Staff Responses and Compilation of Community Comments on the Central Avenue Safety Improvement Concept

(as of November 9, 2015)

This document represents the 1) staff responses to comments and the 2) actual comments received by staff/consultant team starting with the first community workshop in April 2015 up to the second Transportation Commission meeting in November 2015.

Staff Responses to Street Segment Comments

Pacific/Main to Boat Ramp Road/Encinal High School (Alameda Point area)

The two-way separated bikeway on the west side of the Central Avenue would terminate at the multi-use path on the west side of Main Street making for a continuous bikeway to the ferry terminal on the west side of the street. The City will consider extending the northbound bike lane beyond Central Avenue to Main Street and the Main Street ferry terminal. The new median near Main Street would have drought tolerant plants. The City will continue to work with the Alameda Unified School District on ways to improve the off-set intersection at Lincoln Avenue/Boat Ramp Road. A separate bicycle signal phase at the recommended Third Street/Taylor Avenue traffic signal will help improve bicycle safety for bicyclists traveling in the two-way separated bikeway.

Boat Ramp Road to Third Street/Taylor Street (Encinal High School area)

Staff agrees that the priority in this section is to constrain bicyclists to a more protected bikeway that the two-way separated bikeway would provide in front of Encinal High School. The concept would not move the jet.

Third Street to Fourth Street/Ballena Boulevard

Staff agrees with the majority of survey respondents that the two-way separated bikeway on the south side of the street is the preferred option. The concept would remove parking on either side of the driveway on the south side of the street to increase visibility of bicyclists in the two-way bikeway. A bicycle signal phase would be added to the Fourth Street traffic signal to improve safety for bicyclists in the two-way bikeway. The median would have drought tolerant plants.

Fourth/Ballena Blvd to Sherman Street/Encinal Avenue

Due to the constrained street width of 56 feet for most of this segment, buffered bike lanes were not possible with a center turn lane, which has safety benefits for all street users. The concept would extend the two-way separated bikeway east to the Paden School driveway. On-street parking is in high demand so staff is not recommending the elimination of significant parking or a parking lane to accommodate buffered bike lanes or separated

bikeways. Accessible on-street parking would be provided by using part of the landscape strip to accommodate the eight feet width that is needed. Motorists would travel around garbage trucks and delivery trucks into the recommended center turn lane when these vehicles are double parked. Santa Clara Avenue would not be considered a better alternative because it is narrower, does not have a center turn lane, is a major route for AC Transit, is not part of the San Francisco Bay Trail and would not provide a cross island bikeway.

Goals

Encourage bicycling and walking.

Due to the constrained street width of 56 feet for most of this segment, buffered bike lanes were not possible with a center turn lane, which has safety benefits for all street users, and Class II bike lanes are recommended. Bikeways between the curb and on-street parking would require parking loss adjacent to driveways due to the need to improve visibility at driveways, which are more frequent on the east end of the study area so Class II bike lanes are recommended. Staff agrees with the majority of the community members wanting flashing beacons, new marked crosswalks and curb extensions, which is recommended as part of the concept and placed strategically throughout the study area.

Improve safety.

The motor vehicle travel lane reduction from four lanes to three lanes will eliminate the multiple threat conflict where the lead car that stops for a person walking across the street blocks a second motorist traveling behind from being able to see the pedestrian. A bikeway will reduce the likelihood of bicyclists traveling on sidewalks making the sidewalks more comfortable and safe for pedestrians. The recommended center turn lane is expected to reduce the frequency of head-on collisions. The center turn lane also would make it easier for motorists to turn left from side streets onto Central Avenue, and would make it easier for people to cross the street since they would be crossing three motor vehicle travel lanes instead of four. The concept recommends that some intersections have improved visibility with curb extensions, which make it easier to see people trying to walk across the street.

Improve the streetscape.

Staff would distribute the new tree canopy in the west end to consider the sun, shade, street lights, shadows and other visibility issues. Staff would work with the Alameda Municipal Power staff to consider undergrounding utilities using the Underground Utility District monies and to install new streetlights that consider “dark sky” treatments. Studies show that trees help motorists reduce speeds making the street safer for all users. Staff would consider pervious pavements, where possible, and would install street trees to reduce the impacts on the adjacent sidewalk using at least four foot wide tree wells. More storm water

retention would be provided at the new medians by Main Street, Fourth Street and Sherman Street.

Traffic calming.

Staff agrees with the requests for traffic lights at the Third Street/Taylor Avenue intersection. A traffic circle or roundabout would not be appropriate at this intersection due to the proximity of the high school and the desire to constrain pedestrian movements so that motorists also can proceed. The signal would have a separate bicycle signal phase to isolate bicyclist movements from motorist movements to increase safety. The concept recommends that intersections throughout the study area would be improved with curb extensions, new marked crosswalks, flashing beacons, a tree canopy, a bikeway and medians, which helps calm traffic and decrease speeds.

Encourage transit use.

City staff are working with AC Transit to improve bus service throughout the city as part of AC Transit's Service Expansion Plan and Major Corridors Study as well as the City's planning effort – Citywide Transit Plan and Transportation Demand Management Plan. This Central Avenue corridor concept focuses on infrastructure improvements to bus stops and not on operational improvements to bus services.

Revitalize West Alameda.

The concept would minimize delay for motorists to reduce the likelihood of spillover traffic or diversions to other streets. When delivery trucks or trash collector trucks block the motor vehicle lane, motorists would pass using the recommended center turn lane. Santa Clara Avenue would not be considered a better alternative because it is narrower so does not have a center turn lane, is a major route for AC Transit, is not part of the San Francisco Bay Trail, is not located adjacent to both high schools and would not provide a cross island bikeway. The concept would have a net gain in on-street parking, and would reduce parking at strategic locations to provide additional marked crosswalks and better visibility, which improve safety for people walking across the street and bicycling. Unlike the Shore Line Drive/Westline Drive bikeway project, the City does not recommend reducing the motor vehicle travel lanes from four to two. This Central Avenue concept recommends reducing the motor vehicle travel lanes from four to three lanes.

Improve public access to the San Francisco Bay.

The concept recommends improved access at the San Francisco Bay Trail entrance east of Fifth Street including a new marked crosswalk, curb extensions, pedestrian refuge area and flashing beacons.

Minimize disruptions to motorists.

The concept would minimize delay for motorists to reduce the likelihood of spillover traffic or diversions to other streets. When delivery trucks or trash collector trucks block the

motor vehicle lane, motorists would pass using the recommended center turn lane. The concept would have a net gain in on-street parking, and would reduce parking at strategic locations to provide additional marked crosswalks and better visibility, which improve safety for people walking across the street and bicycling.

Improve truck access.

Staff would work with adjacent property owners and tenants on potential loading zones in front of businesses. The adjacent center turn lane would help oversized trucks. The Fire and Police Department representatives reviewed the concept, and are comfortable with it. Studies show that the ideal travel lane width is between 10 feet and 11 feet to help reduce speeding. Since trucks make up only one to four percent of the motorist volume, the concept recommends the street widths of 10 feet to 11 feet that help reduce speeding, which reduces collisions and the severity of collisions.

Street Segments

Pacific/Main to Boat Ramp Road/Encinal High School

Open Forum On-line Survey Results: How would you rank Corridor Segment #1's preferred option? (1 as favored and 5 as not favored) Responses: 117

	Response Percent	Response Count
1	65.8%	77
2	10.3%	12
3	3.4%	4
4	2.6%	3
5	17.9%	21

Comments

- Should it be a coup? Class II would be the most viable.
- Three lanes, Class II.
- Like having cycle track plus class 2 bike lanes.
- Off street cycle track.
- Definitely no cycle track. Businesses at Ralph Appezzato & Main St need access in & out from multiple directions, e.g. how does westbound on Appezzato visit the businesses no the corner?
- Ok with this cycle track on school side.
- Two way cycle track or like Fernside area is ok.
- Concerned about seemingly “disjointed” paths & infrastructure. I strongly believe that having a proper network for bicycling will encourage alternative modes of transport (non-car) and reduce congestion, and be good for the city (reduce need for parking).
- Very reasonable, not as sure loading space as a priority, but love encouraging bikes.
- Reduce sidewalk width and remove “fast” bike lane so you can add a center 2-way turn lane.
- Looks great. It will be a real impact.
- Option should maintain continuity with other segments' bike lanes minimizing requirement for bikes to change sides of the road.
- I agree that the intersection at Pacific/Central would benefit from a revision.
- Make it as bike-friendly as possible, please! I really enjoy the Fernside model and use

it a lot.

- It is unnecessary.
- As long as there is a bike lane I'd be happy!
- We need bike lanes for sure. 100% behind that.
- There is already an existing bike lane on Santa Clara. This change is unnecessary. The street is not wide enough for a two way cycle track. It is confusing to have so many different approaches in different segments.
- The picture and description of the proposal are confusing.
- Great! All of Central should follow this proven safe and effective model making roadways safe for all age bicycle riders for increased riding and reduced car driving.
- This will be great for the west end. I hope that this design takes in account future expansion.
- Much Improved.
- Are there any street crossings in this area and if so, where would a pedestrian wait so that they are visible to drivers at the intersection?
- The Pacific change is much needed, but I'm confused and concerned about the land being taken from Encinal High (will there be a land swap with the city to offset this?) to expand the boat ramp access road which is barely used at present. If the expectation is that the West Ticonderoga road will be in heavy use, why are there two intersections right on top of each other? Are there lights at both intersections? This seems like its worsening an intersection which is already dangerous because cars on Lincoln and Central already can't see each other, let alone the kids that cross there every day.
- Make the zone between the parked cars and the bikeway similar to Fernside by Lincoln Middle School to accommodate soccer players/families and avoid conflicts with bicyclists.
- I frankly cannot understand the B&W bird's eye image showing the lanes in more detail but absolutely agree with using the protected buffer Fernside model for bikes/peds along that street (ideally to the ferry)
- Please don't make any part of Central Avenue like Shoreline.
- My 8 year old son and I ride around Alameda safely on the sidewalks. I don't support removing traffic lanes for a cycle track. Our city is in much need of street paving, sidewalk repair, tree trimming, etc. Why would the city and the people who live here support spending money on a "nice to have"?
- I ride my bike on this section daily to get to the ferry landing at the end of Main. This feels like a much more balanced use of the street real estate than the current situation.
- Going towards Main St and the Ferry terminal, it looks like the bike lane is 2-way and on the opposite side of the street. If so, how would a bicyclist connect with the existing bike path that's on the right side of the road going towards the ferry?
- How does this connect with the existing multi-use paths continuing toward Main St Ferry terminal?
- It would cut through the storage and the car lot, damaging those businesses. I would hope the businesses would be compensated appropriately

