

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 roundabouts 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

From: Alex Helperin
Sent: Friday, January 20, 2023 3:00 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: Re: [EXTERNAL] Clement/Tilden Improvement Project

The problem is that I live on the north/west side of Broadway, so if I make the turn "upstream" on Buena Vista, as you suggest, I then have to make a left turn on Broadway and then an immediate left across heavy traffic into my driveway. It's much safer for me (and my 18-year-old kid driver) to proceed farther down Tilden, turn right onto Broadway, and then right into the driveway.

If that sort of safety issue wasn't taken into account (I wasn't aware of this proposed change when I attended an earlier workshop on this project), is there a juncture at which it still could be taken into account? If so, what would that juncture be, and how could I best bring that to the attention of the relevant decisionmakers? Is that something you can pass along, or should I submit it somewhere separately and/or voice the concern in some public hearing?

Thanks for your help.

Alex

On Friday, January 20, 2023 at 10:24:28 AM PST, Gail Payne <gpayne@alamedaca.gov> wrote:

Hi Alex,

Fyi – I forwarded your below comment to the consultant engineer experts. For this movement that you describe below, it is one that could be done upstream at Buena Vista. Since it is an infrequent movement, we could consider keeping it as a right turn; however, we are trying to simplify this Tilden/Broadway intersection due to the higher number of crashes.

Thank you kindly,

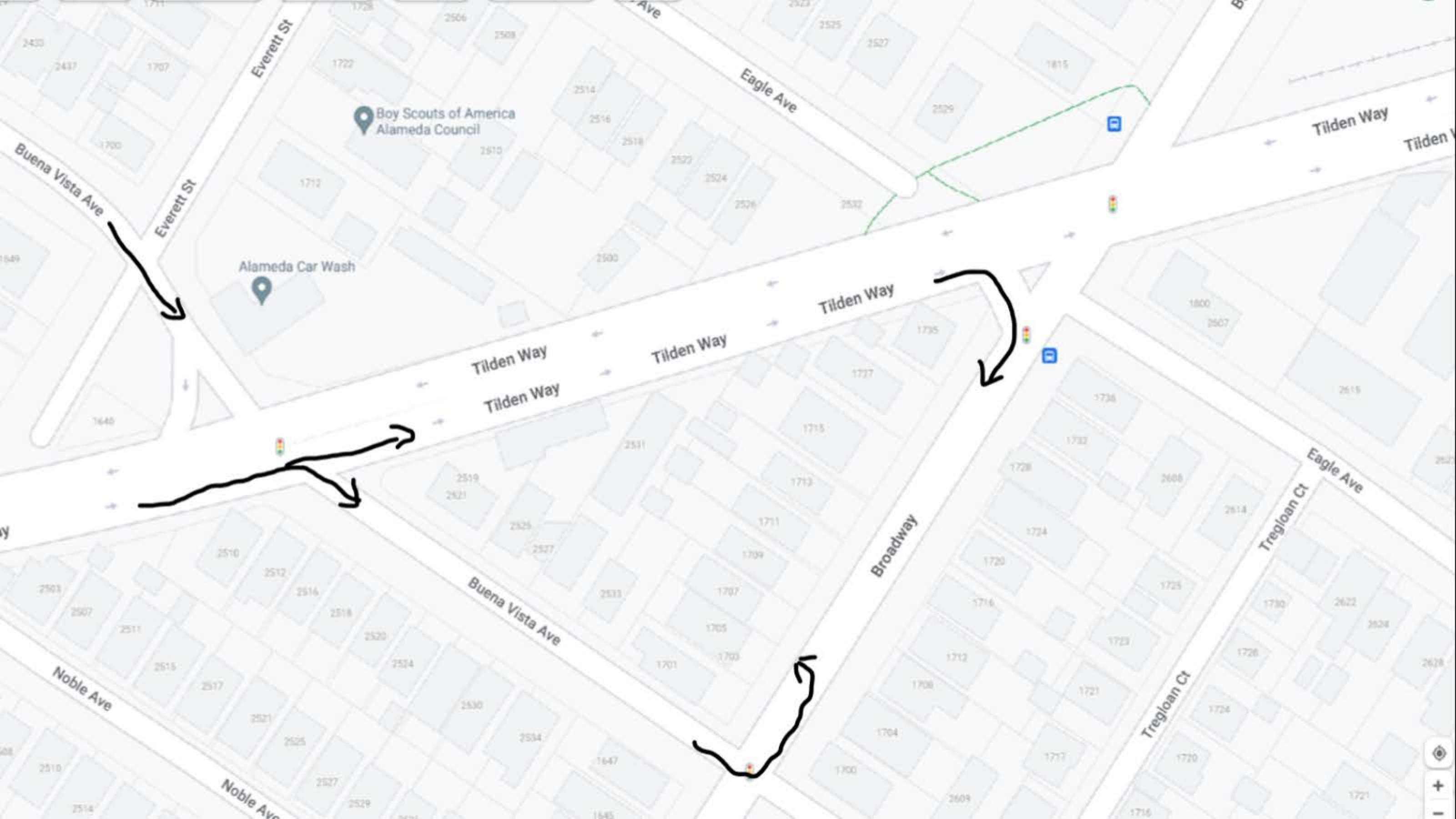
Gail Payne, Senior Transportation Coordinator, City of Alameda (she/her/hers)
510-747-6892 - gpayne@alamedaca.gov

