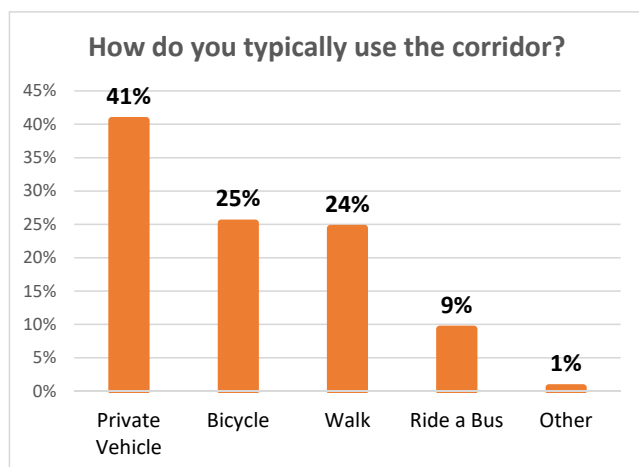


Survey Summary for Clement Avenue/Tilden Way Project (May 2022)

How do you typically use Clement Avenue/Tilden Way?

Use	Total	%
Private vehicle	40	23%
Private vehicle,Walk,Bicycle	31	18%
Private vehicle,Walk	25	14%
Private vehicle,Bicycle	21	12%
Private vehicle,Walk,Bicycle,Ride a bus	19	11%
Bicycle	12	7%
Private vehicle,Walk,Ride a bus	8	5%
Walk	5	3%
Private vehicle,Bicycle,Ride a bus	5	3%
Walk,Bicycle	3	2%
Bicycle,Ride a bus	2	1%
Other: car	1	1%
Private vehicle,Bicycle,Other: Run	1	1%
Private vehicle,Ride a bus	1	1%
Private vehicle,Walk,Bicycle,Other: EScooter	1	1%
Total	175	100%

Use Summary	Total	Use %
Private Vehicle	153	41%
Bicycle	95	25%
Walk	92	24%
Ride a Bus	35	9%
Other	2	1%
Total	377	100%



How satisfied are you with **safety**?

Safety	Total	%
1: Very Dissatisfied	41	23%
2: Dissatisfied	70	40%
3: Neutral	34	19%
4: Satisfied	22	13%
5: Very Satisfied	8	5%
Total	175	100%

How satisfied are you w/ **operations**?

Operations	Total	%
1: Very Dissatisfied	32	18%
2: Dissatisfied	70	40%
3: Neutral	49	28%
4: Satisfied	18	10%
5: Very Satisfied	5	3%
Total	174	100%

Walking: How satisfied are you?

Safety	Total	%
1: Very Dissatisfied	39	43%
2: Dissatisfied	33	36%
3: Neutral	7	8%
4: Satisfied	10	11%
5: Very Satisfied	2	2%
Total	91	100%

Driving: How satisfied are you?

Safety	Total	%
1: Very Dissatisfied	11	7%
2: Dissatisfied	39	26%
3: Neutral	50	33%
4: Satisfied	40	27%
5: Very Satisfied	10	7%
Total	150	100%

Bicycling: How satisfied are you?

Safety	Total	%
1: Very Dissatisfied	48	51%
2: Dissatisfied	32	34%
3: Neutral	8	8%
4: Satisfied	4	4%
5: Very Satisfied	3	3%
Total	95	100%

Riding Transit: How satisfied are you?

Safety	Total	%
1: Very Dissatisfied	5	14%
2: Dissatisfied	3	9%
3: Neutral	8	23%
4: Satisfied	16	46%
5: Very Satisfied	3	9%
Total	35	100%

Other: How satisfied are you?

Safety	Total	%
1: Very Dissatisfied	1	33%
2: Dissatisfied	2	67%
Total	3	100%

Demographic Responses (May 2022)

Where do you **live or work**?

