Clement/Tilden Way Public Workshop

Public Workshop #2

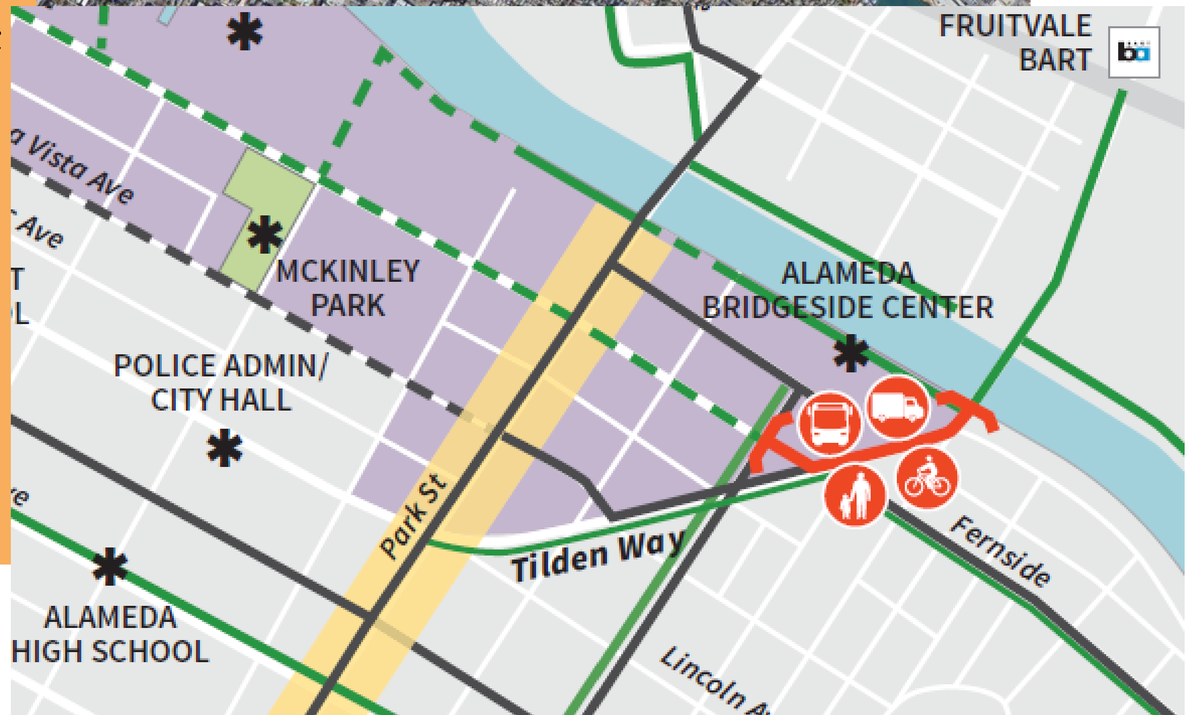
Tuesday, October 11, 2022, 6:30pm

Agenda

1. **Introduction & Background**
2. Existing Conditions
3. Concept Development
4. Input
5. Next Steps

Introduction

Clement Avenue Extension Alternatives at Tilden Way



Project Team:

- **City of Alameda:** Gail Payne & Robert Vance
- **Kittelson & Associates, Inc:** Mike Alston, 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

Project Goals and Intended Outcomes

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

Background

- Measure BB grant for $10 million
- Union Pacific property acquisition
- Environmental clean-up
- Fill gap in active transportation and truck network

Clement Avenue & Tilden Way Existing Routes/Facilities by Mode

ALAMEDA County Transportation Commission

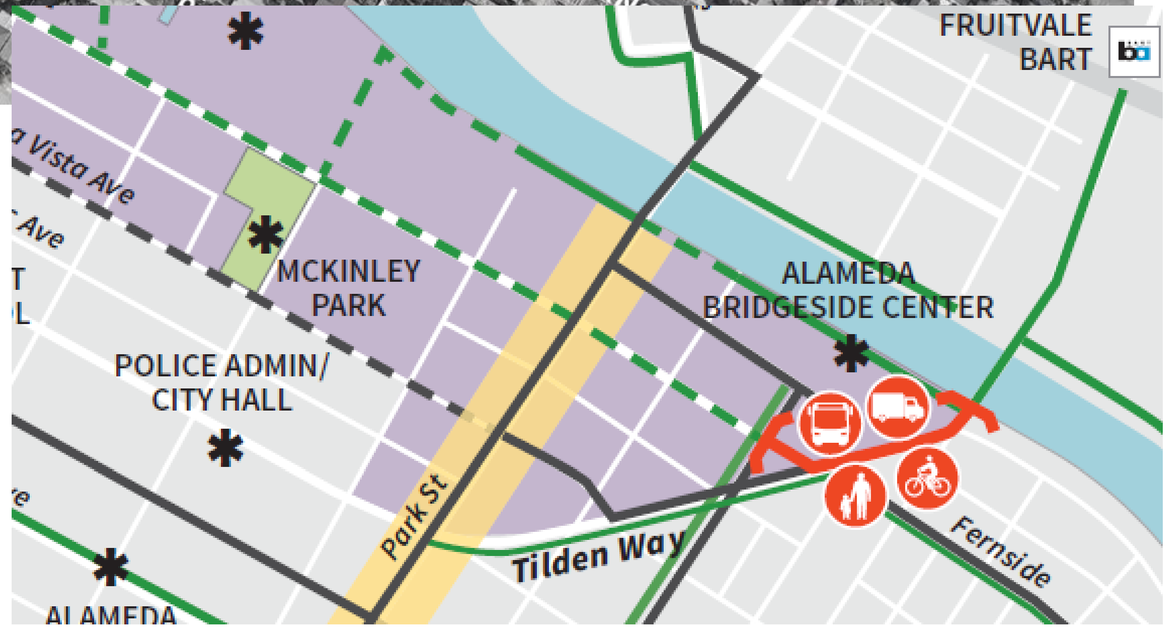
Project Timeline

Project webpage:
www.alamedaca.gov/ClementTilden

Early 2022	**Existing Conditions Analysis** Existing conditions and project outcomes
Spring 2022	**Brainstorming Initial Ideas** Gather and compile stakeholder input
Late 2022/ Early 2023	**Project Development** Identify and refine preferred alternative
2023	**Final Design** Begin final design for preferred alternative
2024	**Construction** Begin construction of preferred alternative

Meeting Purpose

- Discuss draft concepts and next steps
- Hear from you on:
- Initial draft concepts
- Performance criteria



