

A photograph of a street intersection. In the foreground, there are traffic lights and a sign for 'TRUCK ROUTE'. A person is riding a bicycle across a crosswalk. Several cars are visible, including a white sedan and a dark SUV. The background shows residential houses and trees under a clear blue sky.

Clement/Tilden Way Extension Project

Public Workshop

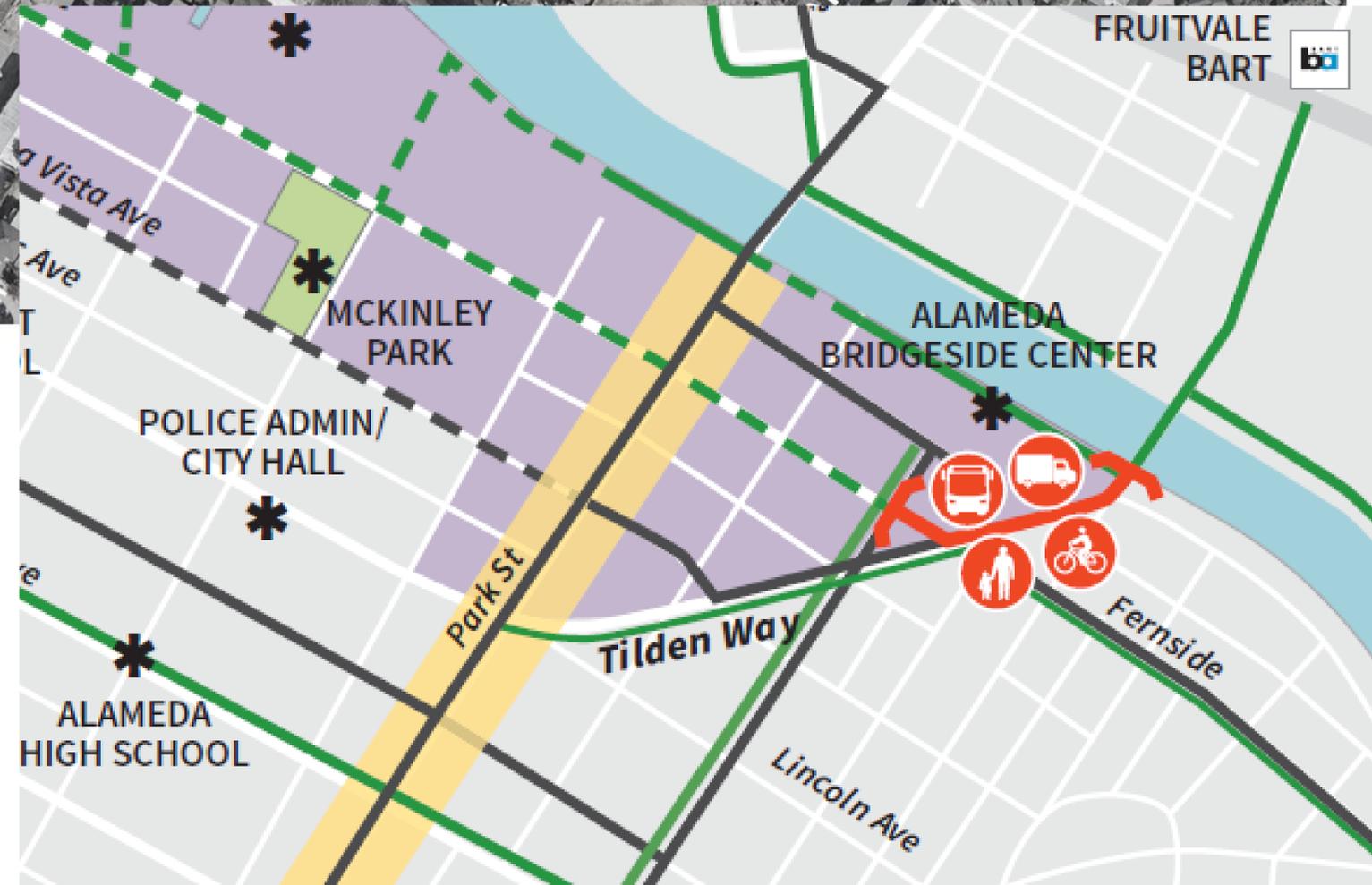
Wednesday, May 18, 2022

Agenda

1. Meeting Purpose
2. Introduction & Background
3. Existing Conditions
4. Concept Development
5. Feedback
6. Next Steps

Meeting Purpose

- Share initial findings and next steps
- Hear from you on:
 - Goals
 - Existing conditions
 - Initial ideas
 - Decision criteria

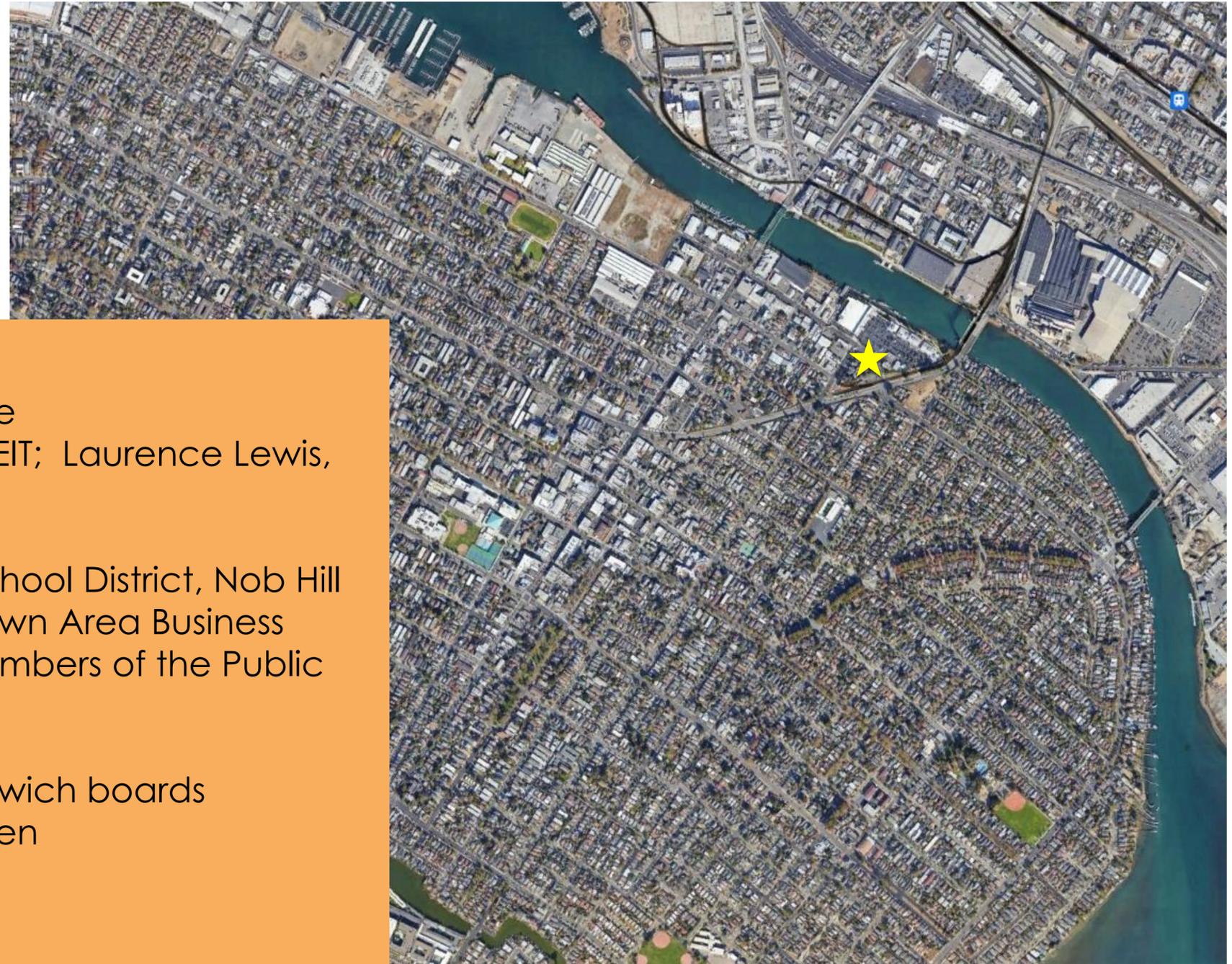


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Introduction

Clement Avenue Extension Alternatives at Tilden Way



Project Team:

- City of Alameda: Gail Payne & Robert Vance
- Kittelson & Associates, Inc: Mike Alston, RSP, EIT; Laurence Lewis, AICP; Hermanus Steyn, PE

Project Stakeholders:

- City, AC Transit, County, Alameda Unified School District, Nob Hill shopping area, Bike Walk Alameda, Downtown Area Business Association, Alameda Housing Authority, Members of the Public