Location	Total	%
East end (east of Park Street)	101	60%
Central island (Webster St. to Park St.)	42	25%
West end of Alameda (west of Webster St.)	13	8%
Other	10	6%
Bay Farm Island	2	1%
Total	168	100%

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

Schools in Alameda	Total	%
No	99	59%
Yes	68	41%
Total	167	100%

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

65 Years or Older	Total	%
No	141	85%
Yes	24	15%
Total	165	100%

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

Own or Rent Home?	Total	%
Own	135	82%
Rent	29	18%
Total	164	100%

What is your **gender** identity?

Gender Identity?	Total	%
Female	75	43%
Male	70	40%
	16	9%
Prefer not to answer	11	6%
Non-binary/gender-fluid/non-conforming	3	2%
Total	175	100%

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

Use	Total	%
White, Caucasian	103	59%
	19	11%
Prefer not to answer	19	11%
Asian, Asian American	9	5%
Asian, Asian American,White, Caucasian	6	3%
Hispanic, Latino/a/x	4	2%
Multi-ethnic/multi-racial	3	2%
Hispanic, Latino/a/x,White, Caucasian	3	2%
American Indian, First Nation, Alaska Native, Indigenous	2	1%
Middle Eastern	1	1%
American Indian, First Nation, Alaska Native, Indigenous,White, Caucasian	1	1%
Asian, Asian American,Pacific Islander, Native Hawaiian,White, Caucasian	1	1%
Middle Eastern,White, Caucasian	1	1%
Black, African American	1	1%
Asian, Asian American,Multi-ethnic/multi-racial,Pacific Islander, Native Hawaiian	1	1%
Black, African American,White, Caucasian	1	1%
Total	175	100%

Survey/Email Summary for Clement Avenue/Tilden Way Improvement Project: Open-ended Question Responses

(June 1, 2022)

Question: Do you have any comments that you would like to share with us?

Safety – General

There are multiple issues with this intersection. First in a race to get off the island multiple times a day I see people blow through the red light to get to the bridge. Second turns are very difficult for buses that end up blocking lanes as a result. When things are back to normal the turn off of Tilden to Fernside often backs up with traffic, blocking lanes. Walking across Fernside to Blanding is often a race against speeders with no provisions to stop and people try to cut you off coming off the bridge into the shopping center - I have personally witnessed about five accidents at that exact spot. Pearl Street should not be allowed to go straight or left only make a right turn. Again I have witnessed about 10 accidents with people trying to cut across 2 1/2 lanes of traffic and not hit that little barrier in the middle. The same thing goes for people going from the shopping center towards high Street, they try to make that quick right turn to go down pearl and it causes accidents with people who have the right away. There is no reason why pearl needs to cross over that should be a right hand turn only with no throughput. Lastly I'd like to express that we've complained for over 17 years about speeding on Fernside Boulevard since you're considering opening that up to and connecting Blanding I hope that you were looking at putting additional stop signs at Harvard or Cambridge to break up what will surely become a race track

It's felt dangerous just to drive through.

too many people coming into and living in Alameda driving without ANY LIFE MATTERING. Enforce traffic laws even incomplete stops! Things are out of control.

Traffic flow is either very congested - especially during bridge operations or people speed - often running the light at Tilden and Blanding. I've almost been broadsided there twice.

The small lane on Pearl is confusing and dangerous to everyone and should close. I also find myself competing for space with cyclists and buses as the cross over into Oakland. They need their own lanes so I don't have to worry anymore when I drive.

This is my commute. I would love to see this become safer so that I come home to my wife and kid every night.

Current design of at least the two stoplighted intersections along Tilden Way is dangerous, encouraging risky/careless behavior by drivers. Please prioritize safety for pedestrians and cyclists at these two intersections as you redesign.

The small island is dangerous, as cars turning on to Fernside/the Bridge are rarely watching for pedestrians. Also, folks run the left at the light off Fernside all the time.

This area is only safe for cars - which is why I drive. It is terrifying to walk there.