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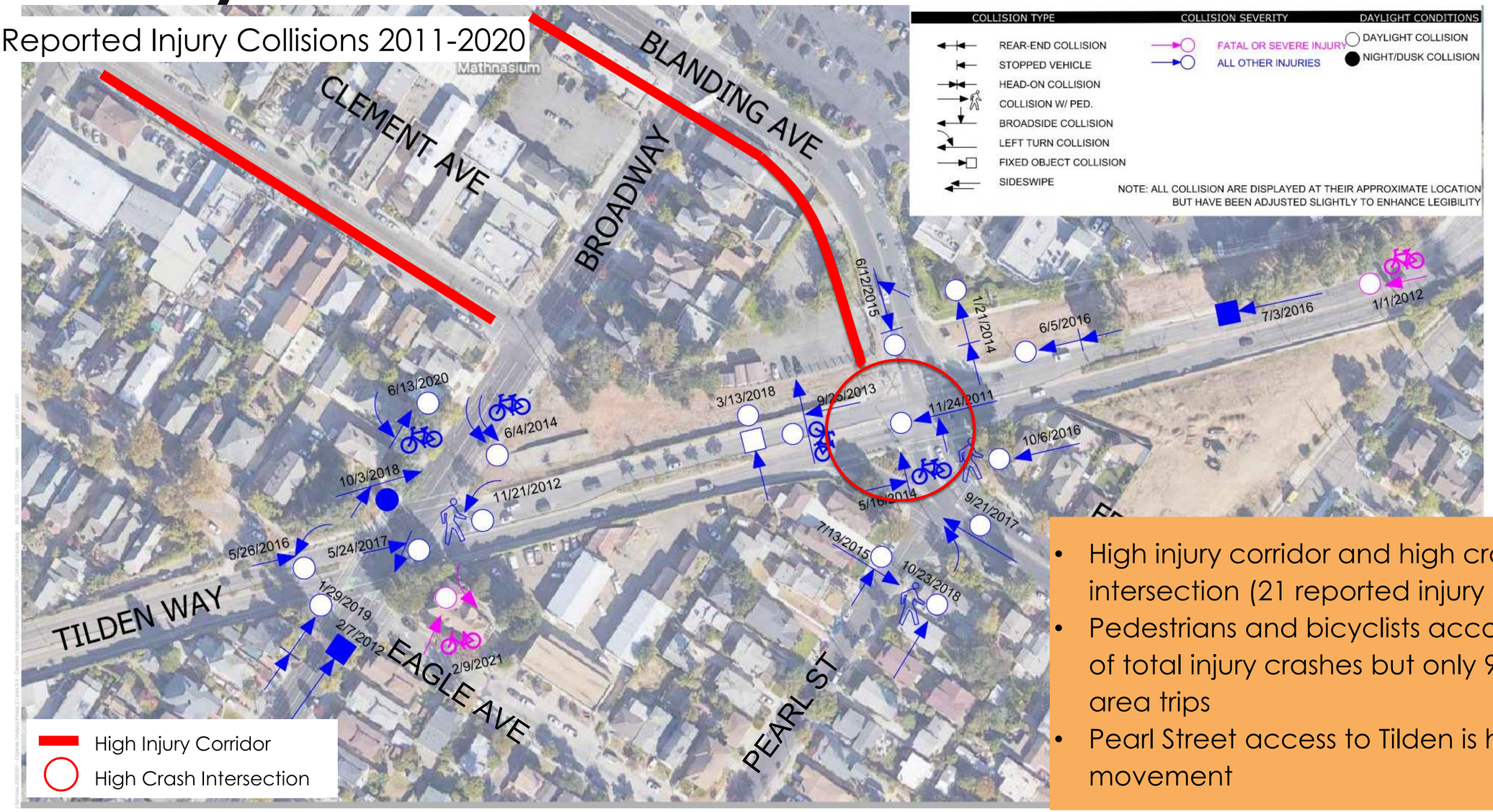
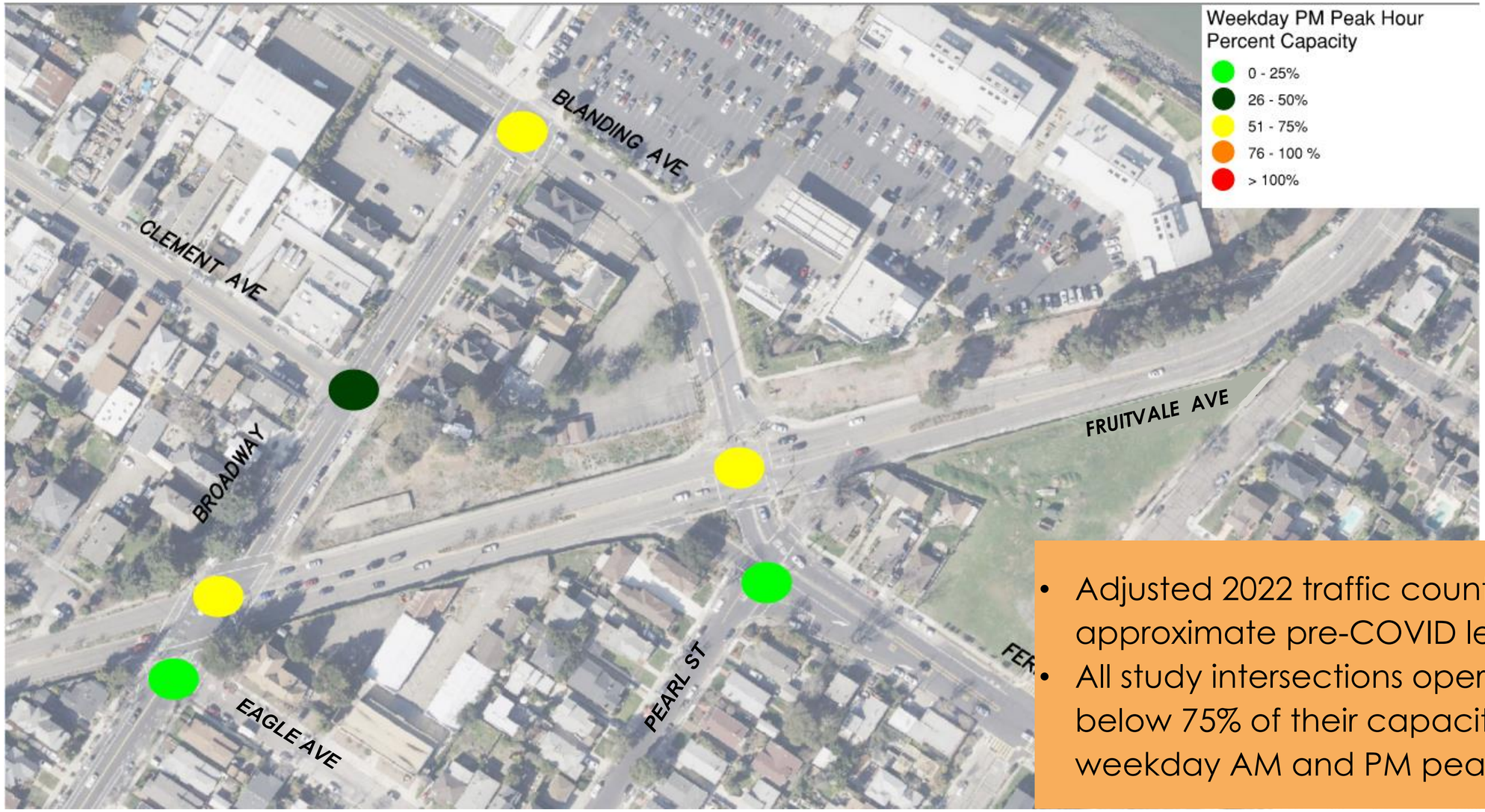
Safety

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

Study Area AC Transit Bus Service

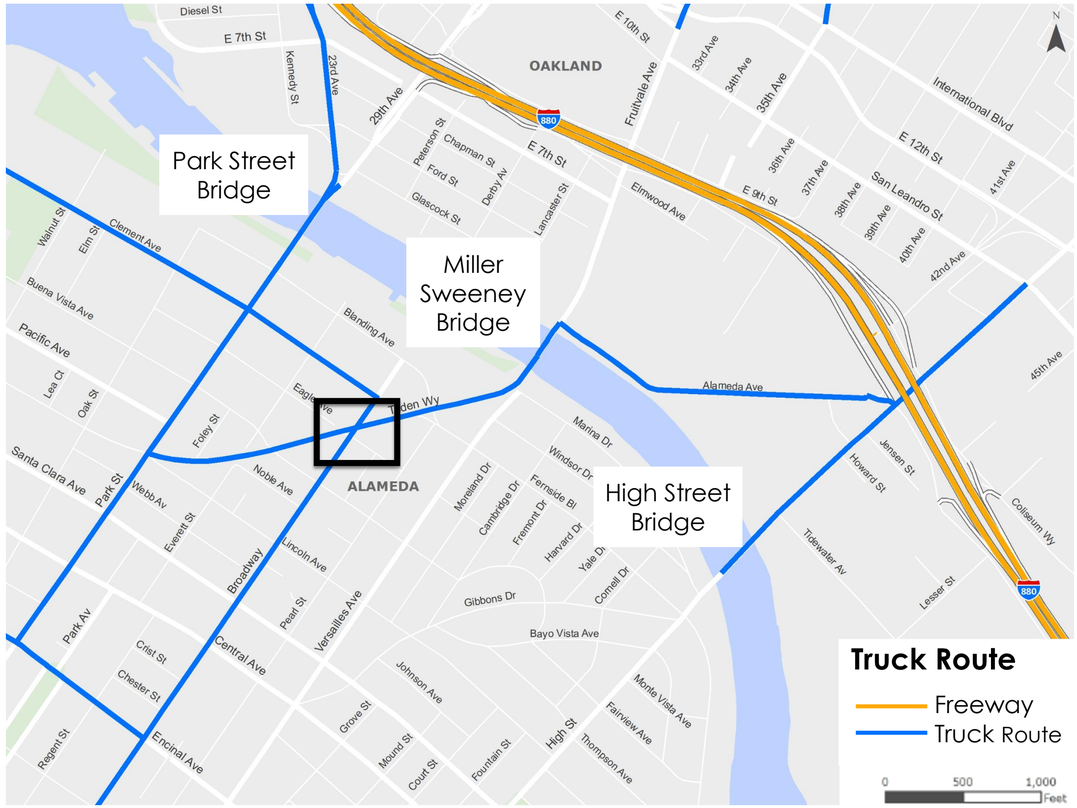
Truck Connections

Designated Truck Routes

- Alameda: Park St. Bridge and Miller-Sweeney Bridge
- Oakland: Park St. Bridge, Miller-Sweeney Bridge, and High St. Bridge

Truck Usage

- Trucks east of Broadway are funneled to Miller-Sweeney Bridge
- Trucks west of Broadway use Park Street (heavy truck usage on Park St)
- Clement eastbound truck extension may be redundant

