

Survey Summary for Clement/Tilden Project (Oct. 2022)

Which of these **goals** are important to you?

Goals	Total	Percent
Prioritize safety	90	30%
Extend Cross Alameda Trail	79	26%
Provide flood reduction, landscaping and open space	53	17%
Reduce vehicle delay	34	11%
Improve bus operations	23	8%
Other: Dog park	14	5%
Provide direct truck access to Clement Avenue	12	4%
Total	305	100%

Which draft **concept alternative** do you prefer?

Draft Concept Alternatives	Total	Percent
	17	15%
Active Transportation extension for bicycling/walking (not for motorists/trucks)	63	54%
Westbound Clement Avenue extension for motorists/trucks and both directions for bicycling/walking	36	31%
Total	116	100%

Do you support the **roundabout** proposal for Tilden/Fernside/Blanding?

Support for Roundabout	Total	Percent
Yes	90	78%
No	21	18%
	5	4%
Total	116	100%

Demographic Responses for the Clement Avenue/Tilden Way Project October 2022 Survey

Where do you **live or work**?

Location	Total	%
East end (east of Park Street)	68	65%
Central island (Webster St. to Park St.)	26	25%
West end of Alameda (west of Webster St)	5	5%
Other	5	5%
Total	104	100%

Do you have kids in **Alameda schools**?

Schools in Alameda	Total	%
No	55	51%
Yes	53	49%
Total	108	100%

Are you **65 years old or older**?

65 Years or Older	Total	%
No	91	84%
Yes	17	16%
Total	108	100%

Do you **own or rent** your home?

Own or Rent Home	Total	%
Own	90	84%
Rent	17	16%
Total	107	100%

What **race or ethnicity** do you identify with?

Race or Ethnicity	Total	%
White, Caucasian	72	62%
Prefer not to answer	14	12%
	8	7%
Asian, Asian American	8	7%
Asian, Asian American, White, Caucasian	3	3%
Hispanic, Latino/a/x	2	2%
Pacific Islander, Native Hawaiian	2	2%
Hispanic, Latino/a/x, White, Caucasian	2	2%
Middle Eastern	1	1%
American Indian, First Nation, Alaska Native, Indigenous, White, Caucasian	1	1%
Multi-ethnic/multi-racial	1	1%
Other: what difference does it make ?	1	1%
Other: I am American	1	1%
Total	116	100%

What is your **gender** identity?

Gender Identity	Total	%
Female	49	42%
Male	49	42%
	8	7%
Prefer not to answer	8	7%
Non-binary/gender-fluid/non-conforming	2	2%
Total	116	100%

**Survey Summary for Clement Avenue/Tilden Way Improvement
Project: Open-ended Question Responses (116 respondents)
(October 26, 2022)**

Question: Why do you support the draft concept alternative that you selected?

It'd be one fewer time to deal with car traffic when going north on Broadway towards the Nob Hill shopping center.

Safer connection for cyclist/peds

Safer for cyclists

You can't make more green space- it must be protected when possible

Quieter, safer, less motor impact for those living on this block (my family)

facilitates through traffic from clement

People already race through Tilden across Broadway. Don't need another place for that.

Having personally witnessed drivers get very confused by ped/bike only areas, just make it for all vehicles

There's a huge lack of green space in this area and it would be best to have somewhere to take my kids to play than to add another road (when we've lived without a road here no problem with no negative traffic implications)

We need more bike/pedestrian options that are safe.

Seems easier for cars to travel down Clement.

fewer car intersections on Tilden which, in my mind, is safer for pedestrian/bike riders.

There needs to be better options to head east and west at that intersection.

We should always be encouraging the use of bikes in Alameda

adds green space

Vehicle throughway would create more car traffic on Clement, which is supposed to be a biking street

You must create a decent truck route for LARGE trucks including the intermittent WIDE LOAD.

We need more safe spaces for walking and biking

To make vehicle drivers happy so it doesn't seem too slanted to bikers/walkers.

If you create a motorist cut through here, motorists will have an uninhibited direct pathway to speed from one side of island to the other, creating a more unsafe area.

Will take some of the traffic burden off of Tilden Way and make for more direct connection to Clement Ave.

