

# Draft Comment Summary

## for the Central Avenue Complete Street Concept Proposal

### April 2015 (as of April 20, 2015)

#### ***Concept Proposal Goals***

<b>How would you rank the concept proposal goals?</b>	<b>Results</b>
Safety (new!)	
Encourage bicycling	1
Traffic calming	2
Encourage walking	3
Improve the streetscape	4
Improve public access to the San Francisco Bay	5
Encourage transit use	6
Revitalize West Alameda	7
Improve truck access	8
<b>Total Respondents (Meeting + On-line Forum)</b>	<b>96</b>

#### **Safety**

- Safety for all the goals run through each of them.
- Safety is the #1 concern!
- I am excited about this proposal. As more drivers are distracted with mobile devices, this plan (with proper bike training) will protect our children.
- Safety – especially for children commuting to West End Schools.
- Safety for pedestrians, cyclists and drivers.
- Other goal to be added should be to reduce the potential pedestrian and cycling injuries by segregating bicyclists and pedestrians.
- Safety is needed for bicyclists and avoidance of irritation towards drivers.
- Provide safer access to Central for times when people choose to walk and bicycle. Central is one of the few true cross-island streets, safe bicycle infrastructure is a must.
- I coach the Cross Country and Track teams at Encinal HS. In the past 8 years, three of my team members have been hit and injured by cars while riding their bikes, and some parents won't allow their students to bike this corridor because of safety concerns. Nevertheless, many Encinal students continue to bike to school, as witnessed by the crowded bike parking lots daily at the school.
- Also my wife and I are quite concerned about the number of driveways and business access drives (Mountain Mikes, Foster Freeze, O'Reilly's, and Macdonalds) along with the shopping center (currently dead but being resuscitated with Paganos rising. )

These make it difficult to drive when the cars entering the roadway continually poke their cars out into the drive path (as on South Shore Drive after the recent changes).

- There is an issue with visibility of drainage grates.
- Want safe bike access along the corridor.
- Safe routes for kids to school is important.
- We all agree that safety is paramount for those sharing our streets which leads to the need for traffic calming at certain problematic locations. The speed limit throughout our major streets is 25 mph, not 30 mph and not 35 mph. During the school week, a City traffic guard is posted at the crosswalk of 5th and Central to direct safe crossing for pedestrians. The intersection is further traffic calmed by Stop Signs. Obeying traffic signs is Law. Yet, bicyclists seemed to believe they are exempt from traffic signs. Here is a clear example--there is a traffic sign in front of the Bookstore next to the crosswalk informing bicyclists to walk their bikes. This Sign is IGNORED 99% of the time. The concern for safety for the residents 3 doors east from Wilmot Bookstore; Harbor Bay Residence for Assisted Living is lost. The safety for residents coming out of my building and the large multi-plex building next door is lost. If motorists and pedestrians must respect the law for the mechanics of safety and traffic calming to work seamlessly, it makes just as much sense for bicyclists do the same. The act doesn't require further traffic calming, and does not require further enhancing of pedestrian access. It doesn't even require installing a bikeway. It only demands our respect to observe what is already in place.

### **Traffic Calming**

- **Third Street:** Need traffic light to control Central Avenue/Third Street/Taylor Avenue like at the Encinal Avenue/Central Avenue/Sherman Street intersection.
- **Fifth Street to Webster Street:** Central Avenue between Fifth Street and Webster Street needs help! Speeders, u-turns, rolling stop signs, vehicles not stopping or slowing at crosswalk at Sixth and Central. Large heavy trucks + speeding builders 4x4 trucks using Central as shortcut to former base and building project. Noise, speeding, using cell phones while driving.
- **Fifth Street and Webster Street:** The crossing at Central Avenue and Sixth Street and the issue of speeding on Central Avenue between Webster Street and Fifth Street could be addressed inexpensively by better signs, painting, crossing lights or perhaps just an old fashioned STOP sign for far less money than almost any other alternative.
- **Sixth Street:** I am concerned about the intersection of Central Avenue and Sixth Street in this proposal. While Webster Street and Central Avenue has a traffic signal and Fifth Street and Central Avenue is an all way stop, speeding and failure to yield to pedestrians is a problem at Sixth Street. The intersection is adjacent to a school and is a school crossing. Currently, there is a long red visibility zone on the northeast corner. Is that visibility zone maintained in the plans? There are a lot of bicyclists and pedestrians who use Sixth Street to access McKay, Neptune Plaza and shoreline

access near Crown Drive. What are the plans to improve safety and access at this intersection? Pedestrian and bicycle use in the area will likely increase with the opening of Paganos and improvements at Crab Cove.

