

Clement Avenue/Tilden Way Improvement Project Meeting Notes

Virtual Community Workshop via Zoom on Oct 11, 2022

32 attendees

Staff attendees: Gail Payne, Robert Vance, Tawfic Halaby, Rochelle Wheeler

Consultant attendees: Mike Alston, Laurence Lewis

Dignitaries

- BART Director Robert Raburn
- Transportation Commissioner Geoff Johnson

Comments from Community Members

Suzanne Marquis: Supports roundabouts. With single-lane, what are the impacts when the bridge is up? What are the impacts on pedestrians backing up traffic? Prefers Alternative A (bikes/pedestrians only) because there's more greenery, deters trucks. Answer: bridge does not go up during peak periods. Pedestrians have similar impact as intersections where turning vehicles yield to pedestrians.

Rebecca Pollon: Any option would be great, but prefers Alternative A (bikes/pedestrians only) because of the green space. Asked about the area by the mortuary and wants to pull the bike path away from street near the mortuary and to have a two-way bikeway. Answer: These draft concepts do not reflect the project details and the intention is to pull the bikeway further from the vehicle travel lanes.

Mike Kelly: Two concerns: 1) Access from Pearl onto Fernside. He thought it would be right in right out. Answer: Correct. 2) Empty lot north of Fernside at Versailles. Any consideration of Windsor joining Tilden Way? Answer: No.

James Johnston: Likes roundabouts and project as driver and bicyclist. Roundabouts will have a lot of traffic. Consider raised crossings so they're at sidewalk level. Consider signals or sensors to control traffic. Keep pedestrians separate from bicyclists. Consider Tilden/Broadway improvements and the optimal route from Fruitvale BART to shoreline area. Answer: Broadway is being left as is south of the project limits.

Mary Matella: Frequent cyclist to/from Fruitvale BART. Traffic coming from Oakland goes fast. First pedestrian crosswalk on Tilden will require lighting and advance notice. Prefer Clement Avenue greenway – Alternative A. Make sure crossing is visible for people traveling on Broadway.

Andy Murdock: Votes for Alternative A (bikes/pedestrians only), but either option is an improvement. Prefer green and shade. Consider when bridge is up; one car on Fernside could block the entire approach. Does not see the purpose of preserving the rail platform.

Joshua Hawn: Big fan of the plans. Questions about connection to bike/pedestrian network. What are bike lanes on Broadway north and south of this project? Roundabout shows multi-use path. How wide are they? Answer: In further design, we will try to separate bicyclists and pedestrians. On Tilden, the goal is to have protected bikeways as much as possible between the study area and Park Street.

Jim Strehlow: Supports multimodal one-way extension. No justification to limit it to bike/pedestrian access. Dislikes Pearl Street changes; will increase greenhouse gas emissions. Expressed concern about the bridge and evacuations. In Spain, roundabouts have traffic signals. Answer: Will keep two lanes northbound for evacuation purposes, and will have one lane coming into Alameda to reduce speeds.

Colin Blake: Expressed gratitude for the effort. Prefers Alternative A (bike/pedestrian only). Stated that the train platform is beloved to nobody. Excited about the dog park and the multi-use path.

Mark Farrell: Supports Alternative A (bikes/pedestrians only). If Alternative B is built, what happens with traffic going from Tilden to Broadway? It's a short block; would it back up? Supports dog park pending soil issues. Does not think the rail platform is historic.

Kevin Jensen: Likes the project. Wants elaboration on nighttime lighting. For pedestrians, if there's no stop light, will there be any flashing warnings? For bicyclists, do they dismount when they cross the path. Answer: people bicycling aren't required to dismount. Curvature in design is to require cyclists to slow down. Speed is one of the design checks to address safety.

Fabiola Macias-Wallis: Tilden is scary and dangerous. What about Buena Vista and Tilden? Not a fan of the rail platform; prefers green space. Wants the bike/pedestrian path on Tilden to connect to the path along the estuary. Either Alternative A or B would be an improvement.

Geoff Bunger: Expressed appreciation for the project. In favor of Alternative A because it is a redundant access to Tilden Way and will increase the likelihood of speeding. Supports the roundabout. Concerned about the rail platform being in place; prefers greenery.

Miguel Lopez: Supports Alternative A. Safety is an important issue. Any landscaping should use native species. Rail platform – don't hate or love it. Need sidewalk along Tilden Way leading to Buena Vista Avenue.

In-person Open House at Main Library on Oct 13, 2022

15 attendees

Staff attendees: Gail Payne, Robert Vance, Tawfic Halaby

Consultant attendees: Mike Alston

Dignitary: Transportation Commissioner Geoff Johnson

Comments

Dennis Bader: Requested the upcoming Alameda Housing Authority complex to have access to/from Tilden Way to reduce impacts on Pearl Street. Discussed potential u-turn northbound in direction of bridge such as a mountable curb for motorists waiting while the bridge is up. Requested that we extend the two lanes into Oakland further south into Alameda (noted that, today, traffic from Oakland can back up across the bridge). Is not interested in preserving the rail platform yet it could have a plaque if it was a terminus. Likes the dog park. Would like to see the project connect to the waterfront trail.

Evan Schwimmer: Stated that Alamedans are well disciplined when the bridge is up and do not block the intersection. He wants to reduce Broadway/Blanding congestion when the bridge is up. Would like to see traffic calming elements on Fernside. He supports lowering the speed limit and does not think preserving the rail platform provides the best value to the community. He would like to see a dog park included.

Jim Strehlow: Requested the City consider speed cushions similar to the Grand Street project consideration. Asked about a video of the proposed roundabout. Expressed concern about congestion at the roundabout when the bridge is up and requested the City to consider areas to u-turn in the median. Liked hardening of the median south of the bridge to reduce head-on crashes.