It can be a really busy area, and I'm in support of any corridors where pedestrians and cyclists can be protected from cars. Also, adding yet another intersection for cars in this high-traffic area seems clunky.

Safer for cyclists and pedestrians, encouraging more to walk and ride.

Want to extend Cross Alameda Trail

I prefer more open space rather than a street. There isn't much space close by for kids to play and people to enjoy being outside so it would be nice to have a space for that.

We need more green space in this area, and there are no serious vehicle delays here that won't be better solved by the roundabout.

Pedestrian safety.

It is really hard to see what is going on at this scale. BUT - it looks like the Active plan is blocking an area for just walking biking and not motorists. There is so little of this around Alameda that I am all for it where ever possible!!

It's the obvious choice to promote cycling/walking without turning yet another Alameda street into a racetrack for motorists.

With the roundabout in place at Fernside & Blanding, no more cut-throughs for cars and trucks to Clement needed

More greenspace and ped/bike infrastructure

Do we need another street for cars? No. But we do need more safe spaces for bikes and pedestrians.

Prioritize non-motorist transportation. No new auto routes. Too many cars already and Clement would become like a freeway

Do not want to see increased traffic on Clement Avenue especially if it is being used as a cross Alameda trail for bicycles.

Best for overall goal of more walk/bike safety

Biking should be easier

Access to Tilden Way sidewalk

Alameda needs to meet climate goals and not encourage more driving. Need safer streets for peds/bikes.

There seems to be very minimal gain in opening up a lane of traffic from Clement to Tilden. More noise, pollution, speeding and opportunities for drivers to hit pedestrians and cyclists to save cars and trucks seconds on their journey. Meanwhile, the upside for turning it into a bike/pedestrian/leisure is huge. There's a lack of greenspace and trees in that particular area, and this could be a great way to break up traffic noise and have a safe place for pedestrians, cyclist and transit users to traverse a very-car centric

and dangerous area. I really like the closing of the slip lane on both plans, there's very low visibility for pedestrians there.

Introducing vehicular conflicts so close to a roundabout is a bad idea and seems like it will be deleterious to the function of the roundabout, and create additional pedestrian and bike conflicts with vehicles.

Truck demand for Clement is lower than it once was and there's no clear problem for trucks currently. Better to prioritize safety and add more green space, which is relatively sparse in this neighborhood.

Adding the extra bit of roadway for motorists just doesn't seem useful, but both options seem close

Area could use more green, less pavement

Bike lanes are the infrastructure Alameda needs

I like the idea of allowing westbound cars on Tilden being able to off-ramp to Clement and distribute traffic.

It's fine the way it is. Don't change anything.

Safer for bike traffic more green space

Yes

The labels do not match the pictures so it's confusing. I don't like the idea of Clement being extended to Tilden Way

Looks like the car pass through on the westbound extension doesn't provide a LHT, then why add it when users woful turn right on Broadway? I don't see the benefit

Trucks are already able to use the wider Blanding Ave. We should be encouraging alternatives to car mode share. Thru-street creates additional conflict with vehicular, bike, and pedestrian traffic.

Traffic is already very heavy and restricting vehicles from yet another road is not a good idea. Especially with all of the new housing built/planned - not everyone is physically able to bike or walk everywhere

I live next to this intersection and would love what we call "the wasteland" with the railroad platform to be landscaped into a little parklet on my block where the Cross Alameda Trail will pass. This rail platform area and the old railroad needs turning into a park rather than cut up by yet another road

Safe space for bike traffic

direct vehicle access to Clement

It provides open space between Broadway and Tilden

Keeps truck traffic off Park Street, while allowing bike lane along Clement

I do not want to encourage trucks in the neighborhood.

I'm concerned that the short segment of one-way motor vehicle lane may create more confusion than utility for drivers, whereas using the space for landscaping could make a safer and more pleasant environment for walking and biking.

Fewer potential bike-truck conflicts will improve safety. Preferred by the public.

Alameda needs to be safer for bicyclists and pedestrians. We've had too many fatalities and injuries.

Dog park

Promote bike/ped access and support a dog park

Traffic abatement

Closing and reconfiguring thoroughfares from one side of the island to the other constrict traffic and makes it nearly impossible to get across town in a timely manner.

It will create parking spaces, which are incredibly valuable to the city council and thus will get them to support infrastructure like this that keeps us safe from inattentive drivers

More pedestrian friendly, plus would be great to have a dog park.