Keep clear sections in front of lights on Fernside/Tilden intersection are confusing to people. They stop behind the keep clear mark and the light never changes. Need to have a right turn only lane from Fernside onto Fruitvale allowing for less of a backup at the light. Pedestrian access on Tilden is dangerous and unprotected. I would never walk on Tilden. People rarely stop at Clement when turning right onto Broadway, using it as a shortcut.

My #1 concern is to have a safe biking/walking path to the new terminus of the cross-island bikeway. The intersection at Broadway and Tilden is busy and I know there was recently a cycling death there. Also, Driving NE on Pearl St. and turning onto Tilden Way in a private vehicle is difficult to cross all those lanes. I live on EAGLE AVE adjacent to the project area and I'm most concerned about the AHA proposal of the 40-50 units being built in Tilden Commons. Can this project coordinate with the AHA developers to consider the traffic impact of their large number of units? Ideally we'd like to see the vehicular entrance on Tilden and NOT from Eagle.

This area is not a good transportation experience for any mode. However, it feels very dangerous and unpleasant to walk or bike and board/disembark transit.

Speed limit on Tilden should be reduced from 35 mph to 25 mph.

High speeds make this area extremely scary and I often find myself looking for alternative routes.

The area feels unsafe where Pearl meets Fernside and turns into Tilden Way. I don't think cars turning right onto Fernside from Tilden Way slow down enough. It would be good to protect bikes more, too, because I ride from Alameda to the Bart station and use that area often..

Please make this area more bikeable and walkable! The wide roads and slip turns are harrowing

Not bike or walk friendly even though it crosses over to Nob Hill shopping center. There's only one side to cross Tilden and not 4 ways.

Driving, biking, or walking through the Pearl, Fernside, Tilden, Blanding intersection is confusing and dangerous. Please fix!! Traffic circle!?

The only awkward driving spot is at the intersection of Fernside/Tilden/Pearl St.

Need to better enable right turning cars on Fernside headed west to Fruitvale Bridge. There is often a backup here and it is unsafe to cross the street before the light crosswalk.

Improve safety as a priority.

Someone needs to be seriously considering a viable truck route. Trucks with large payloads (e.g. boats, heavy equipment, etc.) need a viable route to Clement Ave. The pedestrian/cycling community has been given enough.

Feels like a hodgepodge of different spaces. No real flow. Lots of wasted space. Drivers get confused on what to do.

This area is very unsafe for bicycles and pedestrians due to speeding, unsafe intersections and confusion about traffic flow coming and going to the Fruitvale and park street bridges. The bicycle lanes getting to the bridge are not continuous. I live 1/2 block from this area and also see a need for greater access to green space for children and pet owners.

Northbound cars turning right from Tilden to Broadway are always unsafe. Disconnect Broadway south of Tilden before they run over more people and bicyclists.

Omg people! speed! Like CRAZY once they get over the Fruitvale Bridge.

Area needs more green space and safer sidewalks and more traffic control to slow vehicles. Have almost been hit multiple times.

Lots of speeding

I live within the project area and have reached out to the city previously regarding pedestrian crossings at Clement Avenue and Broadway/Tilden Way. It's pretty clear that cross walks are going to need lights and stop signs for vehicles once the Cross Alameda Trail (CAT) passes through the Clement and Broadway intersection as it's only going to get busier there. There are now at least 3 bus routes passing this intersection (51A, 19, 78, sometimes the W) which is great. Once the CAT passes through as well there needs to be safer crossings for non-vehicle traffic.

Please make it safer for all users of roads (bikes, cars, pedestrians).

The pedestrian and bike experience crossing Tilden at Fernside/Clement is particularly dangerous, especially with the slip lanes that have to be crossed, and the people trying to cut across from Pearl St. toward the bridge (dangerous for everyone - frankly amazed that's legal). Please consider safer options that allow crossing of Tilden, not just improvements along Tilden.

