Gail Payne

From: David Sayen
Sent: Wednesday, January 11, 2023 4:34 PM
To: Gail Payne
Subject: [EXTERNAL] Tilden Way plan

I love it! Great work.

Gail Payne

From: Phillip Gresham
Sent: Thursday, January 12, 2023 6:41 PM
To: Gail Payne
Subject: [EXTERNAL] Clement Avenue/Tilden Way project

Hi Gail,

I'm an Alameda resident and I just saw the update regarding the Clement Avenue/Tilden Way project. I really appreciate you and your team releasing these updates to the public.

One concern I had with the project was how the new roundabout would be affected by the bridge opening. Anecdotally, this bridge crossing seems to receive less traffic than Park Street, but I've been stuck in traffic here that was backed up (at least) to Fernside. I would bet that the roundabout will be a source of frustration as the bridge opens and congestion drains, especially from the point of view of (say) a Fernside resident looking to drive to the nearby shopping center. I would just want to bring that to your attention for further study or suggestions. I doubt there's a silver bullet here, given the scale and budget, but perhaps one solution might be to signalize one or more entries to the roundabout during bridge openings.

Thank you,
Phil Gresham

Gail Payne

From: John Jacobs
Sent: Friday, January 13, 2023 9:55 AM
To: Gail Payne
Subject: [EXTERNAL] Blanding/Tilden Way/Fernside intersection

Ms.Payne,

I have objections to the plan. Basically, I believe it will slow traffic entering Alameda due to the installation of round-abouts so that traffic will be redirected to High Street and Park Street which are both already struggling to handle the current flow. Please share my concern with the appropriate people.

Also, I am concerned that the nearby neighborhood may not be aware of this plan which will affect them. What outreach has there been specifically aimed at the adjoining neighborhood?

Thank you.
John Jacobs
Homeowner
1507 Pearl Street, Alameda

Gail Payne

From: Holly Kraemer
Sent: Friday, January 13, 2023 11:48 AM
To: Gail Payne
Subject: [EXTERNAL] Clement Ave/Tilden Way Improvement Project concept

Dear Ms. Payne: I have the following concerns re: the subject concept:

1. I live on Tregloan Court and frequently walk to the Nob Hill market to do my grocery shopping. I can tell you from many years'
experience that crossing Tilden Way at Broadway is nerve-wracking . I am very careful to obey the traffic signals and stay in the crosswalk, and I'm also very careful to check for traffic before I step off the sidewalk. Nevertheless, I have had numerous near-death experiences in the crosswalk as a result of cars turning right from Broadway onto Tilden and also from those turning left from Broadway onto Tilden.
One woman was so determined to make the left turn that she ended up careening back and forth between the sidewalk and the median in order to avoid hitting me, nearly overturning her car in the process, which would of course have ended up killing me anyway. In sum, this is a very dangerous intersection for pedestrians.

As I see it, the problem is that people turning right onto Tilden from Broadway are looking to their LEFT as they are turning, to avoid oncoming Tilden traffic; and people turning left onto Tilden from Broadway are focused on avoiding oncoming Broadway traffic. The result is that neither group is watching out for pedestrians, and it's as if we don't exist. Added to this is the problem that, in the late afternoon, people turning left onto Tilden from Broadway are facing into the sun, which--as I know from my own experience--makes it very difficult to see. So all of that creates an extremely hazardous situation for pedestrians, which I would like to see addressed in the subject concept.

2. As you are undoubtedly aware, the Alameda Housing Authority has purchased the property at 2615 Eagle and is planning to build a 40-50 unit housing project there. At present, the only access to that site is from Eagle Avenue, which is a quiet residential street. Tregloan Court, which is a private street, is often used as a short-cut to Eagle because access from Broadway to Eagle can be problematic, and that is already causing a problem for the residents of Tregloan Court.
Needless to say, adding the proposed housing project will greatly exacerbate the problem for both Tregloan Court and Eagle Avenue residents, and it is my understanding that, when we received notification regarding your project, a letter was sent to your agency requesting that there be coordination between the Planning Dept. and the Housing Authority to provide for access to the housing project from Tilden. However, I don't see anything in the subject concept that addresses that issue, and I am very concerned that it not be ignored.

Thank you for your attention to these concerns.

Holly Kraemer
1716 Tregloan Court
Alameda, CA 94501
(510) 523-6195

Gail Payne

From: Andy Murdock
Sent: Thursday, January 19, 2023 5:19 PM
To: Gail Payne
Cc: Transportation Commission
Subject: [EXTERNAL] Comment on the Clement Avenue/Tilden Way Project agenda item

Hi Gail and Transportation Commissioners,

I wanted to provide some feedback on the Clement Avenue/Tilden Way Project agenda item for the upcoming Jan 25, 2023, meeting of the Transportation Commission.

First, I want to thank the whole team that worked on this project. The public outreach was very well done and the resulting design is very thoughtful and clearly took a lot of time and effort.

The proposed design is a vast improvement over the current state. If it moves forward in its current form, I am confident that it will be a net positive. However, there was an alternate design received nearly unanimous support in the public workshop and deserves to be considered here. The alternate design differed in one key way: it eliminated the proposed punch-through connecting Clement to Tilden with a one-way roadway.

As with any design of this complexity, there are tradeoffs. In this case, we have a choice:
Option 1. Add a new one-way road from Clement to Tilden, giving trucks an option to turn directly onto Clement.
- or -
Option 2. Retain the current street layout. Instead, use the wedge of land at Broadway and Tilden for the Cross Alameda Trail (CAT) and a small park.

Option 1, the option presented to the commission, fulfills the goals of this project. But it not only eliminates the possibility of a park in a neighborhood that has very little green space, it creates a confusing new intersection with increased potential for conflicts at Broadway and Clement, where a two-way street will suddenly hit a one-way street.

Option 2, the one clearly preferred in the public outreach sessions, would require truck traffic to continue using the existing street layout. The key downside would be that trucks would be forced to cross the CAT at some point to get onto Clement.

If the data showed that the current street layout was struggling to accommodate the volume of truck traffic over the Miller-Sweeney Bridge, then the proposed design would make sense. But as the staff presentation shows, demand for the new truck lane isn't at all clear. As Clement transitions to being increasingly residential, this design seems to apply more to a previous state of the neighborhood than to where it's heading over the next few years.

Stepping back, the last thing we need today is to add more roads for more vehicles in Alameda. We have a unique opportunity to improve safety for everyone while creating a new neighborhood green space. It would be unfortunate to sacrifice this for the sake of a one-way truck lane.

Thanks again for working on this project. The proposed design truly is a step forward, but I hope we can reconsider the alternate option on the Clement punch-through.

All the best,

Andy Murdock
3045 Windsor Dr.
Alameda, CA 94501

Gail Payne

From: Alex Helperin
Sent: Wednesday, January 18, 2023 10:34 PM
To: Gail Payne
Subject: [EXTERNAL] Clement/Tilden Improvement Project

Hi Gail,

Thanks for the notice about the status of the Clement/Tilden Improvement Project. I have one question. I frequently turn right from Tilden (heading towards the Fruitvale Bridge) onto Broadway. The notice appears to say "restrict right turns and close slip lane" for that spot. Does that really mean that such turns will be "restricted" (as opposed to prohibited), and assuming it does, can you provide any more information about how such turns will be restricted?

Thanks