From: Alex Helperin
Sent: Wednesday, January 18, 2023 10:34 PM
To: Gail Payne <GPayne@alamedaca.gov>
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Thanks



Gail Payne

From: Drew Dara-Abrams
Sent: Tuesday, January 24, 2023 2:49 PM
To: Transportation Commission; Gail Payne
Subject: [EXTERNAL] Clement Avenue/Tilden Way

Hello,

Would you please share with the Transportation Commission and any relevant staff?

Thank you,
Drew

--

Dear Transportation Commission members and Planning staff,

I wanted to provide a few thoughts on the proposed designs for Clement Ave/Tilden Way based on my experience traveling through this area on foot or bike most weekdays (on my way from home to work) and on many weekends driving into or out of Alameda.

- roundabout: Overall, a modern roundabout looks like a very useful improvement over the existing Tilden/Fernside/Blanding intersection for all users. For pedestrians, it will be great to be able to cross over any direction/leg (that's not possible currently). And for motorists it looks like an equivalent or better experience, compared to the small intersection where drivers have to wait through many traffic light cycles. For cyclists, I am not fully able to understand how the flow would work — perhaps staff and consultants can describe that in more detail at the TC meeting.

- Pearl: Am I right in understanding that this design would prevent a driver who's going northbound on Pearl to directly reach Oakland-bound Tilden? If so, I think that is a good change. Google Maps and nav apps often direct northbound drivers to take Pearl instead of Broadway. Many of these drivers turn right from Otis Drive onto Pearl and continue all the way northbound to Fernside and Tilden. Pearl isn't configured for thru traffic, so drivers have to stop at multiple stop signs and have to cross a few arterials without the benefit of cross traffic stopping — from what I see, the drivers cutting north on Pearl disregard those limitations and just roll through stop signs and cross aggressively against oncoming traffic at Pearl/Encinal, Pearl/Central, and finally when going from Pearl across the weird little Pearl/Fernside/Tilden intersection. Forcing northbound traffic to go right on Fernside looks like a good way to slightly disincentive this type of thru traffic without fully interrupting the grid.

- project boundary at Fruitvale Bridge: how will cyclists transition between bike lanes on the Fruitvale/Oakland side and the CAT on the Alameda side? It would be unfortunate if this were a dangling edge in the manner that Clement/Willow was left unfinished and currently forces eastbound cyclists to suddenly cut across oncoming traffic. Please consider ways to support and guide cyclists to make this transition in both directions between Tilden and Fruitvale, rather than deferring this question to the future.

- project boundary at Blanding Ave: The curb cut entrance into Bridgeside Shopping Center is an existing challenge for pedestrians and cyclists. It's very wide — exposing peds and cyclists to cross-cutting auto traffic for longer than is comfortable. And it has curved edges that encourage drivers to take it at a faster speed than

necessary. When there are cars trying to turn in multiple directions at once, it can also just be a frustrating experience for drivers. Please consider including this in the project boundaries and reducing the width and angle of this curb cut.

- project boundary at Fernside: How will cyclists be able to travel to and from the slow street/neighborhood greenway on Versailles?

- Clement: I was initially disappointed to see new pavement added for auto traffic on Clement. However, the more time I spent thinking and talking with others about these plans, I can understand more of the benefits. The areas around the Webster/Posey tubes suffer from directing too many vehicles through too few arterials and intersections — having more options and a more interconnected street network around Clement/Tilden will be helpful for all users. It's important to see the four way stop at Clement/Broadway. Please do consider more treatments such as raised crosswalks and raising the CAT at Clement/Broadway. My initial reaction was to think that space was best kept for people, rather than traffic — but I can see how this is a useful "relief valve," especially if the edges of the CAT and ped crosswalks are nicely and carefully designed.

- Broadway/Tilden: My understanding is that this is the intersection where Cleofas Guzman was killed by a driver while cycling in 2021, and this is the first time since that fatal crash that this intersection is being considered as part of a City of Alameda project. Do any of these proposed changes reduce the odds of a similar crash occurring in the future or reduce the potential severity of a similar crash?