The corner where pearl drivers try to merge on Fernside or take Tilden over the bridge is dangerous. Not only do cars try and go thru the merging off Tilden and traffic coming from branding, pedestrians avoid the signals and walk in unmarked areas across the street. The merge off Tilden is challenging enough but to deal with pedestrians and vehicles crossing Fernside at Pearl add to the danger of that intersection.

Drivers on Tilden seem to think they are on a raceway; they go much faster than the posted 35 MPH speed limit. The abandoned rail way station is both an eye soar and a magnet for homeless.

Four lanes of traffic in this area is extreme problematic. It is used as a speedway for drivers coming off and going to the Fruitvale Bridge. Average speeds are over 40 mph. Sidewalk are needed on BOTH sides of Tilden all the way to Park St.

The Tilden/Broadway intersection is a terrifying place to cycle or walk because of excessive speed, illegal turns, and red-light running. In my opinion, poor enforcement coupled with the terrible design of the intersection lead to this,

I hope that there is no cut through for cars to continue on Clement through the rail space. I live on that corner of Clement and people fly through as a cut through already. The stop signs and circuitous route is the only thing stopping people from full on drag racing (mostly) like they do on Tilden.

As a resident on Clement Ave at corner of Broadway, this street is a mess. Too wide, drivers use this street as a speedway. Constant drivers going well over 30-40 mph.

The corner of Clement and Broadway is particularly dangerous. Cars constantly speeding through stop sign to turn right onto Broadway without looking creating multiple instances of near pedestrian accidents. Drivers turning left onto Clement from Broadway consistently cut into wrong lane to make the turn "quicker" causing near head on collisions daily.

Driving it too can be an issue with lane sizes and how the lights operate.

The lights do not sync well, causing times standing on dangerous corners with high speed drivers cutting corners to take the right from Broadway onto Tilden, even touching the sidewalk.

In terms of safety, please install cameras at the Fruitvale Bridge, and to install speed "lumps" and other traffic-calming measures to remind folks that, yes, Alameda is indeed a 25-mile-per-hour zone.

It would also be nice to be able to drive to Pearl when coming from the bridge. I drive to Broadway instead, then need to make an unprotected left a few blocks down to get to Pearl.

Safety – Walking

I walk across the Tilden/Broadway intersection daily. Very often cars are running lights or turning vehicles don't notice pedestrians. I have had to jump out of the way several times. And cars speed down Tilden. My child goes to Edison and there is no way I will let her walk to school as long as that intersection remains that way.

people turning right on Tilden from Broadway (in both directions) are frequently reckless. it is a dangerous pedestrian crossing

feels unsafe as a pedestrian

It isn't safe to walk across the street from Fernside to the shopping complex because of the two turning lanes where cars don't look for pedestrians

As a pedestrian I was recently struck by a vehicle while crossing with the signal at Broadway and Tilden Way.

It's slow and feels somewhat dangerous to walk through the Broadway/Tilden intersection and the Broadway/Pearl/Fernside intersections. I have to pick very deliberately which side of the block to walk on, since not all crossings are possible for pedestrians. A couple slip lanes for autos encourage faster turns. When walking across Clement at Broadway, I also often have to wait a bit for motorists to go first- they don't expect to see pedestrians there so don't come to a full stop.

Scary for pedestrians; cars unpredictable

It doesn't seem like it would be very safe for pedestrians to get across Tilden to get to the Nob Hill shopping center. Need traffic calming, not just reducing speed limits.

Shocking that there is no way to walk from the bridge to Park Street along Tilden. Cannot wait to see the improved bike/ped connection to Fruitvale BART to reduce car traffic.

Lack of safe street crossing and sidewalk access for elders using walkers or handicap using wheel chair to access shopping center. To encourage more bikers/walkers commute using Bart in Oakland, safe connection to the bridge is a must!

The lights and crosswalks and signage are confusing and dangerous. I live off of Broadway and walking in this area is a nightmare.

I live right at this intersection and frequently cross it by foot. Every time I am terrified someone is going to run into me or my kids (even as we get into our car parked on the street). Cars fly through this intersection and need to be slowed down through better street design.

