

Transportation Commission

July 24, 2013

Item 5B

Action

Encinal High School Improvements Phase II

Background

Introduction

In the Fall of 2012, a student pedestrian and a student bicyclist were each involved in separate vehicle collisions while crossing Central Avenue in front of Encinal High School. At the September and November 2012 Transportation Commission meetings, the Alameda Unified School District (AUSD) requested that Public Works staff consider intersection improvements at the 5-way intersection of Central Avenue/Third Street/Taylor Avenue (Figure 1). Public Works staff subsequently began working with Encinal High School, AUSD, Alameda Police Department (APD), and the community on providing appropriate improvements for this intersection and the surrounding neighborhood.

Figure 1: Central Avenue/Third Street/Taylor Avenue Location Map

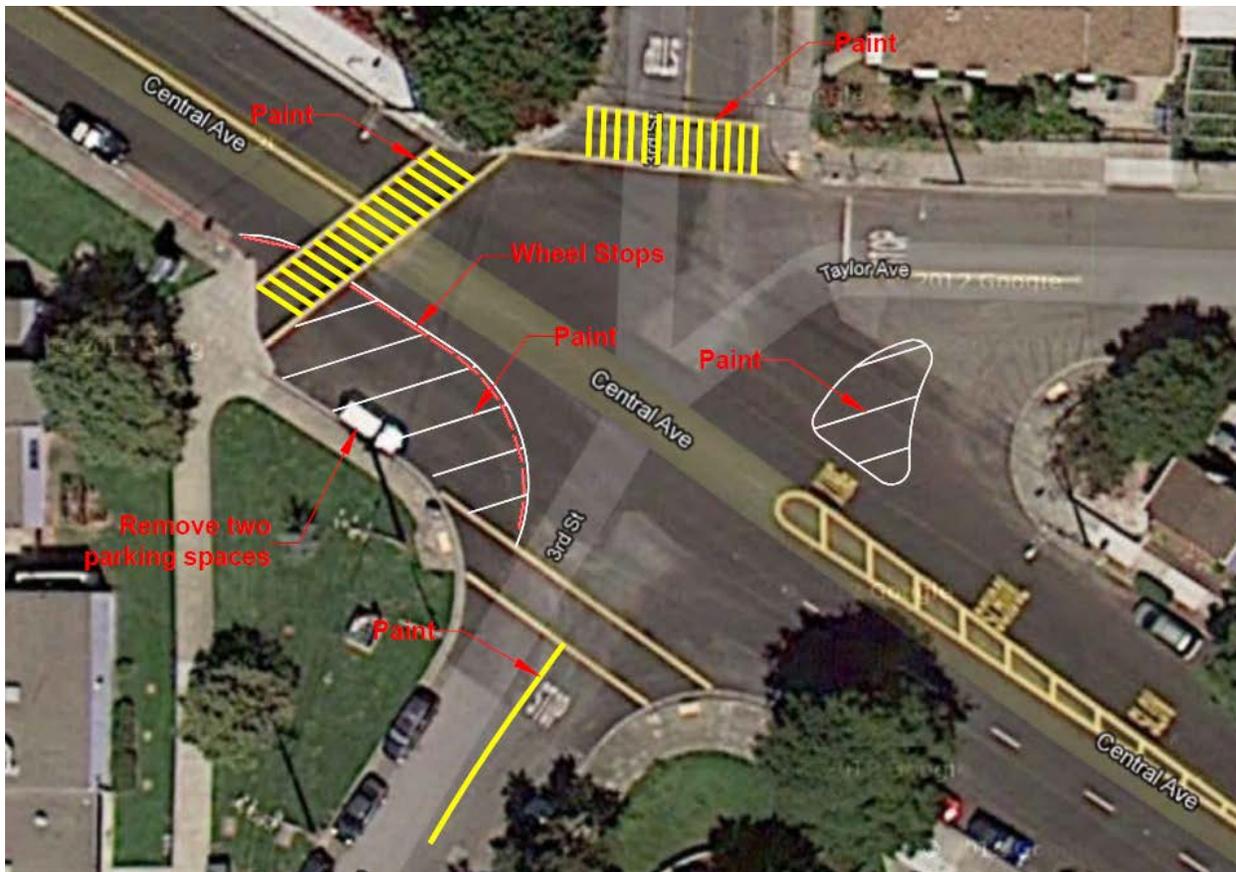


Phase I

As an immediate solution to the concerns received, staff presented the Transportation Commission with interim improvements at its January 23, 2013 meeting (Figure 2). The following improvements were approved by the Transportation Commission and were installed soon thereafter:

- Striped high visibility ladder crosswalks on the west side and north side of the intersection.
- Striped curb extension with 5-inch raised vertical barrier (wheel stops) on the southwest corner to visually and physically narrow the intersection. The curb extension improves pedestrian safety by making them more visible to motorists and shortening the crossing distance. This improvement resulted in the loss of two parking spaces.
- Striped a median island on the east side of the intersection to narrow the intersection and better define vehicle movements at the Central Avenue and Taylor Avenue intersection legs.
- Striped a centerline marking for the northbound approach on Third Street to separate the directional movements of vehicles.

Figure 2: Phase 1 - Interim Improvements



Discussion

During the spring 2013 outreach for the intersection improvements, the community reached consensus on the following goals in priority order:

1. Improve pedestrian/bicycle crossings
2. Improve student drop-off and pick-up
3. Simplify the intersection layout and operations
4. Minimize inconvenience to residents
5. Reduce congestion

When developing improvement options, staff used the above goals and priorities as a guide and identified proposed improvements based on community feedback. Staff recommends two improvements be implemented to address residents' and school concerns, which include:

1. "Taylor Avenue – Limited Access" – This improvement involves the installation of 5-inch raised vertical barrier (wheel stops) to restrict most eastbound movements onto Taylor Avenue, allowing only for right turns into Taylor Avenue from Central Avenue. It will also provide a refuge for pedestrians crossing Taylor Avenue, delineate vehicle movements, increase visibility for motorists, and restrict movements through signage during school pick-up and drop-off periods.
2. "Improvements to Passenger Loading" – This improvement relocates a bus stop; provides on-street, white passenger loading zones; and relocates the crosswalk and installs a pedestrian ramp at the Central Avenue and Lincoln Avenue intersection to improve access to the existing Encinal High School driveway.

As an alternative to recommendation #1 above, the Transportation Commission members may consider the following option:

Alternative to #1. "Taylor Avenue – Island Medians/Channelization" – Similar to the "Limited Access" option above, this improvement would not restrict movements into Taylor Avenue. It does not fully address all the issues raised at the community meetings, but is provided as an option for the Transportation Commission's consideration.

Community Concerns and Staff Feedback

During the community outreach process, the community raised concerns related to pedestrian and bicycle crossings, congestion during student drop-off and pick-up times, multiple movements within the intersection, and limited driver visibility for southbound motorists on Third Street.

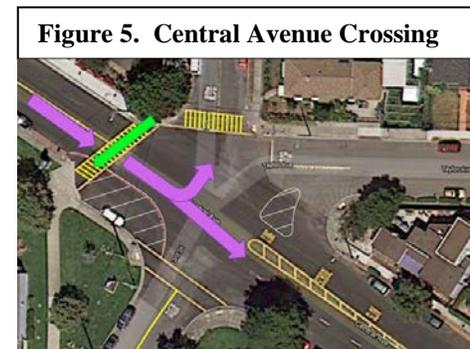
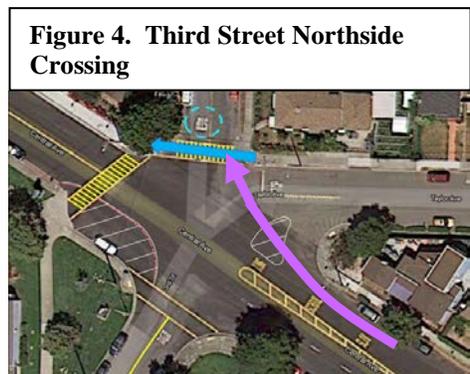
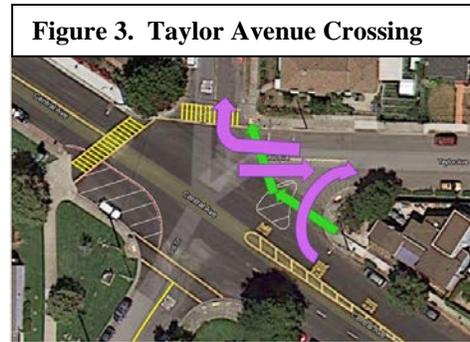
Pedestrian and Bicycle Crossings – Taylor Avenue

Taylor Avenue meets Central Avenue at an angle and there are no marked crosswalks. Students are being dropped off at this location and cross haphazardly, most take the long and awkward path as portrayed by the green arrows in Figure 3. This results in three conflict points with vehicle movements, shown as the purple arrows. A more common crossing only has two conflict points.

During school arrival and dismissal, students are having some difficulties crossing Third Street along the northern crosswalk (shown in Figure 4). The stop control for Third Street helps with the crossing, but as expressed at the community workshops, motorists make a fast right turn from Central Avenue onto Third Street, thereby affecting pedestrian safety. This movement is represented with the purple arrow in Figure 4.

Figure 5 depicts the crossing for Central Avenue, which is the crosswalk where the recent two collisions occurred. This is the crosswalk with the largest volume of pedestrian and bicycle crossings and is depicted by the green arrow from the corner of Central Avenue and Third Street to the edge of the recently installed curb extension. When the crosswalk is monitored by school volunteers, it operates more efficiently as the volunteers are able to stop students and allow vehicles to pass periodically. However, when there is no volunteer, students cross continuously. The Phase I improvement shortened the crossing distance from 58 feet to 38 feet, thus, reducing a pedestrian's exposure in the street by 6 seconds.