- What about the other side. Why not a shared use path on the Alameda Point Land? Should be very similar to whatever is done in front of Encinal High School.
- I am concerned about how the proposed Central Ave realignment cuts thru the mini-storage facilities - what if any compensation for those businesses? I am also unclear on the reason for relocating the entrance to the boat ramp access thru the corner of the Encinal school campus.
- As we get more people on the island, this stretch will become even harder to navigate as people use it to bypass Webster improvement to that area.
- How will that impact residents? Will they be able to use their driveways? Seems like a waste of money when there isn't a huge problem with that area as it is.
- Out of the 4 this is the least urgent currently. That's a lot of turn lanes.
- Why is this section being replanned after all the time, meetings and money that planned it during the Alameda Point planning process?
- Yes (30)
- No (10)
- Leave the street alone! The bikes have plenty of other streets.
- Improved safety for Alameda ferry biking.
- Redoing is ok I still can't envision what it will look like.
- I like reconfiguring Main/Pacific intersection. Now Lincoln/Central sounds dangerous without light due to poor visibility.
- Yes to accommodate route to Alameda Point & new ferry terminal.
- Will they accommodate disabled drivers/parkers?
- Still concerned that there are too many transitions – confusing to people.
- Disapprove any cycle track that places parking between street and cycle track. Completely unacceptable how it blocks out access to businesses at Ralph Appezzato and Main if extended from Pacific to Ralph Appezzato (on east side of Main).
- I strangely endorse the plan as presented for this segment. In particular, the cycle track is appreciated, for bicycling to the ferry.
- Concern with new additions around Lincoln crossing Central. Will add traffic to road.
- Absolutely not "stupid is what stupid does".
- No cycle track. Keep all motor vehicle lanes.
- Too many bike lanes
- I like the middle turn lane and one lane traffic. Each way slower traffic. Keep parking on each side of the road, paint bike lane wide enough with bright green color (Oakland's bike lanes and wide enough that parked car doors cannot swing open and hit bicyclists. I own a business on Central and Webster, and I bike to work around every day, Thanks.
- Are your planners qualified in roadway design? I'd like Fernside like streets.
- Yes, would like the bike path to continue to the ferry building. Not a problem now, but when the point gets crowded.
- Leave the current traffic pattern as is.
- Yes fine with design.
- Yes, but what's the cost of moving part of the storage business.

- Cool. Spend the least amount of money possible.
- Yes – Point Development will require refinements as a default.
- I like having the bike lane.
- After Shoreline I am concerned about the ugly factor.
- I still do not see any detailed map and cross section diagrams for Segment 1. Has a map been prepared yet?
- Well, it happened again. One of Alameda's worst intersections. Main St. @ Pacific & Central. Fortunately, the guy didn't take out the traffic lights as has happened multiple times in the past but that intersection is so convoluted & if you're inebriated, you don't have a chance (as all these drivers were). He kept going south on Main (as if Main would go straight) and hit the curb. Then he took off on foot. Can't wait for the Central Ave. Complete Street Project to happen.
- Please maintain consistent Class II bike lanes throughout the project.
- This is an area that can accommodate students on bikes. We need to be sure it is as safe as possible.
- As we get more people on the island, this stretch will become even harder to navigate as people use it to bypass Webster.
- Cycle track is the way to go!
- Too much emphasis on cycling and not enough on moving potential increase in auto traffic through this section of the island.
- I am all for bike lanes and/or buffered bike lanes approaching the schools.
- Cycle Tracks are the safest method for keep Alameda's kids and more cautious riders safe. I have two 1st grade age kids and will not let them ride on any other type of bikeway - we end up riding on the sidewalk.
- Love the idea of moving the street. Would be nice if the planting strip looked better than the one on Fernside though. Suggest using native grasses and lavender and other drought-tolerant flowering plants.
- Make the zone between the parked cars and the bikeway similar to Fernside by Lincoln Middle School to accommodate soccer players/families and avoid conflicts with bicyclists.
- Option should maintain continuity with other segments' bike lanes minimizing requirement for bikes to change sides of the road. How does this connect with the existing multi-use paths continuing toward Main St Ferry terminal?
- Protected bike lanes result in drivers and cyclists hitting car doors as they open.
- Separating bike traffic from car traffic is very important to me, whenever possible.
- We absolutely need physically separated bike lanes in each direction on this section. If we want to stop people driving single-occupied vehicles to the ferry terminal, we need to provide them with safe-alternatives. Please don't do a single, bi-directional cycle track like shoreline. That's not sufficient capacity when 10-50 bikes get off the ferry at the same time.
- Separated and buffered bike lanes, where pedestrian traffic, and car traffic do not interact, so walk way, bike lane, buffer standing area, parking, traffic both ways turn

lane if possible, parking, standing /unloading zone, 1/2 raised bike lane over intersections, to slow traffic, pedestrian walkway.

- If the option is the cycle track plus class two lanes as presented at the 2nd workshop than I favor it. It's not written that way here. I support the protected cycle track option.
- I like the plan for the separate bicycle track. My experience riding on both Fernside and South Shore is that the separation makes cycling along the roadways much safer.
- Make it as bike-friendly as possible, please! I really enjoy the Fernside model and use it a lot.
- I am a cyclist in town and feel much safer being as far removed as possible from moving car traffic.
- While I like how this design is implemented on Fernside, I think it would be better to have a consistent design throughout the project area. Having up to four different designs seems like it would be confusing for all people traveling through the area. For this reason, I generally favor Class II bike lanes (or buffered bike lanes).
- Would this section have the Cycle Track, two way, to match the other same type segments; And would there be appropriate crosswalks from the opposite side to feed into the Winery and boat shuttle to accommodate increased bicycle commuter use.
- As long as there is a bike lane I'd be happy!
- We need bike lanes for sure. 100% behind that. I'd rather have two one-way bike lanes on each side of the road that goes with traffic.
- Great! All of central should follow this proven safe and effective model making roadways safe for all age bicycle riders for increased riding and reduced car driving.
- This will be great for the west end. I hope that this design takes in account future expansion.
- Use parked cars as a barrier between cyclists they are cheaper than a child's life and much easier to fix.
- Good in that it is safer for bikers. The bike lane is enclosed and next to sidewalks. There are currently no safe options for riding to the point.
- Alameda can't have enough bike lanes that are protected from moving cars by having either parked cars (like Shoreline) or planter strips between them!
- Separated bike path, cycle track, is the safest for the whole community. We would be very wise to invest in this now, as we're developing the base, so our city becomes safer and more liveable.
- General Statements/Suggestions
    - Good.
    - Great.
    - This is good.
    - Like the concept as presented – best practices!
    - Ok.
    - No comment x 3 don’t shoreline it!!
    - This is where I live on Central and I like the preferred option the best.
    - Projected utilization? Why Central and why not Lincoln?
    - Ok.

- Like.
- Group recommendation.
- Go to Lincoln Ave.
- This is ok.
- Good idea.
- Good idea.
- Cars provide jobs, school access. Leave maximum lanes open! Bikes are for exercise & fun not to enjoy and in incorrect go shopping. Bikes don't work for senior citizens!
- Sky is limit/no problem with it.
- Concern about disjointed paths:
  - Proposal is excellent – we want to minimize the number of transitions so we think sections 1, 2 & 3 should be cohesive and connect with the plans for the point.
  - If part of the goal is to encourage biking to the ferries, how is it going to blend onto main? Most bicyclists use one lane of main (35mph) instead of the paths on either side because the paths are in disrepair. Keep it aesthetically pleasing, unlike Shoreline.
- Please clarify cross-section for segment 1 (like you did for 2,3,4)
- Appears Central is wider, which means you will go from two lanes to one at Lincoln/Central when heading eastbound.

Boat Ramp Road to Third Street/Taylor Street (Encinal High School)

Open Forum On-line Survey Results: How would you rank Corridor Segment #2's preferred option? (1 as favored and 5 as not favored) Responses: 117

	Response Percent	Response Count
1	55.6%	65
2	15.4%	18
3	6.0%	7
4	5.1%	6
5	17.9%	21

Comments

- I'm ok with this but would rather see class II lanes on the street in both directions. That would decimate residential parking, however. How do you transition from cycle tracks

eastbound to Class II lanes @ Third & Taylor? (Adjacent to auto travel lanes, not behind parked cars!)

- 3 lanes class II.
- Like having cycle track and bike lane.
- Cycle track.
- Two lanes here, ok. Cycle track on school side. Ok with this as long as they don't remove any parking & have family visiting & my neighbors have 3 cars.
- Great to have separate cycle track for school & those of us who bike to the Point with kids!
- Two way cycle track or like Fernside area is ok.
- Why extra wide travel lane 5' buffered bike lane better.
- Reconsider bike lanes and cycle track along segment 2.
- A little confusing about cycle track starting and stopping. Where are cyclists supposed to be? (segments 1 and 2)
- Confused by the transitions between segments where facility type changes.
- Seems disjoined at the segment end points where facility types change.
- Justification for Central, not Santa Clara= Bay Trail. A: Use Central for Bay Trail pedestrians. B: Santa Clara for bikes to 5th street to Crown Harbor for Bay Trail.
- Please maintain consistent Class II bike lanes throughout the project.
- This is good because it keeps the students safe. Right now this is a very difficult section to drive or bike.
- Love the increased bike access, it would help a ton since there are many people who are headed past the high school to the ferry terminal at peak commute times, and the road configuration isn't bike safe.
- The protected bike lane will make it safer for me to bike with my children, and for kids to bike to school. The additional unprotected bike lane will be a good choice for faster cyclists, like my spouse, who is always late for the ferry!
- Keep in mind as well what a mess this block is during pick-up and drop-off times at EHS. AC Transit and special education buses line the south side of Central. They require extra space, and you don't want all these kids piling out and crossing your protected two-way bike lanes.
- I don't see how or why you would have a two-way protected bike lane on one side of the street for just one block, then force the bike traffic across the street at each end of the block.
- Question the need for the bike lane when there is a cycle track. Strongly support the cycle track and definitely want it as part of the preferred option.
- Again too much emphasis placed on cyclist and not enough on finding ways to move the additional auto traffic that will be created with the addition of Alameda Point to get auto traffic thru the city. Not enough cyclist to justify effort or cost.
- The road narrows to two lanes. In an emergency, this could be dangerous.
- Bikeway and sidewalk could also be switched.
- This area gets busy and sight lines are impaired for cyclists wanting to turn left onto 3d Street.