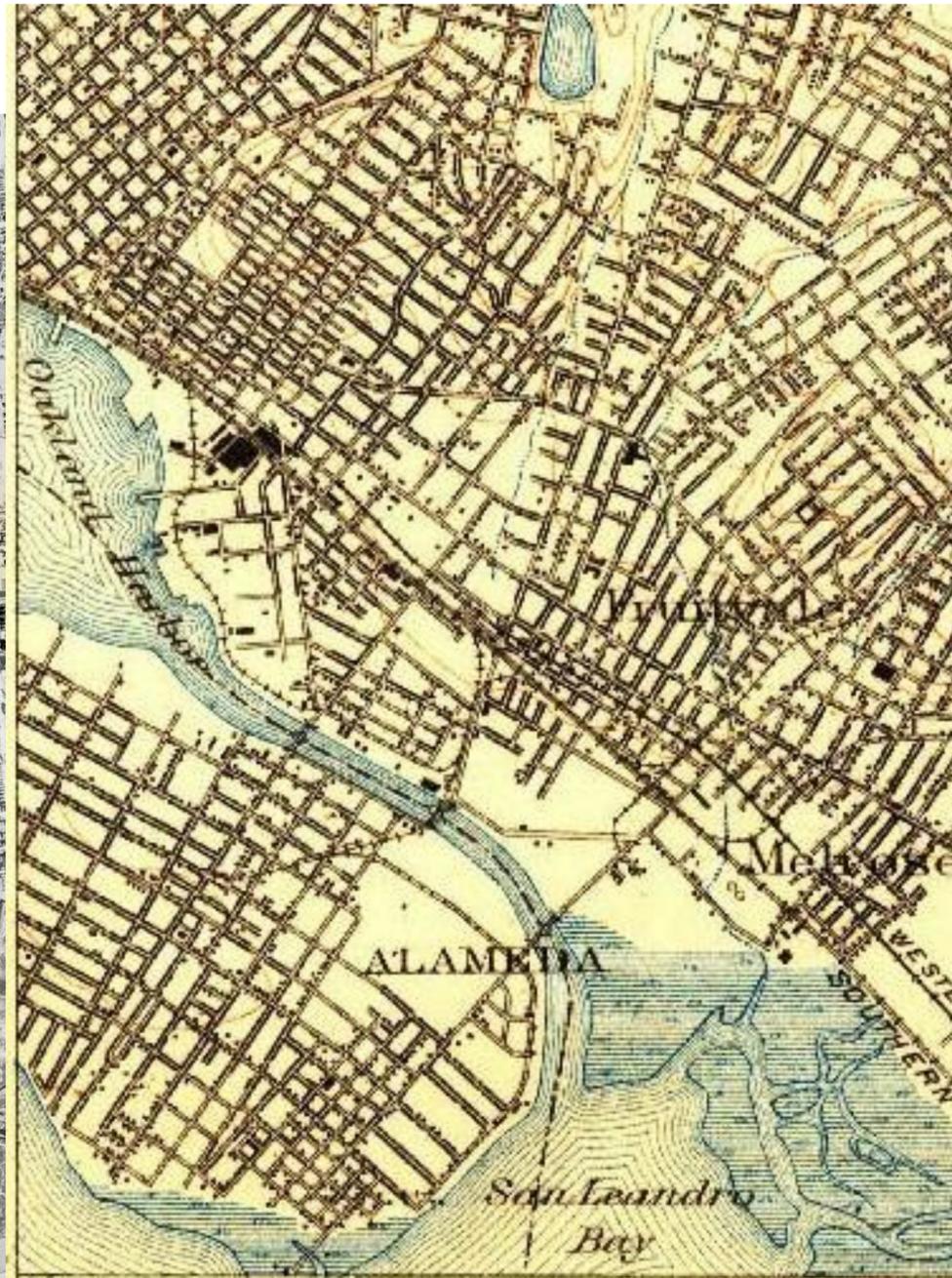
Engagement and Outreach Update:

- Letter to adjacent properties
- Outreach via social media, emails and sandwich boards
- Website: www.alamedaca.gov/ClementTilden
- Online survey (still being conducted)

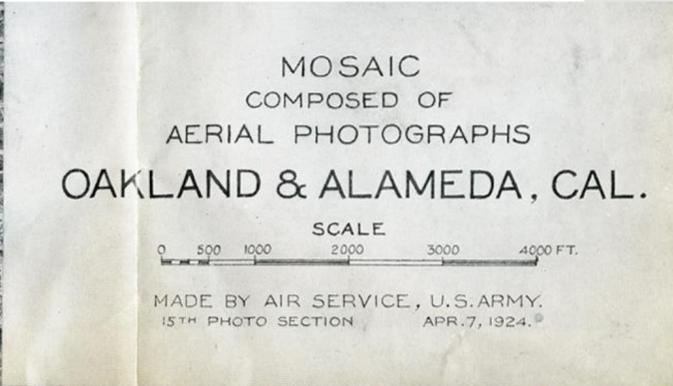
Project Background



Project Background

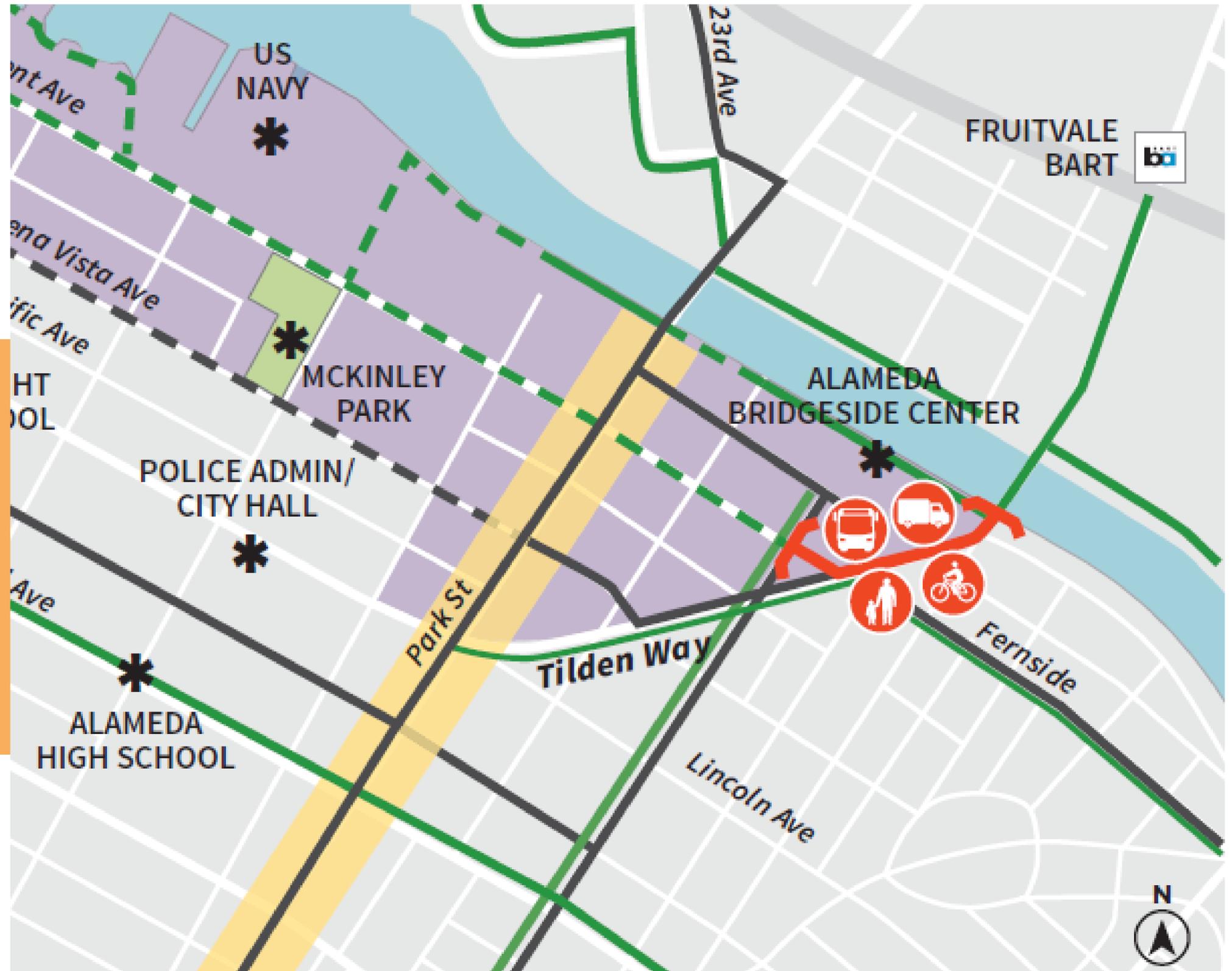


2'15"
ENGRAVED APR. 1897 BY
Henry Gannett, Chief Topographer.
R. U. Goode, Geographer in charge.
Triangulation by U.S. Coast and Geodetic Survey
Topography by W. D. Johnson and W. H. Otis.
Surveyed in 1893-94.
Culture revised in part in 1913-14.
R. B. Marshall, Chief Geographer.



Project

- Measure BB grant for \$10 million
- Union Pacific property acquisition
- Environmental clean-up
- Extend Clement Avenue per General Plan