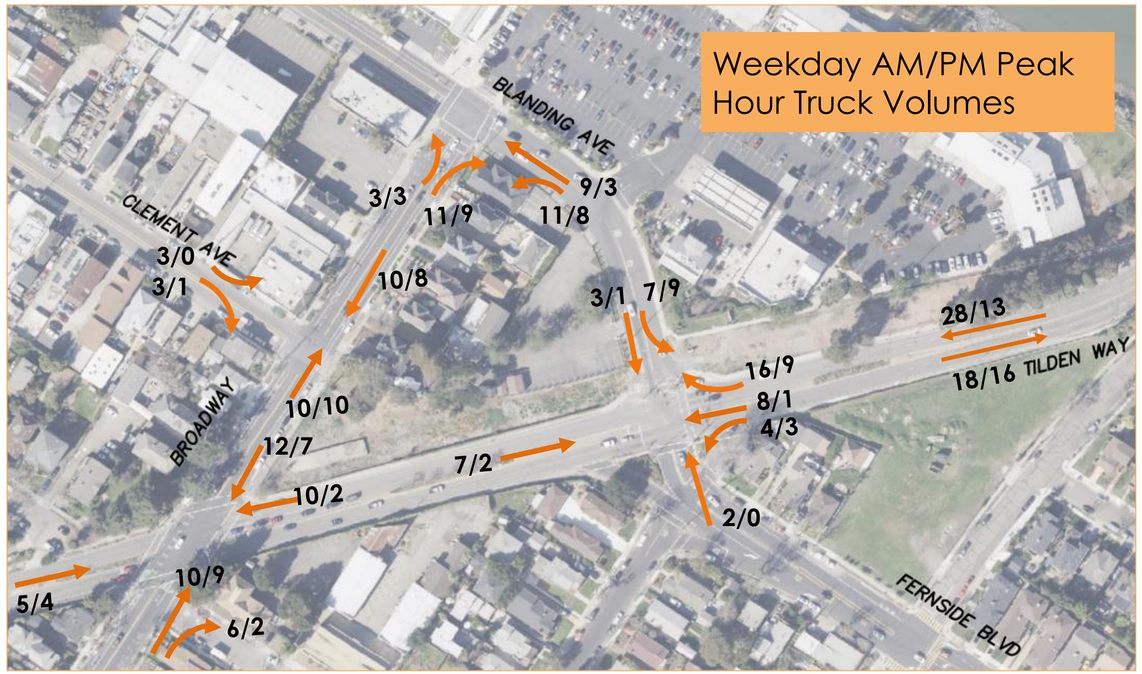


Note: Sharp right turn from Tilden to Broadway is on designated truck route.

Truck Volumes

Miller-Sweeney Bridge 2022 Truck Volumes

- Trucks account for 3.2% of daily traffic to/from Alameda (537 daily truck trips across bridge)
- Majority of truck volume along bridge is entering and exiting Broadway on Blanding Ave.
- Nearby Bridge Access:
  - Park Street Bridge (To the North)
  - High Street Bridge (To the South)
- **The project should continue to provide truck access to/from Nob Hill shopping center.**
- **Eastbound truck connections along Clement may be less important than westbound.**



Note: For legibility, truck movements with 0 or 1 truck in both peak periods are excluded.

Public Input

Virtual Open House
- 31 attendees and 21 responses

In-Person Open House
- 19 attendees

Online Survey
- 175 respondents

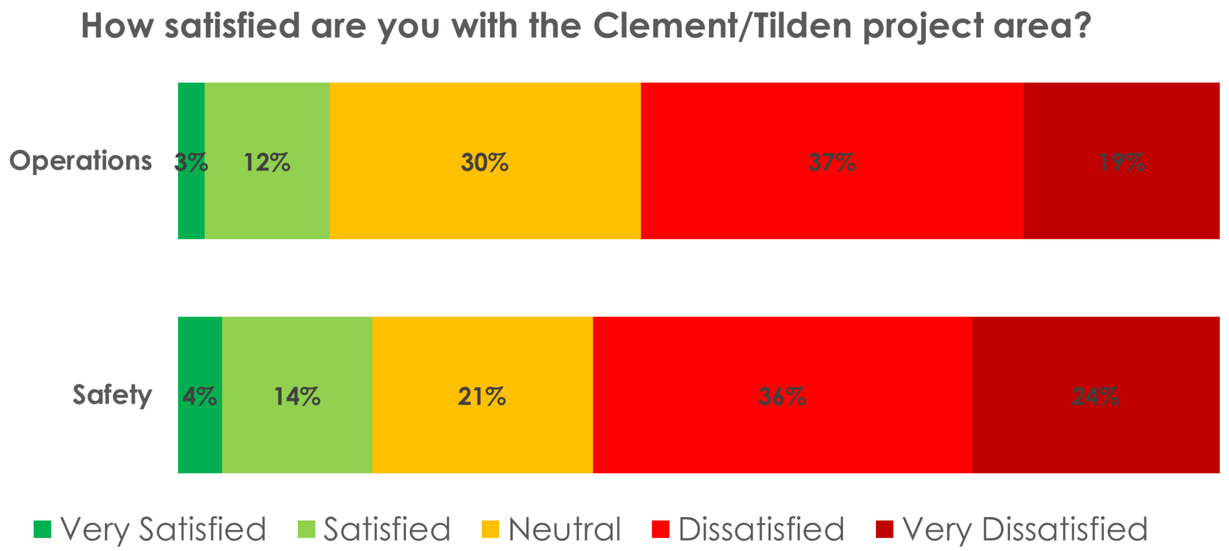
- Most people supported a **roundabout**
- Many people favored **one-way extension** over a **two-way extension** of Clement Ave.
- Project team received requests to consider **extension for only biking and walking**.

Desires:

- Safety improvements and slower speeds
- Better connectivity for bicyclists
- Better crossings for pedestrians
- More greenery and community space

Concerns:

- Through traffic and speeding on Clement Ave.
- Increase of truck traffic with extension
- Drivers' unfamiliarity with roundabouts
- Speeding along Pearl St and Fernside Blvd



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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 concepts at Fernside/Tilden