The curb extension also removed a conflict point, requiring motorists, shown in purple, to queue behind a vehicle making a left turn. In the past, motorists would maneuver around a vehicle waiting to make a left turn creating an additional conflict for pedestrians.



Congestion During Student Drop-off and Pick-up Times

At the Central Avenue crossing, there are 380 pedestrians that cross from 7:30 AM to 8:30 AM and 273 pedestrians that cross from 3:00 PM to 4:00 PM. On occasion, there is a School Resource Officer, or volunteer crossing guard, that controls the movements of pedestrians and vehicles. When they are present, the pedestrian and vehicle traffic flows well and there is limited vehicle congestion and queuing of vehicles. However, when there are no crossing guards, students cross continuously causing significant queuing along Central Avenue and congestion due to motorists yielding to the significant pedestrian crossings. Staff observed the eastbound Central Avenue queue extend across the frontage of the school in the PM by approximately 25 vehicles. As a result, some motorists may become impatient and make decisions that could adversely affect the safety of the students and other motorists.

Another contributing factor to this situation is the random pick-up and drop-off locations. There is no designated, white, on-street passenger loading zone at this school. There is also no passenger loading procedure established for the off-street pick-up and drop-off locations. The establishment of a passenger loading procedure would make drop-off and pick-up more efficient, would allow for better flow within these off-street facilities, and would increase the rate of drop-off and pick-up. The lack of both of these passenger loading components causes parents to randomly select locations to drop-off/pick-up their children (seen in Figure 6). These casual drop-off and pick-up locations are spread throughout the intersection and school frontage and impede the flow of traffic and add to the congestion.

Figure 6. Random Pick-up and Drop-off Locations

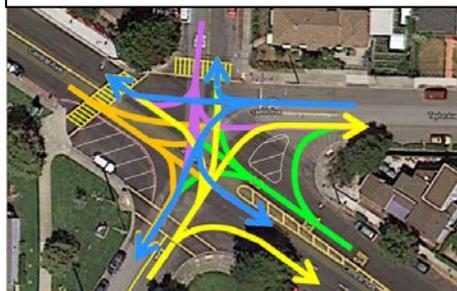


In addition, staff has observed, and heard from residents, motorists making U-turns (and 2 or 3-point turns) on Taylor Avenue after they have dropped off or picked up their children. Motorists perform these turn maneuvers at mid-block locations and close to the subject intersection. While these U-turns are taking place, through vehicles in either direction cannot proceed, which adds to the congestion.

Multiple Movements

This intersection has 3 streets that come together and form a 5-way, or 5-legged, intersection. Each leg can perform 4 movements (straight, left, right, and a secondary left or right), resulting in a total of **20 possible movements** within the intersection. A typical intersection with four approaches only has 12 movements. These additional movements create additional conflicts and make the intersection more complicated to maneuver. The possible movements and conflicts are shown in Figure 7.

Figure 7. Multiple Movements



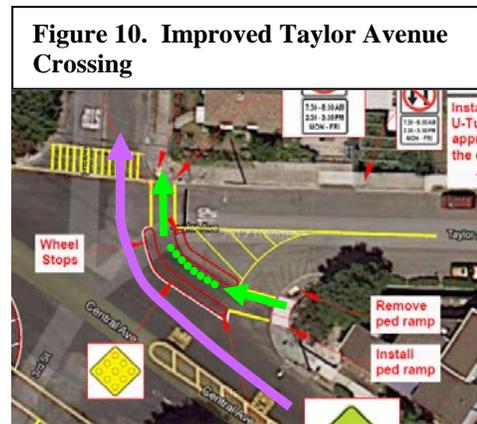
Driver Visibility for Southbound Motorists on Third Street

At the community workshops, residents expressed concern regarding driver visibility at the southbound stop on Third Street at Central Avenue due to overgrown bushes on the northwest corner and the geometry of the intersection. Staff sent a notice to the property owner requesting that the bushes be trimmed and the property owner has complied with the request.

Staff conducted a field review to assess the visibility for the southbound movement. Due to the geometry of the street, the stop on Third Street is set back from Central Avenue, reducing the sight distance for motorists to observe vehicles approaching from eastbound Central Avenue. To complete this maneuver, one would typically creep out into the intersection (after stopping) to look for oncoming vehicles. However, this places the motorist in a vulnerable position as it could conflict with eastbound vehicles coming from Central Avenue continuing onto Taylor Avenue and westbound Taylor Avenue vehicles continuing onto Central Avenue.

Improvements to Pedestrian and Bicycle Crossings

Currently, the crossing at Taylor Avenue is undefined, long, and awkward. This improvement addresses these concerns through the installation of two yellow, school crosswalks and a pedestrian refuge area. The crosswalks clearly define the pedestrian movement, and the pedestrian refuge area provides a pathway separated from vehicles. Figure 10 depicts pedestrians crossing as a green arrow, and their path in the refuge as green dots. Although a pedestrian crossing at a motorists' free right turn is not ideal, this proposal is a significant improvement from the current conditions. It is expected that the vehicular turning speeds would be reduced.

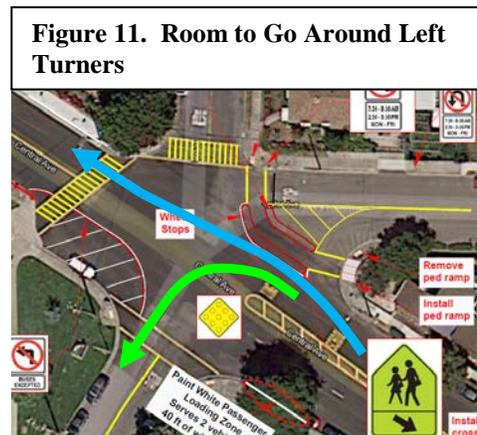


Pedestrian access would also be improved through the installation of a new pedestrian ramp (on the corner of Taylor Avenue and Central Avenue) that aligns with the new crosswalk. The existing pedestrian ramp would be removed. Truncated domes (on the corner of Taylor Avenue and Third Street) would either be reoriented, or new ones would be installed for the new crossing to meet ADA standards. A school pedestrian crossing sign would be installed at the free right turn on Central Avenue to advise approaching westbound motorists of possible crossings.

The recommendation also would benefit the pedestrian crossings of Third Street since it reduces the turn radius and associated speeds of Central Avenue westbound motorists turning right. Shown in Figure 10 as the purple arrow, motorists would have to slow down to make a sharper turn onto Third Street.

Congestion

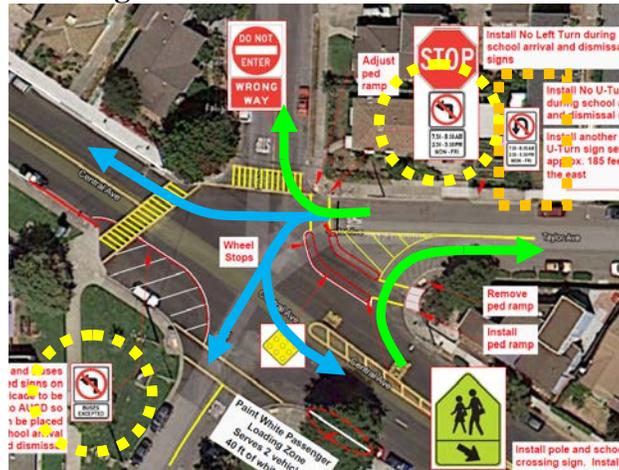
During the public outreach process, staff had presented similar improvements that showed island curbs extending into the intersection up to the edge of the travel lane. The intent was to narrow travel lanes and delineate traffic. However, residents expressed that this new feature would add to congestion by causing a back-up behind left turning westbound vehicles on Central Avenue. Therefore, staff has designed the Limited Access improvement to provide sufficient lane width to allow vehicles to safely and slowly go around left turning vehicles, as illustrated in Figure 11.



To address congestion during school hours at other legs of the intersection, staff recommends restricting movements that would cause a back-up. Figure 12 shows two signs with yellow, dashed circles around them. These signs would prohibit left turns during school arrival and dismissal times. This restriction would reduce interruptions in the flow of traffic and reduce congestion. The wheel stops would also provide a similar impact, as they would prohibit movements into Taylor Avenue, but on a permanent basis. The green arrows in Figure 12

represent legal movements for Taylor Avenue during school arrival and dismissal and the blue arrows represent legal movements, otherwise. Additionally, no U-Turn signs (during school arrival and dismissal times) would be installed to improve the flow on Taylor Avenue. In Figure 12, they are highlighted with the orange, dashed box.

Figure 12. Restricted Movements



Multiple Movements

As mentioned previously, the subject intersection currently has 20 possible movements and a typical four-legged intersection only has 12. The Limited Access improvement would reduce the amount of movements to 13 during school arrival and dismissal, and 17 otherwise. The reduction of movements would simplify the intersection and would reduce the amount of conflicts. By reducing the variables that a motorist has to consider and by delineating the movements, the Limited Access improvement would increase a motorist's ability to anticipate the movement of other motorists, and should, therefore, reduce the amount of collisions. This design option is not expected to divert a significant volume of traffic to other neighboring streets since the eastbound volume entering Taylor Avenue is minimal.

Driver Visibility for Southbound Motorists on Third Street

Motorists traveling southbound on Third Street are currently limited on how far they can creep out due to their inability to see motorists turning left from Central Avenue onto Taylor Avenue. By permanently prohibiting left turns from Central Avenue onto Taylor Avenue, a southbound motorist could creep out further (or closer to Central Avenue), which would significantly improve their ability to see vehicles travelling eastbound on Central Avenue.