There is not enough information in this survey to really understand the difference between the two options. So it's unclear which one I'd prefer.

Although motorist traffic may increase with recent developments, encouraging cycling and providing walkable areas is so critical to creating community and connectedness.

Need more routes for cars

Both options look thoughtful. I'm really writing in to express support for the dog park as part of this larger project. We've been working with the city on this topic for a long time, and this is the last remaining potential location on the Eastern half of Alameda. So it would be fantastic to ensure this is part of the plan.

More open space

Incorporates both pedestrian and motor vehicles

Don't need a right turn only lane for Clement - and that traffic should be able to freely flow past Broadway and not stop

Whichever one allows room for a dog park

Because I drive as does 95 percent of the other users of this part of Alameda, making less space for cars will only make me not go there and shop at the Nob Hill center. It will not make me want to hop on my bike to go grocery shopping. I can't imagine I don't speak for most people

I would prefer an east end dog park more, though

Continue to promote walking and biking investments on island

I am not sure exactly what the difference is. I think I see an area that's green on one and black on the other, but there is no legend to explain what each represents and the description above is truncated. And there may be other differences that I haven't noticed. You need to explain it if you expect useful feedback.

this option provides an immediate alternative to traffic coming into and across Alameda, taking stress off streets to the south and west and provides relief from traffic, noise, pollution, trucks and speeding vehicles for neighborhoods.

No need for vehicle access

Keep as is. No real need for a road there.

Reduces right turn traffic backups at Broadway intersection

Need more protected ways for bicyclist and walkers

I support neither option. Both are highly dangerous.

Why are you trying to fix what is not broken? Add a bike lane. That's it, nothing else needed.

Pedestrian/bike safety.

Dog Park!

Green space will ultimately serve the residents of Alameda better, while trucks may become obsolete with the advent of self-driving vehicles and other technology that will change the way we deliver/receive items.

Reduce carbon emissions

To improve flow of truck traffic in area

To make Alameda bike and pedestrian friendly. This helps the City with sustainability measures, promoting clean methods of commuting and a more pleasant city (functional, visual, ..)

Prioritize biking and pedestrian safety

More green space.

So fewer trucks have to go through the Broadway/Tilden intersection, which is already crazy unsafe and this plan doesn't solve that at all

Question: Do you have any comments about the proposed roundabout at the Tilden Way/Fernside Blvd/Blanding Avenue intersection?

Do not allow future slip lanes. prioritize pedestrian safety over traffic flow

Need to prove their better efficiency because I don't buy it.

I would support a roundabout at Broadway/Tilden as well. The angle of the turns make it dangerous for pedestrians. Slowing motorists would be appreciated as well.

Please make this a roundabout!

Ensure there is safe bike crossing in the roundabout - it doesn't seem clear in the image

The more safety the better for Alamedans

I support the use of roundabouts wherever they are feasible. They are safer and keep traffic moving.

Makes so much sense. let's keep the traffic moving. I can't tell there are bike lanes though and, as you already know, crossing the bridge on bike is a big issue on the Fruitvale bridge.

Not enough lanes to encourage efficient flow of traffic at peak times.

Americans don't do roundabouts very well

Much better way to get around. Might be harder for pedestrians to reach the shopping center though.

It will be more difficult for LARGE trucks. You need to make it easy for LARGE TRUCKS to get into Clement.

Roundabouts are effective at improving the flow of traffic.

A must have.

Roundabouts are great as they slow down traffic, force drivers to pay attention at intersections, and don't require stopping when it isn't necessary to the way stop signs and slow to change traffic lights do.

Less overall wait time

I love this! It makes much more sense than what we currently have. I live nearby and would use it multiple times a day. I like how it would allow for traffic to continuously flow. It also seems like it would be slightly less intimidating to cross as a pedestrian (unless the right turn lanes are added, then maybe not). I appreciate I do wonder what would happen when the bridge is up and some confused person blocks traffic in the roundabout.

The way currently configured, this intersection is scary, especially with kids. Roundabouts have been shown to be safer.

If it's going to slow traffic down I would like that but I worry about how it will impact the traffic flow and whether it will make traffic worse.

This is a great solution to expedite traffic along Tilden/Fruitvale Ave.