The pedestrian beg buttons are disastrous. I live 200ft from the 51A bus stop, but it takes 5+ mins to cross Broadway/Tilden multiple times to get to the bus stop. The result? I often drive rather than take the bus.

More updated street lighting would make it bright at night. Sidewalks should be extended on Tilden Way into Lincoln. A lot of people walk on the side of road on Tilden Way towards Park St on a daily basis. It's unsafe.

Did you know that for years beside the estuary and behind the Bridgeside stores, locals have used an opening in the fence as a handy shortcut to the Fruitvale Bridge? So lovely to come back to the island and enter through the waterside greenery rather than along Tilden Way on its tight, smoggy sidewalk. This path needs opening up again officially, with an added ramped sidewalk to the potential railroad path and the Fruitvale Bridge. It would also be great to raise the sidewalk along Tilden Way between Broadway and Foley Street as it's currently dangerous with no division with the road surface.

Cars fly through the intersection at Clement and Broadway constantly. I have almost been hit on multiple occasions alongside my young child.

Cars often fail to fully stop for pedestrians at the stop sign, endangering pedestrians.

I feel safe driving through this area, but there are certain intersections that feel unsafe for pedestrians, cars making left turns, lots of traffic.

I live about a block from this area and walk through it daily. It would be nice to improve the sidewalks...

My typical walking route is from Pearl St to and from the shopping center. Crossing the turn lane that goes from Tilden onto Fernside is dangerous with the blind corner. It would be safer for pedestrians if cars could only turn at the light.

We need sidewalks extending from the bridge when you are coming from Oakland.

I live at Broadway and Clement and frequently walk the area. The intersection of Tilden and Broadway is scary for pedestrians. Cars cut onto the curb turning onto Tilden towards the estuary and I'm both directions they are so busy looking for oncoming traffic that I've missed the pedestrian crossing (that takes forever) trying to make eye contact with drivers before crossing. The exit from the nob hill gas station is always a mess of cars coming in and out not looking for pedestrians, and there is no sidewalk on the other side.

Sidewalks are narrow.

How about some LPRs and security cams? Improved sidewalks to enable walking the neighborhood without taking indirect routes.

Safety – Bicycling

A sheltered bike lane please!! Maybe some kind of bike oasis in the field with the loading dock

Driving from Fruitvale Bridge into Alameda feels very unsafe for biking. Because bikes are forced on to sidewalks, cars often don't realize there may be bikes up ahead. Would be great to see a dedicated lane here. Also the intersections of Blanding and Tilden is a nightmare on a bike when there is traffic.

Please DON'T take away any traffic lanes for more of those dopey bike lanes!

Riding bike on Fruitvale bridge is not fun, in either direction. motor vehicle traffic speed needs to be reduced.

Using this bridge is the most direct route for many to and from BART. It does not feel safe riding a bike in the area.

We need bike lanes in this area and traffic calming.

It seems that the project should connect the slow street of Versailles to the proposed bike lane on Clement.

make it safe for bikes, please

Trying to bike from Oakland off the fruitvale bridge to Broadway seems very dangerous. You have to take up a whole lane or have cars coming within a foot of you. Terrible.

This is an extremely dangerous area to bicycle around in

Should be able to connect to less busy streets as a cyclist/runner. Sidewalk/bike lanes aren't great.

Tilden between Broadway and Fernside seems scary on a bike. I go around that block or ride on the sidewalk if no pedestrians are on the sidewalk.

This area needs a bike lane (ideally up and over the bridge). I bike commute to Fruitvale. Cars are going too fast and not paying enough attention.

There needs to be a better way for bikes to access and cross the Fruitvale Bridge and for bikes returning from Oakland to make the left onto Fernside.

I feels very car-dominate and is an important connection for bikes on the East End to Fruitvale BART and just Oakland in general. The High Street Bridge is not a safe option for cyclists so we must use the Fruitvale Bridge and this intersection. It is also a key connection for people crossing the island and following the Bay Trail/Cross Island Trail, etc. It is SO SO important.