- **Webster Street:** The traffic light eastbound at Central Avenue & Webster Street should have a turning light when there's an unnecessary turning light northbound on Webster coming out of Park Webster....?
- **Webster Street to Eighth Street:** Traffic calming (and enforcement) is especially needed on Central between Eighth and Webster, which is treated like a superhighway by some drivers.
- **Eighth Street to Sherman Street:** We need to improve safety, ideally via traffic calming.
- **Ninth Street:** I would say that my main concern is speeding. I live on south side of Taylor Ave, (that is 1/2 block from Central) at Ninth St. I sometimes see people speeding along that stretch of Central. The expected 25 mph limit is for protecting kids, elderly people, pets and basically everyone else too. In San Francisco, 2 of my best friends were hit by cars as pedestrians (one on Divisadero & the other Fulton) they each survived miraculously, but they both spent weeks in the ICU units with their family and friends waiting on outcomes after multiple surgeries.
- Enforce the 25 mph speed limit.
- No such thing as "traffic calming." Speed limits are already at 25mph. Bikes, Cars, pedestrians have always worked in harmony in Alameda and have always yielded to each other. As far as the street being "complete" it's been complete. It's in use duh. You will ruin the beauty of this city with all of your MTC, SFTMA street plans. "traffic calming" "complete street" "road diets" is all their language. We know now who your really working for. Obviously not the city of Alameda. This is the safest city to bike, walk or drive. However, just like shoreline you will ignore everyone and get this done anyway. Instead of creating problems in Alameda that don't exist you should be using this city as an example of how to "share the road" as we have for a long long time. Hence children ride their bikes and walk in the streets safely. All of this over development and wanting to change all of the streets is part of the greater bay area plan set up by the SFMTA through the MTC. I'm looking forward to bringing this up at the next meeting. Too many lies. I'm sure my post will be removed as it is against your "agenda" which is fine by me. I'll be at all of the meetings coming up saying this out loud publicly. Thank you.
- With regards to slowing traffic, speed awareness signs have been helpful with slowing traffic.
- Revisit traffic lights between Central Avenue and Main Street.
- Be sure that decisions are based on well-established traffic engineering standards, not on speeding, traffic flow through town.
- Need strong emphasis on improving manners of all participants, particularly cars.

### **Encourage Bicycling - Class II Bike Lanes**

- A bike lane may make sense as long as the lane went on the outside of the existing street parking.
- Want Class II bike lanes all the way to the ferry.
- Provide Class 2 bike lanes.
- Keep what works. Copy Broadway and Santa Clara Avenue and do it on Central Avenue like is done to Grand Street and Park Street. I prefer a Class 2 bikeway.
- Continue Class II bike lanes on Central Avenue from Park Street to Sherman Street all the way to the ferry dock and road diets.
- One bike lane each way is preferred to keep parking in every neighborhood on Central Avenue. Contact west end business district. Paganos needs street parking.
- Two concepts: 2 traffic lanes, 2 bike lanes with buffer or have parking protected bike lanes.
- I would highly encourage the green bike paths running along in the direction of traffic. Class II. It will encourage bicyclists to stay on their path and be obvious to the engineers when the paths are not connected if the path is green. The green area provides a safety zone.
- Bike lanes along Central would be great. We need to continue to find ways to make biking in our town safer. Dedicated bike lanes on each side of the street, adjacent to the sidewalks would provide a safe route to the schools along Central.

### **Encourage Bicycling - Cycle Track**

- Want before/after traffic count and speed data on the Fernside and Shore Line cycle tracks.
- If cycle track, do it like on Fernside Blvd. where there also are Class 2 bike lanes. Too many driveways for a cycle track.
- Prefer bike lanes and not a cycle track. Okay to pull back curb into Washington Park to make the Eighth Street/Central Avenue intersection work better.
- No two-way cycle track. Prefer buffered bike lane. Broadway and Santa Clara Avenue work well as bike lanes.
- Do not put a two-way cycle track. Use what works – Central Avenue bike lanes from Park Street to Sherman Street.
- Cycle track is the only way to go with getting more people riding bikes, less car traffic, less parking problems. Kids need a safe way all the way on the trail.
- I am opposed to cycle tracks on Central Avenue – they work on Fernside Blvd, not so well on Shore Line Drive.
- Cycle track down the middle protected by curbs. Not sure how entry/exit would work. Left turns across the cycle track could be problematic.
- Concerned with driveway access (e.g., if there were to be a cycle track built since, unlike Shoreline where there was no housing on the Bay side of the street, all along

Central there are many driveways on both sides of the street so any cycle track (as opposed to a bike lane) would be interacting with many driveways).