- I agree the intersection at Central/Third/Taylor would also benefit from a revision. Resident input should definitely be considered.
- The cycle track and a bike lane on the same street seems redundant - but I understand it may be necessary as a transition.
- Option should maintain continuity with other segments' bike lanes minimizing requirement for bikes to change sides of the road.
- I regret the lack of at least a turning lane in the middle.
- Many respondents seem to favor the welcoming safety of the proposed cycle track (especially for riders lacking confidence/experience/height) without seeming to notice four things: 1) It cuts thru the grass in front of Encinal HS and will require removal/relocation of the electronic kiosk, part of the front parking lot, several trees and the school's iconic jet installation. 2) It's only one block long (with the possibility of a 1 block extension to 4th Street), forcing cyclists back onto the street (or sidewalk) in order to continue along Central Ave. 3) It's not positioned to help "little kids" get to school. It doesn't extend to any elementary school nor is it even part of a normal cycling route for Paden/Ruby Bridges families. Recreational family rides with small children along that stretch seem to happen predominantly on the weekends, when the school is closed & street traffic is light, reducing the need for a separate cycle track. 4) It would add another layer to the traffic congestion of drop-off/pick-up times, when teenagers are scurrying and parents are already parked in the driveways, blocking pedestrian & cyclist traffic. Instead, by reducing the proposed 10ft wide sidewalk in front of Encinal to 7ft and eliminating the proposed 3ft wide planter strip on the other side of the street (for which we have no irrigation water anyway), there would be space for a second 6ft wide bike lane. To me, this seems a much more reasonable approach. Unless the cycle track were to extends past Paden Elementary to feed into the Crown Beach pedestrian/bike path (and then South Shore, Bay Farm etc), I really just don't see the point of it. And yes, please install an appropriately programmed traffic signal at the intersection of Central, 3rd & Taylor, balancing the needs of school motorist, ferry motorists, cyclists, pedestrians & neighborhood residents.
- The cycle track would cause even more congestion during drop-off and pick-up times, parents and students would most likely park in the cycle track, the planter strip would be a waste of water we don't have, and the only time the cycle track could be used be young children who need it more than anyone else, with any sort of safety and reliability, is on the weekends when there is no traffic, making this plan, in my opinion, less than useless. It would have a negative impact on traffic when it would actually be used. In addition, the plan would require the removal or relocation of multiple trees, Encinal's iconic jet, and Encinal's newly acquired electronic marquee. If the sidewalk was widened to 7 feet instead of 10 feet, and the planter strip was gotten rid of, we would have space for a six foot wide bike lane on either side without digging into too much of the grass outside of Encinal while still providing enough room for both parking and safe bike riding, especially with proper education of both cyclists and motorists.
- Cycle track works very well near Lincoln middle school, and would be glad to see it here as well.

- There should be physically separated bike lanes on both sides of the street. Or, the cycle track needs to be widened so that it accommodates two bikes in each direction. Why is there a bike lane in one direction? Why not make that a cycle track?
- Separated and buffered bike lanes, where pedestrian traffic, and car traffic do not interact, so walk way, bike lane, buffer standing area, parking, traffic both ways turn lane if possible, parking, standing /unloading zone, 1/2 raised bike lane over intersections, to slow traffic, pedestrian walk way.
- I think it's well planned and a good use of space to include bike lanes on both sides for faster moving traffic and a cycle track on the South side for less skilled bicycle riders with the option to lead to the point and connect with new developments and beauty access around the point.
- Love the separate cycle track.
- A more preferred option would provide a protected bike lane.
- The 12' SB travel lane plus 11' parking is excessive. why not 7-11-11-7 and then a buffered bike lane, there's not need for high speed traffic on this section.
- I'm not sure who would use the bike lane if there is already a cycle track. (I plan to go that way daily for my commute and doubt I would use anything but the cycle track.) Yay for the cycle track!!
- I am totally in favor of a better link between the South Shore bikeway with the bikeway at the marina.
- I favor a consistent design. In this case, I'm not wild about there being sharrows in one direction instead of a bicycle lane. This seems less than ideal for bicyclists who opt not to use the short segment of bicycle track to travel towards Webster.
- It destroys the cultural icon of Encinal High School, our pride and joy, the jet. Instead of wasting money on an unnecessary bike lane why not spend money providing necessary classroom supplies. The section of the bike path has absolutely no connection to any other bike lanes on the island. If the point of the lane is to make it safer for cyclist why would you choose a busy school parking lot. We already have a virtually no space in cases of emergency, removing the little space we have leaves our students in the middle of the street. It also takes away a majority of the junior jet space and student commons creating an even more cramped environment. It robs Encinal of its one true staple, removing the jet is like removing the heart of our entire community.
- This is confusing and ridiculous. Why would you have a two lane cycle track on one side, and a bike path on the other, as well? There is already an existing bicycle path on Santa Clara. It is confusing to have so many different approaches in different segments. The plan is incohesive and haphazard. Although the plan is called The Central Avenue Complete Street plan, it's actually four separate plans for only part of Central, and fails to deal with streets that are adjacent to or near Central, which will be impacted. There is no analysis whatsoever of how this plan connects to or impacts other streets and the residents on those streets.
- Taking more roadway for the bikes will make the lanes more dangerous. Make use of the trails behind the Encinal boat ramp that lead to Alameda Point if you want bike trails.

- I don't understand why a bike lane and a cycle track are both in the plan. But, I've never been there.
- As long as there is a bike lane I'd be happy!
- Don't understand why the bikeway is between school and pedestrian sidewalk; especially since the other segments show bikeways between pedestrian and cars. I would like to see a consistent plan along the entire corridor -- would prefer a protected bikeway (with physical barrier or buffer) positioned next to sidewalk.
- As a resident of the 200 block of Central with a school-age child who walks/bikes to Paden (400 Central), this intersection (with the drop-off/pick-up traffic AND the high speed traffic, often timed with ferry) is my biggest concern. I think a traffic light would resolve much of the issues, in terms of visibility, driver confusion, pedestrian/bike right-of-way, and speed. A cycle track is also needed, but I am concerned about visibility of bikes in a cycle track for drivers making turns onto 3rd adjacent to EHS or using EHS driveway to complete u-turns for drop-off/pick-up.
- Use parked cars as a barrier between cyclists they are cheaper than a child's life and much easier to fix.
- I prefer bike lanes directly next to the sidewalks.
- Again good for use of bikes that currently do not have that option. Should NOT have bike lanes in the middle of two car lanes. Too dangerous for all.
- I would suggest putting a traffic light, or at least a stop, either at the boat ramp turn off or on Lincoln/Central corner (across from EHS Junior Jets driveway) as currently Ferry Traffic shoots down central and that corner is a bit of a blind corner based on where the crosswalk now is (at Lincoln, on the East side of where it meets Central.) Also, I don't think there is a bus route that now goes in front of the high school, but the images for 1 and 3 seem to indicate that there will be? I do have some concerns about that, particularly around the lunch break and after school time periods, when the children just sort of herd out into the streets...could some clarity be added as to what bus routes will be on these streets, at least for the next 5 or so years?
- I like the cycling track. As a cyclist, I am not a fan of having a bike lane next to a parking lane because drivers do not always look before entering the bike lane or opening their car doors.
- I think a middle turn lane would be productive for traffic congestion. instead of the tree lane - having a bike lane on each side of the street.
- Having bike lanes both sides is a waste of space. The bike traffic will be mostly to Encinal in the morning and away in the pm. One side would pretty much always be empty. Just have a track in the south side.
- Cycle tracks keep our kids safe and add clarity for drivers, which increases safety also.
- It is already hard enough to move cars through and around Alameda. Why on earth would I support removing 2 lanes of traffic? Building a bike lane and cycle track will not get people out of their cars and onto bikes. This is a pipe dream at best.
- General Statements
  - Great.
  - I like preferred option.

- Like the concept as presented.
- Shoreline Drive used to be a scenic, relaxing drive, now it is a stressful drive and you want to do the same now to Central Street.
- Projected utilization.
- Ok.
- No change needed. Painted lanes only maybe, B or C. definitely no cycle track.
- It would be nice to see a map of how this segment merges with segments #1 and #3 consider a left turn lane instead of a fast bike lane. Also, emergency vehicle corridor.
- Like.
- Group agreement w/?
- Ok.
- Same as above.
- Why isn't this plan for Lincoln – more space for everyone?

Third Street to Fourth Street/Ballena Boulevard

Open Forum On-line Survey Results: For Corridor Segment #3, which option do you prefer? Responses: 122

	Response Percent	Response Count
Two-way cycle track (south side of street)	50.9%	58
One-way cycle track (south side of street)	11.4%	13
Buffered bike lanes	30.7%	35
None	14.0%	16

Comments

- Class II bike lanes – 3 lanes full turning lane.
- 3 lanes Class II.
- Cycle track.
- 2-way cycle track to Fourth to connect to Shoreline path.
- Two way on the south side is preferred.
- Two way cycle track good – 7 foot parking better than 8; stripe a buffer right of bike lane.
- Use one-way cycle track.
- One-way cycle track.

- Two way cycle track for next cyclist use to school.
- Two way cycle track.
- Buffered bike lanes with a LH-turn lane are the only option I can support – far too much confusion @ intersections when 2-way cycle tracks cross intersections and encounter on coming/crossing traffic.
- Prefer buffered bike lanes.
- Prefer buffered bike lanes.
- Keep turning lane, with buffered bike lanes.
- The 3 “segments” within this segment make sense, so again we can bike with kids to Point.
- Concerned about choice to place bike lane only on one side of street on this segment.
- Questions about why not buffered on both sides if cross section would allow them.
- Please maintain consistent Class II bike lanes throughout the project.
- From left to right: parking+buffer+bike lane+sidewalk (as shown) is ideal. Is there a cycle track that is not shown in the diagram? It's unclear. Please ensure that there are class I or II bike facilities running both directions.
- I'd rather have two one-way bike lanes on each side of the road that goes with traffic.
- Can’t see where any of these options makes traffic safer and less congested. Amount of bike traffic shown on your study does not justify a bike lane.
- Prefer the parking-protected bike lanes because it is safer for children. This option still includes three auto lanes and parking on both sides of the street. Having two auto lanes plus a middle turn lane has been very successful elsewhere.
- Continue the two-way protected bike lanes as much as possible. It will be easier to switch from two-way to traditional bike lanes at the light at Ballena/4th, than the 5-way intersection at 3rd.
- I'm concerned about driveway access and safe visibility for people exiting.
- I would like to keep a buffered bike lane on the north side of the street to give kids safe access to routes to Academy of Alameda, Nea, and ACLC.
- It seems to me that the transition between 2-way bike path and the one-way bike lanes would be safer at Fourth than at Third, so that's the main reason I would like the two-way track to continue through to Fourth.
- Confused why the two way track has no physical divider but the 1 way track does. A 2 way with physical barrier would be better.
- I don't understand why there isn't just one plan that is consistent from block to block. Why switch mid-stream from a two-way dedicated path to two one way paths, forcing cyclists to cross over at intersections that seem to lack any plan?
- To mesh up with the preferred option in #2, go with the two way cycle track, but without the additional bike lane on the opposite side.
- This street has been in existence for over a 100 years moving traffic efficiently and safe, including pedestrian and cyclist traffic.
- This should just be as seamless as possible with the approach to the high school. Buffered lanes encourage people to get out and on their bikes.
- Cycle tracks are really the safest option. They will get more people out on their bikes.