Recommendation #2. Improvements to Passenger Loading

Staff has been working with Encinal High School, AUSD, APD, AC Transit, and the community on improving passenger loading on and off the street (Exhibit 2). Staff is presenting to the Transportation Commission physical on-street passenger loading improvements for approval. Any improvements on the school property, or involving volunteers, are still in discussion with school officials.

The first part of these improvements is the relocation of an existing bus stop. It is currently located at the corner of the subject intersection (red, dashed box in Figure 13), which is the focal point of the congestion. Staff recommends relocating it directly in front of the school (green, dashed box in Figure 13), where there is an existing path that leads to the front door (Figure 14). The relocation will:

- Improve congestion by moving the bus loading operations away from the intersection.
- Improve the visibility of pedestrians crossing Central Avenue (as it is difficult to see around busses); and
- Improve pedestrian accessibility for bus users by providing the new bus stop directly in front of the school.

The relocation will also include re-designation of parking at the existing bus stop. This area is currently comprised of a bus stop; a regular, on-street parking space (typically used by the School Resource Officer; and a red curb for crosswalk visibility. This area would then be changed to:

- Two regular, on-street parking spaces
- Two “Official Vehicles Only” parking spaces (intended for AUSD maintenance and APD)
- And red curb for crosswalk visibility

Figure 13. Relocation of AC Transit Bus Stop

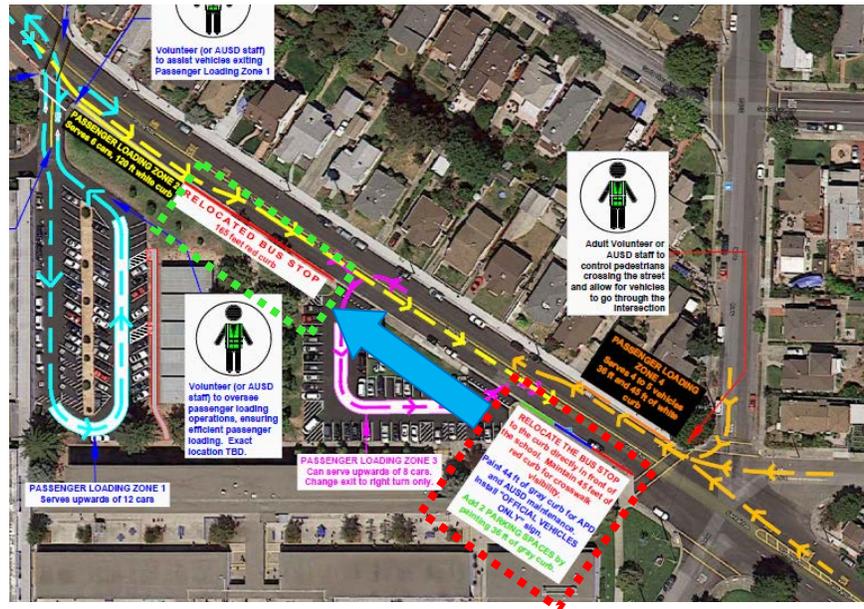
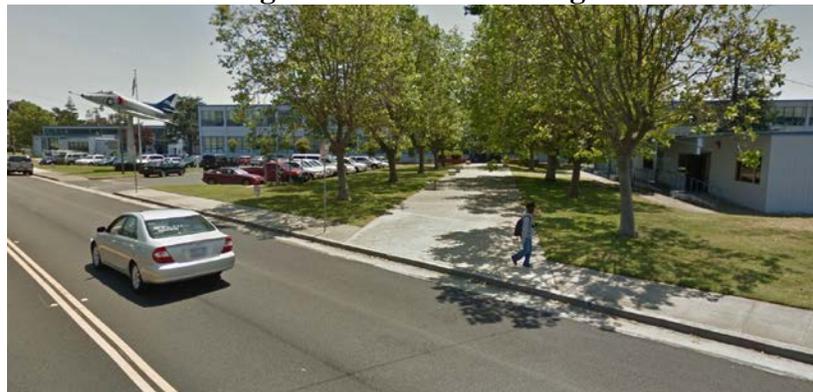


Figure 14. School Frontage



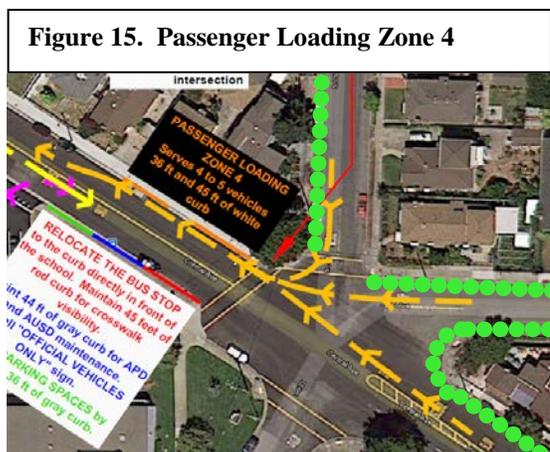
The second part of these passenger loading improvements is the installation of three on-street, white passenger loading zones. There are currently no designated, on-street passenger loading zones and no passenger loading zone operations in place. The establishment of both will increase the efficiency of passenger loading, reduce random drop-offs and pick-ups, and therefore, reduce congestion.

One of the on-street, white passenger loading zones would accompany the relocated bus stop (called “Passenger Loading Zone 2” in Exhibit 2) in front of the school. They both, operationally, tie in well with each other. Having the two together, in front of the school, makes sense, and provides an access improvement into and out of the school.

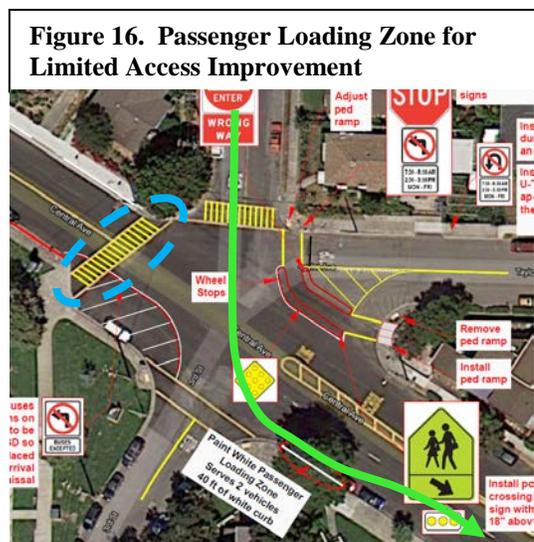
The second on-street, white passenger loading zone would be installed on the northwest corner of Central Avenue and Third Street (“Passenger Loading Zone 4” in Figure 15). In this

immediate area, staff observed parents dropping off and picking up at the locations indicated by the lines of green dots in Figure 15. The intent of Passenger Loading Zone 4 is to attract parents away from these random areas, towards an established uniform location that:

- Provides for only one crosswalk for their child to cross;
- Is directly across the street from the school;
- and
- Is away from Taylor Avenue (as the residents have expressed that they do not want parents to drop-off or pick-up on Taylor Avenue).



The third on-street, white passenger loading zone would be on the southeast corner of Central Avenue at Third Street (red, dashed oval in Figure 16). A motorist traveling southbound on Third Street (green arrow) would be able to bypass the congestion created by the significant pedestrian crossing on Central Avenue (blue, dashed oval) and drop-off/pick-up at the southeast corner. This would be an improvement to the flow of traffic, and therefore, an improvement to congestion. This will result in the loss of two parking spaces during school arrival and dismissal periods.



The relocation of a crosswalk on Central Avenue at Lincoln Avenue also is recommended. The crosswalk currently leads into the driveway of Encinal High School (as seen in Figure 17). This situation is not satisfactory for a pedestrian crossing or driveway access, and it needs to be adjusted.

The crosswalk also leads into the driveway at an angle. Ideally, the crosswalk would be perpendicular to the street. Unfortunately, re-orientating the crosswalk is not possible because crosswalks need to be installed where there are pedestrian ramps, and there is currently a drainage inlet adjacent to the driveway. Relocating a drainage inlet would be costly, so staff has recommended to relocate the crosswalk (as seen in Figure 17) and to install a pedestrian ramp on the west side of Central Avenue. School crossing signs and SLOW SCHOOL XING pavement markings would be relocated, as well. The new crossing would provide a proper pedestrian crossing and improve the driveway access. It is also a better location for pedestrian crossings as it is removed from the direct conflicts of motorists going into and out of the driveway.

**Figure 17. Relocation of Crosswalk on Central Avenue at Lincoln Avenue,
Existing (left) and Recommended (right)**



In conclusion, there would be a loss of 18 parking spaces total. Eight of the parking spaces would be for the relocated bus stop and six parking spaces would be for “Passenger Loading Zone 2”. Both of which, are in front of the school. Four additional parking spaces would be for “Passenger Loading Zone 4”, located in front of the homes on the northwest corner of Central Avenue at Third Street. The ten parking spaces designated for passenger loading would only be in effect during school arrival and dismissal. The two “Official Vehicles Only” parking spaces offset with the addition of two new parking spaces. Encinal High School, AUSD, APD, AC Transit, and the community are in approval of the bus stop relocation. “Passenger Loading Zone 4” was not presented during the Community Workshops.

