

Technical Memorandum

July 11, 2022

Project# 24846

To: Gail Payne, Senior Transportation Coordinator
City of Alameda

From: Mike Alston, EIT; Kim Dao

CC: Robert Vance, PE; Tawfic Halaby, PE

RE: Clement Avenue & Tilden Extension Community Feedback Summary and Next Steps

Kittelison & Associates, Inc. ("Kittelison") is assisting the City of Alameda (City) with the Clement/Tilden project ("project"). Kittelison and the City have gathered community input and feedback on issues, goals, and reactions to initial project analysis and concepts. This memorandum summarizes community input received and identifies next steps for the project.

Clement/Tilden Community Feedback

Feedback was collected in a few ways:

- **Draft Active Transportation Plan (ATP) comments.** The ATP used a webmap tool to gather feedback citywide; the project team obtained comments relating to the project area. These comments were provided prior to the current project and relate to walking and biking in the area.
- **Community survey.** The City posted and advertised an online survey on its website and received over 120 respondents. The survey allowed for open-ended feedback relating to all travel modes in the project area.
- **Public workshop and open house.** The City hosted a public (online) workshop on May 18, 2022 and held an open house at the library on May 19, 2022. Members of the public provided comment, sharing feedback on project goals and initial draft concepts.

KEY TAKEAWAYS

Key takeaways from the engagement activities and comments are listed below.

Concerns

- **Traffic safety:** The overwhelming majority of feedback expressed concerns regarding existing traffic safety on or around Tilden Way, Broadway, Fernside, and particularly along Blanding. Comments received emphasize that walking along these roads is an unpleasant experience, citing the circuitous walking paths and a feeling of collision risk.
- **Bicyclist comfort:** Comments indicate that people recognize the importance of the area as a biking connection but do not feel safe riding in the area. In the draft ATP comments, a number of respondents reported near misses.
- **Driver behavior:** A number of comments expressed concern regarding unsafe driver behavior—drivers speeding and running red lights or stop signs. There were several comments supporting education related to roundabouts or increased traffic enforcement.

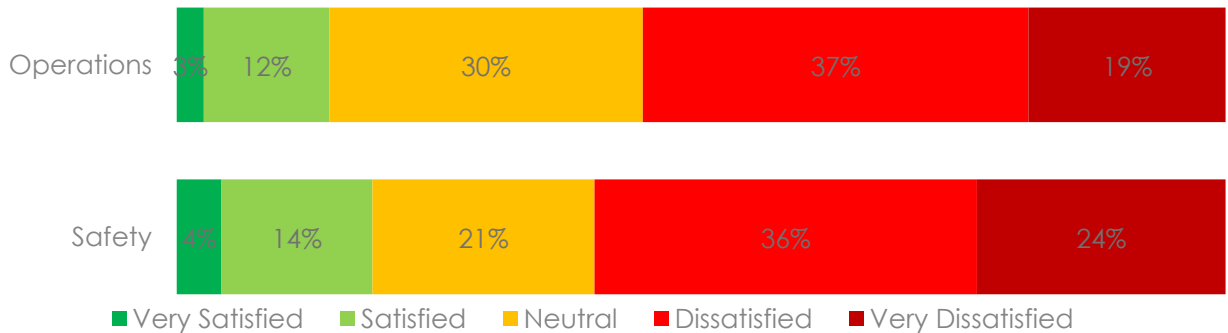
Desires

- **Increased connectivity:** ATP commenters, workshop participants, and open house attendees expressed a desire for improved quality connections outside of a car, especially to BART in Oakland (across the Miller-Sweeney Bridge).
- **Lighting and community space:** Survey respondents overwhelmingly identified a desire for more nighttime lighting. Survey respondents and workshop participants expressed that the area would benefit from more opportunities for community art and greenspace.
- **Clement extension:** A number of open house participants expressed a desire to use a potential Clement Avenue extension to support uses other than a vehicle and truck route extension—including a park or community space, or exclusively a biking and walking extension.