I've been riding for over 40 years and I'm often still hesitant to ride around Alameda. People driving cars are often distracted and at worse selfish, aggressive and unsafe.

- Must provide continued, physically protected bikeway to be usable by all residents and families. Painted bike lanes between parked cars and moving cars are not sufficient.
- Parkers get too confused by bike lanes between parked cars and traffic - see Central between Oak and Grand for example. Too much risk of getting doored, cyclists will veer outbound into car traffic for fear of getting hit.
- Must have cycle tracks similar to south shore.
- I do not support any cycle track configuration for this area. Bike riders and motorists should share to road and both need to follow the law. Changes should be accompanied by training/information and increased police enforcement to promote safety.
- Option should maintain continuity with other segments' bike lanes minimizing requirement for bikes to change sides of the road.
- While the bike lanes are appreciated, it's surprising that such a large public right-of-way would only have a five-foot sidewalk. Please consider finding room to widen that sidewalk.
- Ditch the proposed planter strips (DROUGHT!) and use that space to add buffer zones between the bike lanes and the parking zones.
- The planter strips shouldn't be placed due to California's lack of water. The space saved could be used to widen both sidewalks to 8 feet wide and add a buffer lane between the bike lane and the parking lane allowing for increased safety for cyclists.
- Buffered bike lanes are the best options. Bicycles need to follow rules of the road and yield to pedestrians. The Two-Way and One-Way Cycle Tracks put pedestrians and people getting out of parked cars at risk of being hit by cyclists. I believe the buffered bike lanes on either side is the best option, though it may not be the best option for people biking with young children. Nevertheless, I believe it is the best option for bicycle commuters and students riding their bikes to school.
- I support the two-way cycle track option, but the one-way cycle track might be a good compromise.
- If you do buffered bike-lanes, can you make them PHYSICALLY buffered, not just painted? Otherwise, as we've seen elsewhere, if cars can get in there, they will.
- Bike lane, buffer, parking, traffic lanes, turn lane, traffic lane opposite side, parking, buffer, bike lane, pedestrian walkway or like the lane provided by the beach on the south side of the island.
- The two way cycle track is important to keep kids riding to Encinal HS on the South side and avoid crossing over to the North side to stay with the flow of traffic.
- Reduce the parking width (you have 11' lanes) and provide a buffered cycle track with bollards. This design brings the 2-way cycle track to the light for easier transition, keeps Encinal School kids out of the drop off traffic and moves the cycle track closer to bay trail, connecting it to the rest of the network.
- Cycle track provides continuity for cycle tracks on way to ferry terminal/base. I would focus on making pretty buffers (not just concrete blobs). Again, not sure why there would also be a bike lane if there is a two-way cycle track?

- I like how buffered bike lanes were recently implemented on Webster in Uptown Oakland.
- This plan is incohesive and fails to take into account nearby streets and residents. Breaking this plan into four segments is confusing and ridiculous. It is haphazard, at best. Just leave it the way it is, or at most, add a marked bike lane.
- The physical barriers on Shoreline Dr. are a horrible model. 2 bike lanes, 1 on each side of the road, eat up too much space. 1 bike lane for both directions, no barriers, including planter strips.
- I don't see why a separate bike lane on the other side of the street is necessary with a two-way cycle track, as long as there's a safe way for a bike to get across the street.
- As long as there is a bike lane I'd be happy!
- Prefer one-way all the way around, but if section one and two are going to be two-way, then I prefer this section to be two-way as well. The longer the continuity the better.
- This section is so important to keep cycle track for kids staying on the same side as schools. Design looks great in that you have cycle track and turning lane and parking. Well done. If safety is biggest concern continuing cycle track is obvious best choice.
- It is important to keep cycle track for kids to stay on the same side as schools.
- Why can't both north and south have protected bikeway positioned between sidewalk and cars?
- I prefer the two-way cycle track only because it is the only option that provides a buffer between bikes and parked cars for cyclists going both directions. I think buffered bike lines would be fine as well if they could also have buffers between bikes and parking. I'm also wondering why the two-way track is on the side opposite EHS and Paden. There is that funny right-turn island from 4th onto Central which is why we have taught our daughter to always walk/bike/cross on the side of Central nearest to Paden and EHS. I would be much more supportive of a two-way cycle track on the side of Central where the schools are.
- Use parked cars as a barrier between cyclists they are cheaper than a child's life and much easier to fix.
- The buffered option is false advertising and is very misleading there is no buffer only air.
- I prefer bike lanes directly next to the sidewalks.
- Same basic cross section as in front of EHS. How will the two way cycle track transition to bike lanes at Fourth.
- I favor having a buffered two-way cycle track that will not allow for cars to park (drive in and out) will be much safer for the elementary school children at Paden - cars will be seeking to pull and out of the buffered space most frequently at the exact time the children would be biking too school.
- Again, I prefer not to ride next to parked cars, so having the buffer is great, however this is now a massive intersection for pedestrians and you will need to have longer street crossing lengths to accommodate those with disabilities as well as those who are not very ambulatory. You would also need to install audible pedestrian signals to make intersections accessible for individuals with vision loss.

- Most of the bike traffic will be going one way or the other, not both. Have a wide enough track on the south side and forget the north side bike lane entirely.
- Having 2-way cycle track on the same side of the road as schools is a very wise idea - it will keep kids from making dangerous crossings and make it safer for drivers also. Would be even better if this extended to Paden also.
- Alameda bike riders should consider riding bikes on sidewalks like we did in the "old fashioned" days. By the way, I am only 41.
- General Statements
  - Need bike lanes.
  - No change needed. Painted lanes only. Definitely no cycle track.
  - How will bikes westbound enter cycle track?
  - Ok with this left turn lane or keep, save it.
  - Concern about disjointed paths:
    - I'd want to know how cycle track would transition here to choose between the options
    - Keep this consistent with the Encinal High School segment.
    - Ensure a smooth transition between all sections.

Fourth/Ballena Blvd to Sherman/Encinal

Open Forum On-line Survey Results*:* How would you rank Corridor Segment

#4's preferred option? (1 as favored and 5 as not favored) Responses: 116

	Response Percent	Response Count
1	28.4%	33
2	18.1%	21
3	12.1%	14
4	16.4%	19
5	25.0%	29

Comments

- A bike lane is a huge improvement, but the protected bike lane feels worse as a cyclist due to midday turning vehicles.
- Need several crosswalks added.
- Class II bike lanes – 3 lanes full turning lane.
- Making left-turns at Central & Eighth is very difficult at rush hour. Using more traffic light stop signs turn signals is preferable to reducing lane in general.
- Bike-park-drive-park-bike - separate bike lane from traffic with parking lane on both sides.
- Class II bike lanes with left-turn lanes work for me – safest, least disruptive option.
- Bike lanes: Think this is best option – need turn lane for trucks buses & autos so car lanes are not blocked by garbage trucks, moving vans etc. Park of Central is a State Highway 61.
- Is it at all a possibility to suggest a two lane road – no turn lane to allow for the continuation of the cycle track?
- Due to the number of driveways, I recommend a three-lane road with center turn lane and bike lane in either direction. I really like the bump out at the corners for pedestrians.
- Approve Class II lanes here. But do not put lanes in door zones!!!
- 3 lanes Class II.
- Support preferred option of bike lanes.
- Two way cycle track.
- McKay through Fourth protected bikeway – Sherman through McKay bike lanes.
- Would prefer buffered lanes.
- Consider 8th to Sherman two travel lanes only/Consider 3 travel lanes with protected lanes between Fourth and Eighth.

- Preferred option is good – no loss of parking, easier to cross street, clear that bikes have a place on the road.
- I like preferred option of bike lanes.
- I like the preferred option of bike lanes.
- Strongly support bike lane option.
- Disagree that only one option is viable. Consider two lanes instead of three and provide buffering or protected bike lanes. Broadway and Santa Clara are two-lane streets with parking and bike lanes and super gridlock is not present. Personal observations of those streets don't show gridlock.
- I do not support it. Remove turning lane to create safer cycling. Please review Broadway as two lanes. Show what people know that there are deliveries on Broadway. Works to calm traffic fears.
- Remove street parking. Look at utilizing underused lots to create off-street parking or constructing a parking garage.
- Bike lanes look like they are in door zones
- Missed the presentation, but I'm concerned about motorists not respecting sharrows, and also about the westbound transition. I live just east of Webster and feel like it doesn't do much to make me safer while biking in front of my home.
- No – cycle track needed or at least buffered bike lanes. Safety isn't priority if it stays 4 lanes.
- No leave alone there are too many cars now and you want to decrease the lanes
- For pedestrians, Fifth/Central is okay, but I feel like I take my life in my hands at Sixth/Central. Diversion is a huge concern. There already is a perceived delay for westbound traffic on Central in the morning & I'm pretty sure people already divert onto my street.
- Would like green bike path all the way down Central reducing to one lane would greatly improve safety for all. It is currently dangerous for cross traffic of any kind on Central, most especially pedestrians crossing from neighborhoods to go to school. Cars exceed speed, and four lanes is scary. As a motorist, it is impossible to see oncoming traffic & curb extension with new red paint parking restriction to corner is very needed. Eighth/Central is increasingly dangerous & needs control curb extension, limit to parking to corner. It's blind to oncoming cross traffic.
- Shared bike/car lanes on very busy streets not likely to be used by many bicyclists. This will reduce use of the Central bike lane significantly.
- We need dedicated bike lanes all the way. The traffic in front of Paden will back up at drop off & pick up times.
- For lanes in front of Paden, we need right turn lane into Paden parking lot, (eastbound) otherwise traffic will back up.
- Yes. This area is currently dangerous and needs separating traffic. Especially when ferry riders are coming through mixed with cars dropping off kids (speeding/distraction) cars going to ferry (speeding)
- What does "enhance" mean in "enhance Existing AC Transit Stop" mean? I use/like using buses but today's stops require using 2 lanes!

