, and it is the safest route in Alameda. As it stands, I see little benefit to putting a truck route there, and I would like the Transportation Commission to consider maintaining the current truck route.

The only operational argument supporting the move is the possibility of trucks using Clement Ave when the road isn't designed for them. I live near a similar situation at Main Street and Willie Stargell Avenue, where the truck route runs down Main Street and Willie Stargell is a shortcut with curves much like Clement. Anecdotally, my son loves watching the trucks go by, and we have never seen a "big truck," as he would say, take the shortcut onto Willie Stargell. I pulled collision data for Willie Stargell Avenue, and there have been no truck-related collisions on Willie Stargell Avenue from 2014 through 2026 (see attached image). This supports the idea that trucks will not take unsafe routes, even if they are convenient.

Second, wider roads generally lead to faster travel, and more dangerous streets. Accommodating trucks on Clement Ave would make it more dangerous for everyone, while the geometry of Buena Vista Ave does not necessitate this compromise. Broadly speaking, Alameda has spent the last few years putting roads on a diet, and I don't see why we should reverse that course now.

Thank you,
Michael Patterson