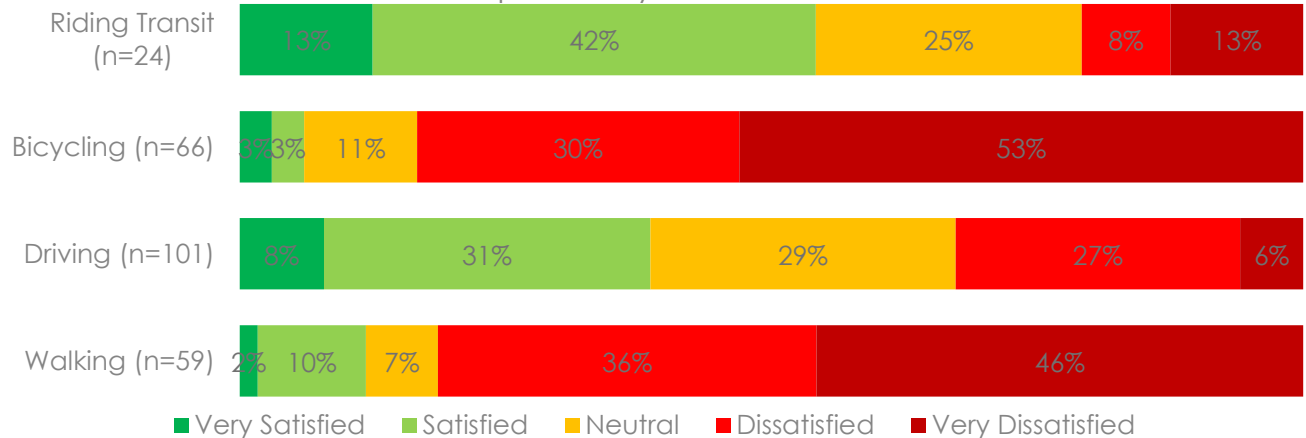
SURVEY SUMMARY

The survey included questions regarding overall satisfaction traveling through the project area. Responses indicate a general dissatisfaction with the project area (56 percent dissatisfied with operations, 60 percent with safety) and openness to improvement. When responses are separated by travel mode, it is apparent that people who bike and walk in the project area have a higher level of dissatisfaction (83 percent and 82 percent, respectively).

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



Responses by Travel Mode

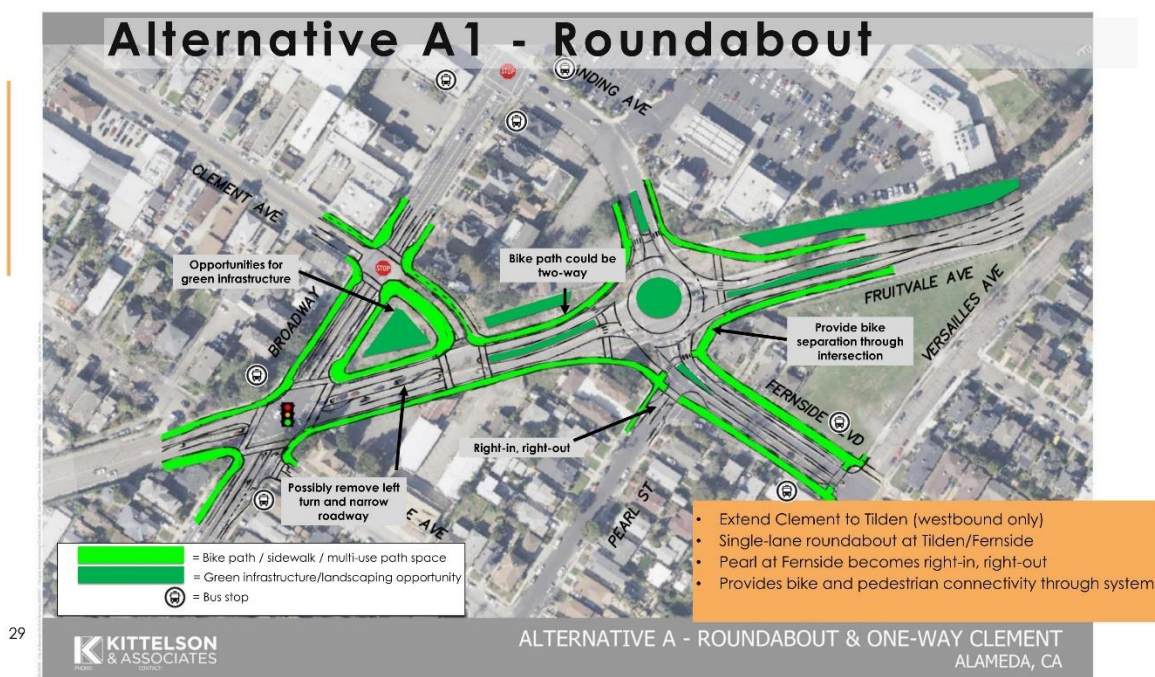


INITIAL CONCEPTS AND FEEDBACK

At the community workshop and open house, the following preliminary concepts were presented:

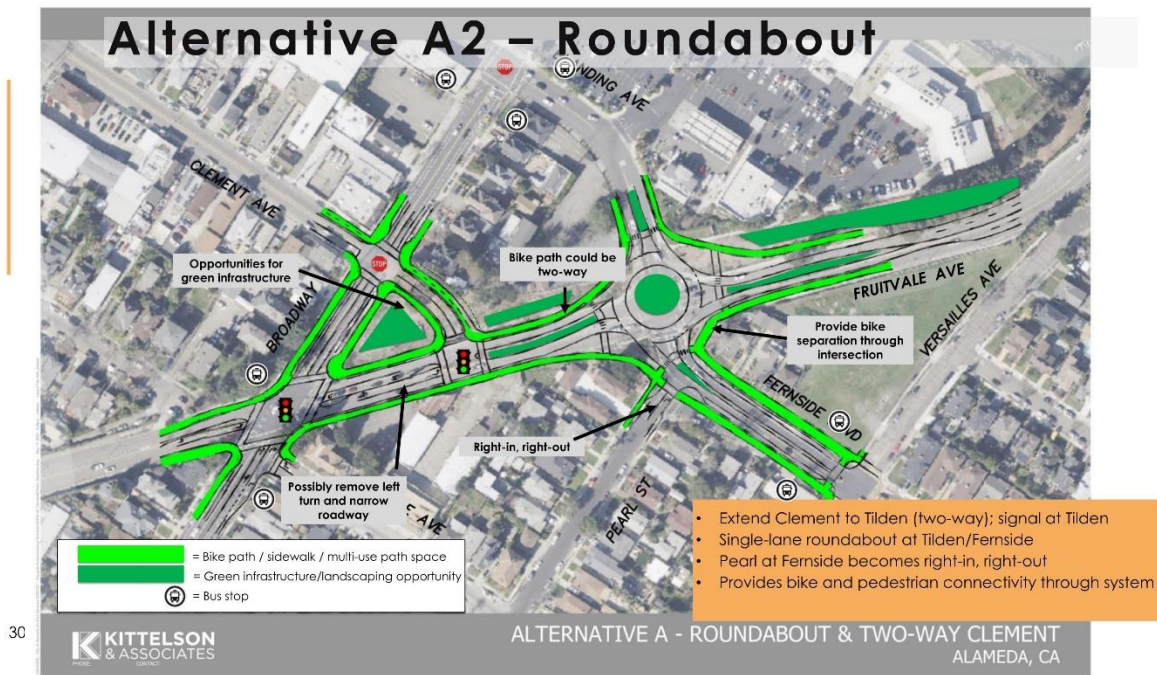
Alternative A1: Roundabout and One-Way Clement

This alternative converts Tilden/Blanding to a single-lane roundabout and provides a one-way Clement Avenue extension between Broadway and Blanding. The redesign would create space for bike lanes and reduce the number of through lanes along Tilden Way. The Clement Avenue extension could include a two-way bike path on the north side of Tilden Way and, if one-way, would not require a signal at Tilden Way.