- Do nothing because Kittelson's study shows travel times as too high. Sharrows are okay to have. Keep existing street design. Need 8' parking for disability. Remove planter strip.
- Ok from Fifth to Webster. No from Webster to Encinal.
- The intersection at Eighth/Central needs better protection than sharrows because of the AC Transit Line 20 turning right – if there was an option for a cycle track or some other way to reduce the conflict w/the bus lines that would be great.
- Car door collision issue.
- Two-way cycle track should at least go to McKay St. No exceptions w/sharrows.
- Worried about Eighth Street right turn southbound and how traffic integrates w/bike sharrows, aggressive drivers.
- Sharrows unacceptable for 2 most dangerous intersections.
- While I would prefer three lanes for this entire segment, i.e. exception for Webster through Eighth, I also realize it may be a politically acceptable compromise – we can still address this at a later time. I really would like to see connection of Southshore w/Central.
- Concern with reducing car.
- No "stupid is what stupid does".
- No. Keep all motor vehicle lanes. Divert bikes to Santa Clara need 8' wide parking aisle for disabled on-street parking.
- Please put turn arrow at Webster & Central eastbound on Central.
- Bottleneck with "narrow" is unacceptable. Like having a freeway with a one-mile dirt road in the middle. Better to have class II bike lanes at slight sacrifice of automobile speeds. Five foot wide bike lanes is minimal – are there creative ways to keep people out of door zones.
- Uncertain: do not think "sharrow" are safe in bike lane.
- No - Parents dumping off children at Paden may use bike lane as a drop off point. Would be difficult to enter Central from side street
- I like this
- Leave the 4 lanes at Webster St alone. Please, note front page for safety ratios. Please leave segment 1 alone no changes. Do not limit deliveries, vendors or businesses. Do not mess with Webster
- No. The four lane section from Webster to Eighth is useless the rest of the time because it's not safe
- No, bike lanes are in door zone – dangerous
- I think there ought to be a street with wide bike lanes across the island, then let the cars go
- Yes, although I believe that the section between Webster & Eighth needs a dedicated bike lane (not just a sharrow)
- Yes! Needs 3 lanes between 8th & Webster
- Webster & Eighth does not go far enough need safe passage between Eighth/Webster
- Real concern about bikes being shut out here, breaking the safe corridor. Also, surprised and disappointed that there's no connection with Shoreline bike path

- No
- No – leave the current traffic pattern as is. Has worked for over 100 years
- Staunchly opposed! We aren't fixing the right bike problem. Central is too important an artery for car & truck traffic. Cycle on Santa Clara
- Fine
- Yes, but I have found sharrows to be dangerous to ride in when there is traffic
- Bike lanes all the way
- Ok as is (similar to Broadway) & this works well
- Great idea for motorist, cyclist and pedestrians
- Lane width
- Timed traffic signals no mention of Sixth St parking issues for the future!
- I want to make sure that the City understands that by taking away driving lanes the citizens will not take buses they will just use other streets.
- The expense of the project will benefit a very small minority of the population, cost a great deal of money and have a negative impact not only on the residents of Central Avenue but on streets the traffic will be diverted to.
- Here is my response, as a business owner in the district:
- Any loss of parking spaces around businesses on Central Avenue, as a result of adding a bike way, would be detrimental to our district's goal of attracting shoppers and diners to our business district. Also, reduction in traffic speed, due to the elimination of lanes, could influence motorists choice of using Central Avenue and Webster Streets as through fares which would impact businesses in our district.
- I strongly support changing the west part of Central Avenue to two car traffic lanes with a middle turn lane and including bike lanes in both directions. The number of accidents in this stretch of road certainly justify slowing car traffic and allowing safer space for bicycle riders, some of whom surely are students at the nearby schools. Even students walking would be safer without bikes on the sidewalk trying to pass or go through groups of students. I'm a bicycle rider and a driver, and this change would make that street safer for both. Please implement this road design.
- A lane reduction would be put in place between Sherman and Eighth with a bike lane added.
- I would keep it four lanes of traffic between Eighth and Fourth, adding sharrows.
- Concerned a lot with what happens when garbage trucks & delivery trucks stop in the one lane if portions are reduced to three lanes.
- Leave four lanes alone.
- Define vehicles better; buses vs cars vs trucks vs garbage trucks. You did not take McDonalds or Washington Park into account. That's where pedestrian accidents occur.
- San Antonio becomes a diversion. Garbage trucks stop in bike and car lane.
- Take Eighth-Webster to 2 lanes. If delay of 2-3 more minutes, that's a reasonable trade off.
- It does seem like that many cars are sacrificing to the improvement of only a few cyclists.

- At least pick one & do it!!
- Don't build a bridge without the center segment.
- Leave four lanes alone.
- What's up with the bike boxes?
- Diversion into neighborhoods already happens on San Antonio Ave from 9th to Sherman. There is need for stop sign on Weber and curb extension at 9th and San Antonio where many dog walkers & children are crossing.
- I look forward to the project and safe routes to schools. In sharrow area, add "3 feet, it's the law" or bicycles allowed use of full lane signs.
- It appears that even the city's own study suggests that no changes should be made to Central east of Webster.
- I've been reviewing the proposal on the Alameda.gov site, and saw that the latest presentation included several new goals. However, it seems like the only data presented was data related to traffic affects. I couldn't find any reference to the numerous studies showing that dedicated, protected cycle tracks and fully buffered bike lanes result in the attainment of the first 3 objectives (1. Safety; 2. Encourage Biking and Walking, 3. Traffic Calming). I'll reserve judgment until tomorrow, but so far, it seems like we're giving lip service to the first three objectives, but really only evaluating the options based on the fourth (minimize disruption to motorists). Please let me know if there's quantitative (or even qualitative) assessments being done on the options based on the first three project goals. I haven't been able to find them in my research so far. Honestly, it does still sound like we're prioritizing on-street parking and 3 lanes of car traffic over a protected bike lane or cycle track. Parking and car throughput are not in the top 3 priorities of this project. But I do appreciate the challenges with driveways and intersections, etc. The fact that the recommended approach will essentially change nothing about the fact that bikes need to mix with 4 lanes of car traffic at central and 8th and central and Webster, is extremely disappointing to say the least. Sharrows do not protect bike riders from cars. We need *real* infrastructure improvements.
- I recognize that the people who worked on the city's proposed plans have a lot invested in them. They would hate to see all of their hard work be for naught; however, in science, disproving an incorrect theory is as valuable as proving a correct one. So they have done us a service to demonstrate that the physical space of Central is simply not suited for cars, bicycles, and pedestrians simultaneously. Since the feedback process demonstrated that the city should amend its current plans, will that happen? I look forward to hearing dramatically altered plans at the upcoming Transportation Commission meeting on November 18.
- Again, do not see where your study justifies taking car traffic lanes for bike lanes.
- Separating cars and bicycles as much as possible. This is obviously a long term plan, and it should represent a long term solution to promote the use of bicycling.
- I would prefer buffered bike lanes. They feel safer.
- I would prefer a protected bike lane, but any bike lanes and traffic calming would be an improvement. This is the most important segment for my family's safety. We bike down Central Ave regularly with our two small children, heading from our central

Alameda home to Bladium or the restaurants on Webster Street. Right now Central becomes far too scary for biking once we hit Sherman Street, and we are forced to switch over to Santa Clara Ave. Biking with the buses and faster cars on Santa Clara between Sherman and Webster Streets is definitely the most nerve-wracking part of the ride. I don't mind taking the lane on Santa Clara Ave west of Webster, when the street becomes quiet and narrow; but I'm guessing the people who have to navigate their cars around me would prefer it if I could ride in a designated bicycle lane nearby.

- Would rather have protected bike lanes, too many people use the bike lanes to double park in, or bike riders do not stay in the bike lane.
- Keep the bike lane out of the door zone!!!
- Leave this portion of Central alone. If you want cars to slow down, put in a couple stop signs (Central & Caroline is a great spot) and get APD to enforce the speed limit and pedestrian right of way. This is a busy street and cutting it down to 2 lanes for traffic will be a complete nightmare, not only on Central but for other surrounding streets. Stop wasting our money on this and stop bending over backwards for bicyclists. Not every street in Alameda needs a bike lane.
- Better than what we have now, but I'm concerned about doors opening into the bike lanes.
- I wish there were a better option here but I understand the space constraints, so I will support bike lanes here (rather than, say, doing nothing!).
- This is the longest stretch, so it would be good to get this.
- Again, this is only good if it's like this through the entire project.
- Shift the parking away from the curb and make a protected 2-way cycle track on one side.
- This street has been in existence for over a 100 years moving traffic efficiently and safe, including pedestrian and cyclist traffic. The elimination of four way traffic lanes to only two with a central turn lane will have a negative impact on the residential appeal and values of the surrounding neighborhoods and will not improve the quality of life in those neighborhoods.
- I wouldn't take my kids on a standard bike lane. There are too many drivers around that I can't trust my kids lives to.
- This just seems like a striping project. How does this benefit pedestrians; are there sidewalk improvements? I would welcome landscaping but I am not clear how the proposed "planting strip" would work given that the street is lined with mature sycamore trees in that location. Also, please note that those same trees obstruct visibility for cars entering Central from side streets. In many locations drivers have to creep into the street (the area proposed to be become a bike lane) to see around the trees and parked cars. The rendering looks dangerous and undesirable. Has the City conducted a traffic analysis to support this lane reduction? I am both a driver and cyclist. I think the proposed change will create a congested road for motorists and a dangerous road for cyclists. (I personally would rather bike in the right lane of the current street.) The concept of a "complete street" is a street that works well for all modes of transportation... this doesn't seem to work well for any. I was hoping for a more creative solution. I think the problem is looking at "segments" in isolation versus

a comprehensive traffic and cycling / walking plan that involves all of our "east-west" streets.