### **Encourage Bicycling - Protected/Buffered Bikeways**

- Have buffered bike lanes – buffered on both sides.
- Buffered bike lanes are essential to getting more folks young and old on the road. More bikes equals less cars.
- Interested in where the bike lane would be located and how it would interact with parking. A bike lane next to the sidewalk would be better.
- Need to complete bikeways – protected.
- Separated bikeway as long as chokepoints are mitigated.
- I would only bike if there was a path.
- I support looking at two lanes with a protected bike lane that is separate from pedestrian walkway.
- Protected bike lanes on each side – good for driveway visibility.

### **Encourage Bicycling - General Central Avenue**

- I'd like to feel comfortable sending my kids biking along this primary corridor.
- I hope we can restrict portions of Central to two lanes, or reduce street parking, and use the extra space for dedicated green bicycle lanes. Not only will this help me ride to Webster Street or Park Street (increasing business in those areas), it also will increase our property value.
- It would be so wonderful to be able to stay on Central Avenue when biking with my two small children from our central alameda house to Webster Street shops or out to Bladium. Right now, we have to switch over to Santa Clara Avenue at Sherman Street, and Santa Clara Avenue is scary for biking with kids - faster traffic and multiple bus lines.
- **Bay Trail/Crown Drive:** Bike access is difficult; storefronts also exist.
- **McKay Avenue:** The major issue for bike safety is crossing Central Ave after getting out of Crab Cove (McKay Ave); there's no crosswalk, 4 lanes of fast traffic, and the sidewalk to the next crosswalk (Sixth Street) is very narrow. Cars rarely stop at that crosswalk. When driving, lanes are often blocked by left-turners into Paden school (going west), or left turners into Webster (going east) - so 2 lanes plus turn-lanes should not reduce the car capacity significantly.
- **Ninth Street:** Bicycle improvements need to have a solution for coming from San Antonio Avenue to Ninth Street to Central Avenue (toward Eighth Street).
- **Paden:** Paden has opening ceremony every morning and parents drive into the back driveway – something to consider.
- **Paden/Encinal High School:** How to handle area at Paden School and Encinal High School with the loading activity. Want a school loading zone study. Look to Lincoln Middle School as an example.

- **Paden/Encinal High School:** Concerned about schools (especially with the traffic/drop off constraints at Paden and Encinal; also, the idea of impacting the new-ish electronic bulletin board on the lawn in front of Encinal or the lawn area with the Jet via the City trying to claim/re-claim some of that property is very problematic).
- **Sherman Street/Encinal Avenue:** Continuity of the Central Avenue bike lane from Sherman Street/Encinal Avenue – some configuration is OK all the way down the street.
- **Third Street and McKay Street:** Top priority – bike lane between Encinal High School and Foster Freeze.
- **Webster Street:** Connecting bikes to Webster Street business district is key.
- Extend bikeway to ferry terminal.
- Concerned with how bikeway could possibly work on Central Avenue with all the houses/driveways, trucks and school traffic.
- Need bike sharing stations that are usable on the bike path to encourage bike riding.
- Is there options on what side of the street the bike lanes can be on? Will it matter which side of the street they are on?
- Bike path is the future. Please include.
- As a West End home owning family of cyclists with a child entering Paden in the fall and other family living on Central near Webster, the cycling situation on Central is a constant frustration. The move of ACLC to our end of town, which we welcome, has increased the urgency of the issue, as the students riding to and from school don't have a safe way to cross Central Avenue at Third Street or Fourth Street and continue east. Please give us a bike track, and move a step closer to bringing Alameda into the 21st century.
- I fully support creating a protected bikeway that would go from Shoreline to Alameda Point. It would be a huge improvement to accessibility in our city. I live on the east end and mostly do loops out to Bay Farm and back because it feels safe. If we had a protected bikeway that went from Shoreline out to the Point, I would start biking with my family to the Point and back with stops on Webster Street for lunch at Otaez, dessert at Cookie Bar or Foster Freeze, and many more places along the route and along Webster Street. We don't do that now, because it does not feel like there is a safe and enjoyable route.
- We support the plan as explained by Bike Walk Alameda. We frequently use our bikes in lieu of driving and hope to expand that ability.
- There is a pressing need for a bike path on this corridor. The sidewalks are too narrow and filled with pedestrians walking to and from Encinal High School and Paden. There are no other feasible bike routes. Taylor Avenue is narrow, convoluted, and partially one way. Santa Clara Avenue west of Webster Street is narrow, and the bike lane strip is filled with parked cars. Haight Avenue is OK, but is out of the way, and getting to and from Haight Avenue is a problem--Third Street to the high school is narrow and has a lot of vehicle traffic.

