

KICKOFF MEETING NOTES

February 17, 2022

Project# 248460.001

Project Name: Clement/Tilden Extension

Meeting Location: Virtual

Attendance

- **County of Alameda:** Rick Yeung and Carl Speaker
- **City of Alameda:** Robert Vance, Gail Payne, Tawfic Halaby, Areli Vazquez-Munoz, Rochelle Wheeler, Lisa Foster, Brian McGuire, Jim Barse, Dylan Hammond, Gary Spenik of AMP, Eric Fonstein (Community Development), Sarah Henry (public information officer)
- **Kittelison:** Hermanus Steyn, Mike Alston, and Laurence Lewis
- **Edison School:** Cameron Holland
- **Bike Walk Alameda:** Denyse Trepanier, Cameron Holland, Cyndy Johnson, Tim Beloney
- **AC Transit:** David Berman

Agenda and Notes (in red)

1. Introductions
 - Gail introduced the participants on the call and presented the purpose of the kickoff meeting. She listed project stakeholders and solicited input for others who may not be at the meeting.
2. Project Background
 - Gail described the history of Tilden Way usage and mentioned that the original inhabitants were Ohlone Native Americans. Gail described the history of the Cross Alameda Trail development and explained that the project forms the last link of the trail.
 - Mike discussed a citywide roundabout screening that Kittelson conducted and mentioned that the Tilden Way / Blanding Avenue intersection is a viable location for a roundabout given traffic volumes and available right-of-way.
 - Mike mentioned the planned restriping of the Miller-Sweeney Bridge. Rochelle and Rick discussed coordination on the restriping projects. Rochelle mentioned that the restriping was envisioned as a “near-term” measure, with more study being necessary for any possible roadway reconfiguration. On the Oakland side of the bridge, the City of Oakland is moving forward with a northbound reduction to one lane as part of the “Fruitvale Alive” project.

- Denyse sought clarification on project extents: would the project extend from Clement and Tilden to the Bridge? Mike clarified that, yes, that is within the project extents.

3. Project Goals

- Mike shared project user considerations (people walking, people biking, transit, trucks, and motor vehicles). He solicited responses through the meeting's chat function to ask, "What is your highest priority for the project?" Responses are included below.
 - 1. Transit 2. Biking and Walking 3. Trucks (if needed) and 4. Not additional private car access to this transit corridor.
 - Safe and seamless bike and pedestrian access from Broadway/Clement to bridge. Consider whether Pearl St is a better bike boulevard than Versailles (if so, need a connection to Miller-Sweeney Bridge). Continue turn prohibitions onto Pearl St.
 - Reduce speeding of vehicles entering the island.
 - To start: zero crash fatalities and severe injuries.
 - From a Public Works Clean Water perspective, we would like to see the inclusion of Green Infrastructure / post construction stormwater treatment where feasible.
 - Safe crossings at major intersections.
 - Bike/pedestrian safety with a robust exercise for the consideration of integrating green infrastructure elements to the maximum extent practicable.
 - Truck access and movement of goods.
 - Safe pedestrian crossing for seniors, youth and families across Tilden Way and broad safe sidewalks accessing Nob Hill and close bus stops.
 - Biggest concern would be to slow cars coming onto and off of bridge.
 - Can we reduce posted (and design) speed in this corridor as part of this project?
 - Connection for pedestrians and bikes entering and exiting the island. The Fruitvale area in Oakland has great coffee/food for another location people in the Alameda neighborhood can visit.

- Safely getting via bike/pedestrians to and from the bridge and Fernside to Clement.
- Transit priority measures to maintain service speed and reliability and setting the stage for a future with a dedicated, separate cycle track across the estuary, and dedicated bus lanes across the Miller-Sweeney Bridge.
- Protected bike paths from Fernside and Tilden through to Clement for youth, families, and seniors.

4. Initial Ideas & Constraints

- Mike shared some high level concepts that illustrate potential connections and network implications. He emphasized that the concepts have modularity and are developed primarily to facilitate conversation that can help to define project constraints and needs. The concepts are attached to these meetings notes, Comments and discussion on each are presented below.
- Idea A
 - Cul-de-sac on Broadway protects neighborhood areas and eliminates through movements.
 - The existing network doesn't allow for right onto Pearl. The roundabout could provide opportunity to reestablish connection to Pearl, reducing vehicular pressure onto Versailles.
 - Pearl Street could be tied in.
- Idea B
 - Disconnecting Broadway from Tilden seems like fatal flaw (operationally and politically)
 - Broadway doesn't need to cross Tilden but needs to connect to it at a minimum.
 - Ideas A and B will change existing bus routing, which need to be accounted for. There are also implications for how buses access Santa Clara. Bus stops may be needed along Tilden Way. There could be flexibility on the location of the bus stops in relation to the Nob Hill shopping area.
 - Consider traffic back up during bridge openings, within the roundabout and cross traffic.

- Kittelson: we will look at this when considering the bridge operations. Roundabouts can provide a more consistent flow.
- Idea C
 - Kittelson confirmed that this concept would provide bike connectivity from Fernside and would not require two crossings. (The green lines simply show separate paths.) The same is true for Santa Clara.
 - On the south side of Tilden Way, there are not many driveways, so a Class IV bike facility could be provided.
 - If we pursued right in, right out on Clement, what are spillover effects?
 - Where would the truck route be for this concept for eastbound left from Clement?
 - Mentioned that the eastbound truck route may not be satisfactory.
 - The General Plan states that Clement will be a truck route; it is unclear whether an asymmetrical truck route would be in line with General Plan and project goals.
 - Nob Hill Market has large delivery vehicles. How is their circulation affected?
 - Broadway/Tilden signal is a long cycle and is currently 3+ phases. This alternative with fewer phases would provide more flexibility.
 - What would roundabouts do for/to transit priority possibilities at peak times given bridge queues?
 - This idea is more functional than Idea B.
- Idea D: Shows three closely spaced intersections by disconnecting Broadway to the north.
- Idea E: Disconnects Broadway to the south to Tilden Way.

5. Next Steps

- Mike and Gail shared the next steps and timeline for the project. Currently, the schedule includes sharing concepts for City Council approval in early 2023.

Attachments

- The presentation slide deck is attached.