The Tilden Way crossing does not have a lot of waiting space for non-cars.

It would be nice to have a bike lane that continue through the Fernside/Blanding and Fruitvale intersections, as cars tend to back up in the area turning right onto Fruitvale from Fernside and it's dangerous going around- especially when cars from Versailles are trying to shoot across that intersection for their turn onto Fruitvale.

Please make this area safer for bicycles. It is the commute route for many who move between Oakland and Alameda. Concerns: it isn't safe to ride on sidewalks or the road over the bridge, parked cars are a

danger to cyclists, ppl drove too fast, stop lights are not favorable and ppl run them coming from north of Park, too few cars get thru the lights at Park, need green paint at intersections so cars know to look for cyclists. Thanks so much for reviewing this area! Love that Alameda cares. :-)

Riding my bike to get to bart is stressful.

No identified bike lanes. Speeding traffic is norm. Oakland side is unsafe - homeless and high crime area, and spillage comes to Alameda. Let's partner with Oakland to clean-up area.

Coming from Oakland the bike access is very narrow.

Tilden Way is very unsafe for bicyclists: it's curbed with substandard width lanes. I have been involved in a traffic incident on that road with an aggressive Safeway van driver who didn't like that I took the lane. Alameda Police said I was in the wrong for taking the lane. The project area badly needs protected bike paths, include to serve bike commuters going from Broadway to Tilden Way on their way to BART.

Improving bike transit across the bridge would be great, especially if Oakland could get onboard replacing the bike streets, which are quite dangerous.

I used to bike to BART. It was downright scary.

Do not over engineer the solution. Mostly we just need some space and green paint. Don't do Telegraph in Oakland. Get cyclists involved in design!

Safe bike lanes are essential at this crossing to provide a continuous route from Alameda to Fruitvale BART

Protected bike lanes need to be much more widely distributed - concrete bollards. It's just not safe enough.

There needs to be a dedicated bike lane on Tilden to calm speeds and allow for passway for bikes heading from Park to bridge down Tilden.

Bike lanes approaching the bridge would be great.

Biking through here can be a bit hairy. Especially with kid on bikes behind. particularly when crossing from Blanding to Fernside. Would love to see a bike lane connection go all the way to BART. I know this is only for alameda but let's at least get to the bridge :-)

For cycling, cyclists come up onto the pedestrian islands to cross over frequently and it's not safe for anyone. I think the area should be improved for pedestrians and cyclists.

No bike lanes creating dangerous bikeways.

The Nob hill 4 way stop + area by the gas station is incredibly unsafe with drivers running stop signs and not looking for pedestrians or cyclists. Again a dedicated bike land on Blanding from Park through to Tilden.

Street Trees/Open Space/Art/Dog Park

Consider creating a small dog park in this area.

Can we please make that bare patch of land a community garden?

Add more native plants

Develop with landscaping and do not allow any encampments at this location

A personal dream use for the wasteland (as we locals call it) between Broadway and Tilden Way would be a small park with new native planting, benches, public art and shade, reusing the raised former railroad platform (a planted trellis with horizontal shading would work well here). The railroad itself would make a great "low line" akin to NYC's High Line railroad park, and could lead both the CAT and San Francisco Bay Trail across the Fruitvale Bridge from Clement/Broadway. Whatever you do, please don't extend Clement Avenue directly through the wasteland for passing vehicular traffic onto Tilden Way as this would be a waste of a potentially interesting, historical new local park.

Please also plant some native landscaping it's super barren and ugly here.

and build up fencing along the Fruitvale bridge entrance with welcoming artwork for coming into the city. Creating a small park would be nice too, given there is no park within a 12 block radius.

The city's landscaping choices should feature native trees and plantings that are low water usage and support wildlife and pollinators. I'd like to see at least some use of solar power for street lighting. I also hope that public art such as mosaic will be utilized to beautify the area and welcome those entering Alameda.