Great idea! Many cars ignore stopping on Broadway at the intersection of Bayview Drive. Exceptionally high foot traffic, bicycle traffic, and car traffic due to Shore Line Dr beachfront attraction could also benefit from a roundabout?

I think there will need to be a traffic officer there at first while people get use to it! We do not adjust quickly to change.

Great idea. But please do NOT add right turn lanes; these merely promote faster (and more dangerous) driving.

No future right turn lanes needed with this proposed roundabout - those would only create an opportunity for cars to speed through corners and cut around cars already in cue for the roundabout.

Sanity at last. I cross this intersection 6 times a week, usually on foot or by bicycle. The signals don't work for cyclists, never did. This will be a vast improvement. Now please consider Central x Webster, Stargell x Webster, Atlantic/Arpezzato x everything.

Build more modern roundabouts in Alameda!

Roundabouts can be bad for bikes if not done well.

Optimize non motorist access and safety

This is a very complicated intersection including the entrance into the intersection from Pearl Street. it is also a very high traffic intersection.

Tilden Way traffic quantity will overwhelm circle

Activated flashing ped beacons at round about crossings, so that it is safer for peds crossing.

I'm confused about how the bike path ties in. Is it expected that bikes wanting to cross the fruitvale bridge cross over Tilden and then join the roundabout? That seems concerning. Is there something that will alert motorists to the cyclist crossing Tilden? It'd be ideal to connect the path up the rail line towards pet food express, as route to the shopping center.

Do NOT add right turn bypass lanes at the roundabout! This is an antiquated concept that has been shown to have negative and dangerous outcomes! Right turn bypass lanes at roundabouts are inappropriate because they fail to achieve traffic calming and endanger bikes and peds at the roundabout crossing, as well as motorists who are put into conflict with speeding vehicles past the roundabout.

I strongly support this design and support holding back on the turn lanes. That's additional complexity that likely isn't necessary, but time will tell. In addition to increasing safety for everyone, this will reduce backups at this intersection, which are frequent at rush hour, and unnecessary delays the rest of the day.

Overall throughput through the intersection, when driving will I be waiting a long time to enter the roundabout under some conditions (i.e. Fruitvale bridge is raised)

Separate bikes from pedestrians, and make sure it works for volumes of bikers

Make it happen!

Make it happen faster :)!

Not enough roundabouts in Alameda

More roundabouts mean safer streets

It is not needed. It works the way it is. If you find excess money perhaps it can be looked at to keep somebody busy.

I like these roundabouts they keep traffic moving safely

Roundabouts are VERY DANGEROUS for pedestrians. I do not drive nor ride a bike as I am disabled , I am a slow walker due to disability there is no way I can cross this intersection to visit friends or do my morning walks if there is a roundabout here. This is going to block other from being able to walk across this street to the grocery store . I know that us disabled and the elderly DONT matter in Alameda these days but we are still here. We can't even exit a car on most parts of Park Street or Webster Street due to not having access to a curb or having to exit so close to traffic. There are NOT thousands of people on bikes and there will NEVER be thousands of people using these bike lanes that are making the streets overcrowded and unsafe for the majority. Cyclists cause most of the accidents they are in because they don't follow the rules these special lanes are not going to help the small percent of cyclist that use the streets daily

Yes, please - that traffic light often backs up and it's a major chokepoint. A roundabout will reduce waiting and improve safety. Also please make Pearl a RHT only! There are far too many accidents at that stop for people trying to cut over multiple lanes to get to Tilden/bridge

Eliminate the right turn lane option. Slip lanes defeat the purpose of a roundabout.

I think it will make the intersection less safe.

I happen to come from Milton Keynes in the UK which was built with a grid road system with roundabouts at each intersection on highway-type roads. From firsthand experience of driving literally many thousands of times around them, these roundabouts work really well for slowing and redirecting all sorts of road traffic safely, but this development around Tilden must put pedestrians first, hence why that extra little railroad platform park would be amazing. Imagine being able to rest there after hiking the Cross Alameda Trail, as opposed to facing another road and traffic?