Suzanne Marquis: Wanted more information about when the bridge goes up during peak times. Wants the City to consider additional measures such as metering for when the bridge is up. Wants additional lighting. Asked the City to consider elevated crosswalks or speed cushions before crosswalks.

Hana Allison: Stated that the bus stops work well with good sight lines of traffic and oncoming buses and could use bus benches. Does not want Alternative B because she lives on Clement Avenue and is concerned about additional vehicle volumes on Clement Avenue and increased pedestrian conflicts on Tilden Way. Asked if the westbound vehicle extension could be only for trucks. Stated that gas leaks have caused PG&E to repair the gas lines then to patch the pavement several times, which then caused a water line break and EBMUD needing to come out for a repair and another pavement patch. All these pavement patches are not well done causing bumpy streets and rumbling within the adjacent residential homes. About the rail platform, it could be retrofitted and the triangle area could be a resting spot and for transit users.

Ed Sommerauer: Asked about the traffic volumes and delay on Fernside Blvd.

Rebecca Pollon: Asked about the former railroad bridge and wants a two-way bikeway on the north side. Expressed concern about night speeding and likes speed cushions.

Geoff Johnson: Requested that we consider concrete bus pads similar to the Oakland BRT project to reduce maintenance on the pavement adjacent to the bus stop preventing roads from buckling.

Suzanne Marquis: She emphasized that the intersection needs to be well lit and perhaps include an advanced flashing beacon to alert drivers. She advocated that the project consider including speed cushions or raised crossings and inquired about how the curbs on the roundabout would be designed. She wanted to know if traffic could proceed on Fernside/Blanding with the bridge up. She likes the active transportation extension option. She also would like to see a roundabout at North Wood near Gibbons.

Cheryl Chi: Cheryl would like to see more treatments to improve pedestrian crossings and inquired about visibility at the crossings. She also wanted to see the bus stops improved. She questioned what would happen to traffic when the bridge goes up.

Emails Received during Second Round of Outreach

Joshua Hawn – email received on 10/12/2022: It is not ideal that the bike lane first goes to sidewalk (orange) and not directly to the multiuse path though. (see inset)



Debbi Nakahara – email received on 10/12/2022: I was concerned to learn the concept of a dog park may not be moving forward, especially as one of the reasons given was due to lack of dog owner participation in the process. Not lack of dog owner interest, but participation. I have wanted a better dog park for the entire 30 years I have owned a home in Alameda. But as a full-time working mom, I just don't always have time to advocate. I always hold out the hope that my city will plan and develop areas in ways that are good for all. So my advice is "build it and they shall come"!! Thank you

Lisa Leverton – email received on 10/12/2022: I would like updates about the East End Park. I completed all the surveys that the city sent out about the dog park, but had not heard anything in months. This is the first email I recall getting from you. I would be happy to help with the effort to get a dog park at the Tilden location.

Joan Steber – email received on 10/12/2022: Having to drive thru Alameda to the dog park in Washington park is ridiculous. This contributes to pollution, traffic and parking problems. Additionally as I walk around Harbor Bay I see people letting their dogs run free, attached to bikes, and other things such as skate boards and other such vehicles. They do it to give their dogs some running time. Since Covid hit our town, so many dogs were added to families here. We need a dog park otherwise people will make their own. I see groups gather at different times during the week with their dogs in the parks. We will have the same situation as Oakland with garbage if we sit back. Make this park happen.

Ian Mason – email received on 10/12/2022: In my opinion, the Tilden Way proposal for a dog park would be a fantastic addition to Alameda. Not only is it nestled right next to a shopping center, but it also has access to the Pet food Express, which, I am sure would love the extra foot traffic of dog lovers from across Alameda and neighboring Oakland. And... on top of that, is far enough away from existing housing as to not cause a disturbance (if traffic noise pollution is not a problem for those homes, a dog park would not be either), among the myriad of other benefits of using this preexisting space (fencing, lighting, ease of access, etc.). To me, the Tilden Way proposal is a proverbial "no brainer" and should be pursued 100%, and I know I would take my dogs there in a heartbeat.

Rebecca Jewell – email received on 10/12/2022: Hi there Scruffy lives in the Fernside and walks every day. If there was a dog park on Tilden, we would use it all the time!!! Please oh please consider using that piece of property for Scruffy and other dogs on the East end.

Mark Katich – email received on 10/12/2022: I would very much like an east end dog park. I am a senior citizen with 2 labradors that need exercise twice a day



Erik Kolacek – email received on 10/17/2022: Can you please tell me when the next public planning meeting is for this project? The link on the Alameda Post IG was the first I'd ever heard of this project. As a homeowner and 55 year resident of this town, and someone who watched the upper deck of the Bay Bridge collapse in 1989, I can't believe my eyes. How is this city is even considering a traffic project this short-sighted and foolish? At any given moment, we need to assume that each bridge into Alameda might be the only bridge left standing after an earthquake. How are we supposed to bring food, water, and emergency services onto the island if all other bridges fail? Through a one-lane roundabout? There is no way this project can be allowed to happen. Come on. Who made the original proposal? And by that I mean, who (exactly) asked for this. These are taxpayer funds. I want the name of the taxpayer. No actual Alameda resident requested this project. Not a single one. Likely for the main reason that it is unnecessary and risky. But your office...flush with taxpayer funds from a bond measure...has decided to put a roundabout at the foot of a major exit/entry point to this island. A bridge that could potentially be a major lifeline (or the only lifeline) after a major earthquake. Am I getting this right? You do remember when the Bay Bridge upper deck collapsed in 1989, yes? I hope you see where I am going with this.