Community garden in the portion between Broadway and Tilden with a bike path running through it!

Create an open space for the neighborhood and improve pedestrians and cyclists. Please don't open that space up to traffic! We don't need another speedway to get to that bridge.

No trees and above ground power make this street desolate.

Please DO NOT turn the railyard into a driver cut through. The speed of driver on Clement is high as is, and cut through will give drivers a free pass from Grand to the bridge to speed and create an even more dangerous and unpleasant area for us residents of Clement. Turn this space into a community garden area instead.

Support Improvement - General

Tilden blvd over-serves cars while under serving pedestrians and cyclists.

applaud the roundabout idea, with modifications

Thank you to city and staff for pursuing this project!; The roundabout is a great concept for this location; Please consider terminating the Clement Ave extension at Broadway - it only adds one left turn for some can would be better used for a larger park/green infrastructure; please do not install any connectivity between marina and Bridgeside Shopping Center; please consider beauty along with the other priorities given the gateway nature of this location for our city

Connect fernside directly to clement. Make the intersection a 5 way. Make pearl right turn only onto fernside since it technically cuts across four lanes and is dangerous. Increase light timing from branding onto fernside traffic backs up into nob hill. Extend the left turn lane from Tilden to turn onto fernside to allow more cars to queue up for the turn and extend the light timing for the protected left turn. Extend the light timing from park onto clement since only three cars get through on the protected turn and backs up park street traffic. Make better marking for the right turn lane from fernside onto Tilden.

The loading pie piece at Broadway/tilden seems so wasted. Weeds choke everything, and the homeless use it as a toilet. The train tracks from the Fruitvale bridge to Starbucks also seems wasted, choked with weeds and ugly. Folks coming into Alameda from the bridge SPEED LIKE CRAZY.

Complete dystopian wasteland. Mess of unsafe crossing and speeding vehicles. God forbid if anyone would have to travel through here while not heremitically sealed in a car. Please fix with a view that's accounts of all users of a street and not make it a hellscape (i.e. not just maximize vehicle speeds).

The area is a disaster.

This whole area should be re-imagined. Wider safer sidewalks, better signage & smoother asphalt for both bikes and cars.

1. Update/improve by removing railroad crossing grade at Tilden/Blanding; 2. Establish a sidewalk on Tilden Way from Blanding to Broadway; 3. Improve traffic flow from Tilden Way to Fernside - both directions - a confluence of directions with Pearl Drive creates collision opportunities; 4. Make Pearl to Fernside Blvd right-turn only - prohibiting crossover to Fernside due to blind corner from Tilden; 5. Install bicycle caution sign or even Stop sign on eastside of sidewalk from Miller-Sweeny to Fernside. Private fence blocks view of bike traffic on sidewalk.

I've been living on this block of Clement for the last 7 years. I love it here, but of course some things could be improved. #1: put a three way stop or SOMETHING where Broadway and Clement meet. Please. I've almost been hit by people turning left onto Clement without bothering to check the sidewalk for pedestrians many, many times. #2. More security cameras would be great, especially near the bus stop/at the end of Eagle by Broadway and Clement and elsewhere on Broadway from there over to Nob Hill. #3. More plants, trees, etc. I know there are the two big parcels are apparently privately owned so we can't get a park, but, aside from Eagle and peoples' yards, the area is pretty sparse on plant life and it feels very industrial. #4. More public art would be great! The bird (egret?) mural around the corner is great, and there should be more stuff like it.

Tilden is a classic high-speed car sewer lacking any meaningful pedestrian or bike accommodations. A road diet, sidewalks and protected bicycle lanes are sorely needed in this area. The road seems vastly overbuilt as vehicle traffic always seems light, in my experience.

This area needs massive pedestrian and bike improvements.