- Must provide continued, physically protected bikeway to be usable by all residents and families. Painted bike lanes between parked cars and moving cars are not sufficient. If there are car delays, that is the speed needed to allow everybody to get around with safe and comfortable options.
- Buffered Lanes would be nice, but moving to single auto lanes with a central turning lane will be a fantastic improvement for all modes. City should consider allowing use of center lane for deliveries: keep the UPS and FEDex folks out of the bike lanes.
- Now that Site A has been approved a reduction of traffic lanes is not feasible. Doubling and tripling commute time is unacceptable. Add sharrows between 4th and 8th, and then do a lane reduction between 8th and Sherman. Put a roundabout at the five way stop at Sherman/Central/Encinal.
- Sherman x Central x Encinal would be a perfect application for a roundabout. Eliminate the pedestrian hostile traffic light and uncrossable streets, improve traffic flow and bicycle safety, and create a beautiful centerpiece for a very prominent Alameda intersection. Roundabouts are well suited for intersections with lots of left turns and the meeting of more than 2 streets. A roundabout complements a road diet, exchanging extra lanes for better overall flow. Best of all, the idea could be easily tested with a few barriers, a couple of signs, and switching off the traffic light. Nothing would return that huge patch of asphalt back to the neighborhood better than a landscaped roundabout.
- Not highly favored because I prefer buffering the bike lane with parked cars. Quite often cars use the bike lane for parking and unloading, forcing bicyclists into traffic. This method stops that.
- I absolutely support the Class II bike lanes in this area - again with the increased information and police enforcement.
- Option should maintain continuity with other segments' bike lanes minimizing requirement for bikes to change sides of the road.
- See http://crownharbor.org/central.html
- A good Class II bike lane is better than nothing.
- Why would you put the bike lane on the driver’s side of the parked cars. That's asking cyclists to get doored. This is very dangerous. Bike lanes on the other side of the parked cars make more sense. The bike lanes on Broadway are extremely dangerous because it’s impossible to ride in the lane and not be in the door-zone. However, all the car traffic expects bikes to be in the bike lane. Please don't force bikers into that type of extremely dangerous situation anywhere else on the island. Physically separated bike lanes!
- Separated and buffered bike lanes, where pedestrian traffic, and car traffic do not interact, so walk way, bike lane, buffer standing area, parking, traffic both ways turn lane if possible, parking, standing /unloading zone, 1/2 raised bike lane over intersections, to slow traffic, pedestrian walkway.
- I believe extending the class 2 bike lanes from Sherman to 8th is a good idea and am in favor. Because of traffic concerns at Webster and 8th, the class 2 bike lanes with

three lanes of traffic will work to accommodate heavier traffic. Beginning one block West at 6th a two way cycle track should be installed with two lanes of traffic and no center turn lane if there is not room. Bicycle riders coming out of Crown Drive would not have to cross the street twice to get to the schools and riders turning right would have the bike lane. No turning safety concerns. Continue the two way cycle track all the way to meet up with segments 3, 2 and 1.

- I would like a physical barrier. On part of South Shore, where no physical barrier exists, parked cars trespass across the line(s).
- Protected bike lanes would be ideal.
- Not enough. This street carries a less traffic than High or Fernside. Not enough thought has gone into its design. Staff has unfortunately decided to sell the negatives of other designs, without discussing a single positive. One would hope that staff would sharpen their pencils and their professional pride to come up with a solution that offers buffered bike lanes (or protected) and acknowledges that this street doesn't have a use that's any different than High Street which works really well. Safety and providing bike space that people will use should be paramount. Broadway, staff's apparent model, has few if any children riding on it. It's not preferred.
- Biggest concern with this is how do I get from the bike lane to the cycle track? Connection needs to be safe. Also, how easy will it be for cars to cross Central if traffic is one lane each way? It means there will be a more steady flow (and thus harder to find breaks to cross) I like the left turn lane idea.
- This better than what we have now, but because of the danger to cyclists of being doored by parked cars, this is less than optimum for cyclists.
- Would prefer a buffered bicycle path so I could ride with my kids in a trailer (or on their bikes when they get older) and have less concern about getting hit by cars.
- As a resident on Burbank Street, we are already negatively impacted by speeding cut through traffic. The adoption of this plan would cause drivers to cut through our street even more. Should the City adopt this plan, there needs to be meaningful analysis of the impacts on neighboring residents and other streets. It makes no sense whatsoever to deal with one part on Central, as though it is disconnected and disembodied. The City needs a cohesive traffic plan, not this shoddy patchwork of test ideas.
- I would prefer a plan that had protected bike lanes that are physically separated from automobile traffic.
- Maintain bike lane through busiest sections from Webster to 9th, no sharrows. Some creativity can accomplish this and still get cars through the intersections during the signal.
- As a lifelong resident of Alameda, the newly narrow Shoreline Dr. has forced me to avoid using Shoreline except to reach the Post Office. If you shrink a major artery like Central you'll have more congestion.
- I am very much in favor of bike lanes here, but I gave it a 2 because I would rather see it have the protected bike lanes or a cycle track.
- If the street is wide enough, I'd always prefer more buffering for the bike lane. Otherwise, the regular bike lanes are fine.
- As long as there is a bike lane I'd be happy!

- I am very concerned with this section for bike lanes as all the vehicles will need to back out of driveways. It is not easy to see bikes with all the shadows the trees create, and most parts of Central Ave. usually have ALL the street parking filled, which makes it even more difficult to see bicycles with trucks and vans blocking the view. Creating a bike lane encourages many more bikes to be on the very busy Central Ave., which now totally needs 2 lanes for each way of traffic.
- Integration with Bike Path at Crown Harbor condos (start of 4 or 5 mile shoreline path, heavily used by cyclists/pedestrians) will be key to success.
- How would a rider transition when moving between sections? My overall comment: Need bike lanes all along, but keep the lanes the same throughout the whole stretch from section 1 to 4.
- These bike lanes have no buffer or protection for bikes from parked car doors or moving traffic. Safety doesn't seem to be the primary focus. Continue cycle track and remove turning lane to make room. High street, Santa Clara, Broadway from Otis to Santa Clara are all two lane roads carrying lots of traffic without major gridlock. If no turn Kane slows traffic some that is a good thing, speeds are too excessive for safe pedestrian crossing anyway.
- Better than nothing, but bike lanes put cyclists at the mercy of parked cars opening their doors, drivers going into and out of parking spaces.
- These lanes have no buffer for bikes from car door or moving traffic. Safety for all needs to be priority.
- I prefer the bike lanes to be buffered....
- Can you imagine a 10-year old riding a bike between two cars going 40? Neither can I.
- I use this roadway and intersection multiple times a day and this appears to be much safer than what currently exists.
- I would prefer a 2-way cycle track, but bike lanes are a good start!
- Does not include clearance from car doors opening. Does not include protection from moving traffic.
- I'm a big fan of cycle tracks that are buffered by a planter or some sort of permanent structure that separates the cycle lane from cars.
- Would prefer a protected bike lane (with physical barrier or buffer) next to sidewalk.
- A bike lane would be a huge improvement, but visibility can be terrible on this stretch of Central, esp. during high traffic evenings. As a cyclist, I cannot always see whether or not someone is about to exit a parked car due to the shadows from the trees and the angle of the sun. I would feel much better about this option if there were some sort of buffer between parking and bike lane.
- Use parked cars as a barrier between cyclists they are cheaper than a child's life and much easier to fix - don't be silly.
- Completely ridiculous and not necessary. Dangerous for all involved. Have you done research on accidents on this street? None of the cyclists I know have ever complained. Plus there is already a bike lane there!! What about the people dropping off kids? They drive like maniacs, pull over without signaling. How many bikers will be

injured because drivers can't see them? NO!

- Please add an island at the center turn lane where the beach path connects to Central near 5th to help with crossing the street
- Given only 56', following the pattern set on Broadway makes sense. However the road must be widened adjacent to Washington Park to preserve general operations and provide extra lanes and separations in that busy area (Have to take land from the Park) If not possible forget project.
- This is not as safe for kids as a cycle track would be.
- I do NOT favor this. You need to extend the buffered bike lane to just East of fourth, to Crowne Ave, where you can turn West and bike along the water alongside the townhome development. You cannot have unbuffered bike lanes as an option from third to fourth, as that is where the elementary school is and young children will not be safe biking next to large cars. They will use the sidewalks - which are also unsafe due to the large number of people walking to school - or, as most do now, will NOT be able to bike to school. I'm a little sad that the city has taken such care to allow biking to school for other elementary schools in parts of town without so many title 1 schools, but is looking to stop a bike lane literally a block short of allowing these little kids - many of whom end up going to Alameda Boys & Girls club in the afternoon, which is located a bit of a distance and thus could really BENEFIT from being able to bike to school in the morning - from having a protected option to get to school. PLEASE reconsider this one.
- I do not like riding my bike in these types of lanes. I would prefer parking on one side of the street and bike lanes on the other.
- Would be an improvement, but can we see an option that better protects cyclists?
- This is the main segment that interests me and my family. Our primary concern is finding a safer way for bikers to get to Washington Park and Shoreline Drive from the neighborhood to the north of Central. Right now travel on Central is intimidating when pulling a child bike trailer. Coming south on Eighth is likewise difficult because it is so narrow. A Class II bike lane on Central will certainly be an improvement, but without an easy way for bikes to turn left from westbound Central into Washington Park, I'm not sure this project will satisfy our concerns. While not exactly related to the Central project, one potentially simple improvement that would make it much easier for our family to get to Shoreline Drive would be to create a bikeable path through the little triangular park between Eighth, Portola and Westline. That would allow us to bike down Burbank to Westline, bypassing the narrow section of Eighth. Currently, a set of stairs and a lack of curb cuts makes it impossible for us to take this route, and it frankly keeps us from enjoying the Shoreline cycle track as much as we would like, too.
- Move the planter strip BETWEEN cyclists and moving cars!!
- Would prefer a physical buffer or added protection for bicyclists.
- This is where I think you miss a crucial traffic problem: Central between Webster and 8th. This section is HEAVY on traffic, and rightly so since it's a main artery to Otis. This section should have 2 lanes going from Webster to 8th and 1 lane from 8th to Webster. You can get the lane by either eliminating the center turn lane or by eliminating the parking on the west side from Webster to page since the street widens

after Page. At the intersection of central and 8th one lane would continue on central and the other would turn on Eighth with a clearly designated site for the bike lane crossing with the right turn lane by Washington Park. This option is PERFECT for 8th to Sherman (with a way to fallow central on a bike changing the preferred direction from Encinal to Central could do that).

- I am concerned about double lane Encinal funneling into single lane Central... Likewise two lane Webster funneling into single lane Webster. I would direct bikes down quieter and safer side streets rather than clog up traffic with this imposed 'road diet'.
- Cycle track preferred for safest option and to provide clarity for bikers & drivers about where bike riders are supposed to be on the road. This option is dangerous; these are highly traffic streets where drivers tend to speed, and this option offers the least protection for both rider and driver. If children, commuters and other bikers are riding this stretch and the bike lane suddenly disappears in favor of a sharrow, there will be confusion. Mistakes will be made on both parts with very serious risks of deadly accidents. We need a cycle track to make it very clear for all parties. We just had a pedestrian death in Alameda. If safety is really our top priority, slowing down traffic and adding clarity with cycle tracks is what we should do.
- I cannot support any option that removes lanes from Central Ave. It is already a nightmare to drive across Alameda. I live on Santa Clara where there are bikes lanes and only 2 lanes of traffic and I can tell you that it does not "calm" traffic. As I sit and watch the cars go by right now, cars are easily going by at 30+ mph.
- General Statements
    - Driveway concerns and trucks, center turn lane is important.
    - Will they restore the area of no parking on one third of the street on both sides – give back much needed parking at the end closest to Fifth Street.
    - Concern/question: Can a motorist go into the turning lane to go around a car that is parallel parking?
    - Consider eliminating parking on south side of Central from Webster to Eighth to preserve 4 lanes.
    - Apartment complexes have high level of “ins & outs” for a single driveway.
    - Sherman to Eighth should just continue as Central is to the east.
    - Leave as is – do nothing.
    - Leave it alone.
    - Too long.
    - Move the bike to the walking trails through East Bay parks. Add a new path and use crushed granite.
    - Have to address intersections at Eighth and especially Webster.
    - Turning lane essential.
    - A nightmare! Don’t screw up Alameda’s beautiful thoroughfare! Bikes use Santa Clara!
    - Bike lanes already exist one block away on Santa Clara – a much wider street.
    - Like this preferred option.
    - May deserve segmentation to consider variation in need along lengthy stretch.