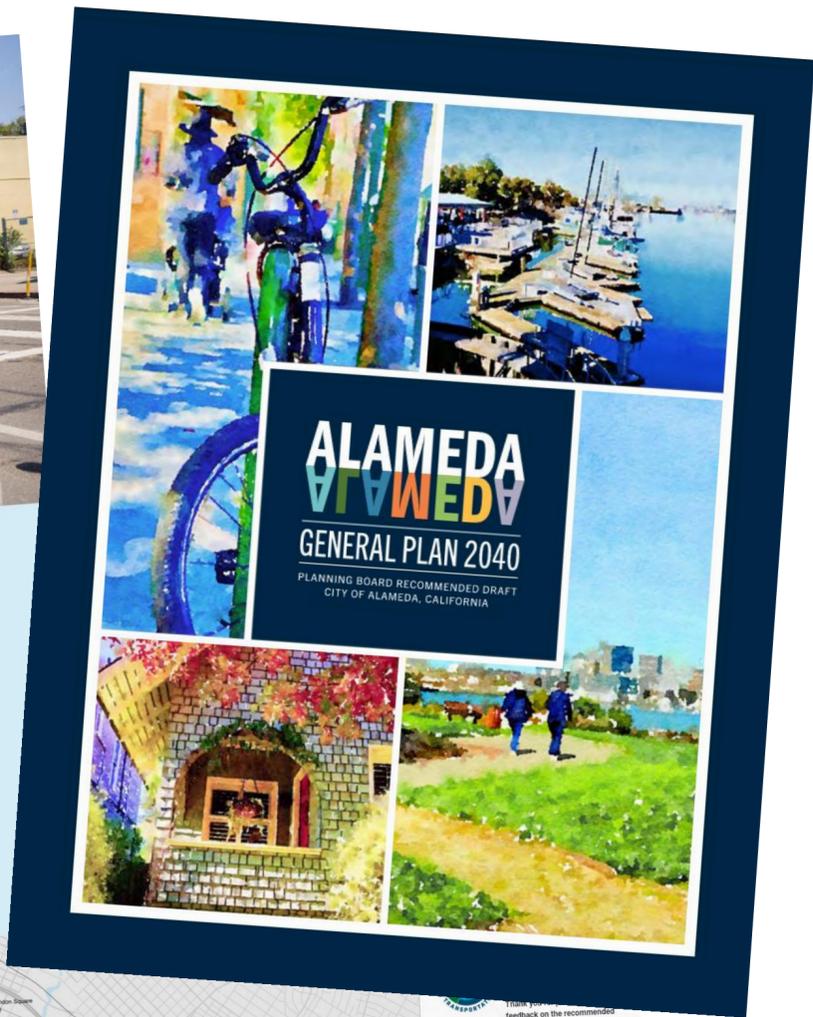
Project Goals and Intended Outcomes



Alameda
Vision Zero Action Plan

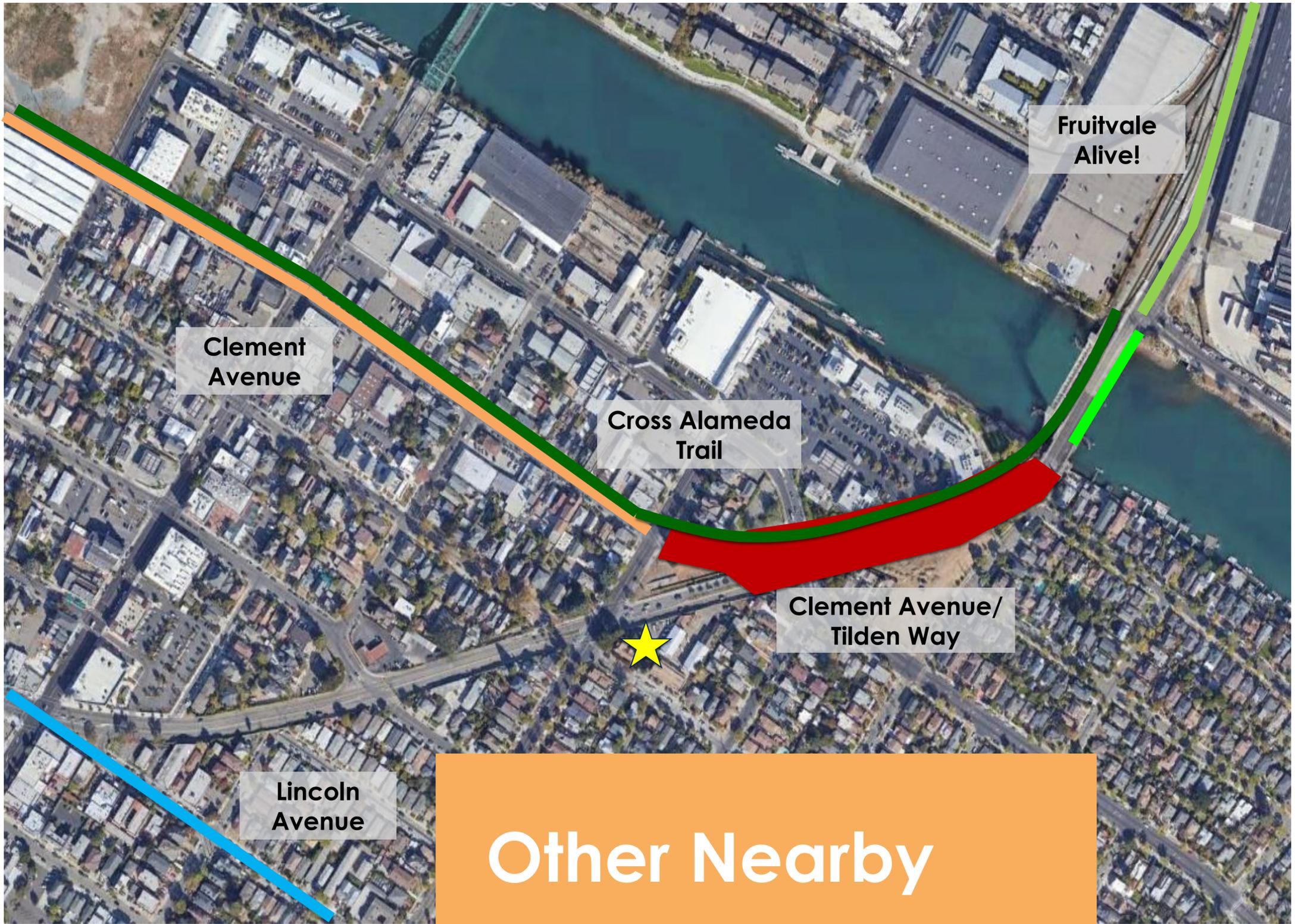


November 3, 2021



- Prioritize **safety**
- Improve **mobility** for all roadway users
- Provide **flood reduction** and **landscaping** opportunities
- Reduce **greenhouse gas** emissions
- **Comply** with City plans and policies





Other Nearby Projects

- 
Clement Avenue Safety Improvements (City)

- 
Fruitvale Alive! Gap Closure Streetscape (Oakland)

- 
Cross Alameda Trail (City)

- 
Lincoln Avenue/Marshall Way/Pacific Avenue Improvements (City)

- 
Miller-Sweeney Restriping (County)

- 
Future Housing Development (City)


Project Timeline

Spring 2022

Existing Conditions Analysis

Existing conditions and project outcomes

Spring/Summer 2022

Community Engagement

Continue to gather and compile stakeholder input

Summer/Fall 2022

Concept Development and Approval

Identify and refine preferred alternative

2023

Final Design

Begin final design for preferred alternative

2024

Construction

Begin construction of preferred alternative

Stay up to date via the webpage:

www.alamedaca.gov/ClementTilden

Agenda

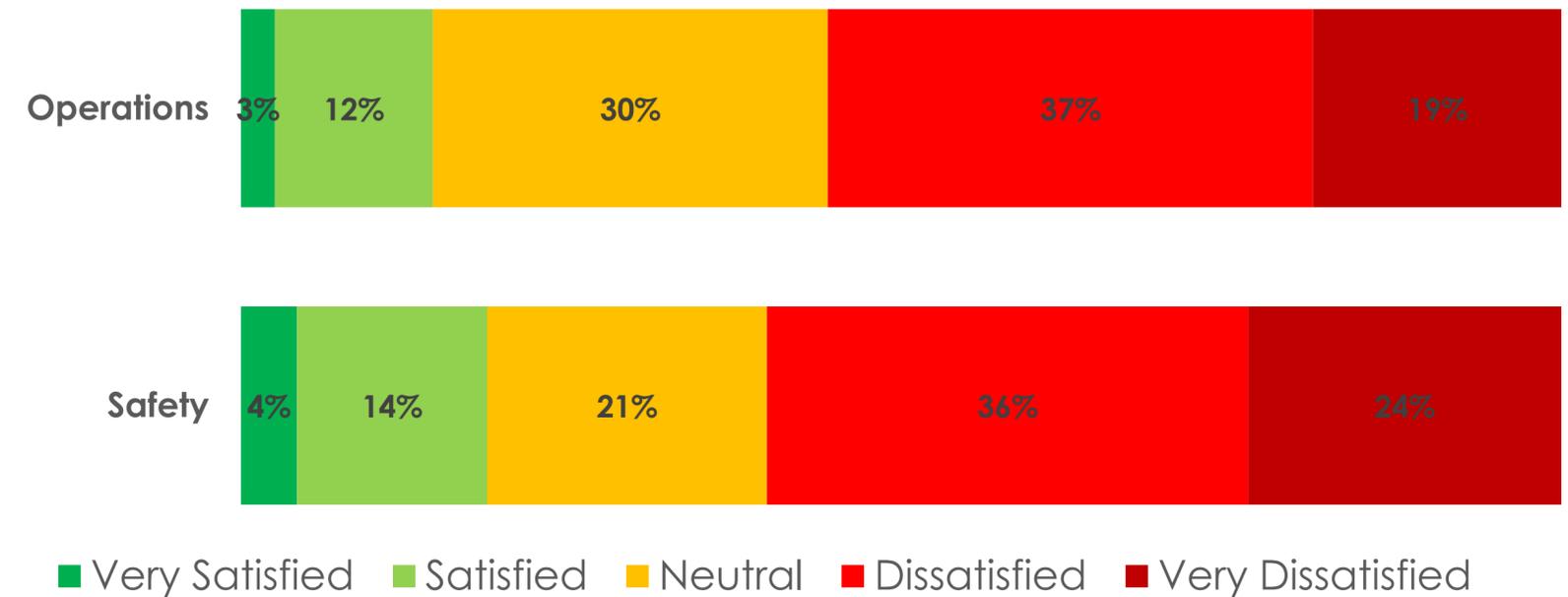
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Community Input (123 Respondents)

Satisfaction

- Majority are *dissatisfied* or *very dissatisfied*
- Lower satisfaction for walking and biking
- Frequent comments regarding:
 - High vehicle speeds
 - Lack of Pedestrian and bike crossings
 - Bike safety to and from BART
 - Lack of landscaping, unpleasant walking environment
- Indicates desire for improvement!