Draft Concepts

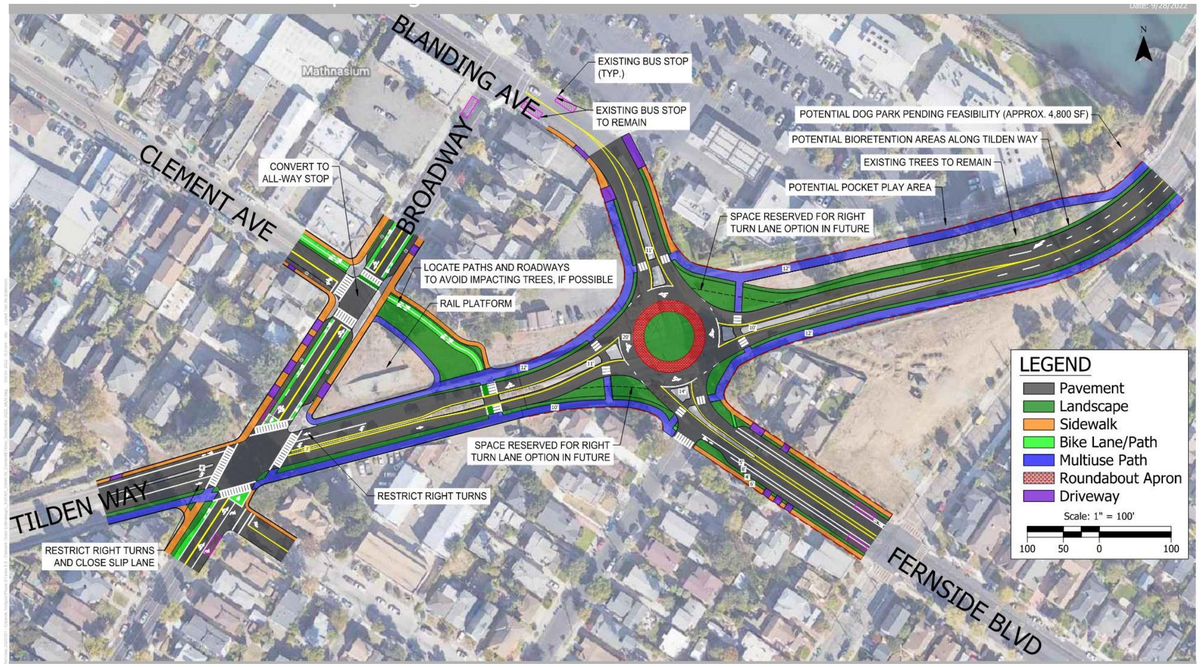
Cross Alameda Trail Clement Extension

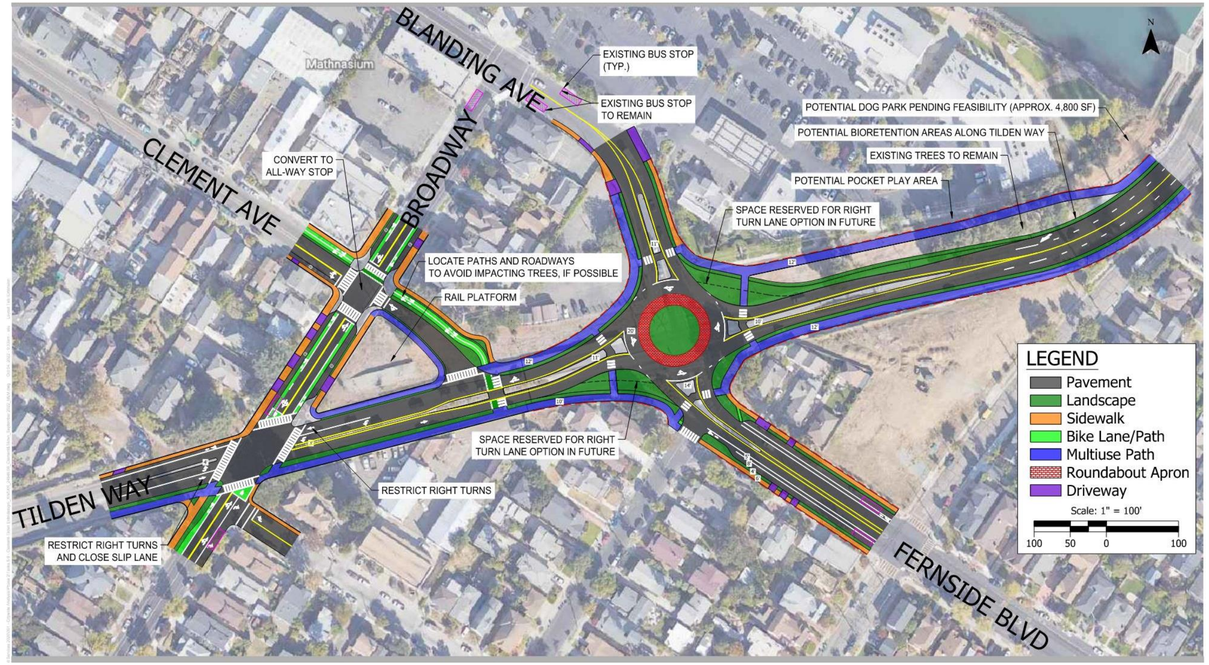
Roundabout with active transportation Clement Extension (not motorists/trucks)

Westbound Clement Avenue Vehicle Extension w/ Cross Alameda Trail

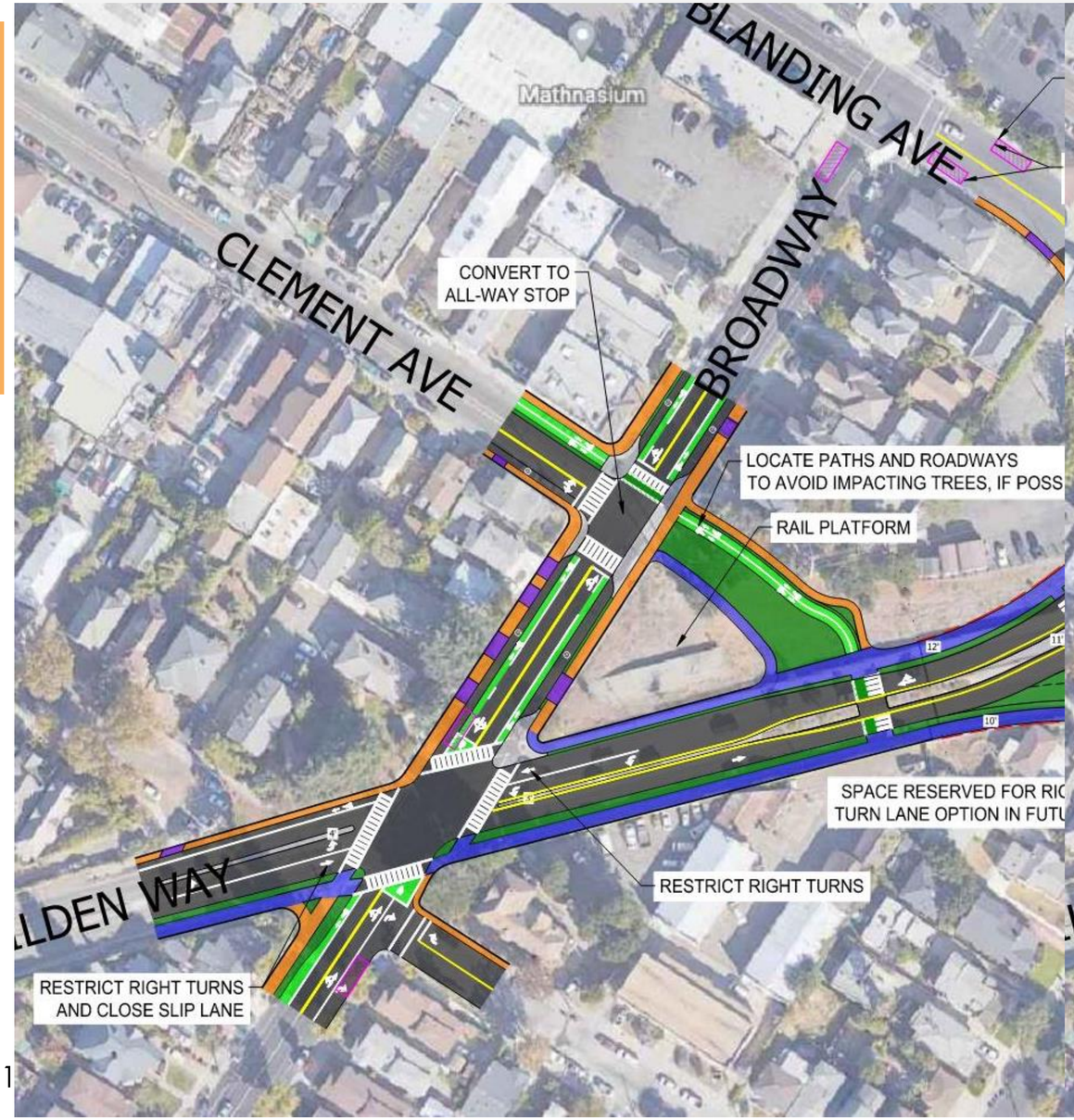
Roundabout and one-way Clement extension for westbound motorists and both directions for active modes

Question: What are the pros and cons of draft concepts?