Project Goals

Open Forum On-line Survey Results: Average priorities over 125 responses

1. **Encourage bicycling and walking**
2. **Safety**
3. **Improve the streetscape**
4. **Traffic calming**
5. **Encourage transit use**
6. **Revitalize West Alameda**
7. **Improve public access to the SF Bay**
8. **Minimize disruption to motorists**
9. **Improve truck access**

GOAL: IMPROVE SAFETY

General Comments

- Speak up for Safe Streets in Alameda petition: http://www.thepetitionsite.com/185/431/429/speak-up-for-safe-streets-in-alameda/
- GJEL Accident Attorneys web page article: "I Drive Alameda" advocates for unsafe status quo on Central Avenue: http://www.gjel.com/blog/i-drive-alameda-advocates-for-unsafe-status-quo-on-central-avenue.html
- https://laurendo.wordpress.com/2015/05/18/we-want-our-own-lane-for-cars/
- 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 Avenue 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 High School. In the past eight 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.
- 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 Fifth Street and Central Avenue 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 percent of the time. The concern for safety for the residents three 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 does not require further traffic calming, and does not require further enhancing of pedestrian access. It does not even require installing a bikeway. It only demands our respect to observe what is already in place.
- Accidents in front of my House Catherine & St Charles: Central Ave. Speeding Car passing right other car lane changes Right, speeding passing car crashes into parked cars. Speeding Car same scenario opposite side of street car crashes into parked vehicles. Truck in right Lane strikes tree trunk ripping trailer, tree trunk falls, effectively blocking 3 lanes of moving traffic. Nearby: Illegal U Turn with Four lanes of 2 way traffic wipes out vehicle passing on left Lane. Passing: vehicle stops for pedestrian on crosswalk another car switches lane to pass and wipes out pedestrian unto the windshield - with many near misses. Speeding, Speeding from Sherman to the next traffic light on 8th Street & Vice Versa - cyclists are already making the connection on Central to the established bicycle lanes, without the protective Lane on the proposed plan, they are in grave danger, please help to save that Life that will be Lost - Establish Your Planned Proposal - Thank You for the Forum.
- Thank you for soliciting input. Our kids go to school three miles from our house. Making this corridor safe for biking would allow them to bike to school! Other priorities, in addition to making this safe for young cyclists, would be to install "dark sky" lighting. This benefits birds and peoples' safety and begins to take back our access to the night sky.

- Please ensure we have the safe bike path. Having biked across the island with my children I've seen way too many close calls with vehicles.
- Replace street lights will less light polluting, more down-focused options. We don't have any lights on our street, yet the ones from blocks away light up our home every night.
- The Priority List does not consider Safety or Traffic Flow. This project should not be done. Central is a busy street and this project would create congestion and accidents. There would be no way to get around stopped vehicles except to go into oncoming traffic. This would result in head on collisions. Traffic would move into the small residential streets and make things even worse. This project should be stopped now. The ONLY thing it provides is a bike path and to get it people will get into accidents and badly injured or worse. Not to mention the school children at Paden school. When school gets out it is a zoo on Central with parents picking up the kids. How many kids would get hurt in traffic accidents in order to provide a bike path? Is it worth it? Think again.
- #1 goal is to have safe routes to schools. Safe biking – fence cars dropping off students. Really appreciate the many opportunities for public input – thank you. Let's get some "3 feet it's the law" signs in Alameda! Need safer crossing of Central at 9th St. Fewer lanes, clear crosswalks pedestrian signs, flashing lights would help. Most critical areas for project – 5th to 9th.
- Broadway has zero use by use, because the design does not encouraging safe use.
- I don't want trees in sections 1 & 2 b/c it'd reduce visibility near the schools.
- Concerned about folks who want to bike fast to the ferry (bike lane on north side) may also want to bike quickly home.
- Make sure intersections are designed safely for all users, particularly when differing bikeway treatments meet.
- 5 of 6 people agree with idea of making safety and traffic calming as priorities.
- Prioritize safety, making schools accessible, serving people on bikes and people in cars.
- I live near that area and traffic often backs up on Webster turning east on Central. Even with two lanes on Webster going into two lanes on Central, traffic often backs up to Taylor blocking the intersection and crosswalks. This creates unsafe conditions, especially for pedestrians.
- Is the intersection of Central and Sixth planned to have a pedestrian beacon? If not, I would encourage that it be included.
- Just a note to mention that the 6th & Central intersection is difficult not only for pedestrians in the crosswalk at Central, but also for drivers on 6th Street making left turn onto Central. In addition, I am concerned about the high speed of cars making right turns from Central onto 6th Street. Pedestrians crossing 6th Street heading west, need to watch their backs as they cross. Crossing the street from a parked car to get to St Barnabas school (or vice versa) can also be quite scary. There is poor visibility for both driver and pedestrian, and drivers need to slow down to make the right turn.
- Safety data – where were the cyclists hit in the past 10 years? It matters. Give the

public this data.

- Please include the numbers of people who would get out of cars to walk or bike if it was safe and appealing in the traffic study.
- 68 accidents in 10 years – where did they occur? Santa Clara is 1 block over – this project is a waste of money! We do not need to shrink traffic between Eighth and Encinal.
- No change thing “safety” is always No. 1.
- If safety is concern: 1: Less safe to have high (car) density apartments going in and out on Central. 2: Less safe with car doors. 3: Less safe for high number of traffic 4: Use Santa Clara for bikes.
- increase safety for bicyclists and pedestrians along the full route and at all key intersections, including the data that was analyzed and produced to make those findings;
- I love how Shoreline operates right now – safe enough for my nieces & nephews to bike!
- The streets of Alameda between Fourth Street and Fifth Street on Central Ave. I am a lifelong resident of the city of Alameda. This city has always been bias, and has always covered up there wrong doings. For years families from the west end of Alameda, complained about the safety issues on Central Ave. For years and years parents constantly complained about how unsafe it was to cross the street at Central and Fourth Avenue. There was a crossing guard at Fifth Street and Central Ave. As usual the city could care less. It was just residents on the west end of Alameda. If that issue occurred on the EAST END, it would have been immediately taken care of. I was in 1ST grade at Paden elementary. I am not 100% sure of the years, but it was the early 1980's. Well on Halloween, we used to wear are costumes to school. We had annual parade around the block, and a carnival after school. Well on this morning one of my good friends, CHRISTOPHER COLLINS was walking to school that morning. A teacher from Longfellow elementary missed her turn on 5TH and Central Ave. So she proceeded down Central Ave to make a turn at 4TH and Central Ave. My friend was struck by the teacher’s car that morning. During the day at school, they announced over the pa system that CHRIS passed away. Then and only then. Magically Alameda came up with the money to put a stop light at that intersection. Which is still there today. Alameda put that light up to cover their own ass. But why did a 7 year old boy have to die? For Alameda to put a light up? Oh well I no the answer. We live on the west end and the city could care less. Once again, if this issue had occurred on the east end, it would have been immediately take care of. Just righting this article has brought back those horrible memories of that day. I have tears in my eyes just thinking about this again. It was so shocking to show-up to a funeral of a kid you were just hanging out with a few days earlier. Alameda has a lot of skeletons in there closet. And if you live on the west end, remember that you really don't mean CRAP to the city.
- This is an area that can accommodate students on bikes. We need to be sure it is as safe as possible.
- My biggest concern is safety for pedestrians. Second is making the street safer for

bicyclists.

- Thank you for finding solutions to make bicycling safer in Alameda. I know many people complain about this project, as well as Shoreline. However, I find Shoreline much, much safer and enjoyable for pedestrians, bicyclists, and motorists since the change to the design. I look forward to similar progress on Central. I often ride with my son (age 11) and find myself asking him to ride on the sidewalk because Central Ave. is not safe. We have had far too many accidents involving cyclists - this is a real safety issue, and needs to be addressed. I don't believe traffic is so significant on Central that we need all the lanes we have today. Thank you for your efforts to move Alameda forward.
- The approach from Main St. going south to Central Ave. at the confusing and dangerous dog leg is just that, confusing and dangerous. In the last several years I've experienced 3 accidents there, two of which when motorists collided with and took out multiple traffic lights. The technician who replaced the lights said it was the fifth time he'd done so. In addition, motorists ignore the 25 mph speed limit and speed back and forth presumably to and from the ferry terminal at rush hours. I'd love to see traffic calming there.
- Safety seems like a big goal...might want to break it down to pedestrian safety, safety for students walking and bicycling to school, safety for drivers being able to understand and use the revised lanes.
- My main concern is for children and families crossing Central Ave. Central Ave. is a major crossing point for schoolchildren and, soon, for all users of the new Jean Sweeney Open Space Park. Without improved safety on Central Ave., for pedestrians and bikers who want to go to school, to the beach or to the park, this crossing will continue to be dangerous for pedestrians and bicyclists, and the risk of collision and injury will remain high.
- Last week as I crossed Central Ave. with my family, a driver in one lane stopped for us at an unprotected crosswalk (8th and Central), so that we could cross. A car came up behind the stopped car, swerved around it into the other lane and proceeded to drive through the crosswalk without even seeing us crossing in front of the stopped car. This situation is completely dangerous and unacceptable. There should only be 1 auto travel lane in each direction to avoid this dangerous street crossing situation.
- The survey asks that residents of Alameda prioritize items that are vague, universally appealing, and not mutually exclusive. The specifics matter. Everyone wants “safety” but not everyone wants speed humps implemented every block in the interest of safety.
- Central Ave serves both of our high schools, and is currently a dangerous street with terrible intersections near Encinal High School. There are currently no bike lanes serving Encinal High School. The Santa Clara bike lanes end at Webster, and the remainder of Santa Clara is too narrow to be a safe option. The west end of Central needs a complete re-think.
- Most of us are clearly interested in improving public transport options. However how such options are implemented in the past have been to the detriment of cyclists, motorists and bus drivers in my experience. As an example when I ride from my place

in West Alameda and take the bike route east the bus driver and I have troubles. My average speed is roughly the same as the bus, because he has to stop and let out passengers. So we are constantly running up against one another competing for right-of-way at each bus stop. Also, the bus stops that don't pull off to the side of the road like the intersection at Webster and Santa Clara is very awkward to transverse on a bicycle or car because the bus blocking access past the intersection.