- As to the question of whether the bike lanes should be on both sides of Central or bi-directional on one side: Either option would work. If bi-directional on one side, it should be on the south side to facilitate easy access to the schools, Bay Trail, etc.
- Want to see projections on commercial growth from increased bike traffic versus motor vehicle traffic because studies show that bicyclists make more frequent trips to local businesses and spend more money.
- Information that bicyclists attract motorists to stop and shop at smaller stores may be true on major streets on the East End. It is not the case along Central Avenue. The proprietor of Wilmot Bookstore will attest to the fact that most of his business is supported by motorists and not by bicyclists.

### **Encourage Walking**

- **Fifth Street:** The intersection of Fifth Street and Central Avenue has no crosswalk and no disabled access on the eastern leg crossing Central. Will this be changed?
- **Sixth Street:** Better street crossing needed.
- **McKay Street:** Difficult for pedestrians to cross.
- **Ninth Street:** Difficult for pedestrians to cross.
- **Page Street:** Improvements to the pedestrian crosswalk at Central and Page (such as flashing lights) are a MUST.
- Please consider folks with special needs as a priority. Many elderly in my neighborhood on the west end enjoy the closeness of crab cove etc., making crosswalks, good lighting and safe routes essential.
- Flashing lights for pedestrians may make sense, however at an intersection with a four way stop, IE: Webster and Central, this seems to be a bit much.
- I am concerned with the intersection of Lincoln Avenue and Central Avenue. There should be a yellow flashing light to make cars aware of people crossing.
- Mark all the crosswalks.
- Need street crossing signals.
- Make all intersections have a shorter pedestrian crossing distance.
- Well lit pedestrian crosswalks.
- Add pedestrian controlled walk signals with flashing lights at cross streets that don't currently have traffic lights. Flashing lights at crosswalks help drivers see pedestrians.
- I would like highly visible crossing indicators at all pedestrian crossings (I like traffic lights even better). I find the buried crossing lights on Park next to useless--I cannot see them during the day and I cannot see the pedestrian well at night. I like the ones in Berkeley (which are similar to the ones on Otis Drive at Mound Street).

### **Improve the Streetscape**

- Adding curb-cuts to divert rain water to street trees and median 'gardens' would help keep our ground water recharge and would improve the neighborhood.
- Undergrounded utilities is desired.

- East of Webster Street, I think Central Avenue looks very attractive and just needs a bike lane.
- West of Webster Street, much could be done to emphasize beach access and beautify the area.
- Beautifying Alameda by burying the utilities – electric, phone, cable – would be fantastic.
- Trees on Central Avenue are beautiful but they block out light from the street lights so I think they are a problem. Also need to get cyclists off the sidewalks.
- Want more trees, plant median at Sherman Street intersection.
- Underground utilities are a high priority and more trees.
- I would not like trees in the west end segment. I like the open sky and beautiful sunsets. I think trees would inhibit visibility.
- More trees/canopy along this segment of Central Avenue.
- Bike allocated parking to protect against theft or damage.
- Underground utilities – essential when street redone – involve Alameda Power Company.
- Need more bicycle signage.
- Integrated parklets or mini-destinations along the bike path to encourage public use of path.
- Central is a pretty street with lots of trees and any projects should not reduce the number of mature trees.
- Want lighting improvements.
- Want to extend the tree canopy being conscious about the drought.
- Shadows from the trees present a visibility problem and a challenge to drivers.

