

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)

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)

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)