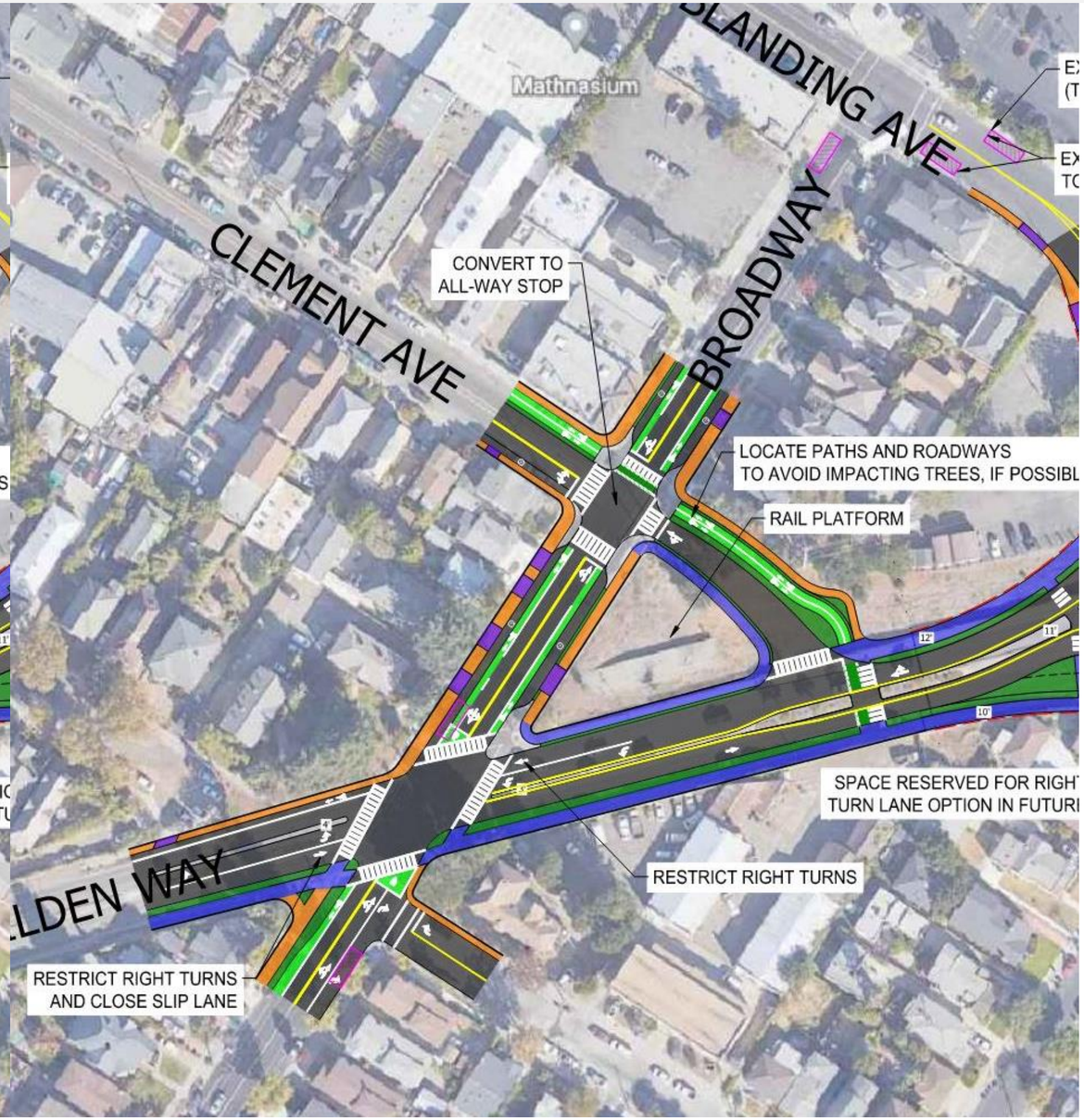




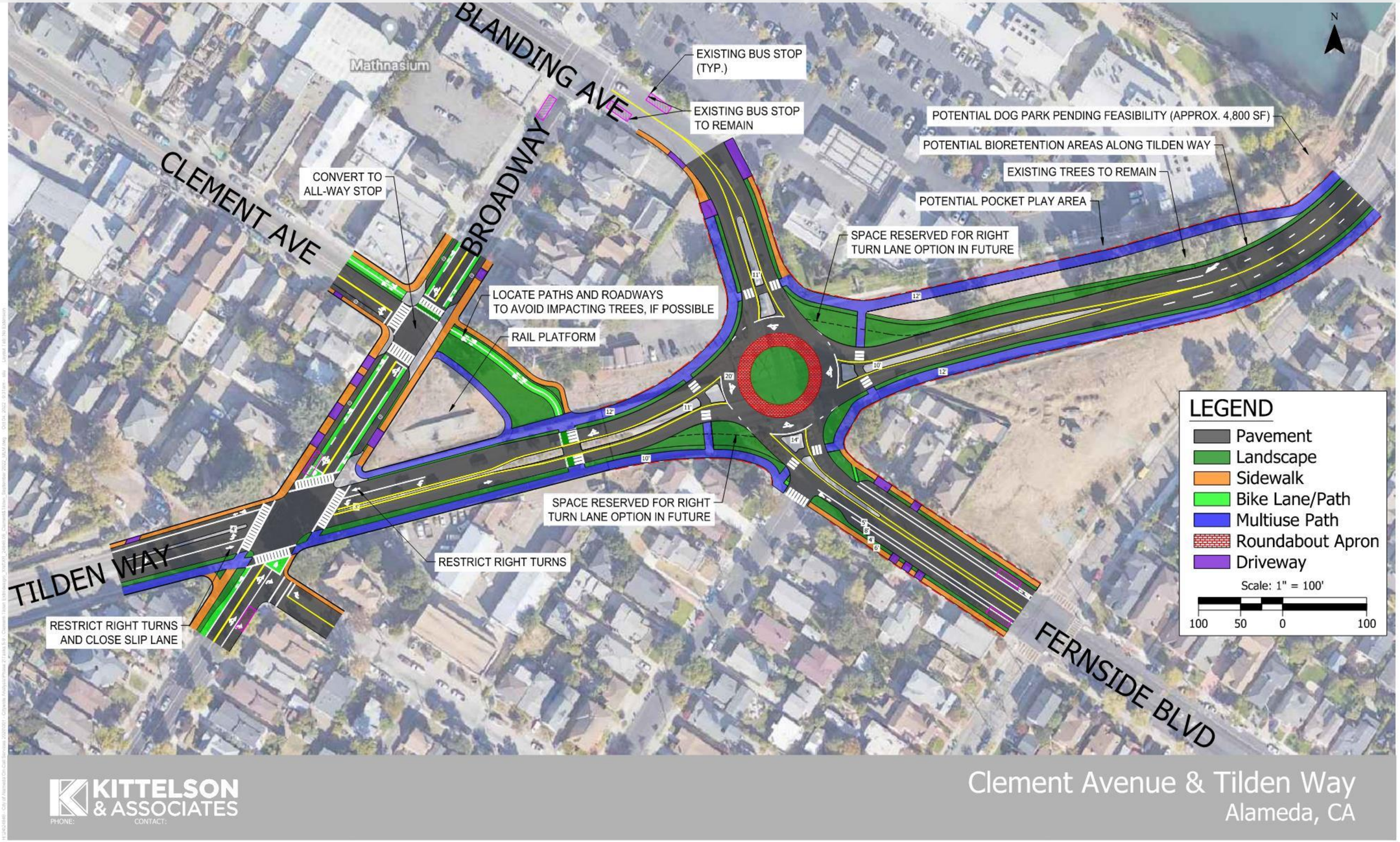
Cross Alameda Trail Extension (not for motorists/trucks)



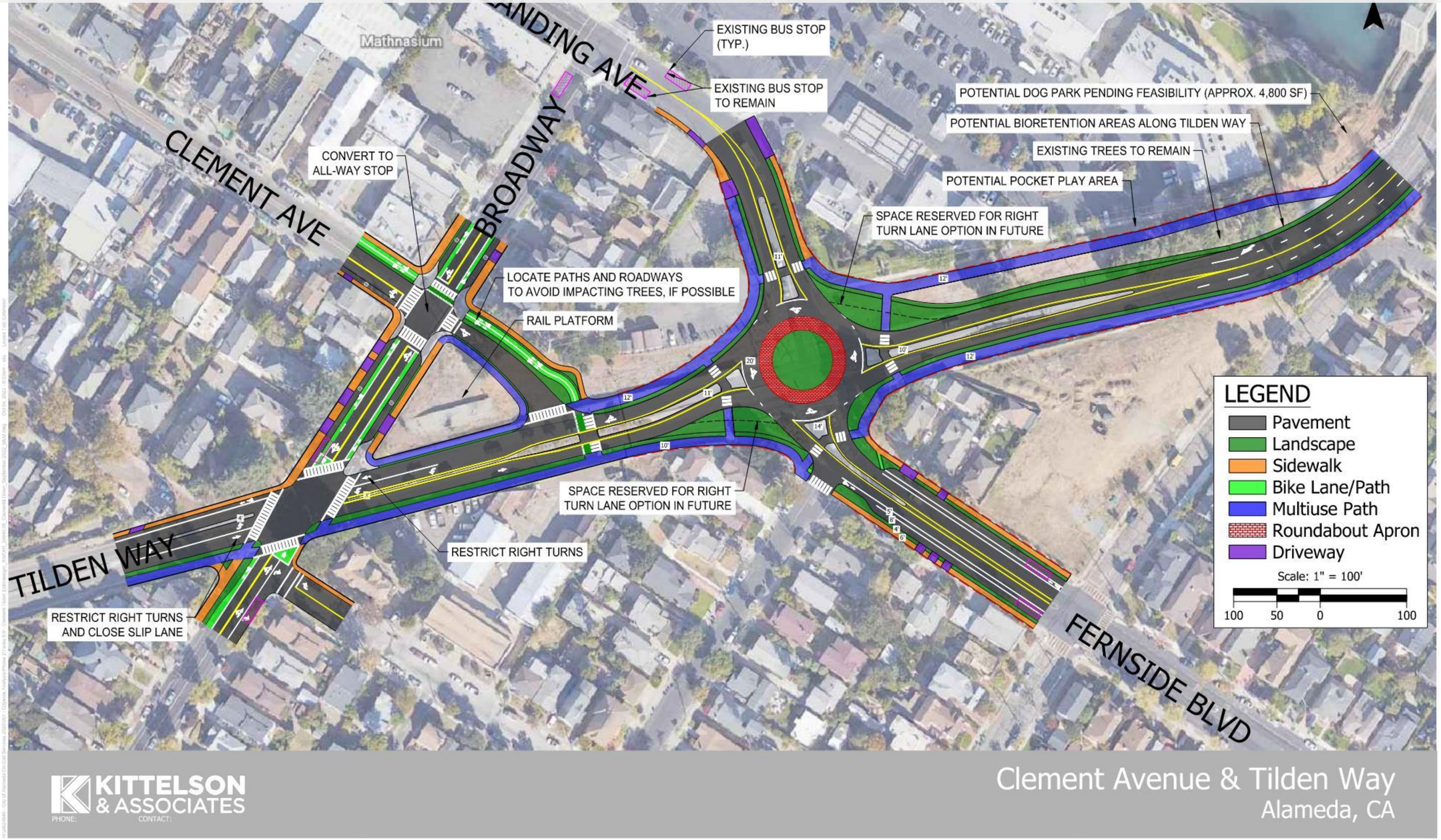
Westbound Clement Vehicle Extension with Cross Alameda Trail