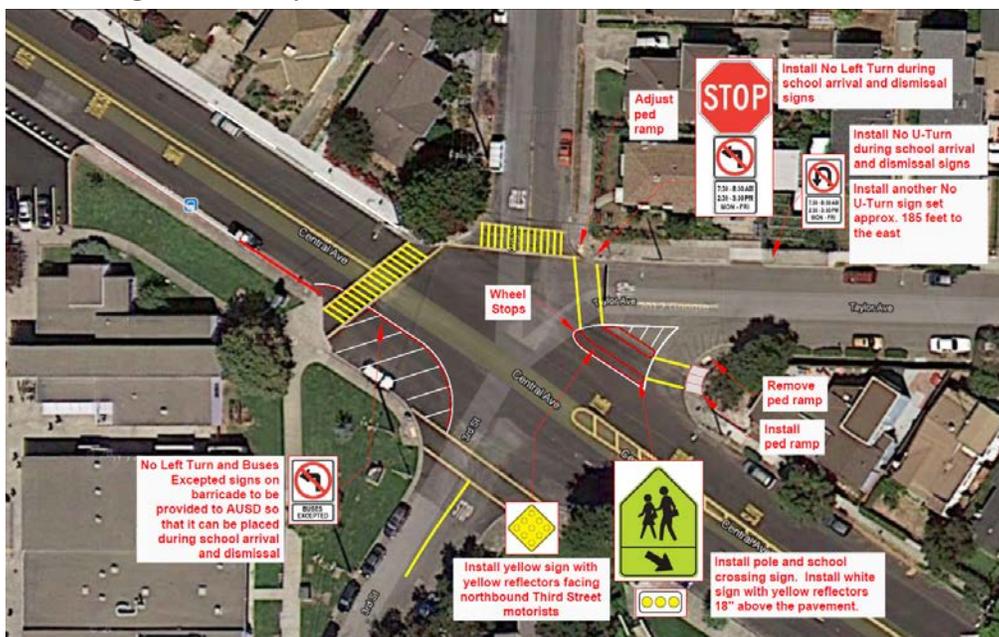
Additional improvements (that are still in discussion with school officials) involve:

- Establishing volunteers to assist with off-street passenger loading.
- Allowing only a right turn out of the staff parking lot.
- Establishing an adult volunteer to assist with the pedestrian crossing on Central Avenue.

Alternative to Recommendation #1. Taylor Avenue – Island Medians/Channelization

Similar to the “Limited Access” option above, except this improvement allows all turning movements into Taylor Avenue by reducing the length of the two long, narrow medians. While all movements are allowed, which was requested by residents at the community meetings, it does not address the limited sight distance for southbound Third Street motorists, which was a separate concern expressed by residents in the neighborhood.

Figure 18. Taylor Avenue – Island Medians/Channelization



The Island Medians/Channelization concept (Figure 18 and Exhibit 3) is provided as an option if the Transportation Commission is not supportive of restricting movements onto Taylor Avenue. Below are key points regarding “Island Medians” (relative to “Limited Access”).

1. While pedestrian crossing is improved compared to existing conditions, this “Island Medians” option results in three conflicts between pedestrians and motorists (1 outbound and 2 inbound movements), whereas the recommended option (“Limited Access”) only has 2 conflicts.
2. The Third Street crossing is still improved as the medians created with the wheel stops would reduce the turning radius of westbound motorists turning right from Central Avenue onto Third Street requiring slower speeds to make the turn.
3. While the number of conflicts in the intersection are reduced from the existing 20 possible movements, this “Island Medians” option reduces the amount of movements to 16 during school arrival and dismissal, and is the same otherwise, whereas the recommended option (“Limited Access”) reduces the amount of movements to 14 during school arrival and dismissal, and 17 otherwise.
4. The driver visibility for southbound motorists on Third Street is dependent on how far they can creep out into the intersection. This is directly limited by the Central Avenue

left turn into Taylor Avenue. As this movement is not physically obstructed in Island Medians, this concept does not provide an improvement to visibility for southbound Third Street motorists.

5. Without the improvement to driver visibility, staff would not recommend adding the on-street, white passenger loading zone on the southeast corner of Central Avenue and Third Street (as included in the Limited Access option). There are also possible conflicts with the southbound left turn movement from Third Street that are present in Island Medians, but are removed via the permanent obstructions in Limited Access.

Other Alternatives Considered

During the community outreach process, staff reviewed the following options:

- **Do nothing:** The participants of both workshops expressed that something needed to be done to improve the situation.
- **Green Bicycle Crosswalks:** There was a lack of support for this concept in the first community workshop. Participants were concerned that it would be confusing, used incorrectly, and ultimately create a worse situation for bicyclists.
- **Taylor Avenue – Exit Only:** A concept that physically prohibited inbound movements into Taylor Avenue, and only allowed outbound. Although there was support for it in the first workshop, there was a lack of it in the second. Participants were concerned about the changes to access onto Taylor Avenue from the subject intersection.
- **Taylor Avenue – Cul-de-sac:** A concept that closed Taylor Avenue at the subject intersection. There was a lack of support for this concept in the first community workshop. Participants were concerned about the changes to access onto Taylor Avenue from the subject intersection.
- **Left Turn Lane for Westbound Central Avenue:** Staff reviewed this request and found that it did not meet the criteria for a left turn lane. There would need to be at least 120 vehicles per hour (vph), during peak hours, making the turn. There was only 67 vph in the AM and 50 vph in the PM.
- **Crosswalk on the East Side of Central Avenue:** Staff reviewed this request and determined that the crosswalks are currently consolidated, which is in line with the City's standards on pedestrian safety. Consolidated crosswalks allow waiting pedestrians to build up at a corner, making them more visible and predictable to motorists. It also reduces the amount of possible conflicts.
- **Traffic Signal:** Staff reviewed this request and determined that the subject intersection did not meet the State Warrants for a traffic signal.
- **Pedestrian Beacon:** Staff reviewed the possibility of a pedestrian beacon (Figure 19) and determined that it did not meet the warrants now, but it would in the future. A pedestrian beacon operates similar to a traffic signal, except that it controls only the vehicles approaching the crosswalk and the pedestrians crossing. The pedestrian signal head of the beacon remains as a red hand until a pedestrian activates it. Once activated, the signal for the motorists turns red, and a white hand comes on for the pedestrians.
- **Roundabout:** Staff reviewed this request and determined that although it may provide benefits to vehicular traffic, it would worsen the pedestrian crossings at the intersection (which was the highest priority of these improvements). When a motorist is navigating a



Figure 19. Pedestrian Beacon

curve in the street, his/her eyes are focused mainly on the road directly in front of him/her. The design of a roundabout makes it difficult for a motorist to notice a pedestrian crossing or waiting to cross. Also, the crosswalks in a roundabout are set back from the intersection. This makes the path for a pedestrian longer if they need to cross the street, especially if they are trying to get to a kitty-corner location. Staff has observed children from Ruby Bridges Elementary School crossing through the middle of the traffic circles in Bayport. Staff expects that teenagers, who are more rebellious, to do the same.

- **All-way Stop Signs:** Staff reviewed this request conceptually, and determined that this tool was not appropriate for this intersection. The all-way stop signs would create a situation where every motorist would have to stop before proceeding through the intersection, and they would not be able to go if there was a pedestrian crossing. This would create a situation similar to what staff observed when there was no person assisting the hundreds of pedestrians crossing the street. Motorists would not get to go, and it would create a congestion problem. Also, the concerns that staff received mainly stemmed from an occurrence that happens 20 minutes in the morning and 20 minutes in the afternoon, i.e. school arrival and dismissal. It would be unnecessary to stop Central Avenue, the major movement of the intersection, for 23 hours of the day, when there are so few vehicles using Third Street and Taylor Avenue. Please see Table 1 for peak hour volumes.

Table 1. Peak Hour Volumes

Approach	Amount of Vehicles (Peak Hour AM)	Amount of Vehicles (Peak Hour PM)
Central Avenue	671	501
Third Street	215	141
Taylor Avenue	42	11

Conclusions

In conclusion, staff recommends “Taylor Avenue – Limited Access,” and the Improvements to Passenger Loading. The “Island Medians/Channelization” is an alternative to Recommendation #1 (Taylor Avenue – Limited Access). These recommendations will improve pedestrian/bicycle crossings, improve student drop-off and pick-up, simplify the intersection, and reduce congestion. “Taylor Avenue – Limited Access” would impact residents the most. There would be a permanent removal of three inbound movements for Taylor Avenue and the prohibition of turning movements through signs. The Improvements to Passenger Loading would moderately impact the residents. There would be a loss of 18 parking spaces total. Eight of the parking spaces would be for the relocated bus stop and six parking spaces would be for “Passenger Loading Zone 2”. Both of which are in front of the school. Four additional parking spaces would be for “Passenger Loading Zone 4”, located in front of the homes on the northwest corner of Central Avenue at Third Street. The ten parking spaces designated for passenger loading would only be in effect during school arrival and dismissal. The two “Official Vehicles Only” parking spaces offset with the addition of two new parking spaces. A summary of the recommendations have been provided as Table 2.

Table 2. Summary of Recommendations

Recommendation	Notes
#1) Taylor Avenue – Limited Access	<ol style="list-style-type: none"> 1. Defines Taylor Avenue crossing, provides refuge. 2. Improves Third Street crossing by slowing down right turn westbound vehicles. 3. Allows westbound vehicles to go around motorists waiting to turn left on Central Avenue. 4. Prohibits turning movements that would cause back-ups. 5. No U-turns on Taylor Avenue. 6. Reduces amount of movements in the intersection to 13 during school arrival and dismissal, and 17 otherwise. 7. Improved visibility for southbound motorists. 8. Additional on-street, passenger loading zone at the southeast corner.
#2) Improvements to Passenger Loading	<ol style="list-style-type: none"> 1. Relocates bus stop to the front of the school. 2. Installs two on-street, white passenger loading zones. 3. Relocates crosswalk and installs pedestrian ramp to improve pedestrian crossing and driveway access.
Alternative to Recommendation #1) Taylor Avenue – Island Medians/Channelization	<p>Similar to Limited Access, except:</p> <ol style="list-style-type: none"> 1. Does not obstruct any movements into or out of Taylor Avenue. 2. Prohibitions to turning are strictly through signs. 3. Reduces movements to 16 during school arrival and dismissal. 4. Does not improve visibility for southbound motorists. 5. No additional on-street, white passenger loading zone due to #5.

