



Clement Ave Truck Route Community Meeting

Tuesday, July 14, 2026 – 7PM – Emergency Operations Center, Floor 2

For a list of attendees, refer to the sign-in sheet.

Special Meeting

SCOTT WIKSTROM, CITY ENGINEER: Consistent with the Sunshine Act/Brown Act, at the start of the meeting, convened a non-agenda public comment session.

No members of the public requested to speak during the non-agenda public comment session

Scott provided a presentation discussing the history of the truck route on Clement, truck turning template and lane width requirements, alternatives considered, results of a recent parking study, communication plan, and next steps.

SPEAKER 1: Commented that the Disclosures are partial and do not describe removing pedestrian facilities, parking, or trees.

MAYOR ASHCRAFT: Noted that Scott asked to please hold all questions until the end.

SPEAKER 2: Wanted to make sure that City Staff was aware that although parking is a big concern, safety is more on the foreground of his (and others') minds. (Crowd showed support for this statement with clapping and other audible ayes). SPEAKER 2 expressed worry that a Truck Route (and the associated changes) will undermine pedestrian safety. SPEAKER 2 mentioned that although the Truck Route was part of the 1990 General Plan, the curvatures of the road were not. SPEAKER 2 requested more protection [for vulnerable road users]. Lastly, SPEAKER 2 mentioned that with the opening of Clement Ave, there will be more traffic in general in the neighborhood – not just trucks.

SPEAKER 3: Stated that the comparison [between Clement and Buena Vista as Truck Routes] is not fair. SPEAKER 3 acknowledged that there are public parks on Buena Vista, as well as Clement, but it is not like comparing apples to apples [SPEAKER 3 said something about Public Park vs Private Park but I'm not clear what SPEAKER 3 meant by that]. SPEAKER 3 also mentioned that the conditions of the neighborhood have changed since 1990, so just because it's designated as a Truck Route in 1990 doesn't mean it will still be that way in 2026.

SPEAKER 4: Asked the people in the room to raise their hand if they had children (many people did). SPEAKER 4 stated that Marina Cove has an above-average birth rate. SPEAKER 4 also mentioned that the particles from pollution from trucks could negatively impact their community.

SPEAKER 5: Asked Scott to clarify what the connection between the truck route and bike lanes were. SPEAKER 5 asked why the bike route can't be routed along the Marina.

SPEAKER 1: Expressed that the curvature of the Truck Route is a concern. He likened the City's effort to combine every different type of road user [from vulnerable pedestrian to large truck] to trying to fit 15 stones into a 12 stone bag. SPEAKER 1 also stated that the Disclosure mentions that there is supposed to be an appropriate setback from the face of curbs to the homes. SPEAKER 1 postulated that their homes do not meet the minimum setback. When asked what the number of feet back it was, SPEAKER 1 said the Disclosure does not specify. SPEAKER 1 mentioned that a Vibration and Exposure Analysis would be helpful in quantifying the Truck Route's predicted impact on the neighbors. SPEAKER 1 also requested that a Synchro Analysis and Pedestrian Safety Study be done to further quantify impacts to neighbors. SPEAKER 1 highlighted that the City's Vision Zero plan prohibits removing pedestrian modifications that are already in place. That said, SPEAKER 1 insisted that there be enhanced pedestrian modifications to counter the road safety challenges that arise with the ultimate configuration of the Truck Route along Clement Ave.

SPEAKER 6: Mentioned that as a person living on Buena Vista where the temporary truck route is and as a mom of two young kids and a poodle, they requested the City more seriously consider making Buena Vista the ultimate truck route. They expressed appreciation for the [Rectangular Rapid Flashing Beacon (RRFB)] and awe for the beauty of the waterfront. SPEAKER 6 mentioned that the park that abuts Clement is designed for toddlers (whereas the parks on Buena Vista Ave are designed for older kids). SPEAKER 6 mentioned they already take great caution when crossing this street and worried that it would be even worse in the ultimate Truck Route configuration.

SPEAKER 7: Asked if a Traffic Study went along with the 1990 Truck Route designation. And if there is, requested it be reviewed and made available to the public. They also asked if a recent analysis was done – or if not, whether the City can prepare one that more accurately reflects the present conditions.

SPEAKER 8: Asked City Staff whether Clement or Buena Vista is wider. [Staff responded that the street section of Buena Vista is wider].

SPEAKER 5: Described their experience watching trucks make 90 degree turns and asked if the bike lane [cycle track] can be relocated.

SPEAKER 9: Argued that while Clement was designated as a Truck Route in the 1990's when the area was truly Industrial, today in 2026 it is obviously not industrial. For that reason, City should reconsider Clement's Truck Route designation.

SPEAKER 10: Requested that the City amend the General Plan because it is outdated. They stated that the neighborhood has changed. They also mentioned that there are contradictions in the 1990 General Plan. [They were reading from a letter and Scott asked them to email it to him. SPEAKER 10 said they would.]