How satisfied are you with the Clement/Tilden project area?

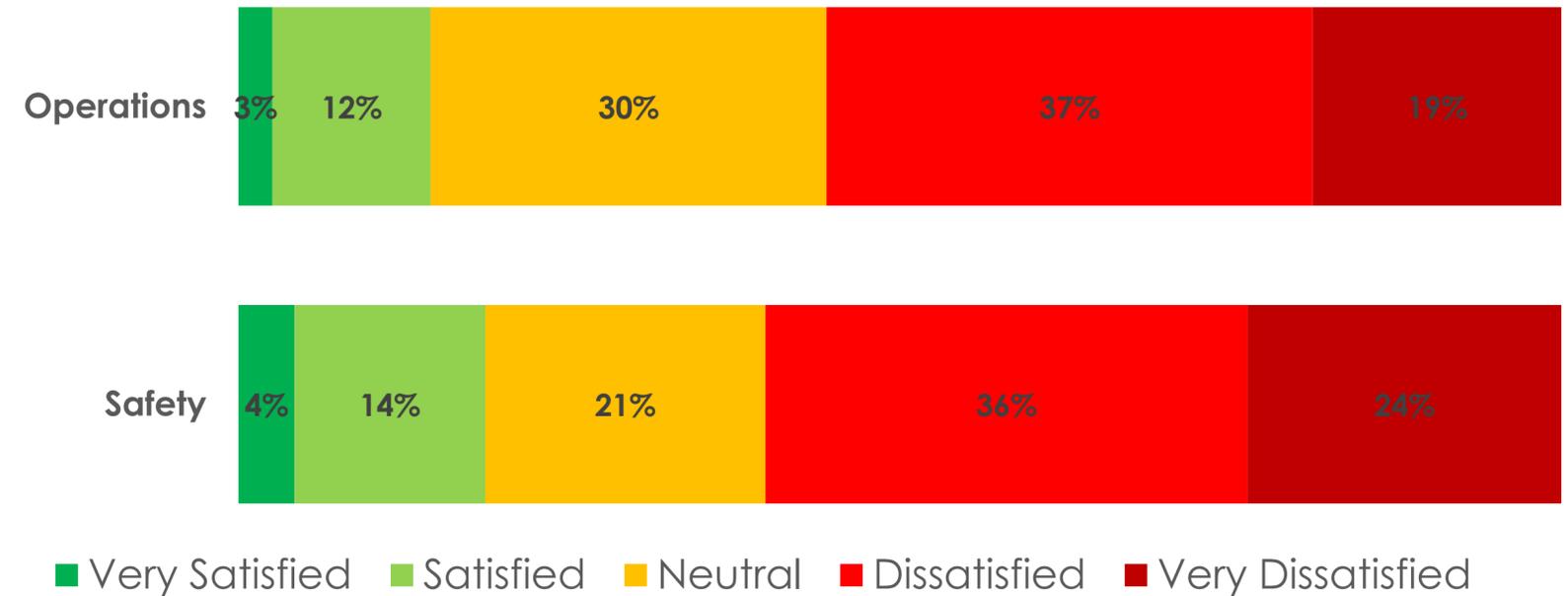


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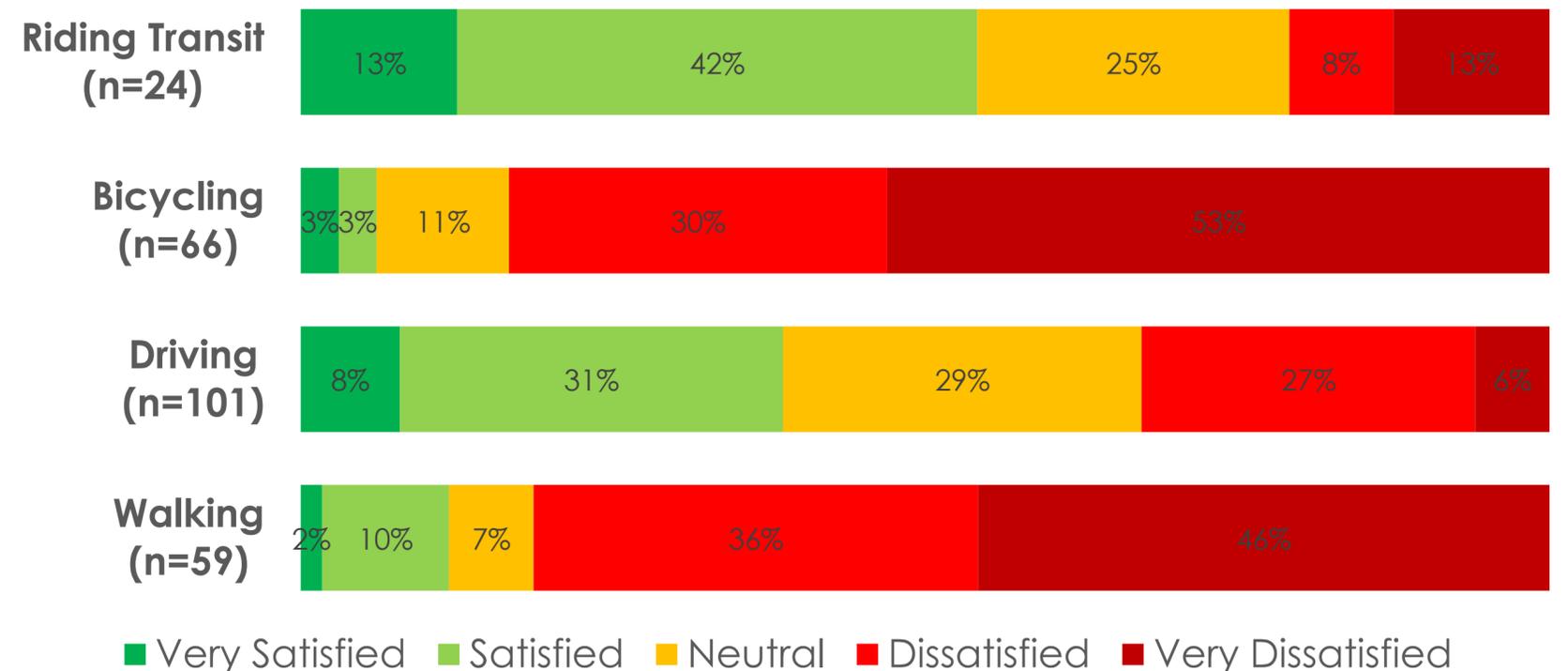
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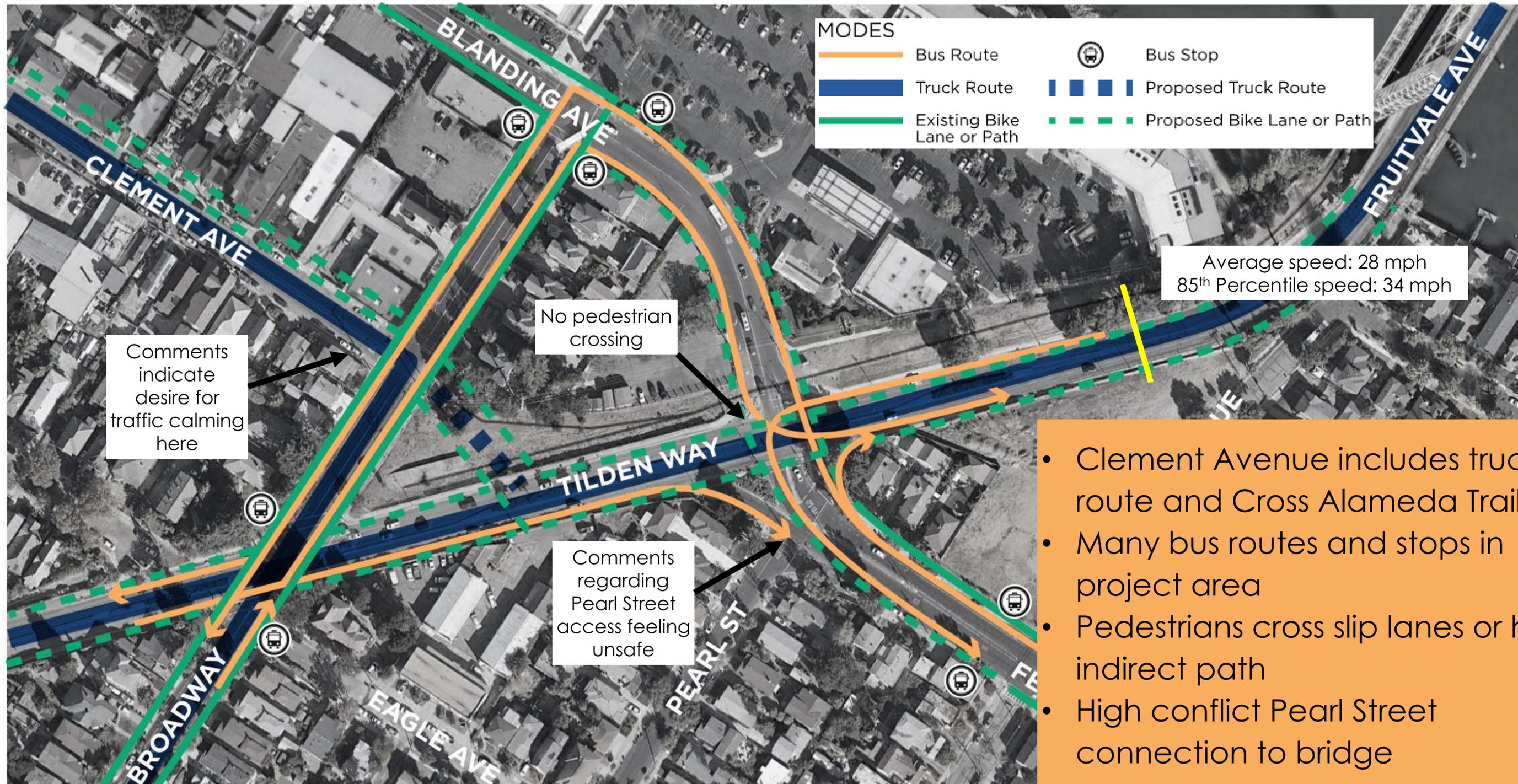
Responses by Travel Mode