### **Improve Public Access to the San Francisco Bay**

- **Crab Cove:** Improved/safer access to Crab Cove – both McKay Avenue and the public access path.
- **Fifth Street:** There is a heavy amount of pedestrian and bicycle traffic, with many people walking to Crown beach/Crab Cove. Improving access to the beach would improve the character and desirability of the neighborhood.

### **Encourage Transit Use**

- BART station at the naval base with bike paths and safe bike parking available.
- Free shuttles around the island and to BART.
- Build a monorail from Alameda to BART either from the west side to Merritt BART station or east side to Fruitvale BART station.
- Need for increase of public transportation to and from Encinal High School.
- Need more attention to good public transit – currently not enough of it.

### **Revitalize West Alameda**

- Does "Revitalize West Alameda" mean encouraging redevelopment of unattractive / underutilized properties on Webster Street (such as Discount City or Neptune Plaza or the Roadway Inn)? Or does it mean building a Safeway gas station so we can greet visitors entering our city with "Save at the pump!" banners?
- A revitalized West Alameda will come with a better road system and streetscape.
- Research from Portland, New York, San Francisco and Toronto shows residents and visitors who walk and bicycle spend more money than people who drive. Pedestrians and bicyclists are the best customers because drivers do not window shop and speeding traffic does not stop to shop at all especially when they can't find parking.

### **Improve Truck Access**

- Restrict trucks.
- Restrict truck traffic during commute hours.
- For truck access, there also needs to be a place where truck drivers can park their vehicles without disturbing the neighborhoods.
- Trucks should use Lincoln Avenue or Atlantic Avenue.
- Why do the trucks have to be on Central Avenue? Would Lincoln Avenue not be suited?
- Need to accommodate travel lane widths needed for trucks.

### **Costs**

- As part of that, the costs of doing this, the construction time (e.g., how would this work with the school calendar) should be part of the conversation throughout, not just at the end. Spending months working on a dream scenario that won't work in reality would be the wrong approach.

### **Encourage Bicycling - General**

- Having driven for 30 years and based on riding a bike to work for 3 years recently, I can attest it is horrific to try to navigate on bike. Anything that encourages cycling/walking over driving cars is good for Alameda, its people, and the planet. Short of banning cars, which is impractical, I highly support bike lanes and pedestrian access in this town. If car drivers (such as my wife and I) are inconvenienced or slowed down, so be it. Government must take the bigger picture long-term approach and that means cycle and pedestrian access.
- I am delighted that Alameda is beginning to prioritize bicycle and pedestrian traffic.
- Have sharrows and signs to share the road for the whole city.
- School kid bike access is important.
- Egress into driveways with bike lanes – how does that work?
- Connected and thoughtful planning – bike lanes should connect and make sense.
- West side businesses will get more bike traffic.
- Make it easier to bike to businesses in the west end.

- Like idea of connecting all the bike lanes in Alameda so there is at least one safe way to get from the east to west end.
- Improve connections between the piecemeal bike lanes.
- Need more marketing of bicycle riding as an alternative.
- Not enough bicycle shops, bike sharing stations, marketing programs to encourage bicycling.
- Creating easy bicycling access to businesses like mine (Bladium) on Alameda Point is a great thing. This not only encourages families to keep fit on their way to my business, it reduces parking problems and offers Alameda residents an enjoyable outing as transportation and creates opportunities for them to stop on Webster Street to eat or shop.
- Increasing the safe routes for biking is definitely a priority.
- I am very excited to see an organized cycling system throughout this island city. Thank you!
- Alameda... "The Island that Bikes". Kids would be able to get to school safely. I think it will improve property values. It would increase the use of businesses on Webster Street. Alameda could be marketed as "the Island that Bikes". The cycle lanes would create a more neighborly and community friendly atmosphere.
- Adding more, well-marked bike paths within our great city is essential as we ARE a walking/biking/rolling community. We deserve the peace of mind that this kind of safety will bring us when we put ourselves and our children on bikes and head out to enjoy the city together.
- I love the Shoreline and Fernside bike lanes and I would love to see more like them in Alameda! The Shoreline one especially makes our city feel like a recreation destination. The more protected bike paths we have, the more people will ride their bikes, especially children. This is not only great on an individual health and wellness level, but fantastic for our community (and environment!) as well. I really hope Alameda continues building more bike trails/lanes/paths!
- I would like to encourage the City Council to approve a safe biking path from the East end to the West end of town. Many children from the East end are beginning to ride their bikes to the West end to attend school. A safe path for them to travel would improve their safety, decrease car traffic, decrease car congestion at drop-off and pick-up at individual schools, be better for the environment, and encourage children to becoming more physically active. Thank you.
- I fully support this proposal and am anxious to see it implemented. It would - Improve access for students at Paden, Encinal HS and Junior Jets to safely get to school on bikes or foot - Calm traffic along Central in front of Paden, Encinal and Junior Jets. - Reduce car traffic on an increasingly growing west-end population by making biking/walking safer - Allow for those on Bay Farm and the east end to access the west end all the way to Alameda Point easily by bike - Allow those on the West end to more easily access the east end by bike As a parent of school aged children, I want