Outreach

The outreach on this project consists of two community workshops (April 30, 2013 and May 30, 2013) and this Transportation Commission meeting (July 24, 2013). Staff distributed outreach materials on the project via press releases, neighborhood barricades, a letter to properties within 300 feet radius of the project, the City's web site, and email list serves for the project. The compiled comments from the outreach meetings are shown in Exhibit 4. Throughout the process, staff tracked the interest in the proposed project. The community workshops and support for proposed concepts are summarized below.

- **Workshop #1 (April 30):** Staff began a dialogue with the neighborhood to share information and understand their concerns. There were 12 residents in attendance. Four concepts were presented and voted on.
 - **Concept 1 - Island Medians/Channelization:** This was an early iteration of the Island Medians improvement shown in this report. It received 0 votes for yes and 0 votes for no.
 - **Concept 2 - Limited Access:** This was an early iteration of the Limited Access improvement shown in this report. It received 2 votes for yes votes and 0 votes for no.
 - **Concept 3 - Exit Only:** This was an improvement that physically prohibited inbound movements into Taylor Avenue, and only allowed outbound. It received 4 votes for yes and 0 votes for no.
 - **Concept 4 - Cul-de-sac:** This was an improvement that closed Taylor Avenue at the subject intersection. It received 2 votes for yes votes and 1 vote for no.
 - At this meeting, residents expressed a large need for improvements to passenger loading.
- **Workshop #2 (May 30):** Based on the voting and feedback from Community Workshop #1, staff decided to proceed with “Concept 3 - Exit Only”. Staff adjusted the design per resident feedback and brought two versions to Workshop #2 – a one-way street option and a two-way street option. 25 residents were in attendance.
 - **One-way Street Option:** It received 5 votes for yes and 16 votes for no.
 - **Two-way Street Option:** It received 5 votes for yes and 14 votes for no.
 - Both iterations of “Concept 3 – Exit Only” were mainly opposed because they did not allow access into Taylor Avenue from the subject intersection.
 - **Improvements to Passenger Loading:** It received 20 votes for yes and 1 vote for no.
- **Transportation Commission (July 24, 2013):** Based on the feedback received on Concepts 3 and 4, staff has decided to bring Concept 1 and 2 (Island Medians and Limited Access) to the Transportation Commission due to the improvements that they would provide to the intersection (see Table 2). The most important of which are the improvements to the crossing at Taylor Avenue as well as the crossing at Third Street.

Although there was limited support for these Concepts, they were not officially opposed during the workshops. They are not as prohibitive as Concepts 3 and 4, and are therefore, the least inconvenient to the residents.

Public Works staff would like to acknowledge the many contributors to this proposed project especially:

- Community members who participated in the community meetings and wrote/called to express concerns or support;
- Public Works staff who facilitated meetings and assisted with technical details;
- Alex Nguyen - Assistant City Manager - for guidance and quality control; and
- Sergeant Simmons and Officer Yakas of APD for input and meeting support.

Budget Considerations/Fiscal Impact

The signage, wheel stops, and curb painting are all programmed into the City's Maintenance Budget. The wheel stops are currently in stock. Any sign or paint that is not in stock would have to be ordered or fabricated. The order-of-magnitude cost estimate for this project is expected to be under \$25,000, and will be paid for by Alameda County transportation sales tax monies – Measure B.

Recommendation

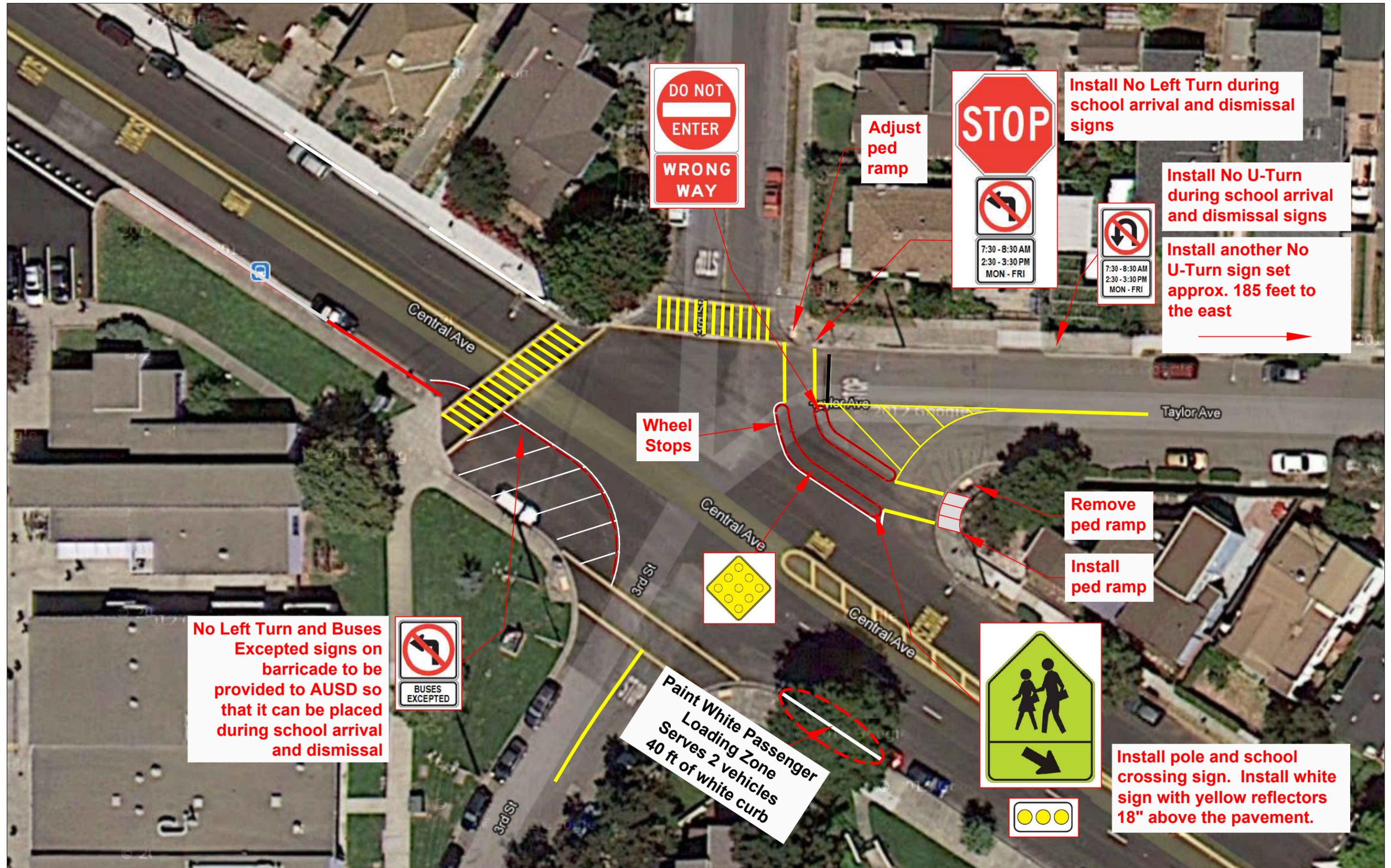
Staff requests that the Transportation Commission review and approve Recommendations #1 and #2.

Exhibits:

- 1 Taylor Avenue – Limited Access
- 2 Improvements to Passenger Loading
- 3 Taylor Avenue – Island Medians/Channelization (Alternative to Recommendation #1)
- 4 Community Comments

**Exhibit 1. Taylor Avenue – Limited
Access**

EXHIBIT 1 - TAYLOR AVENUE - LIMITED ACCESS (1:30 scale)



No Left Turn and Buses Excepted signs on barricade to be provided to AUSD so that it can be placed during school arrival and dismissal



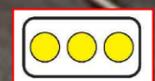
Paint White Passenger Loading Zone Serves 2 vehicles 40 ft of white curb



Wheel Stops



Install pole and school crossing sign. Install white sign with yellow reflectors 18" above the pavement.