Existing Transportation Network



Existing Transportation Network



- Clement Avenue includes truck route and Cross Alameda Trail
- Many bus routes and stops in project area
- Pedestrians cross slip lanes or have indirect path
- High conflict Pearl Street connection to bridge

Study Area AC Transit Bus Service

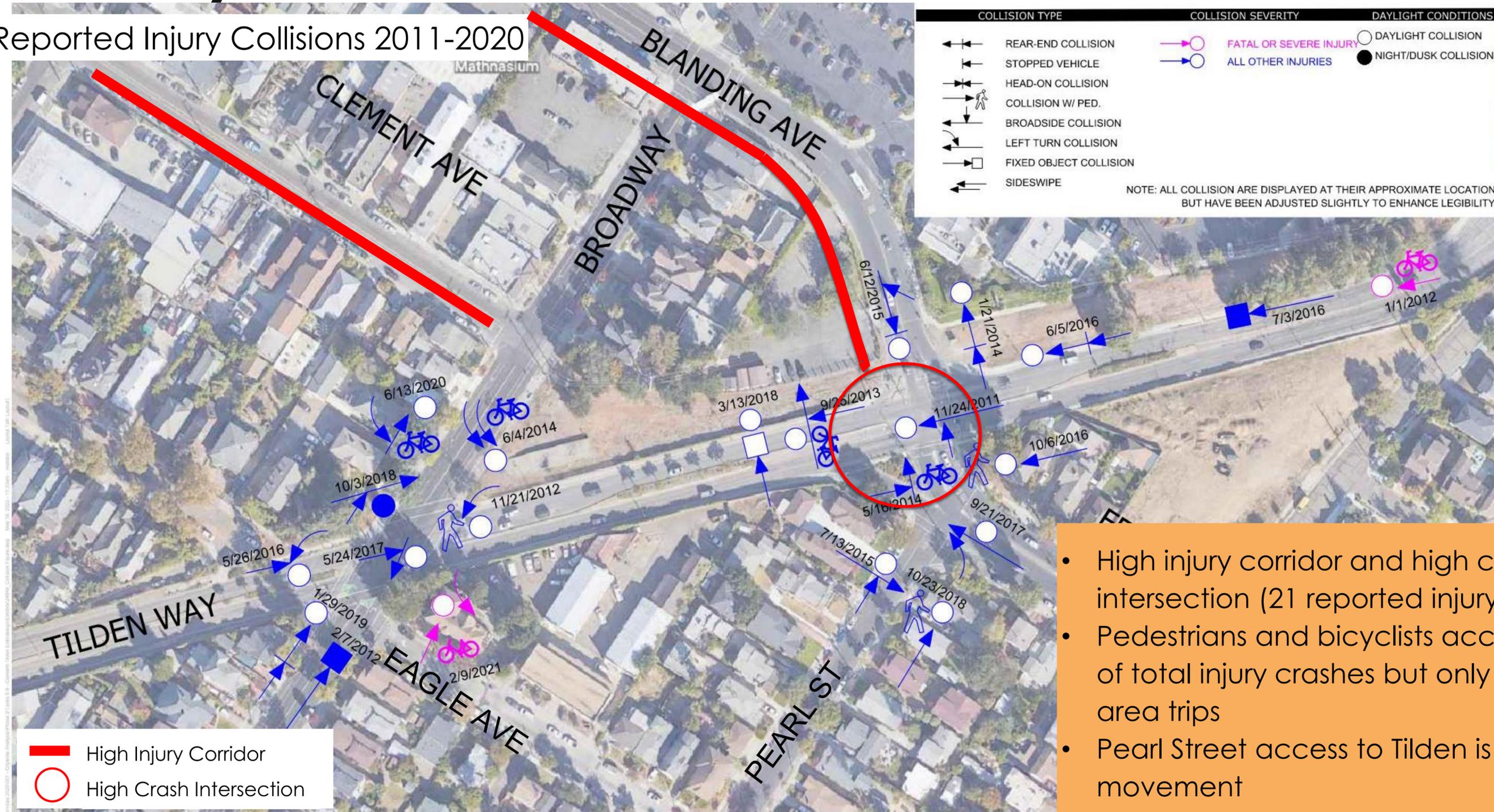


Study Area AC Transit Bus Service



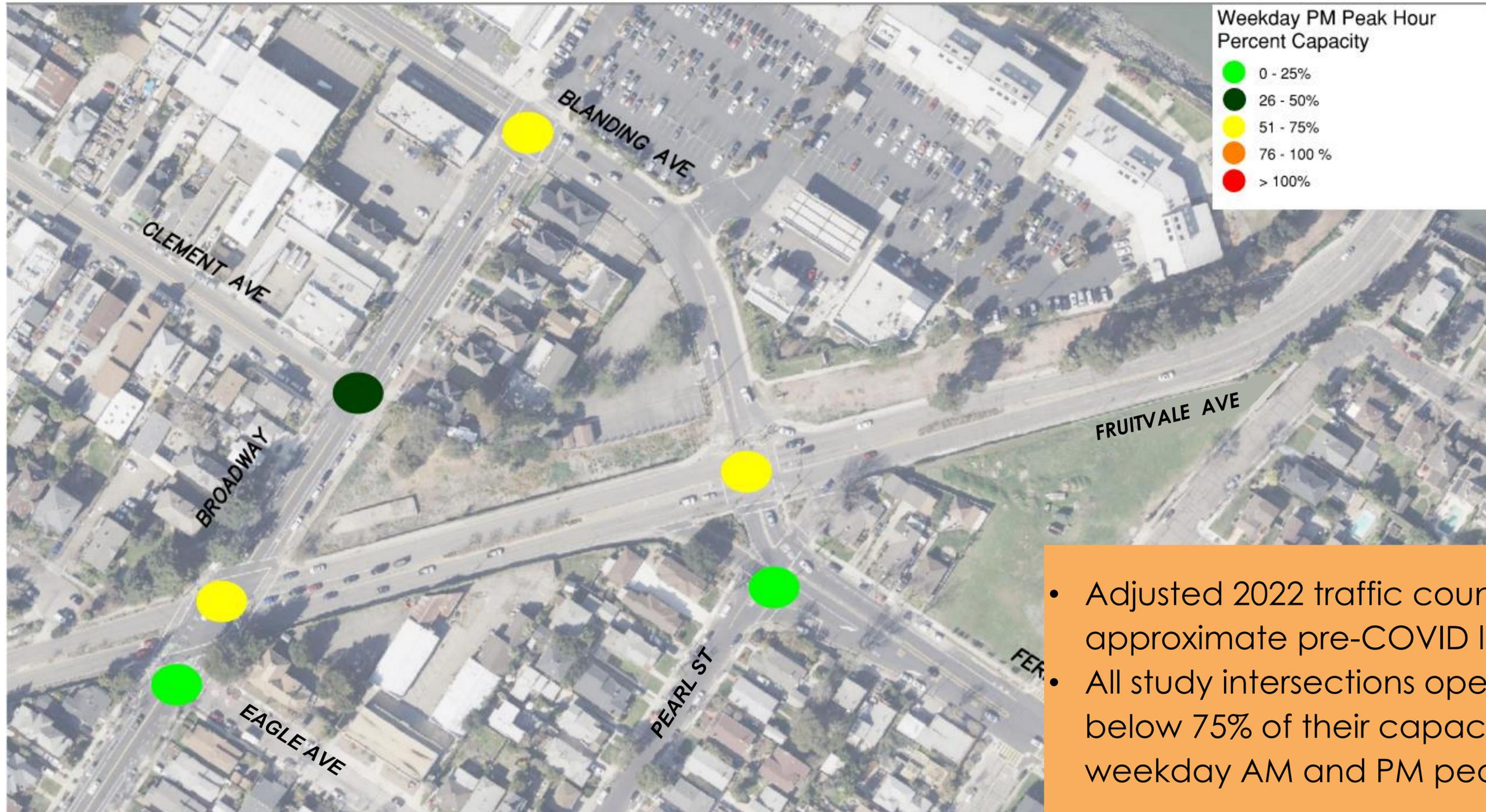
Safety

Reported Injury Collisions 2011-2020



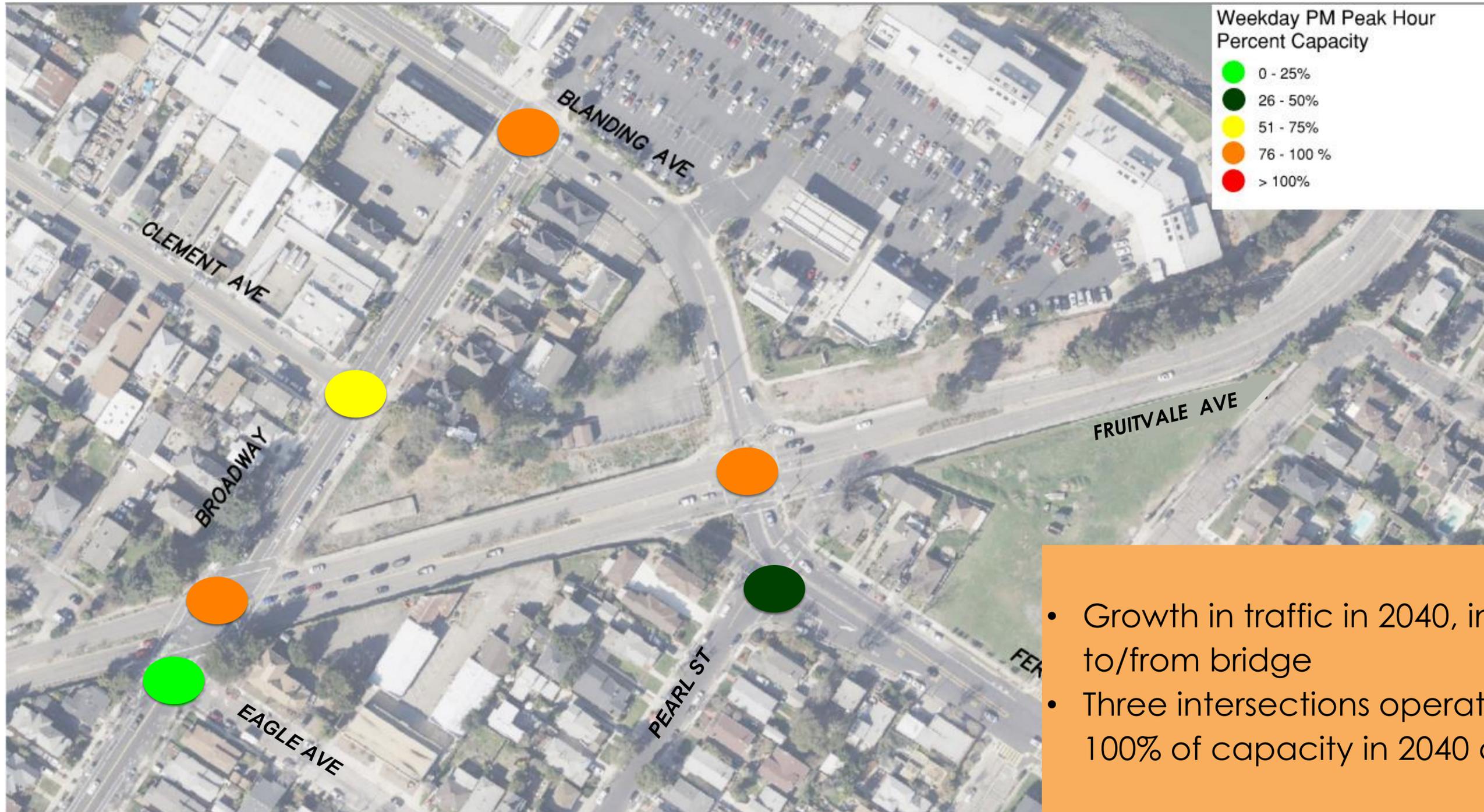
- High injury corridor and high crash intersection (21 reported injury crashes)
- Pedestrians and bicyclists account for 38% of total injury crashes but only 9% of study area trips
- Pearl Street access to Tilden is high conflict movement

Traffic Operations - Existing



- Adjusted 2022 traffic counts to approximate pre-COVID levels
- All study intersections operate at or below 75% of their capacity during the weekday AM and PM peak hour