Thank you for your time,
Drew Dara-Abrams

Members of the Transportation Committee,

The reconfiguration of Tilden is a terrible idea. With the current plans to reduce lanes on Central, the only remaining 4 lane street in Alameda that runs East to West is Lincoln except near the library, which was said to be “temporary” at the time. Reducing the lanes to the entrance and from the exit of the bridge will create a bottleneck. When the bridge opens after being closed, the traffic already backs up several blocks.

Alameda has 2 major potential natural disasters, an earthquake and a tsunami that could require that we evacuate the island. In a major earthquake we have been told that the only bridge that might still be functional is the Miller-Sweeney Fruitvale Bridge. Constricting the access to one lane getting on and off the bridge is dangerous as it could prevent a safe evacuation. It could also prevent disaster relief agencies from entering. Alameda has 100s if not 1000s of homes still with brick foundations. The strapping of water heaters and the installation of gas shut off valves is only required or enforced when a house is sold. Many of these homes have not been retrofitted and will slide off their foundations as happened in the Marina in SF in 1989 and will catch on fire. With our homes built so close together these fires could spread if the correct wind conditions occurred as happened in the Oakland hills fire.

Paradise narrowed its main road by 2 lanes despite warnings of gridlock if an evacuation was required. According to the CA Dept of Transportation, they received state funding to put streets on road diets. The decision was made for one of the same reasons that we are doing it- To make it safer for pedestrians as “people were being killed just walking across the street”. We are not in danger of a major firestorm as Paradise, but we do have other reasons for a need for an evacuation route.

Besides the fire risk, according to the recently updated EBMUD’s transmission pipelines vulnerability study, “The predictive model estimated approximately 5,500 pipeline breaks and leaks, mostly on more brittle cast iron and asbestos cement pipes located in geohazard areas such as fault, **liquefaction**, and landslide zones. The model also predicted that the average East Bay resident would be without water service for six weeks”. EBMUD is working on replacing ALL 3 of the Alameda transmission lines but with a 10 year completion date. Also, according to that same study the sewer system may be damaged and not functional as well. We will not be able to stay in our homes with no water and no functioning sewer.

I cannot stress enough how dangerous this plan is on the only 4 lane road that is left in Alameda and should be kept as an evacuation route.

Reference: https://www.ebmud.com/application/files/2916/6638/6837/EBMUD_2023_LHMP_Draft.pdf



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**Board of
Directors**

January 24, 2023

Denyse Trepanier
President

RE: Item 6A (Clement/Tilden Project)

Brian Fowler
Treasurer

Dear Transportation Commissioners and Staff,

Tim Beloney
Secretary

We're writing in support of staff's recommendation on the Clement/Tilden Project, with a few comments we hope you will consider.

Cyndy Johnsen
Board Member

If it's within the project scope, can the entrance near the gas station on Blanding be modified so pedestrians can cross it more safely and comfortably? It's a very wide, multi-lane auto entrance, and the sweeping curb cut on the southeast side encourages cars to drive faster than they should.

Maria Piper
Board Member

One concern that is definitely out of scope, but that we wanted to surface for awareness and discussion when opportunities arise, is how the 2-way Cross Alameda Trail (CAT) will transition at the bridge and beyond. In the concept diagram, the outbound CAT connects to the proposed one-way on-street bike lane heading into Alameda. For people biking *to* Alameda, that will be fine, but for people biking to Oakland, it'll be confusing. Oakland-bound bicyclists are *supposed* to cross from the CAT over Tilden to the east side of Tilden, use the new multi-use path there, and then cross over the bridge on the bike lane heading towards Oakland. But it's likely these people will want to stay on the CAT as long as possible when exiting Alameda because it's such a great facility. They'll likely just ride the wrong way in the bike lane over the bridge, or (illegally) use the bridge sidewalk, and then cross the street at the first intersection in Oakland to get on the correct side of the street. We hope staff will coordinate with appropriate county (bridge) and Oakland (Fruitvale Ave) decision-makers to help make transitions for Oakland-bound bicyclists as safe and intuitive as possible. One idea is to extend a two-way protected bike facility over the west side of the bridge, either to the first intersection in Oakland, or to the new Bay Trail connection proposed in the [Fruitvale Alive project](#).

Lucy Gigli
*Founder,
non-voting*

We welcome the roundabout, and as always, urge staff and consultants to consider longer bikes, cargo bikes, and tricycles when designing any turns they'll have to navigate.

Finally, we wanted to comment on the recommendation to punch Clement through for vehicle traffic, an idea we originally opposed. Green space is naturally our preference over road-building. Staff has since made the case that by adding the one-way segment as they propose, vehicle interactions at intersections with pedestrians and bicyclists using the CAT will be reduced. We understand there are other potential safety benefits to adjacent streets, too. Hopefully staff will elaborate on these at the meeting, so the community can more fully understand and evaluate the tradeoffs.

Thank you for your consideration,

Bike Walk Alameda