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SPEAKER 11: Noted that reducing the bikeway by three feet is a concern. They mentioned that the greenery already reduces the effective bikeway width. On top of that, SPEAKER 11 stated, pedestrians also use the bike path since the sidewalk in that area is not contiguous, further reducing the effective bikeway width.

[At this point, the time was ten minutes after 7:00 and City Staff paused the feedback to respect folks' time and discuss next steps. City Staff would stay to answer more questions but noted that some people might have to leave. Mayor Ashcraft had to leave but appreciated the respectful discussion that was taking place and encouraged the group to join an Advisory Committee that piqued their interest.]

[After that, City Staff spoke about logistics. The next step is the Transportation Commission Meeting next week (the date and time was mentioned in the PowerPoint Presentation). Scott noted that his Staff Recommendation will not change in a week. City Staff mentioned that the process of amending the General Plan is a process that involves Council, City Manager, and Planning Director. Since no one from Planning was in attendance, City Staff said they will provide more information once they fully understand that process. Staff also explained that the process could take a year and that by law, the City is only allowed to make a certain number of changes to the General Plan per year.]

[A handful of people had to leave and shortly after that, the questions and feedback from the public resumed.]

SPEAKER 12: Stated that noise and pollution levels should be evaluated or acknowledged or the City should tell the public what safe noise and pollution levels are. They requested to see a study on the impacts to human health.

SPEAKER 13 (possibly SPEAKER 2): Noted that the curve on Clement Ave will lead to truck braking, meaning additional noise and pollution will be generated compared to a straight section.

SPEAKER 3: Disagreed with the analysis of the Parking Study based on their personal observations working from home. SPEAKER 3 requested that the Parking be re-studied on evenings (after 6PM) and weekends in the summer when events are going on at the park.

SPEAKER 14: Agreed with SPEAKER 3 and stated that 50% occupancy [as shown in the parking study] is "ludicrous."

SPEAKER 15 (possibly spoke previously: Also related to the Parking Study, SPEAKER 15 stated that [future] parking spaces on Buena Vista Ave should not have been included in the denominator of parking spaces available.

SPEAKER 3: Requested that when City Staff takes the information forward to Transportation Commission (and eventually City Council) that they reframe the study.

Instead of saying that it was done as a courtesy, to point out what it lacks in terms of data and accuracy.

SPEAKER 16 (possibly SPEAKER 10): Stated that he is a Software Engineer and is a very technical person. He asked clarifying questions about the Parking Study, mainly “Is this the average of 25 hours?” and “Does it include growth for future developments?” [To the first question, Scott reiterated from the presentation that the data was collected between 6AM – 6PM. To the second, no, these are the present values.]

SPEAKER 17: Asked why the road would be built so narrow if it was a known Truck Route for 30 years.

SPEAKER 18 (possibly SPEAKER 4): Stated that City Staff should not forget to consider that the straight section of Paru to Hibbard also feels dangerous (because it’s so narrow).

SPEAKER 19: Stated that based on her knowledge and observations as a Pediatrician and husband who drives a truck for business, Clement is not the right place for the Truck Route. SPEAKER 19 argued that the adjacent park with vulnerable users (young children and the elderly) should not be intermixed with truck traffic.

SPEAKER 20: Described the data they have collected on their dash cam of cars in the opposing lane encroaching onto their lane. They supposed that one wrong turn by a truck could lead to an overturning and for a truck to end up in someone’s living room (or multiple living rooms) in the Truck Route’s ultimate configuration on Clement Ave.

SPEAKER 21: Explained that they did sign the Disclosure and held their breath, accepted the eventual Truck Route on Clement. But, they continued, they did not accept the lane widening. They contended that people will certainly speed, but stressed that what was more important to them was that it feels like the rug is being pulled out from under them.



SUMMARY OF SPECIFIC REQUESTS

STUDIES/ANALYSES:

- Vibration
- Exposure
- Noise
- Pollution
- Pedestrian Safety
- Parking Study (with more data)
- Truck Turning Exhibit with Design Vehicle
- Traffic Study (from 1990) presumably supporting the Clement Ave truck route
- Traffic Study (with 2026 data) to compare how the conditions have evolved since the former

DESIGN ELEMENTS:

- Further pedestrian safety modifications (in addition to the RRFB)
- Preserve as much of the cycle track width as possible

CONSIDERATIONS:

- This is more than the loss of parking, it's the safety and health impacts
- More seriously consider reclassifying Clement Ave [as less appropriate for a Truck Route] and evaluating Buena Vista [as more appropriate for a Truck Route]
- Do not forget to consider that the straight section of Paru to Hibbard also feels dangerous

FOLLOW-UP:

- Provide the detailed process for Amending the General Plan