Remove ped ramp

Install ped ramp

Adjust ped ramp

Install No Left Turn during school arrival and dismissal signs



Install No U-Turn during school arrival and dismissal signs

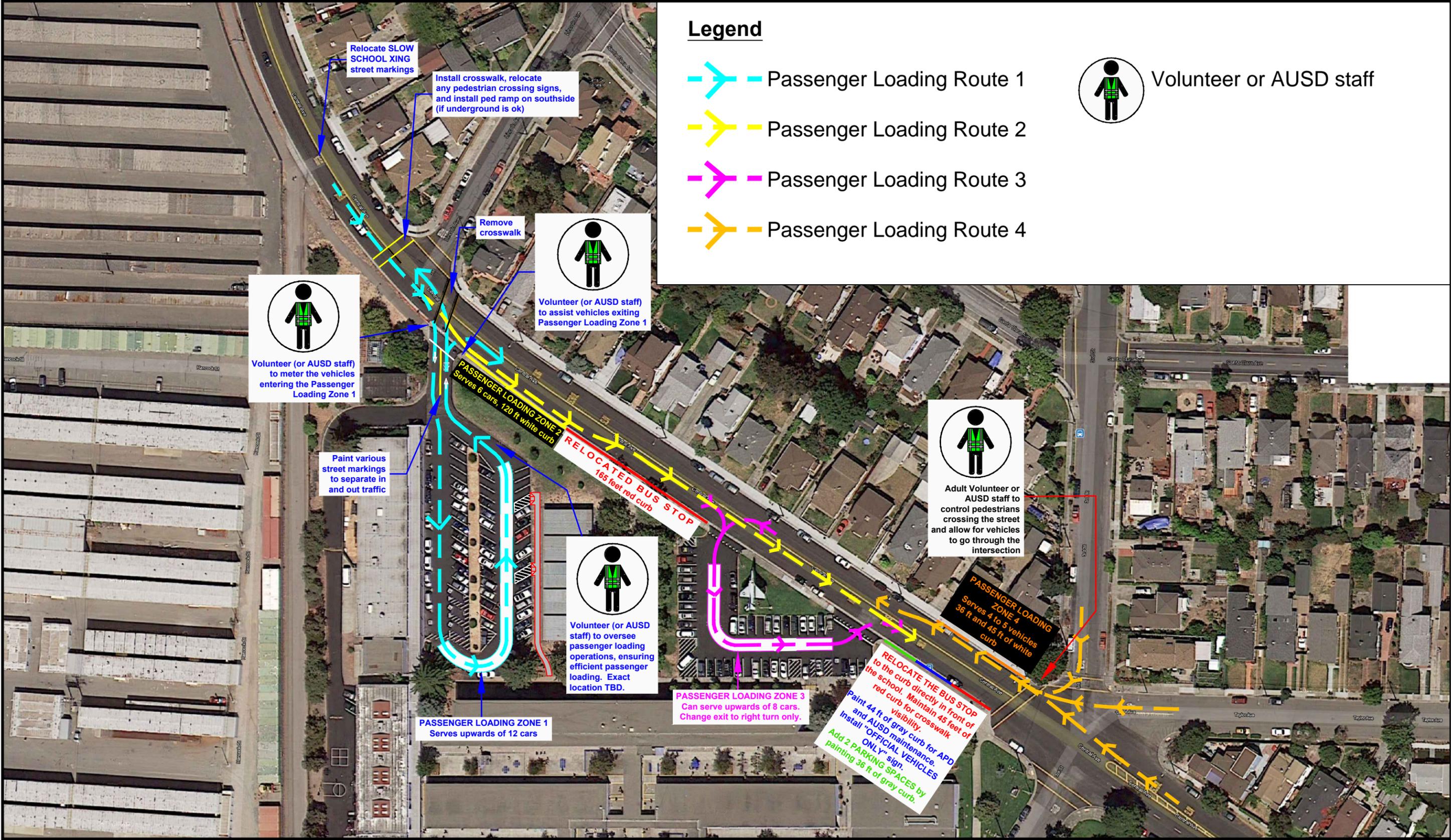


Install another No U-Turn sign set approx. 185 feet to the east



Exhibit 2. Improvements to Passenger Loading

Exhibit 3 - Improvements to Passenger Loading



**Exhibit 3. Taylor Avenue – Island
Medians/Channelization**

EXHIBIT 2 - TAYLOR AVENUE - ISLAND MEDIANS (1:30 scale)

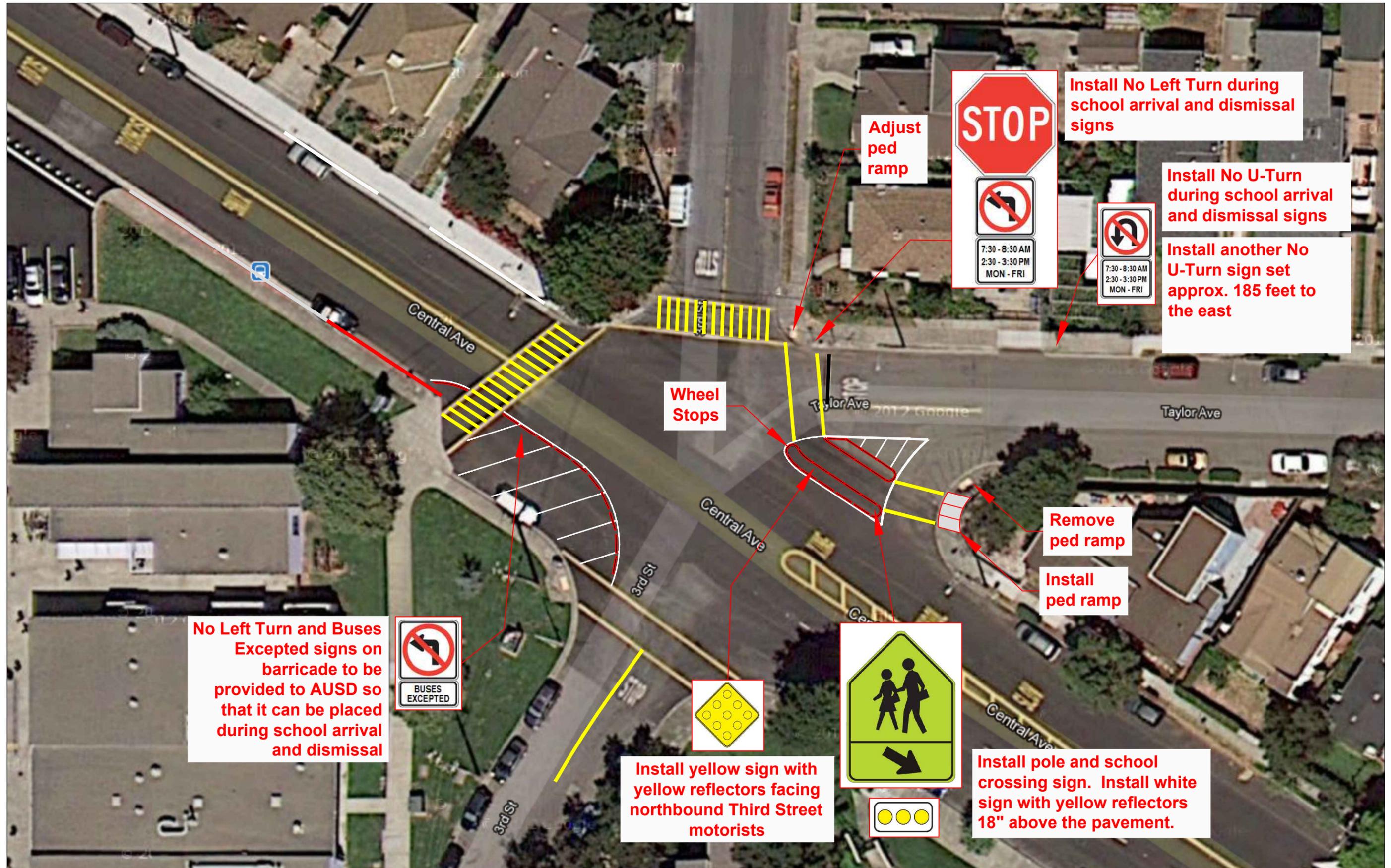


Exhibit 4. Community Comments

Intersection Improvement Project: Central Avenue/Third Street/Taylor Avenue Community Workshop #1

April 30, 2013

General Group Comments and Questions

- Proposed project goals/priorities: #5 “Improve student drop-off and pick-up” should be moved as the first priority.
- There are visibility issues for motorists stopped at Third Street traveling southbound.
- The green crosswalks are confusing and will not work for teenagers. Bicyclists may have a false sense of security. When going to Third Street in the green crosswalk, you are riding on the wrong side of Third Street. When bicyclists walk their bicycle in the green crosswalk, they are a pedestrian yet are not in the pedestrian crosswalk. Bicyclists need to follow vehicle rules.
- A marked crosswalk is desired along the eastern crossing of Central Avenue.
- Want to see traffic lights – kids would wait for the lights.
- In-pavement lighted crosswalks are desired.
- Red beacon lights are desired.
- Bicyclists can use limited access pedestrian walkway in the concept ideas.
- One lane of Central Avenue westbound is created with these concepts; need to move barrier to allow for two lanes.
- Install an exit driveway out of the westernmost parking lot at Encinal High School, and make this driveway right-turn only.
- Provide a mid-block crossing in front of Encinal High School entrance on Central Avenue.
- Provide in-pavement crosswalk lights for all crosswalks.
- Provide a westbound left-turn lane on Central Avenue at Third Street.

Break-out Group Comments and Questions

Break-out Groups – Table #1

- Concern – Driving down Third Street toward the school – turning onto Taylor Avenue – visibility is very poor.
- Too many people are speeding on Central Avenue towards the former Naval Air Station.
- Visibility turning eastbound on Central Avenue towards Webster Street is poor if cars are speeding.
- Concern about right turn from Central Avenue to Taylor Avenue – dangerous for pedestrians.
- Can parking on Central Avenue be a drop-off zone?
- Why are no traffic lights proposed?
- Why is there not a crosswalk across Central Avenue from Taylor Avenue?
- Need a formal drop-off and pick-up of students – community service for students to help off load students.
- Green bike lane is too confusing for students – should they ride? Not ride? Walk?
- Install a bike lane on Central Avenue.
- Vote: Concept 1 = 0; Concept 2 = 0; Concept 3 = 1; Concept 4 = 1

Break-out Groups – Table #2

- The afternoon seems to be more of a congestion problem – after the afternoon school dismissal.
- Move the proposed project goals/priorities #5 “Improve student drop-off and pick-up” as the second highest priority goal.
- Consider a roundabout.
- Consider a stop sign on Central Avenue.
- Consider a traffic light that becomes a blinking yellow light during the midday.
- Green crosswalk: the majority of the group expressed concern about the green crosswalks, and felt that they could be implemented when others in town are installed in conjunction with a publicity and educational campaign. No other green bike lanes have pavement stop markings.
- Third Street is not an existing Class III bike route.
- Concept #1: the no left-turn restriction from Central Avenue is confusing because it is unclear if turning onto Taylor Avenue would be allowed.
- Concept #2 has free right turn issues yet is better than Concept #1.
- Concept #4 may cause issues on Fourth Street, which is narrow with parking on both sides. More motorists use it after the signal at Central Avenue/Fourth Street was installed.
- Restrict left-turn movements from Central Avenue traveling eastbound towards Webster Street only during student drop-off and pick-up.
- The concepts provide safer pedestrian crossings of Third Street due to more constrained westbound movements from Central Avenue.
- The intersection is not a problem during the midday.
- The smaller parking lot is easier to access; the larger parking lot needs a separate entrance/exit because it is too constrained.