I live within the project area. Following is a list of observations that the neighborhood needs to increase safety and efficiency. 1. Need cross walk and yields lights/sign across Broadway and Clement. 2. Traffic lights at Broadway and Clement Ave intersection. From my living room vantage point, I see daily traffic infractions and near-accidents. 3. Transform unused space at Broadway and Tilden into a park. 4. Transform unused railway along Bridgeside Shopping Center into a pedestrian nature path and short cut

to Fruitvale Bridge. This area, especially towards the bridge is often an encampment. 5. Extend the pedestrian path along Tilden Ave to Foley St. 6. Remove the unused bus shelter from Blanding Ave and Broadway. 7. Public art!!!! Murals are a perfect way to beautify a neighborhood and galvanize community building. 8. At Tilden and Broadway intersection there it's a small island that is dangerous to wait at. Traffic on all sides is an accident waiting to happen.

It's not well laid out and too much pavement

Protected bike lanes, better sidewalks, native plantings, public art, public benches

I am a resident on Clement. This areas needs major traffic calming measures. In particular the intersection at Tilden and Broadway is not safe or enjoyable for pedestrians.

This street needs MAJOR upgrades to traffic calming, bike lanes, wider sidewalks, underground power, trees, and corner bulbs and flashing pedestrian lights.

Why does Tilden Way need four lanes for auto traffic? A narrower Tilden with bike lanes, better sidewalks, beautification, etc. would certainly produce calmer traffic conditions. As a Clement Avenue resident (within the project area), I use all modes of transportation regularly.

Traffic lights for Blanding and Clement and Broadway and Clement make it slow to get through the area.

Not many places to skate or skateboard

Opposition/Concern - General

Please do not open the gate between Marina Dr and Tilden. Our neighborhood deals with a lot of theft and we do not want to increase access, particularly when there is a large homeless population on the other side of the estuary.

Why do you need to fix something that is not broken

I do not see the need for change. I honestly believe this is probably the most significant "make work" effort you have come up with.

This is a main route for commuters and those coming in and out of Alameda, please do not screw it up.

The Alameda Housing Authority is planning to build 40-50 apartment units at 2615 Eagle Ave called Tilden Commons, car entrance point TBD. See press release here...

<https://alamedasun.com/news/school-district-and-housing-authority-complete-eagle-avenue-property-transfer>. Eagle Ave is partially blocked at both ends (restricted access from/to Eagle left on Broadway, and restricted access from Tilden/Fernside to Pearl to Eagle). To get access onto Eagle Ave 2600 block, one must either go left on Broadway to left on Buena Vista (no left turn signal) or right on Fernside to right on Versailles (an Alameda Slow Street) to Buena Vista, then turn on Pearl and left on Eagle Ave. Eagle Ave egress right onto Broadway gets blocked with just 2-3 cars, since people going right from Eagle to continue straight on Broadway must transfer across cars in the right turn only lane from Broadway to Tilden, and the crosswalk for pedestrians. The Tilden Way construction and restructuring must take into account an entrance off Tilden for this new apartment complex. As you reduce lanes, perhaps a right turn only into these new units on Tilden, and right turn only lane out could be incorporated to then merge onto Tilden into a single lane past Fernside. Allowing >100 more cars to

drive around through the neighborhood and the school zone on Buena Vista at Pearl and Versailles as the only access from Tilden to Eagle will create serious back-ups and danger for Edison School children. Thank you for your consideration of this issue in your design.

We own 1902 Broadway and the railroad ROW is adjacent to our property and changes to that directly affect us

This survey is written terribly. Stop the road diet! You're making Alameda less safe. Fatalities are up!

No changes needed. Move on to something more important.

The question "How satisfied are you with how the Clement/Tilden project area operates?" is very vague. How does this relate to extending the bikeway from Clement? Not clear.

Construction and new apartments will be/are hell

Keep it as is, works fine. The only thing that could use changing would be lowering the speed limit on Tilden from 35 mph to 25 mph.

Leave it alone.

It is hard to comment on this project as there are no details yet.

It would help to know what the issue is. What is the city planning, beyond the bike lanes?

Street work good and flows well.

Rework this survey's pictures lines etc. . . It's terribly unclear.