Traffic Operations - 2040



- Growth in traffic in 2040, including to/from bridge
- Three intersections operating at 75-100% of capacity in 2040 conditions

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Concept Development

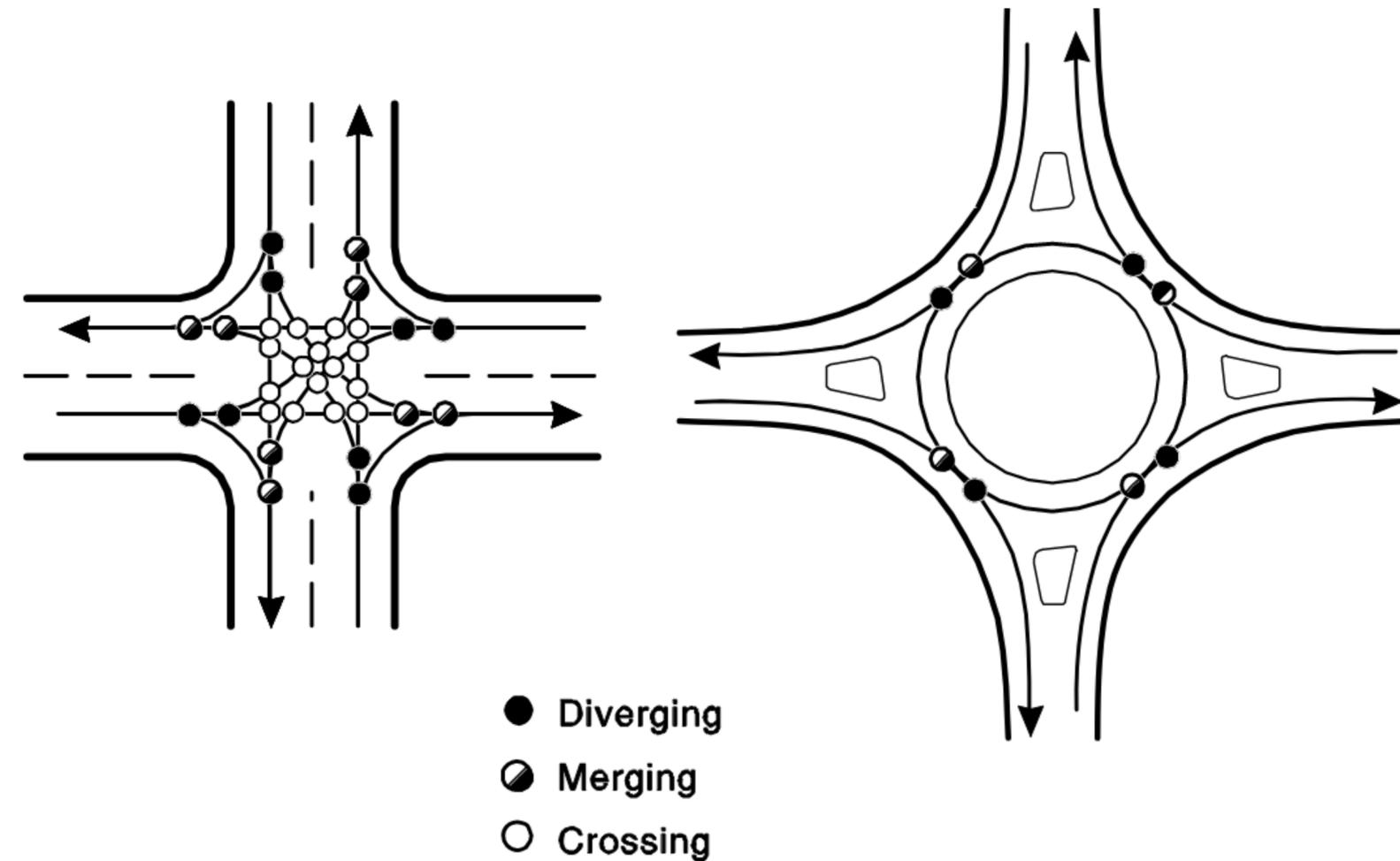
- Align Alternatives to Intended Project Outcomes
 - Improve Safety
 - Provide mobility for all modes
 - Provide direct truck access to Clement per General Plan
 - Provide bike connections per Active Transportation Plan
 - Preserve existing bus operations
- Avoid “overbuilding” but consider projected travel demand
- Prepared roundabout and signal concept at Fernside/Tilden

Why Roundabouts?

- Safety performance
 - 90-100% reduction in fatalities
 - 75% reduction in injuries
 - 35% reduction in total crashes
 - Lack of pedestrian and bicyclist crash frequency
 - Reduction in conflict number and speeds