to make Alameda a bike friendly community. I strongly believe this means making Alameda bike-safe and bike-accessible. This project would further parents' peace of mind and allow kids the ability to build independence through cycling along safe routes all across Alameda.

- Encourage “bike pooling” at schools where students bike together to/from school.
- I am glad the City of Alameda is undertaking this “complete streets” project. If you are not already familiar with it, I suggest you acquire a copy of *Street Design: the Secret to Great Cities and Towns* by Victor Dover and John Massengale. The impetus for the book was the fact that cities were recognizing the need to improve the public way for both pedestrians and bicyclists but were often spending their scarce financial resources unwisely.

### **Other Corridors**

- **Third Street:** Branch out bikeway along Third Street to reach ACLC/Nea/Academy.
- **Fifth Street:** We live on Fifth Street between Central and Taylor. Our stretch of Fifth Street is quite busy and dangerous with motorists speeding (up to 40 miles per hour) up and down the street. It is not only dangerous for pedestrians and bicyclists, but for us as we try to pull in and out of our driveway. In the past, I have reached out to someone at the city supposedly responsible for traffic calming measures, but have not gotten a response. We really need some traffic calming measure on our street - a traffic circle, speed bumps, something, or block the street 1/2 way down like they do in Berkeley - that would radically improve the neighborhood character.
- **Eighth Street:** Need to connect Shore Line bikeway with Central Avenue. Need to re-work Eighth Street so it is bike friendly.
- **Eighth Street:** How can Washington Park, Burbank Street etc be improved for access to the Shore Line bikeway?
- **Lincoln Avenue:** Are any other routes/alternatives possible to become part of this conversation, such as using Lincoln instead of Central? That would probably work better in many ways, including for many schools. I understand Central was identified in past plans, but plans can change.
- **Lincoln Avenue:** We also need to make Lincoln Avenue more safe-especially at Fourth Street and Marshall Way. That intersection is so unsafe for the children crossing each morning and afternoon. They bike and walk to all the West End schools at that intersection. Please fix the crosswalk there.
- **Lincoln Avenue/Santa Clara Avenue:** Have more space than Central Avenue.
- **Otis Drive:** Otis is much wider, never traffic problems and a direct shot to the Seaplane Lagoon making infinitely a better choice. Midway on the island to give better access for the residents etc. north of Central as well.
- **Santa Clara Avenue:** Suggest bicyclists to use side streets, Santa Clara Avenue, etc and not Central Avenue.

- **Shore Line Drive:** Shoreline is a traffic problem already with traffic backed up for 2 blocks during the week at 2pm! The weekends will be a mess. The bike lane should have been constructed on the land by the walking trail and the beach berm.
- **Shore Line Drive:** I'd like it noted that on the Shoreline Drive bikeway project, the City of Alameda dismissed an alternative based on a study conducted in 1989 that nobody can produce - not the city, not the parks district. The alternative was summarily dismissed without revisiting a 25+ year old study.
- **Shore Line Drive:** btw, congrats on completing shoreline drive bikeway. It's great.
- **Shore Line Drive:** Shore Line is now a MESS. Someone will be hit. Cars parked are not good where they are in the middle of the street.
- **Shore Line Drive / Posey Tube:** Like the reconfiguration of Shoreline Drive, this project sounds like another solution in search of a problem. A "Complete Street" should be contextualized within its surroundings (in this instance, a largely historic residential neighborhood) as well as within the transportation fabric of a city – as opposed to an isolated, textbook design exercise with no objective measures of project success or failure. Installing some bike racks and a two-mile bikeway going from and to nowhere (this particular proposed “corridor” appears to extend from Pacific Avenue – i.e. short of the “Cross Alameda Trail” and short of the current / proposed ferry terminals – to Sherman Street – i.e. short of... well, anything). Meanwhile, each morning hundreds of vehicles sit idling trying to get through the Posey Tube. Although at times it seems like our city spends more money on studies than solutions, I applaud the City Council for voting to initiate a citywide transportation plan. I would encourage Public Works to frame this project within that plan (which presumably will prioritize reducing the number of vehicles going through tubes and over bridges).
- **Webster Street.** When will we see the plan for making Webster a safer biking and walking street?