Break-out Groups – Table #3

- Move the proposed project goals/priorities #5 “Improve student drop-off and pick-up” as the highest priority goal.
- Is the future bike lane on Central Avenue affected by proposals?
- Volunteers from the school to assist with pedestrian crossings.
- Double parking is an issue.
- Mornings are an issue for 30 minutes; afternoons are an issue for 15 minutes; lunch also is an issue.
- Add a crosswalk on the east leg of Central Avenue.
- Change/block access for the small easterly faculty parking lot during the mornings and afternoons.
- Add exit for the westerly parking lot to provide separate in and out driveways.
- Concept #1: Like the median at Taylor Avenue/Central Avenue but eliminate the crosswalk through it.
- Concept #2: Add hardscape to make clear right only – like at South Shore Shopping Center. What do the residents think?
- Concept #2 is less preferred than Concept #1.
- Concepts 3 and 4: Concern that cul-de-sac will encourage drop-offs at cul-de-sac within the intersection and will complicate pedestrian crossings and create confusion.
- Concepts 3 and 4: Move crosswalk on Third Street – north side – to the south to improve visibility.
- Support no left turns from Central Avenue to Third Street traveling eastbound in the mornings and afternoons.
- How do bicyclists on the north/south access the green crosswalks? Concerns about bicyclist safety.
 - The participants did not like any of the cul-de-sac options.
- Consider other options such as:
 - Traffic signal
 - Change parking lots at the school to improve student drop-off and pick-up
 - Traffic circle / roundabout
 - Make temporary improvement with wheel stop permanent

Individual Written and Verbal Comments and Questions

Crossing Guards

- The only solution which will actually improve safety is one that the school or City has already begun to implement: putting a crossing guard at the crosswalks. The crossing guard---or two crossing guards---should handle foot traffic not only across Central to the high school but across Taylor. As is often the way with teenagers who are just beginning to express their independence, many students deliberately walk in front of cars trying to turn right from Central onto 3rd. To my knowledge (I've lived here 20 years) no one has ever been hit crossing 3rd (or Central) at this intersection but that is primarily due to driver forbearance, not student care. I think that a crossing guard could solve the problem...could because it is possible teenagers will deliberately disregard either him or her. (Bob Mandel) (Bob Mandel)
- Having the school resource officer there to continue to direct traffic in the mornings would help to encourage drivers to obey the new regulations. (Jerry Juhala)

Green Crosswalks - Green

- I think the existing crosswalks we have now are satisfactory and adding a new "Green Bike Lane" will only be confusing and potentially dangerous. The other option is for bicyclists to act as a motor vehicle and proceed through the intersection with the cars and then turn left into the school parking lot with the other vehicles. Of course that leaves them vulnerable to oncoming traffic as well. (Jerry Juhala)
- Painted signs do not work - after the first time, it will be ignored. (Susan Hodges)

Crosswalks / Street Crossings

- But one thing we have not discussed is the pedestrians crossing at the other end, Lincoln Avenue and Central Avenue. If more cars go to Central and Main, they will also be conflicting with the pedestrians crossing at Lincoln and Central, which currently has no traffic controls. So we are just moving the problem from one intersection to another. (Jerry Juhala)
- I'm surprised that the city is not suggesting adding a crosswalk across Central on the southern end of the intersection. Without a crosswalk there, some pedestrians are forced to go way out of their way to get to the southwest corner, and I'm sure there's a fair amount of jaywalking that occurs anyway because of that. (Robert Prinz)
- Install crosswalk from Taylor Avenue across Central Avenue to Third Street. This is the easier crossing. (Mark Dieter)
- Do you really expect the kids to walk across three streets to go to school? No way - they will go straight across the street to school. (Susan Hodges)

Concept #1 – Island Median

- Eliminate free right turn. (Mark Dieter)
- Bicycle movement may be impaired westbound on Central Avenue. Bicyclists would need to share the lane and merge with vehicles. (Lucy Gigli)

Concept #2 – Limited Access, Taylor Avenue

- Add a parklet. (Donna Eyestone)
- Bicycle movement may be impaired westbound on Central Avenue. Bicyclists would need to share the lane and merge with vehicles. (Lucy Gigli)
- Is best for Taylor Avenue residents. (John Piziali)

Concept #3 – Exit Only, Taylor Avenue

- Add a crosswalk on the east side of Central Avenue (Donna Eyestone)
- Is livable - not my favorite. (John Piziali)
- Perhaps have Westbound Taylor be a one way street between 4th and 3rd, and with a right-turn-only at the corner of 3rd. (Susie Brown)

Concept #4 – Taylor Avenue Cul-de-sac

- Absolutely not – would cut off access – prefers the grid system. (John Piziali)
- Removes nine movements - less traffic. (Steve Tung Le)

Concepts – General

- I will assume that the “Raised Curb Island” that is shown near Taylor Avenue is not something that can be driven over. This creates a choke point for vehicles traveling to school where about 30 percent of them are turning left onto Third Street to go to the rear of the school. If this Raised Curb cannot be driven over, then it will only take one car wanting to turn left to bring all the traffic to a halt. (Jerry Juhala)
- The answer is to make a dedicated left turn lane to allow cars to stay separated that want to turn left onto Third Street. (Jerry Juhala)

Enforcement

- Increase traffic enforcement on Central to slow traffic. (Mark Dieter)
- I like the enforcement. (Steve Tung Le)

Immediate Improvements – Hatch Markings Triangle Area

- I think that the grid that has been painted on Taylor Avenue is a bad idea and will increase congestion. It is too wide. Its current configuration means that anyone trying to turn right from Central Avenue onto Third Street must stop and wait for all traffic which is backed up as drivers wait for students to walk across Central Avenue so it actually increases inconvenience. I think the grid (if it is necessary at all) should be narrowed so that there is actually a right turn lane available. However, I surmise that the intent of the grid is exactly to slow traffic and actually force people to stop if there's a backup on Central Avenue. I can understand that from the perspective of student safety. (Bob Mandel)

Immediate Improvements – Raised Curbs/Hatch Markings

- Congestion of vehicles leaving the parking lot has increased due to the inability of vehicles to pass when at least two vehicles are attempting a left turn onto Third Street. So conflicts are reduced but congestion is increased. And along with congestion comes driver frustration. (Jerry Juhala)

Student Drop-off / Pick-up

- Construct a new driveway at northwest Encinal High School parking lot. (Wendell Stewart)
- My early morning observation is seeing illegal u-turns on Third Street, IN the intersection of Santa Clara Avenue and Third Street, but also in the short block of Third Street between Santa Clara Avenue and Central Avenue. (Susie Brown)
- I like the school drop-off zone using the school front parking lot. (Steve Tung Le)

Traffic Circle / Roundabout

- Consider a traffic circle/rotary (Donna Eyestone)
- Consider a traffic circle or roundabout (Tim Rumrill)

Traffic Signal or Stop Sign

- I would suggest also adding a push-button or detector-actuated HAWK beacon (http://en.wikipedia.org/wiki/HAWK_beacon) be installed there to give both pedestrians and bicyclists a clear and legal right of way and to ensure that car traffic stops and yields to them. (Robert Prinz)
- Stop sign or light to stop traffic along Central at a minimum, during school traffic hours. (Alex Dannenbaum)
- Consider a traffic signal. (Tim Rumrill)
- Consider a traffic light. (Wendell Stewart)
- I like the traffic lights. (Steve Tung Le)
- The safest way for the students, and to keep the flow of the cars , install a three-way traffic light like we have at Encinal - Sherman- Alameda St. (Caroline Ardourel)

Turn Restrictions – No Left Turn from Central Avenue

- A No Left Turn Sign would greatly help this area. Placement of the sign would be key so that it can be seen by the drivers at all times. (Jerry Juhala)

Visibility

- The curve to the west on Central Avenue makes it difficult to see. (Donna Eyestone)

Intersection Improvement Project: Central Avenue/Third Street/Taylor Avenue Community Workshop #2 – Thursday, May 30, 2013

Comments and Questions Summary

General Group Comments and Questions

- Do you need to provide u-turns?
- There is limited visibility traveling southbound on Third Street at the intersection.
- Boat ramp/Central Avenue is a problematic intersection.
- Encourage walking or drop-off farther away from school.

Break-out Group Comments and Questions

Break-out Groups – Table #1

- Pedestrian signal is a positive.
- The one-way option is preferred over the two-way option for simplicity and parking.
- A low barrier in the one-way option provides more pedestrian protection.
- Leave it as is because it is only a problem during student drop-off and pick-up.
- Changes to the school parking lot, white curb and to the bus stop are a positive.
- Use a crossing guard.
- Consider a one-way street on Third Street between Central Avenue and Santa Clara Avenue.
- Roundabouts would not work because Americans do not understand them.
- Sharrows should not be placed in a pedestrian facility.
- Bike lanes should be placed on Central Avenue – they are part of the Bike Plan.
- A crosswalk should be installed on the east side of the intersection crossing Central Avenue to encourage traffic calming.

Break-out Groups – Table #2

- Flashing lights and stop signs or lights.
- In-pavement crosswalk lights.
- No left turns.

Break-out Groups – Table #3

- Third Street is a concern for pedestrians and motorists.
- The options do not address the southbound left-turn from Third Street.
- Pedestrian crossings at Third Street still are a concern.
- Taylor Avenue is not a problem and has no traffic. It is used for pick-up and drop-off students.
- Roundabouts would encourage traffic calming, are cheaper than a signal and reduce conflicts with pedestrians. It would be helpful to have a crosswalk on the east side of the intersection.
- Tree trimming at Third Street and Central Avenue would improve visibility.
- School improvements such as the bus stop, white curb and Central Avenue/Lincoln Avenue crosswalk changes are a positive.
- Bump out corner of Third Street and Central Avenue.
- The exit only Taylor Avenue options are an example of over engineering.
- The bollards look temporary and get knocked down.
- Look at City of Seattle traffic circle.
- Work with AC Transit to re-route buses off of Third Street.