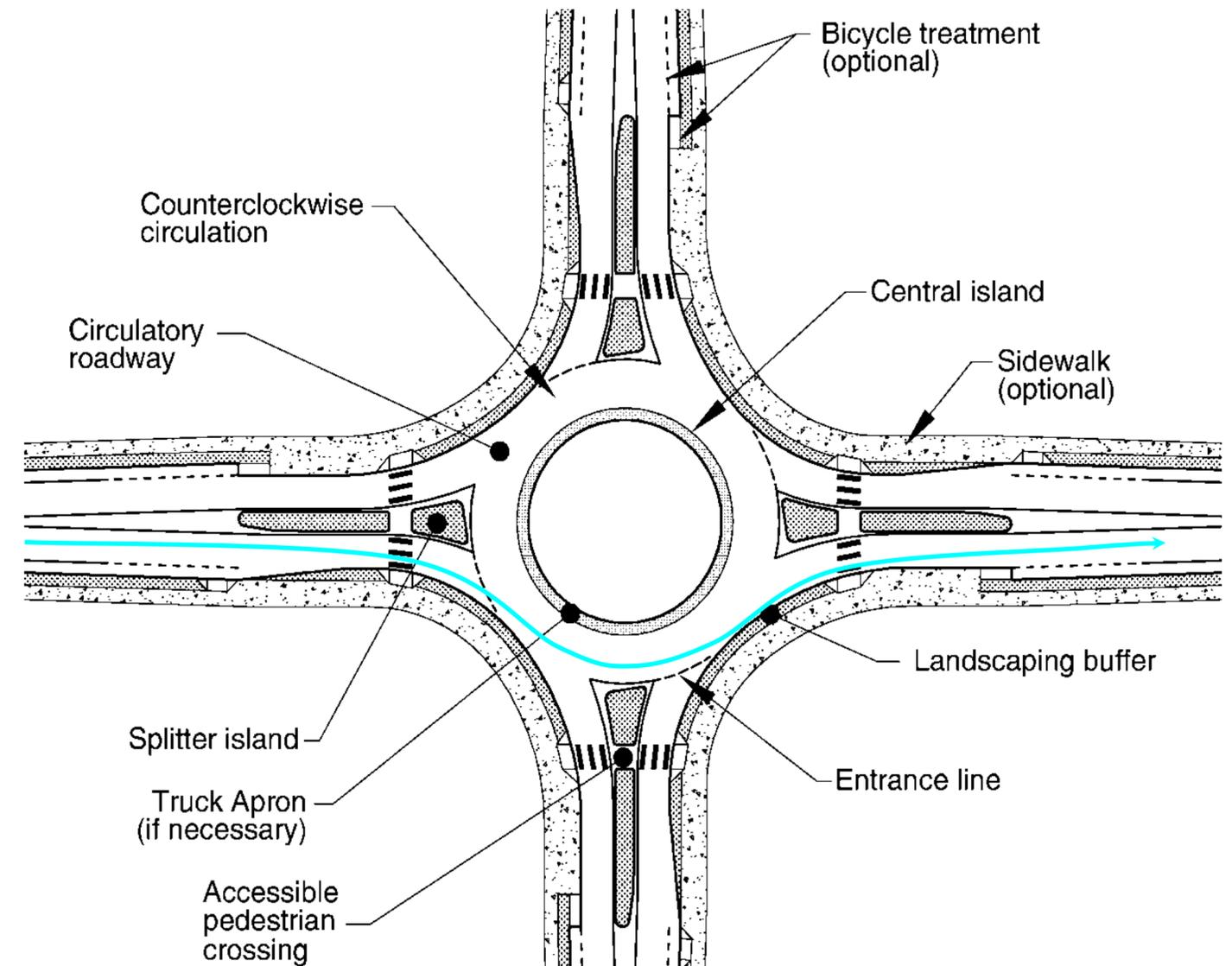
Source: Lee Rodegerdts



Source: NCHRP Report 672

Vehicle Speeds: Reduced

- Geometry controls entry and circulating speeds roundabouts
 - Entry speeds at or less than:
 - 25 mph for single-lane
 - 30 mph for two-lane
 - Circulating speeds:
10 to 12mph
- Slow intersection speeds =
 - Increased time for driver reaction
 - Decreased chance for injury or fatality



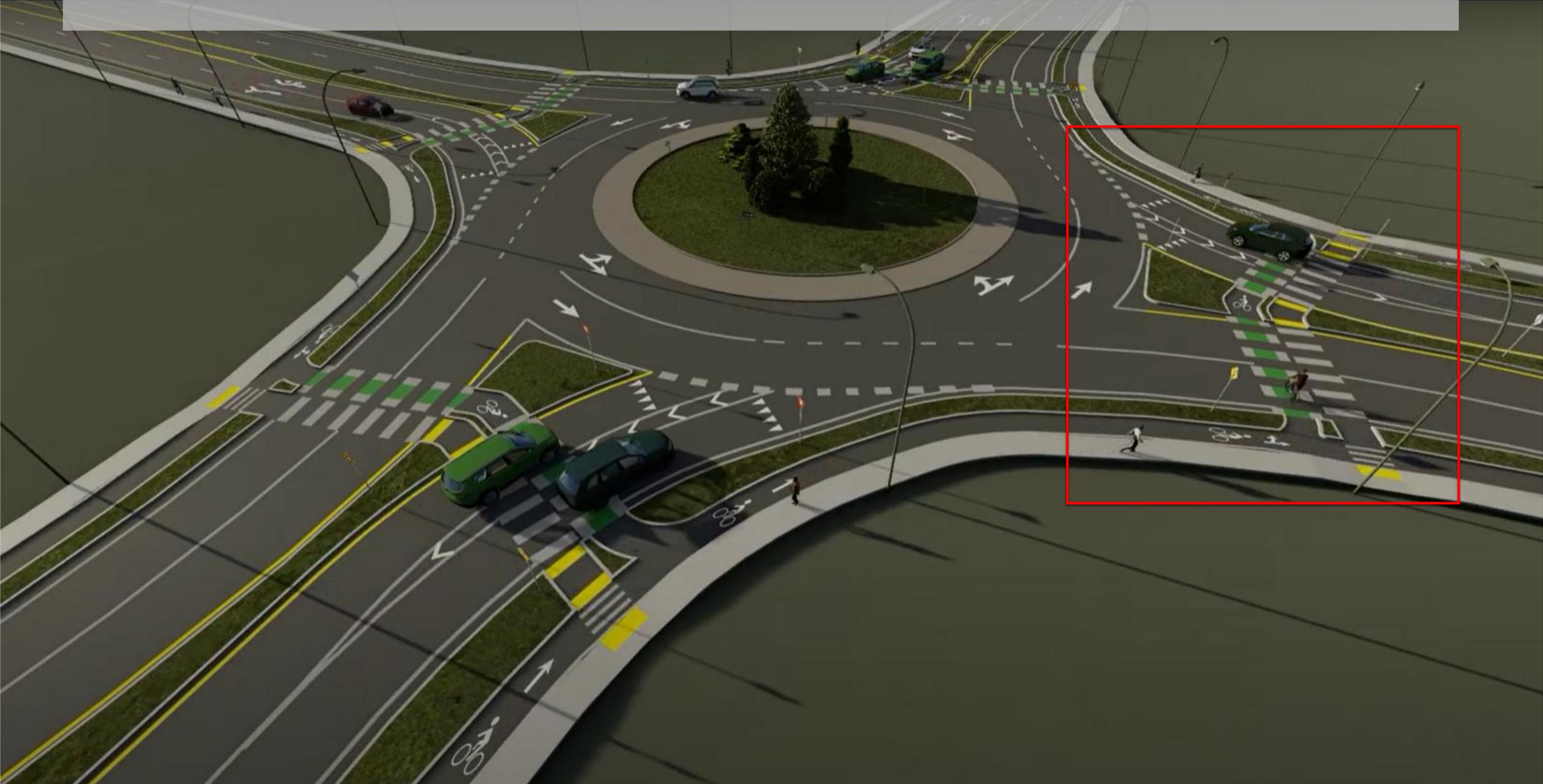
Roundabouts and Bicyclists

- **Beneficial design features:**
 - Slow vehicles to speeds compatible with bicycles
- **Considerations:**
 - Bicyclists' option of traveling as vehicle or pedestrian
 - Serve different users based on their level of comfort
 - Design manuals do not allow bicycle lanes within circulatory roadway



Source: Lee Rodegerdts

Roundabouts and Bicyclists

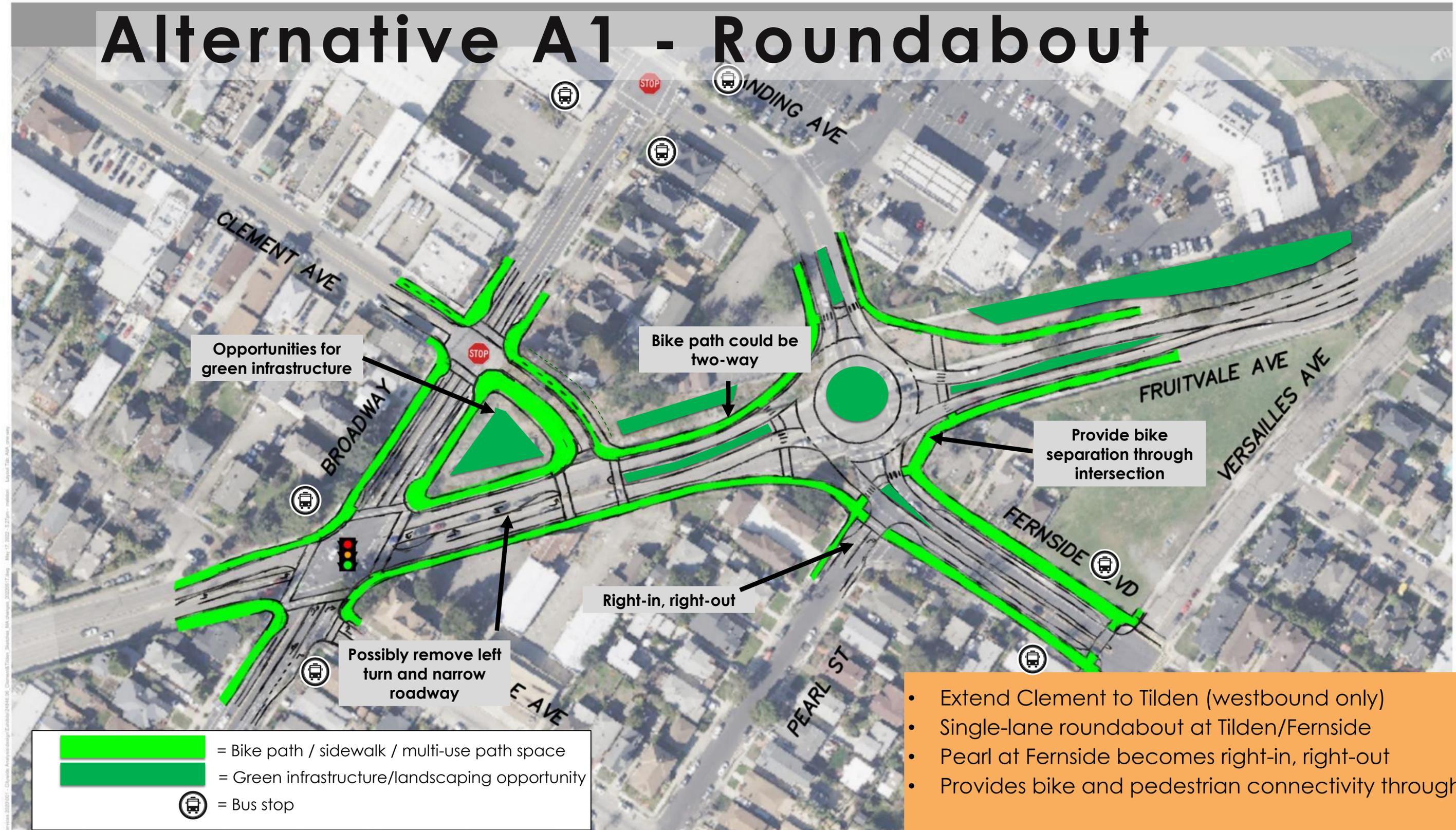


Roundabouts and Pedestrians

- **Beneficial design features:**
 - Slow vehicle speeds
 - Two-stage crossing
- **Considerations:**
 - Crosswalk alignment
 - Width of splitter island
 - Space for exiting vehicles to yield to pedestrians