Alternative A –Cross Alameda Trail Clement Avenue Extension



Alternative B – Westbound Clement Avenue Vehicle Extension with Cross Alameda Trail



KITTELSON & ASSOCIATES

Clement Avenue & Tilden Way
Alameda, CA

Overall Evaluation

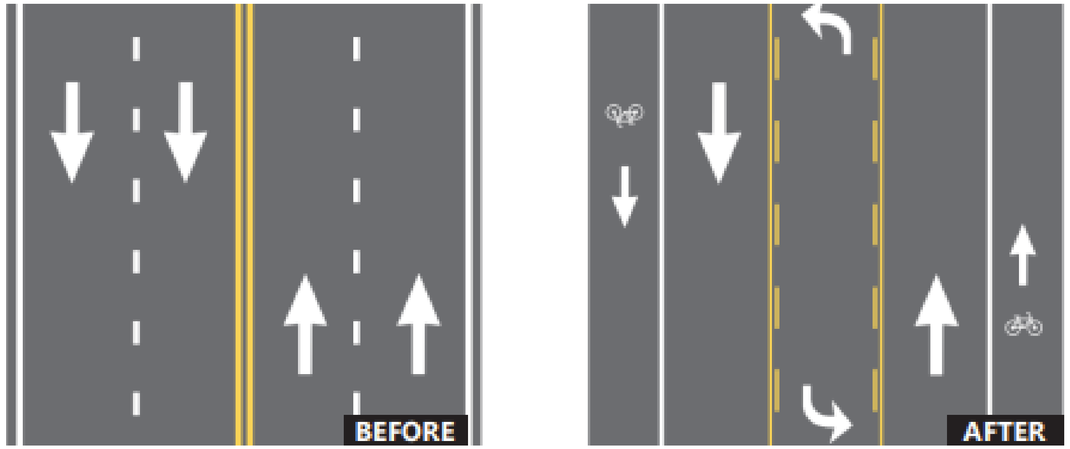
No clear "winner" – there are tradeoffs!

	Alternative A: Cross Alameda Trail Extension	Alternative B: Westbound Clement Vehicle Extension with Cross Alameda Trail
Benefits Both Options Provide	• Reduce speeds improve safety for everyone • Improve biking/walking facilities and connections in study area • Improve bus access • Add pocket park areas and reserves space for dog park	
Considerations	• Open space, landscaping opportunities • No right-turn vehicle conflict at Clement/Tilden • Westbound trucks continue to use existing paths (Park Street, Blanding, Tilden) • Does not complete General Plan truck network	• Improves truck connections by providing one-way extension • Completes General Plan truck network • Reduces volumes at Broadway/Blanding • Reduces truck volumes along Park Street

Lane Reduction

Reduce number of travel lanes (commonly called “Road Diet”)

- Lower speeds
- 19 – 47% crash reduction (right-angle, turning, rear end crashes)
- Shorter pedestrian crossings



Source: FHWA

Why Build Roundabouts?

Roundabout benefits include:

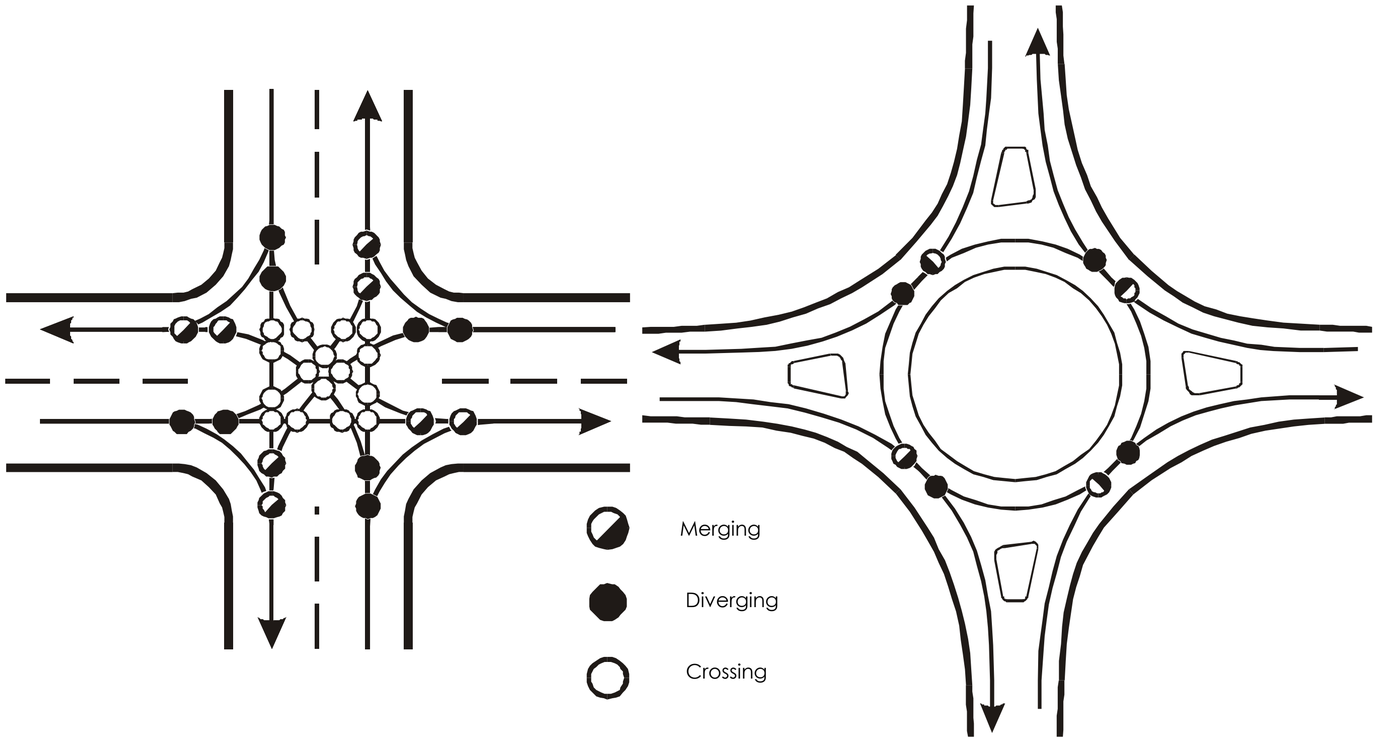
- Safety performance
- Lower delay
- Environmental benefits (emissions, fuel savings)
- Access management
- Operations and maintenance costs
- Aesthetics

Safety Performance

Safety Statistics

- 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

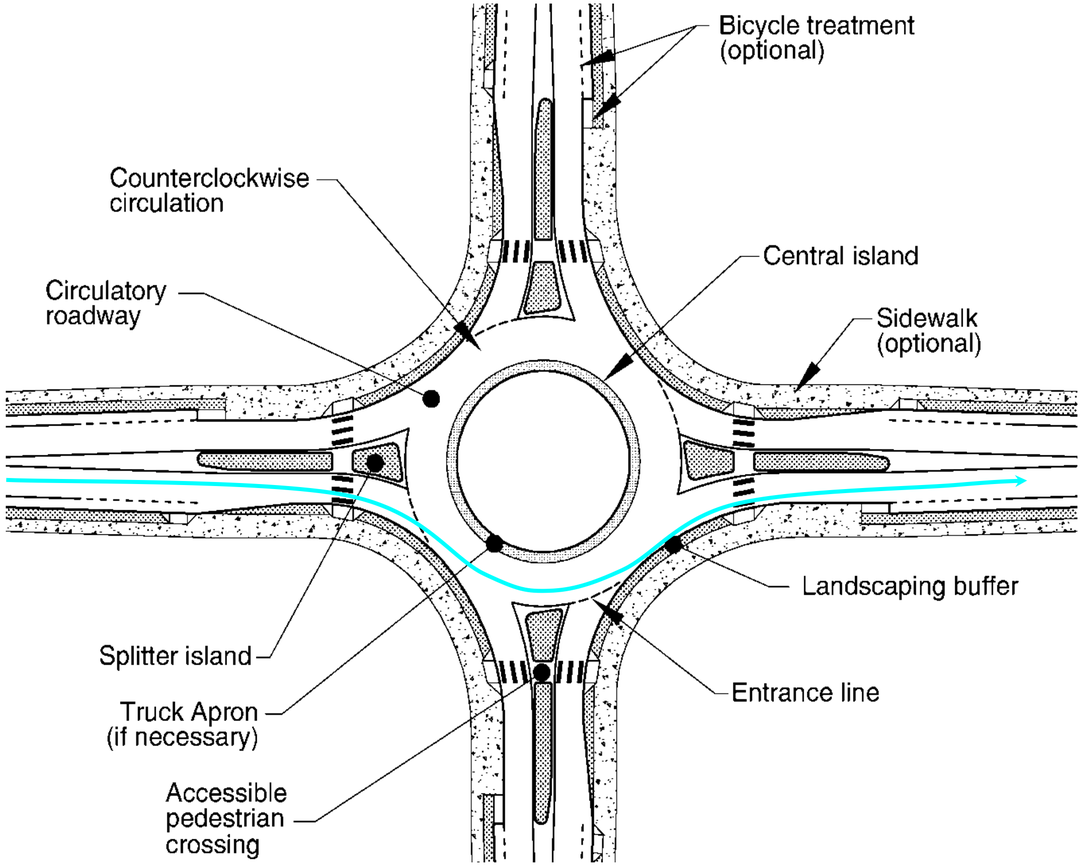
Roundabouts reduce conflict point number and severity