Break-out Groups – Table #4

- No parking removal on Fourth Street.
- The options add congestion on Taylor Avenue and Third Street.
- The options limit access/convenience on Taylor Avenue. Do not want restrictions in/out of Taylor Avenue. Sacrificing Taylor Avenue residents for a student problem that occurs less than one hour per day.
- The options will increase drop-off/pick-up on Fourth Street.
- Taylor Avenue/Fourth Street would have increased traffic.
- Congestion is only an issue at 8 a.m. and 3 p.m.
- All way stop – could add more congestion. Analyze it as a pilot project.
- Do a speed survey.
- Want the white curb, no left turn restrictions during school hours and bus stop improvements.
- Work with school on drop-off and pick-up improvements.
- Like the pedestrian beacon but more aesthetically pleasing.
- Install in-pavement crosswalk lights.
- Change the painted island to concrete along with pavement crosswalk lights.
- Eliminate through movement from the eastbound Central Avenue to Taylor Avenue.

Individual Written and Verbal Comments and Questions

Enforcement

- Have there been any speed surveys on Central Avenue? (Jerry Juhala)
- Enforce double parking laws. (Debbie Jennings)

Exit Only Out of Taylor Avenue - Two Way Option

- Modify entrance bulb-out projection. (Mark Dieter)
- If it is two-way, drivers may want to make u-turns at the end of Taylor Avenue and Third Street. (Brian Stanley)
- If the City cannot install traffic lights then exit only, two-way option is my second choice. (Tung Steve Le)

Exit Only Out of Taylor Avenue - One Way Option

- No one way – it is more constraining than a cul-de-sac. (John Piziali)
- Reduces traffic confusion. (Brian Stanley)
- As a resident of Taylor Avenue, I am completely against turning Taylor Avenue into a one-way street. I think it is unnecessary, and will create more traffic on surrounding streets as residents who live on Taylor Avenue between Third Street and Fourth Street have to drive around the block to get home. It also will be a major hassle, and would impact me every single day. (K.E. Greaves)

General

- This is my first Alameda community presentation (after living in Danville for almost ten years). I was very impressed with the quality of the presentation and the general demeanor and desire to collaborate. Again, an example of the qualities of Alameda planning – keep up the good work. (Craig Buricheap)
- What about moving the high school to Alameda Point? (Jerry Juhala)
- Keep in mind that the kids love making the cars wait for them as they cross Central. In fact, kids, cross the street, then in mid street turn around/wait, loiter, whatever. Keep in mind that normal street slimming strategies, such as the city has done at the many cross streets of Webster and Park streets may not be the best alternative at this site as the kids fully control this intersection as is, as opposed to what happens on a busy business district. (Randy Rentschler)
- The proposal to accommodate student drop-off for approximately half-hour to 45 minutes a day nine months out of the year versus the impact to residents 24/7, 365 days a year is lopsided. (K.E. Greaves)

In-pavement Crosswalk Lights

- Pedestrian light for Third Street to Central Avenue. (Kurt/Veronica Peterson)
- Add in-pavement lights. (Kristin Welch)

Parking Removal on Fourth Street at Taylor Avenue

- The parking spots on Fourth Street are used almost 100 percent of the time. There are a number of multi-family units on Fourth Street between Taylor Avenue and Central Avenue. The tenants use these spots every day. As an owner of a four-plex on this street, I feel very strongly that no parking space be removed. With the making of Taylor Avenue as a one-way street, more traffic will be on Fourth Street; however, I feel that fixing the intersection will be helpful. I do not

believe you need to remove parking on Fourth Street to accommodate this intersection improvement. (Melinda Margolis)

- Against removing any parking on Fourth Street. (Wendy Williams)

Options – General

- Want to see barrier to slow down turns from Central Avenue to Third Street. (Kurt/Veronica Peterson)
- Keep access to Taylor Avenue both ways. (Kurt/Veronica Peterson)
- Sharrow encourages cyclists to act like pedestrians. Put bike lanes on Central Avenue instead. It is part of the bike plan. (Mark Dieter)
- Encourage bicycling, walking and public transit use. Every person who walks, bikes or takes bus to school or ferry is one less person who drives through this intersection two times per day. (Mark Dieter)
- I still want my right turn from Central Avenue onto Taylor Avenue going west. (John Piziali)
- Formalize the striped median. (Kristin Welch)
- Taylor Avenue is not the problem with the intersection. I doubt performing major engineering to the least used street in the intersection to fix the heavy congestion elsewhere will have the intended effect. Slow traffic on Central Avenue. (Ken Arneson)
- I do not care about the decision on Taylor Avenue. That is a small part of the problem. What I care about is being able to turn left or right safely onto Central Avenue. Traffic moves fast – greater than 25 miles per hour - and visibility is poor – slow it down. Taylor Avenue could be a one-way street – if the residents there do not oppose it – but Taylor Avenue is not as big a problem as Third Street is. It needs improvements. (Sonia Christensen Stewart)
- Make Taylor Avenue a “resident traffic” only or “no through traffic” between Third and Fourth streets. (Debbie Jennings)
- Median to block Taylor Avenue will deface my block. (Debbie Jennings)
- Trim tree back at Third Street and Central Avenue. (Debbie Jennings)
- Making Taylor Avenue a one-way street or a cul-de-sac just moves the problem to Taylor Avenue with increase traffic and more u-turns. (Harold Jennings)
- Restricting the move from Central to Taylor/3rd would result in a much worst situation on Central, east of this location. As that road space widens in the Central/Taylor/3rd intersection, many cars are able to take the hard right onto Taylor, or the soft right onto 4th. Absent this bail out, the intersection is a mess and the bad behavior of drivers dropping off kids right on Central, makes this bail-out a gotta have. (Randy Rentschler)
- The current paint job creates a no-man's land that no-one understands. It used to be a very efficient drop off and pick place. (Randy Rentschler)
- What will almost certainly happen is that drivers will migrate to parallel streets of Taylor and Santa Clara, streets now used by many, many kids (mine included) who find those to be the safest bike streets to take. This would be a very significant mistake until and unless other safe routes to school are applied for kids riding to Encinal. (Randy Rentschler)
- I have lived on Taylor Avenue for 15 years and dealing with a little bit of traffic for a short period of time is just part of the “charm” of living on my street. There is very little traffic during the other 23 hours of the day and so implementing such major traffic changes is disproportionate to the problem you are trying to solve. (K.E. Greaves)

Roundabout

- A well designed roundabout solves more of the concerns than the other solutions presented (though it has some problems, which were brought up). (Chris Finn)
- Best options – roundabout or a four/five-way stop. (Sonia Christensen Stewart)
- I prefer a rotary solution where all vehicular movement is predictable and speed is necessarily reduced with crosswalks across all five streets – potentially adding sidewalk/curb at the southeast corner of Taylor Avenue and Central Avenue to make an even curve. (Lisa Finn)
- Add sculpture or landscape feature in the center of a roundabout. Add a crosswalk on the east side of the intersection across Central Avenue. Paint stripe center of Third Street. Provide raised paving. (Chris Finn)

Student Drop-off / Pick-up

- Should be suggested the importance of students walking to school or part of the way to school. (Kurt/Veronica Peterson)
- Add white zone and move bus stops to entrance of school. (Kristin Welch)
- Add street painting to keep the areas in front of the driveways clear of cars so they can exit the parking lot. (Jerry Juhala)
- School needs to get involved to teach safety. (Jeannie McBurney)
- Moving bus stop is ideal. Improvements to school for driveway and moving the crosswalk are optional. (Teresa Horton)
- Move bus stop for students pick up and drop off. (James Lester)
- Move bus stop, white paint drop-off and the western crosswalk. (Susan Hodges)
- Does not like parents dropping off kids on Taylor Avenue. (Debbie Jennings)
- Does not like the U-Turns that the parents make on Taylor Avenue (mid-block or at Third Street intersection) (Debbie Jennings)

Traffic Lights or Stop Sign

- Stop lights would be best. Why lights at Webster Street and Pacific Avenue and not here? (Kurt/Veronica Peterson)
- Add beacon. (Kristin Welch)
- Best options – roundabout or a four/five-way stop. (Sonia Christensen Stewart)
- Add stop light or stop signs at all ways. (Debbie Jennings)
- Install stop signs or lights. (Harold Jennings)
- Stop lights are helpful. (Carol Chong)
- I am for flashing lights with important signs whether red or yellow – not just night time reflectors. Traffic lights are a better solution. (Jeannie McBurney)
- Flashing yellow lights on curb or medium. (Steve Galena)
- Signal light resolves all of these problems. (Teresa Horton)
- Traffic lights: there are at least three five-way intersections with stop lights – intersections work. (Susan Hodges)
- My opinion is to have the traffic lights. It is the best to take control of the traffic at this intersection. Another reason for the traffic control is to slow down some drivers who drive fast at the non-busy times. I witness a lot of fast drivers at night time on Central Avenue. (Tung Steve Le)

Turn Restrictions

- Make entire intersection “No Left Turns.” (Debbie Jennings)
- Stop u-turns on Taylor Avenue after “drop-off.” (Debbie Jennings)

- No right turns from Central Avenue onto Third Street going northbound from 7 a.m. to 9 a.m. (Debbie Jennings)
- We need less left turns / right turns only are important. (Jeannie McBurney)

Visibility

- Improve visibility when turning left from Third Street onto Central Avenue. (Ken Arneson)