How would you get from Pearl to Tilden? From concept looks like Pearl traffic is forced right turn onto Fernside

Pedestrian/multiuse crossings are too close to the roundabout

We should make sure that bicyclists and pedestrians are separated when using the roundabout

My understanding is that the level of safety improvement provided by roundabouts is affected by the predominant driving behavior in the community around them. I hope that the City of Alameda has consulted statistics on the effectiveness of existing roundabouts nearby in the process of forming this plan.

Road diet and geometry will reduce speeding and improve bicyclist safety.

Roundabouts confuse people and cause accidents.

I think signals are the safest way for children or adults to cross a street. How do I cross the traffic on Tilden to shop at Nob Hill or my child goes to Baskin Robins for ice cream.

It doesn't look bike friendly. If it is bike friendly, then yes I would support it

You've already screwed up Shoreline and Otis. Please don't do this too

This will be a great addition to entering Alameda and due to greater flow/efficiency will take traffic off of Park Street

Would be great to have a dog park at the rail platform.

Would definitely help with creating a safer intersection for all

Don't like round about

Keeps traffic moving more consistently assuming people know the rules of roundabouts

I have experience roundabouts in Europe, very successful, keeps traffic moving.

Please create space for a dog park.

There is waaaay too much traffic that runs through that intersection, in my opinion, to make a roundabout safe.

Seems unnecessary

I love roundabouts but fear people won't understand how they are supposed to work. People in CA don't even know how to merge or what right of way means

Way too busy of an intersection to support a roundabout IMO. what happens when the bridge is up? the roundabout will become completely locked up

Roundabouts are always nice. But I'm completing this only to express need for an east side dog park, as previous proposals got torpedoed.

Love roundabouts. Way more efficient than stop lights. We need more roundabouts. I'd also like to see the dog park incorporated into this plan.

You need another option besides yes/no. I voted yes, but I would answer a qualified yes if the following comments are addressed. 1) Why not close Pearl off entirely and extend the sidewalk through it? That would make this intersection much less dangerous. 2). Also, I hope there are no signals triggered by cars that would slow things down for everyone (including bikes and peds), but maybe those flashing lights for pedestrians using the path that don't stop traffic any longer than necessary for someone to cross - NOT those interminable walk signals that stop traffic long after the ped has crossed through, which pisses everyone off and pollutes by having cars idling there longer than necessary. Also, bikes should use the road or have a dedicated path/lane, not share what should be a sidewalk for pedestrians. 4) I would

walk to Nob Hill all the time if it were safe and pleasant. Please landscape the ped route with trees for shade. Also, these surveys make it difficult to add comments. Make the comment boxes bigger!

Seems like it might discourage speeding vehicles coming into Alameda...at least for a little bit.

We need more of them on the Island.

I love roundabouts. I would love to have them every 3 blocks for the whole length of Fernside from Tilden to Otis. I would suggest that the middle of the O in the roundabout be simple to keep down maint. \$\$ with bowling-ball-sized rocks and minimal greenery to start.

This is a fantastic idea!

This is a terrible idea. You are proposing to block one of Alameda's very few lifelines after a natural disaster!

Absolutely no roundabout there!!!! That makes no sense. It will cause confusion. It will cause traffic to back up. There has to be a signal there with traffic controls!

None

We can't handle roundabouts. It's been proven time and again in CA that roundabouts are beyond the comprehension of most motorists. They just created one near the Fruitvale ave onramp to 880n and it's been an unmitigated disaster.

Great idea!

I want to throw my hat in the ring for the Tilden dog park. My dog and I were regulars at the informal dog meetup at Lincoln Park until the day he escaped the partially enclosed space. We loved the community of regulars and miss the ease of walking over for a quick run around the park. We would love to have a more formal, enclosed space so we can mind leash laws and provide our dog space to run outside our small backyard — all within walking distance of our house.

My experience is that roundabouts really don't improve flow of traffic, or safety. Drivers get confused, do not yield properly, and do not watch for pedestrians, creating traffic safety issues.

What is the idea and purpose behind the roundabout? Are there alternatives for this traffic problem?

Glad we are redesigning awkward streets

I hope it leads to more roundabouts in Alameda!

Make certain the Broadway/Tilden intersection has automatic pedestrian walk signals. For some reason the city made those automatic the other week, then took that away again and now requires using beg buttons - even when the light signal for green lights is predictable (aka not triggered by motion sensor, but operated on a standardized timer)