Source: NCHRP Report 572, NCHRP Report 672

Vehicle Speeds: Reduced

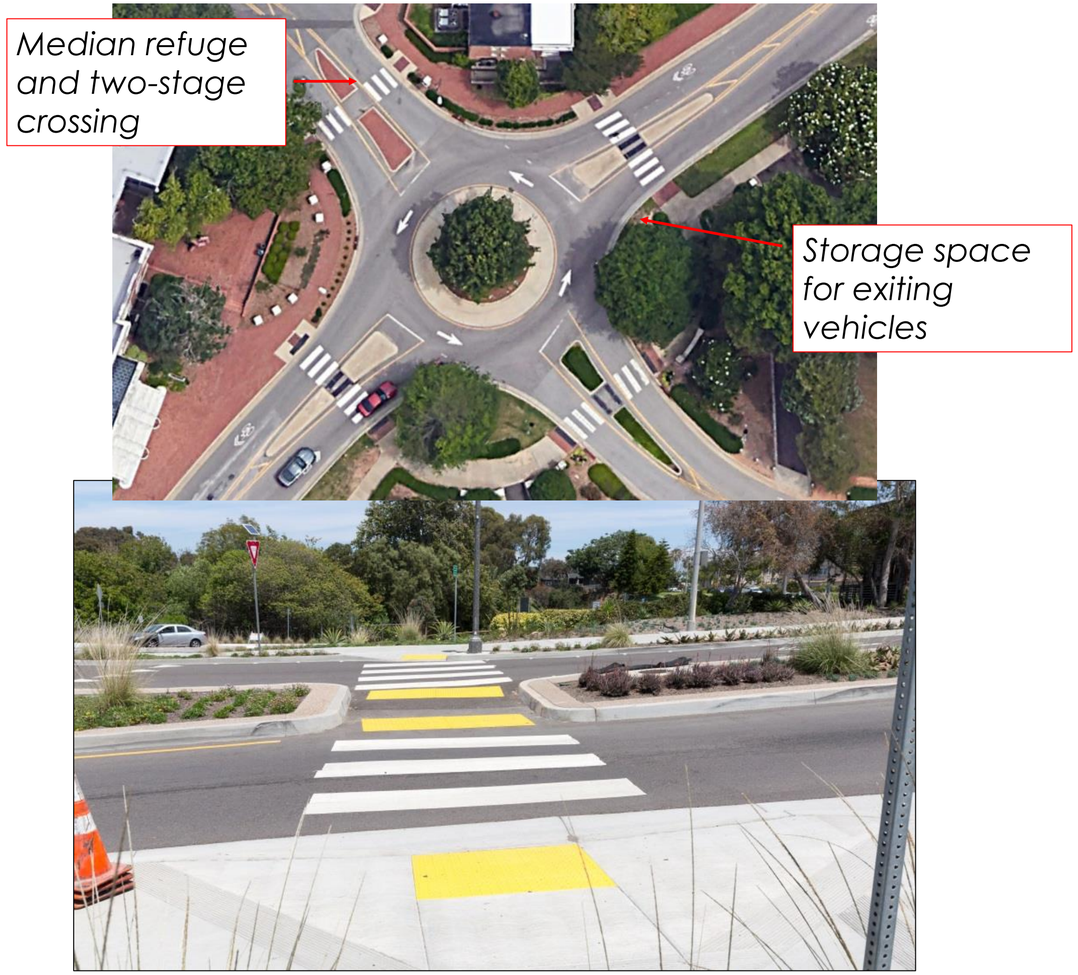
- Geometry controls speeds
  - Max entry speed:
    - 25 mph for single-lane
    - 30 mph for two-lane
  - Circulating speeds 10 to 12mph
- Increased time for driver reaction
- Decreased chance for injury or fatality



Roundabouts and Pedestrians

- Benefits:
  - Slow vehicle speeds
  - Two-stage crossing

- Considerations:
  - Crosswalk alignment
  - Width of splitter island
  - Space for exiting vehicles to yield to pedestrians
  - Yield-controlled crossings



Sources: Google Earth; Kittelson

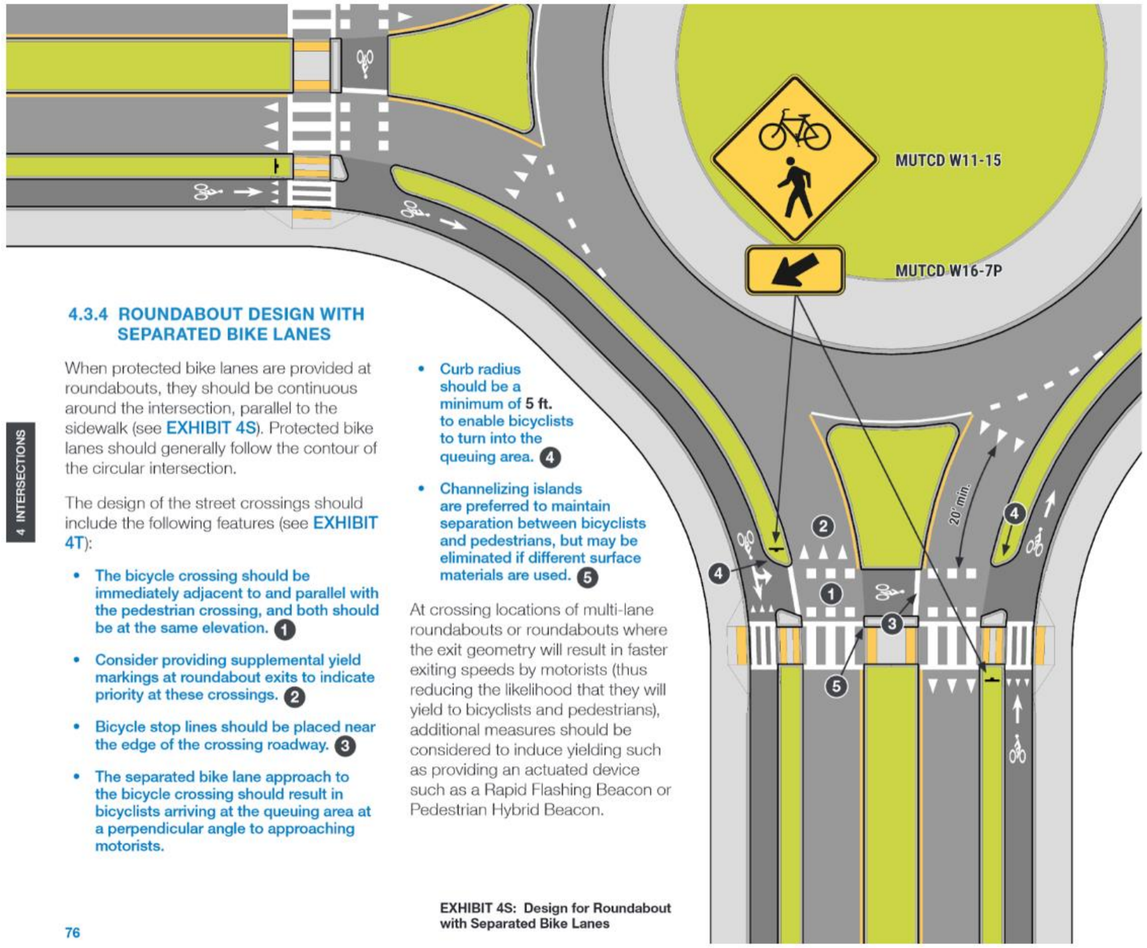
Roundabouts and Accessibility

Considerations for Visually Impaired:

1. Well defined walkway edges
2. Separated walkways
3. Aligned detectable warnings
4. Perpendicular crossings
5. Contrasting crosswalk markings

Performance assessment detailed in NCHRP Report 834

Separate Bike/Ped Options



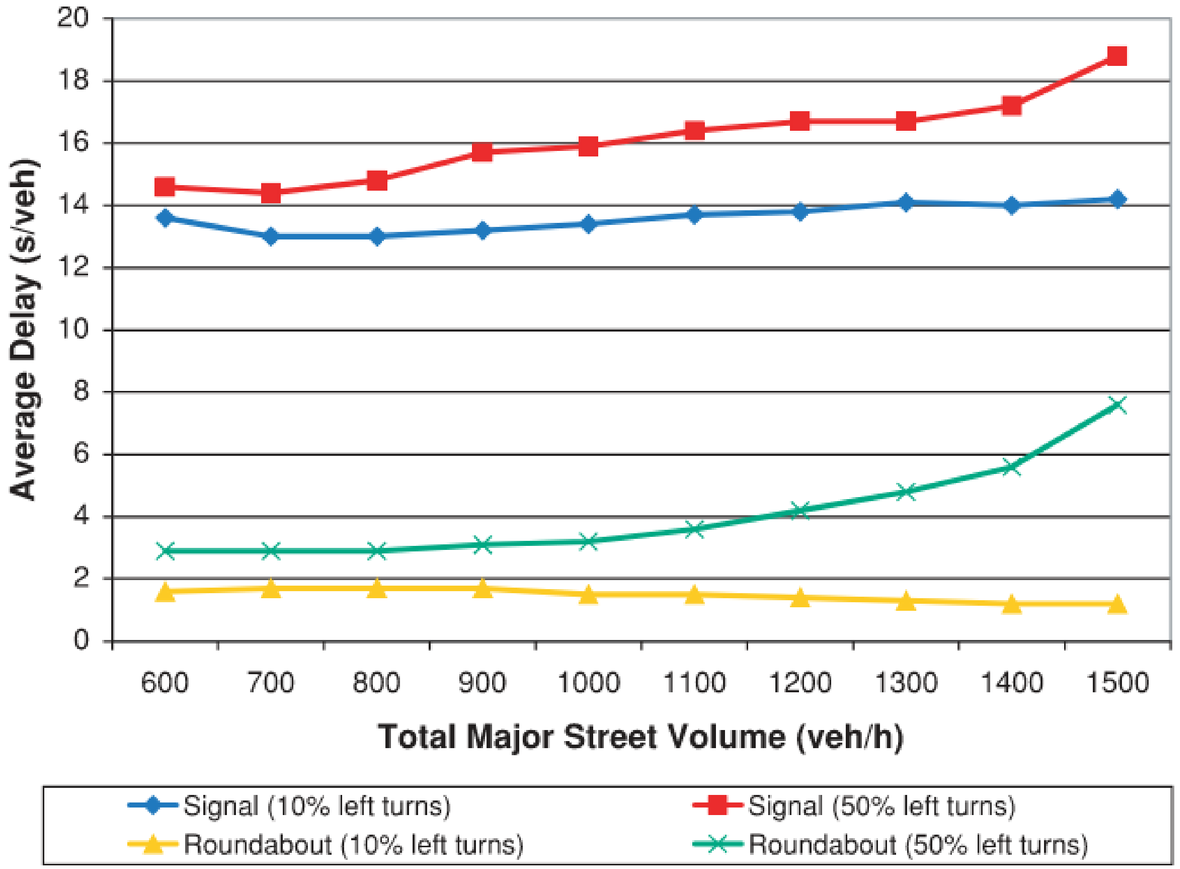
Source: Massachusetts DOT *Separated Bike Lane Planning and Design Guide*

San Luis Obispo, California
Source: Brian Ray

Reduced Travel Delay

- May solve existing or projected operational problem
  - Heavy delay on minor road
  - Large traffic signal delays
  - Heavy left-turning traffic
  - Stop control with large delays

Comparative Delay, Signal versus Roundabout
Intersection that meets Signal Warrants



Source: NCHRP Report 672, NCHRP Exhibit 3-19

Roundabouts and Large Vehicles

- "Design" versus "accommodate" larger vehicles
- Accommodations include:
  - Truck aprons
  - Placement of landscaping
  - Reinforced curbs

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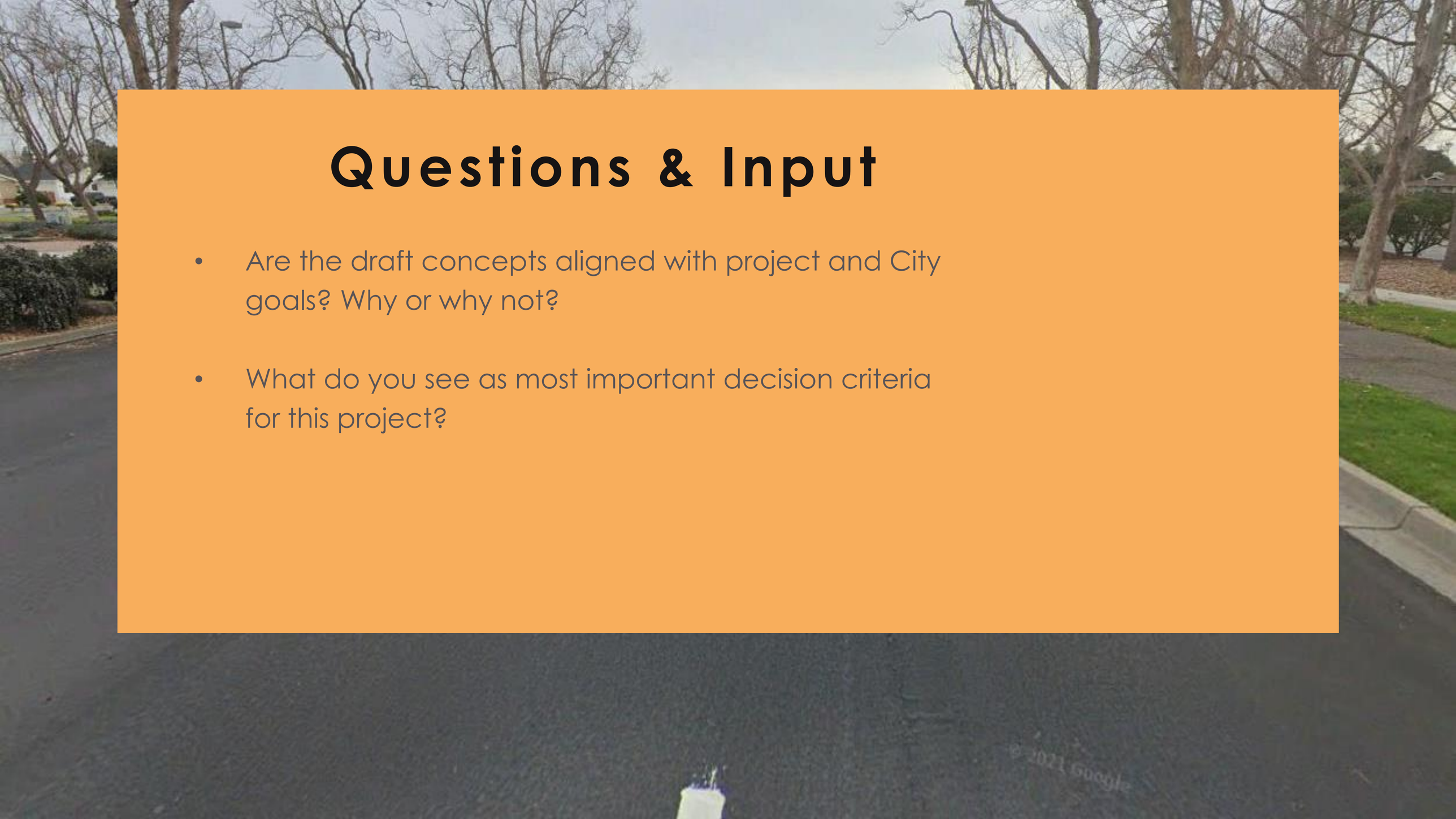
Questions & Input

- Are the draft concepts aligned with project and City goals? Why or why not?
- What do you see as most important decision criteria for this project?



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Next Steps

- Will compile input received today for:

- **In-person Open House** - Thurs, Oct 13 at 11 a.m. to 1 p.m. - drop in at the Main Library's Stafford Room, 1550 Oak Street

- Stay up to date via the project webpage: **www.alamedaca.gov/ClementTilden**

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