## **Outreach**

- Need to include more business orientation. Inform West Alameda Business Association of hits to parking and truck route access.
- Although the meeting was well attended, it looked to me like the majority of people there were not from the neighborhood. More and better outreach would be helpful.
- We had nine people at our table and only 20 minutes to introduce ourselves and begin to talk about all the complex issues involved. That was nowhere near adequate time. If the report outs (which someone was summarizing on a paper) are later going to be used as evidence of what the neighborhood thinks about this. That will not be valid. Summaries of nine person 20 minute conversations did not even capture all the points raised at our table in that short amount of time, let alone reflect the range of issues and concerns involved. Also, I don't think a single report out was given by someone from the neighborhood, though perhaps one or two were.

- Finally, I would hope that you are inclusive in your workshops and input sessions. I suggest scheduling meetings at locales such as the Mastick Senior Center for senior input on crossing streets, at Encinal High and Paden School parents' and students' meetings (for those that drive, walk, or bike to school). Also have a comments booth at the Fireside/Westside Cafe/Jolie or best at the Farmers Market to get opinion from those who use the Webster shopping area.

### ***Parking / Red Zones for Visibility***

- I am mostly concerned that we lose little or no parking in the area.
- Eliminating parking in and around the Webster Street and Central Avenue intersection would be very difficult for us and our six tenants to support. As commercial property owners we have worked hard to keep our Tenants, Alameda residents in Alameda homes, in Alameda Schools, in Alameda businesses. Our businesses have supported the City of Alameda with ongoing sales tax dollars, property tax dollars (both commercial and residential), Alameda schools and WABA in the past. While a board member of WABA when the streetscape was being developed and implemented we lost parking, this was not a good thing. The buttresses/planter boxes have already cost parking stalls and addressed pedestrian access and visibility. The sale/loss of the parking lot on Taylor Street and Webster Street for a potential building was not good either.
- Have red zones at intersections so cars do not have to “creep out” to see traffic.
- Ensure visibility for driveway egress.
- Taking away parking spots would greatly affect neighborhood comfort level and create more tension.
- Do not remove parking spots.
- Lines of sight – red zones of no parking at corners.
- Consider a resident parking pass.
- Visual clearance enhancements at all intersections will increase pedestrian safety through better driver recognition.
- Need site lines – RV height restrictions.
- Need to address driver visibility at existing driveways such as with red zones at cutouts to prevent parking too close.
- Concerns: more parking on Webster Street.
- You could build a parking structure on Webster Street.
- Will parking be reduced as it has been on Shoreline?
- Concerned about reduced parking for residents along Central under certain possible scenarios.
- Parking removal would put several small business out of business on Central Avenue at Ninth Street.

## ***Road Diet***

- What are the consequences of future growth on a potential road diet?
- Concerned about the lane widths.
- Concerned about the noise level of cars and trucks going slower with blasting radios. Concerned about how this will affect neighborhood and the noise level. Need noise abatement studies.
- I think narrowing the street to two lanes increases congestion.
- Minimize negative impact of project on neighborhood including on schools, reduced parking, driveway access and spillover on other neighborhood street if road diet moves cars off of Central Avenue.
- Road diet is a perfect idea. I would consider the current example of Shore Line is a model for what Central Avenue could be – two lanes traffic, dedicated bike lanes. This would be perfect.
- How is the road diet going to impact other streets such as Santa Clara Avenue?
- Two lanes from Sherman Street to the west end.
- This meeting showed a clear, strong call for safe biking and walking, and a willingness to do a road diet with six out of the nine tables in favor of it.
- Road diet to three lanes with a center turn lane.
- I think a road diet is great, beautiful and functional and also more safe.
- Four lanes to two lanes is good using a continuous left turn lane.
- Yes to road diet. Yes to buffered bike lanes.
- Road diet of Central Avenue will shift some traffic to other streets.
- Given the designs to change Central Avenue from Sherman Street to Encinal HS, where will the traffic go that may feel that Central Avenue is too congested with only one lane in each direction?
- Will the changes negatively impact surrounding neighborhood streets? If they did, we would be against the changes.
- What are the current numbers relative to traffic on side streets now?
- Given the growth of Ferry use and the build out of Alameda Point, will the current designs for Central Avenue limit traffic efficiencies or enhance them?
- It appears to residents that the planning for Central Avenue is not thought out far enough to help define the impact in ten to twenty years.
- With the potential for "multi-family" housing and with increased housing development on the West end of Alameda, what impact will this have with one lane automobile lanes in each direction?
- What impact will these changes have with access to the school parking areas and student drop-off?
- The term road diet and the elimination of lanes would be very difficult for my family or our Tenants to support.