Alternative A1 - Roundabout



Opportunities for green infrastructure

Bike path could be two-way

Provide bike separation through intersection

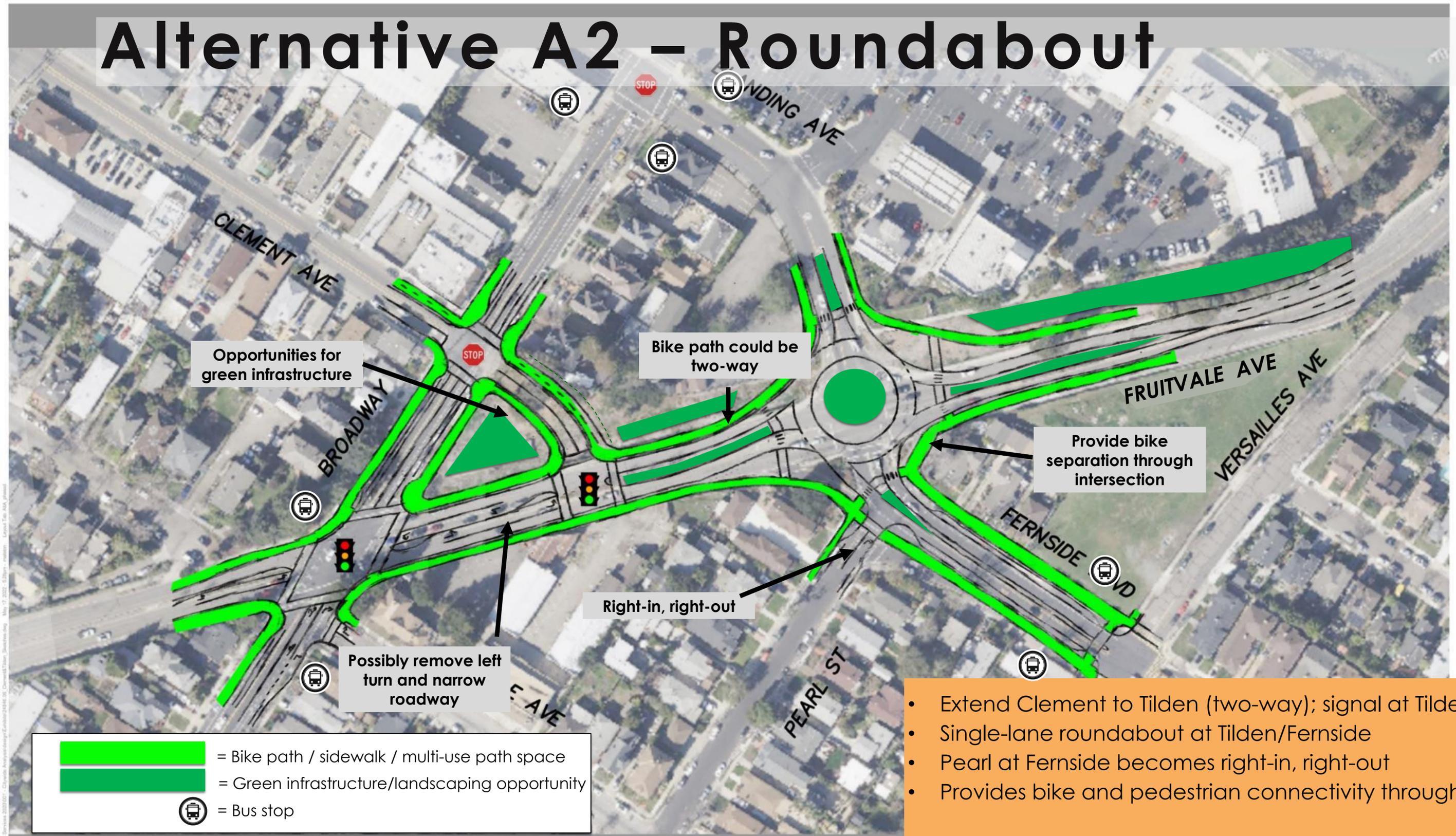
Right-in, right-out

Possibly remove left turn and narrow roadway

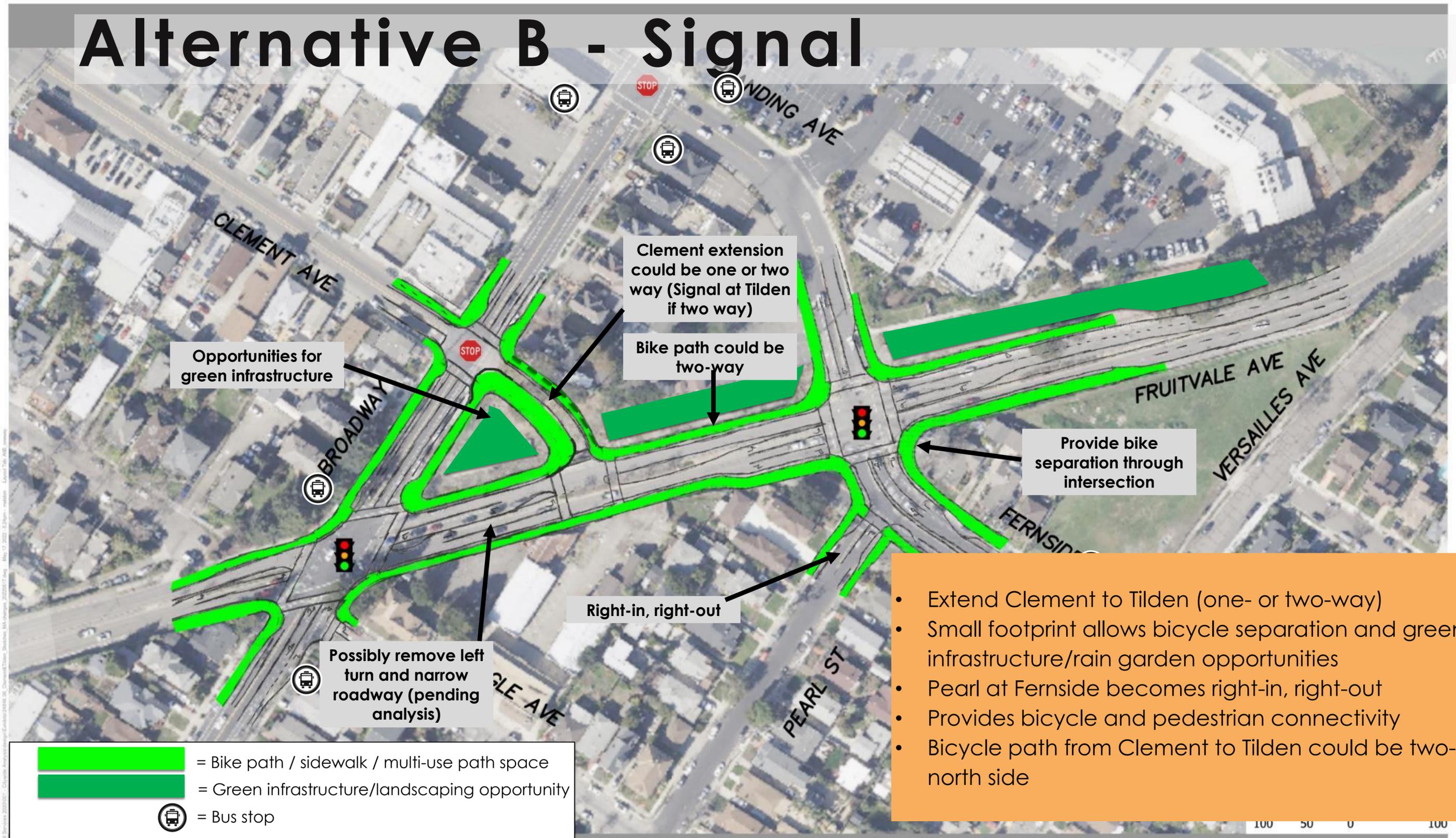
- = Bike path / sidewalk / multi-use path space
- = Green infrastructure/landscaping opportunity
- = Bus stop

- Extend Clement to Tilden (westbound only)
- Single-lane roundabout at Tilden/Fernside
- Pearl at Fernside becomes right-in, right-out
- Provides bike and pedestrian connectivity through system

Alternative A2 – Roundabout



Alternative B - Signal



- Extend Clement to Tilden (one- or two-way)
- Small footprint allows bicycle separation and green infrastructure/rain garden opportunities
- Pearl at Fernside becomes right-in, right-out
- Provides bicycle and pedestrian connectivity
- Bicycle path from Clement to Tilden could be two-way on north side

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Questions & Input

- Based on what you've seen today, what are the highest priority movements to preserve or to improve?
- Keeping in mind the goals of the project, what do you see as essential for this project? What are the most important decision criteria?

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Next Steps

- Kittelson and the City will compile input received today
- We will incorporate input and develop project concept(s)
- Stay up to date via the project webpage: www.alamedaca.gov/ClementTilden

Gail Payne, gpayne@alamedaca.gov