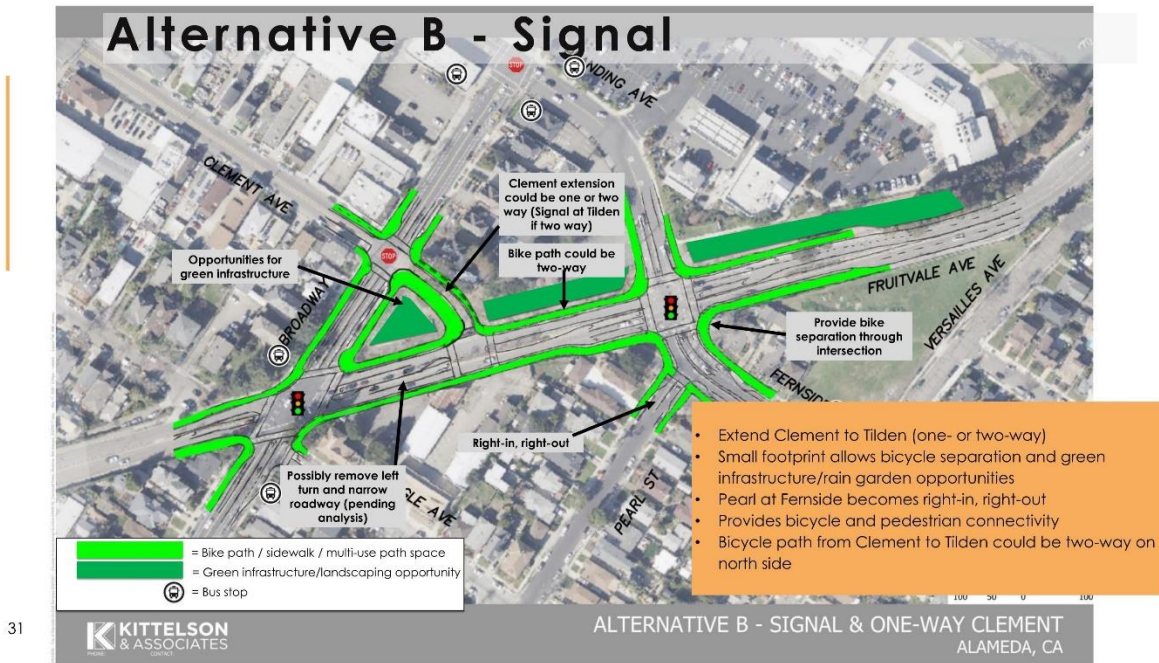
Alternative A2: Roundabout and Two-Way Clement

This alternative is similar to A1 except it provides dedicated right-turn lanes to support potential future traffic growth and reduce queueing in a future scenario. The redesign would create space for bike lanes and would reduce the number of through lanes along Tilden Way. The Clement Avenue extension is shown as a two-way connection including a traffic signal at Tilden Way, but it could also be one-way with no signal at Tilden Way. The Clement Avenue extension could include a two-way bike path on the north side of Tilden Way. This intersection footprint is larger than the other alternatives but could still support separated biking and walking paths.



Alternative B: Signal

This alternative retains a traffic signal at Tilden/Blanding and provides a one- or two-way Clement Avenue extension between Broadway and Tilden. The concept would close the slip lanes at Tilden/Blanding and reduce the through lanes along Tilden Way, creating space for bike lanes and opportunities to redesign the intersection to improve safety. The Clement Avenue extension could include a two-way bike path on the north side of Tilden Way.



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Community Feedback

The community at the workshop and open house expressed overwhelming support for Alternative B1 for its safety benefits—reduced conflicts and speed reductions. The community also largely supported the following aspects of the proposed designs:

- **One-way Clement vehicle access rather than two-way access:** In general, participants identified that a one-way extension would reduce conflicts and provide more space for other priorities (community space, biking, and walking connections).
- **Public space and landscaping opportunities:** Participants liked the idea of maximizing public space and landscaping opportunities.
- **Two-way bicycle connectivity:** Given the opportunity to connect the Cross Alameda Trail (along Clement Avenue) to Oakland via the Miller-Sweeney Bridge, participants want a connection with minimal, and safe, crossings. Participants liked the idea of providing two-way bicycle access on the north side of Tilden Way to connect to Clement Avenue.

During and after the workshop and open house, some community members presented identified an opportunity to provide the Clement Avenue extension for people biking and walking but to prohibit motor vehicle access. This idea supports the themes expressed above – improved safety relative to a new vehicle connection (fewer conflicts), more public space, and more room available for two-way bicycle connectivity between the Cross Alameda Trail and Miller-Sweeney Bridge. The idea would be at odds with the General Plan designation for Clement Avenue to connect to Tilden Way as part of the truck network.

Next Steps

The next phase of the project is a more detailed study of two remaining alternatives. Therefore, in alignment with project and City goals, and in response to community feedback, Kittelson and the City will proceed with studying a roundabout alternative (most closely resembling Alternative A1) with a one-way (westbound) Clement Avenue extension and will carry forward a concept with a Clement Avenue extension for walking and biking. This will include further study of truck traffic patterns to evaluate the viability of the concept in relation truck travel needs.