- Concerned with spillover traffic on other narrower neighborhood streets if a Central Avenue "road diet" moves significant cars off of Central Avenue as some seem to want (e.g., what will happen on Taylor Avenue, Santa Clara Avenue and Haight Avenue? What will happen if more cars move to Santa Clara Avenue where there is currently significant student bike traffic due to the bike lane that runs on most of Santa Clara Avenue all the way to Webster Street)?
- I am in support of adding a safe lane for people to walk, ride bicycles, skateboard, scooter or travel by wheelchair (for those that are unable to bike). The plan should allow those with cars to have easy access opening and closing car doors and not be in very close proximity of oncoming vehicle traffic. I have seen people having difficulty entering their car and nearly hit while parked on the new shoreline path. The plan also needs to allow for delivery trucks, moving vans, street cleaners, buses or other large vehicles the ability to stop along the road while not stalling the rest of the traffic behind them or in the surrounding areas.
- I fully support the addition of bike lanes and reducing number of car lanes, and adding them would definitely reduce my family's car use on Central (and 1 less car parked at the ferry terminal).
- Maintain existing vehicular access in general and intersection capacity (especially Central & 8th) would be #2 on my list.
- Provide data on average speeds and traffic counts for Fernside Blvd and Shore Line Drive.
- Please do not limit traffic lanes as you consider what to do with Central Avenue. Traffic in this town is only going to get worse with the addition of 800 units down on the base/ Alameda Point. It is already difficult to move around the island. It was one thing to basically cut the traffic in half along the beach. This is in the heart of the island with many kinds of uses. Please remember all the citizens. There are many who do not ride bikes or are not able to walk long distances.
- I think the most reasonable solution is to reduce the number of lanes on Central from four to three--with one lane each direction and a middle bi-directional lane for left turns, similar to the left turn lane on Otis by South Shore and on 8th Street between the dog park and Westline. It is my observation that the biggest traffic and safety problem on Central for cars, bikes, and pedestrians is left-turners coming from both directions. Cars swerve into the other lane to avoid getting stuck behind a left-turner. Having a dedicated left-turn lane will ease traffic congestion and eliminate the need to change lanes.
- After attending the 4.14 workshop and discussing with several neighbors at Ballena Bay; we strongly oppose the bike trail on Central. With all the housing and businesses going into Alameda Point and Seaplane Lagoon we suggest Otis to be a much wiser solution. There is already traffic that overloads on Central even during the day, during school drop offs Central is a nightmare. Too many obstacles to take 2 traffic lanes away!

## **General Statements**

- I'm so happy to live in a town that looks to make positive improvements. Thank you!
- Our household will follow this project intently. Thank you!
- I do not see the problem with Central Avenue. Why fix what isn't broken?
- I look forward to hearing more information about this project.
- I am a resident of Taylor Avenue and am affected by traffic on Central Avenue. I often have problems driving, bicycling and walking on the segment designated for redesign.
- Remember that there is over 400 years of experience with traffic, especially in Europe, so do some study.
- Although earlier “city plans” were open to the citizens, most citizens did not know such earlier decisions would be binding upon them forever. In other words, previous “plans” should not be considered “set in stone” as unanimously approved.
- I appreciate the work and thought that has gone into this project. I hope it moves forward. Thank you.
- Prevent traffic increase by having a moratorium on all residential construction in Alameda until the drought is declared over.
- Traffic is already horrible to the tube with all the new residential and businesses we're acquiring – the city is overlooking these issues and trying to accomplish good things with poor decision making for our future.
- With the number of new construction underway and planned for Alameda Point, the real looming "monster" facing safety and traffic calming will not be on the West End streets. It will be with how this City deals with ingress and egress to our Island.