- Another area I'm concerned with is enforcement for all modes of transport. Alameda Police Department is very good about speed limits for cars. But there are a whole host of rules that are constantly violated both in letter and spirit. As for cars, there are blocks including my court where it is commonplace year round to have people parked on the sidewalk. I regularly see bicyclists riding right over the no bicycling signs on the sidewalk. A while back a whole group of kids on bikes yelled at my family for not getting out of their way. I almost hit a bicyclist while making a right turn since he was riding on the sidewalk at the same speed as I was parallel to me on my right on the sidewalk on Central. A few days later while riding my bicycle I almost ran into a couple riding out through the entrance gate at Crab Cove not even looking riding in the wrong direction. And it’s also commonplace to see pedestrians not only crossing against the light, but to walk slowly in front of on-coming traffic who have the right of way. I’d like to see rules enforced, and changed where needed.
- Also, how about finding a better way for pedestrians to press to cross. I don’t know if there’s any other technology out there, like maybe there’s a way a sensor could tell that there’s a pedestrian walking up to a controlled intersection? But at least put the press to cross button *both ways* on each utility pole. All that time adds up when if you wish to cross catty corner at some intersections you would have to walk about 10-15 feet out of your way and back to press both buttons then cross.
- Some minority of the population (bicycle riders) are once again trying to impose some excessive changes to accommodate their desires. I have personally driven Shoreline and seen a whopping one cyclists on the path. In addition it is dangerous for people trying to leave the apartments. Then there is the car with the dead battery the other day and a second car parked in the one lane forcing us to go into head on traffic to get around. I have not seen the delivery services but they most likely just stop in the lane too, causing a dangerous situation. I suspect that this is on an agenda and will happen regardless of negative comments.
- Paden and Encinal schools need safety first for students who bike, walk and take public transportation. Improvements are needed for parents who drop off students at school also.
- Safety: It's already safe. Again means nothing.
- Bicycling and pedestrian safety is my top priority. Access to SF and Oakland, particularly on the west end is also a must. The roads as they exist are incredibly unsafe for non-motorists. Furthermore, intersection visibility for oncoming traffic tends to be a major issue for me on a bicycle on all parts of the island. The designated bike street Pacific Avenue seems like a leftover idea that leaves much to be desired, stop signs at every other intersection essentially have gotten me to find other routes. Thanks for reading, hope to see the bike lane at central happen asap! The ferry

connection to the central corridor will ease a lot of safety concerns for those cyclists.

- Pedestrian crosswalk near fuzzy caterpillar preschool has poor visibility, there are near-misses nearly every day around 4-6 pm. Please make this safer!!
- Being able to walk in the evening without being mugged or knocked out.
- On the recent garden tour and for access to West End from East, our bicycle group didn't feel it safe to continue on the 4-lane section of Central, so looking forward to bike lanes. I feel it isn't safe driving due to narrow lanes and proximity to parked cars, and with the past change to Fernside as an example of lane reduction resulting in a safer experience for all road users, I think lane reduction is also a great idea. Still plenty of good car access here and elsewhere in Alameda!
- Pedestrian, bike, and parking safety are our priorities! Thanks for asking.
- We need multiple, safe, continuous cross-Alameda bike lanes connecting to the Main Street ferry terminal. Central is the perfect street for this given its existing bike lane through the city center and its potential to easily connect to the Main Street bike trail on the Base-side of Main Street (the preferred route for bike commuters). Currently the connections between Santa Clara and Main Street are disjointed and dangerous, with no safe way for bikes to connect to the Base-side bike path on Main Street. More bikes to the ferry means fewer cars trying to park during commute hours, less demand for expensive parking structures, a cleaner, less congested Alameda, and happier, fitter citizens!
- Just this morning, Sunday, June 28 at about 4am someone ran over two traffic lights at the corner of Pacific & Central, speeding (I assume) from Main Street onto Central Ave. I live at 111 Central and the disabled car was located right in front of my house.
- I attended the Central Avenue meeting on 14 May and left with the conclusion that the chief obstacle to pedestrian safety on Central Avenue, as elsewhere in Alameda, is lack of traffic control. Now, five weeks later, I have gone over it all again and my opinion is still the same. In the course of living for a long time in various parts of Britain, Canada and the US I have seen a fair sampling of heavy and light traffic on which to base an opinion. I have also seen in the early 1960s how well heavy traffic used to behave in Los Angeles - in striking contrast to the Boston area - when it was rigorously policed. Then we moved to the Bay area in 1967 and again found a marked change - lax policing and consequently careless driving. The two factors go together consistently, so if you really want to do something for pedestrians or cyclists you need to start with the main problem. Since I retired I have been experimenting in Alameda with observing the 25 mph speed limit and all traffic signs. The result is that I find driving far more relaxing while the time from A to B does not change appreciably. For the aggressive tailgaters I simply try to get out of their way and hope they get a ticket or two. And in view of this unreasonable municipal practice of tacking on huge extra charges, which I believe is really unequal taxation, I find that observing the rules as well as I can is easier on the wallet. I have concluded that aggressive drivers are also assertive by nature, so the real need is instilling good manners in the young, but that is perhaps a story for another day. With best wishes for finding a way to improve traffic, and with it our safety, in Alameda.

- What a mess! This is not the first time since I lived there that a traffic light was run over by a car late at night. I'm also very disturbed & annoyed by how fast people drive on the section of Central Ave. from before Encinal High School back and forth to the Ferry Terminal. It's awful and they "fly" through the traffic light at Pacific & Central frequently disobeying the red light.
- Words like "revitalize" even "improve" are too vague, and probably mean completely different things to different people. "Safety" definitely means completely different things to motorists and cyclists. A wide parking space ensures safety to the motorist exiting or parking the car, but is viewed as "unsafe" by cyclists who want wider bike lanes, and buffers. Many motorists, who previously enjoyed cruising Shoreline, are now avoiding it altogether. The changes to accommodate cyclists on Shoreline are viewed as dangerous by many drivers, especially older drivers. The younger people, who are more likely to hop on a bicycle, can more comfortably accommodate changes. For this reason, I think forcing the idea of "complete" streets, onto streets already in existence for decades, which cannot be widened, is doomed to fail. A great deal of money will be wasted without any net gain in "safety" for all.
- I visit my sister every year for about three weeks. She lives on 5th near Lincoln. I ride on Central every day mostly from 5th and Central to 8th and Central (but sometimes back toward the base and by Encinal) and then down to Shoreline. Two years ago my cousin and I on our bikes stopped at the red light at Webster and then proceeded in the right lane (we were in that lane as there are parked cars on the right) when the light changed heading toward 8th. A car that was apparently in the right lane behind us went into the left lane and passed too close to my cousin behind me and then intentionally hit me in the right lane. After he got out of his car as belligerently asked me what I was doing in “his lane.” There are drivers who will intentionally hit cyclists. I was in the center of the right lane because of the parked cars to my right and my desire not to get “doored.” The left lane was open for cars and he could have easily gone around us. I was not even at Page street when I was clipped. Thankfully you have a nice hospital here. Bruised shoulder bone. Let’s make Alameda safer for pedestrians and cyclists. http://www.bikewalkalameda.org/advocacy/current-issues/cycletracks/central-avenue-complete-streets-project
- I am writing to support the "Complete Streets" project in Alameda, to make travel and street crossings on Central Ave. safer for ALL transportation modes, especially people walking and people biking. I am also requesting that Central Ave. be converted from 4 auto travel lanes to 2 auto travel lanes, a 3rd left turn lane, and protected bike lanes on outside of the auto travel lanes. My main concern is for children and families crossing Central Ave. Central Ave. is a major crossing point for schoolchildren and, soon, for all users of the new Jean Sweeney Open Space Park. Without improved safety on Central Ave. for pedestrians and bikers who want to go to school and go to the park, this crossing will remain dangerous. Also, I would like to see the "complete streets" layout described above extended between Webster St and 8th St. on Central Ave. This is a critical travel road for bikers accessing Crab Cove, shopping on Webster St., schools and the Main St. ferry. It would be unsafe to continue with the current free-for-all street environment where speeding is rampant and dangerous passing

occurs constantly. Please consider the following items when creating the Alameda complete streets projects:
- Make crossing Central Ave. safer by "daylighting" intersections to remove parking spaces adjacent to curbs and crosswalks. Auto drivers cannot see pedestrians entering crosswalks when cars are parked right up the crosswalk, which blocks the line of sight.
- Please reduce auto travel on Central Ave, from four lanes to two lanes of auto travel, along with a center turning lane and protected bike lanes on each side, and include that lane structure between Webster St. and 8th St.

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

- The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Red Zones at Intersections and Driveways

- Have red zones at intersections so cars do not have to “creep out” to see traffic.
- Ensure visibility for driveway egress.
- Lines of sight – red zones of no parking at corners.
- 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.
- My wife and I are quite concerned about the number of driveways and business access drives (Mountain Mikes, Foster Freeze, O'Reilly's, and McDonalds) 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).
- Concerned about intersections – Webster & Eighth. Can we see current options to comment on?
- Concern about getting in and out of Encinal High School.
- Please make crossing Central Ave. safer by "daylighting" intersections by removing parking spaces adjacent to curbs and crosswalks. Auto drivers cannot see pedestrians entering crosswalks when cars are parked right up the crosswalk, which blocks the line of sight.
- Bike parking in bulb-outs.
- Daylighting at the intersections, protect bicyclists.

GOAL: ENCOURAGE BICYCLING AND WALKING

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.
- As a cyclist myself, I do not have an issue with adding bike lanes, but they should be the standard, painted lanes on both sides of the street, not these 'curbed monstrosities' that have been installed on Shoreline Dr. These curbed lanes to not enforce the idea of 'share the road' which should be instilled in cyclists and drivers alike.
- I live on Central and am also a cyclist. I'm absolutely not in favor of creating a cycle track similar to Shoreline. I don't think there is sufficient bike traffic to warrant a protected lane of that sort. That said, I'm all in favor of well striped bike lanes. I ride down Central frequently and rarely feel so unsafe that I would want an ugly parked car as my protective barrier.
- Please consider removing street parking on both sides of Central, and with this a cross-section for two lanes in each direction. Center median left-turn lane and bike lanes in both directions, can be accommodated.
- Road diet with Class II is a reasonable compromise.
- Like Class II bike lanes improve safety at Sixth and Central for pedestrians.
- Approve of plan for conventional Class II on east end of Central.
- Remove bike lanes on Santa Clara and do Central instead.
- Seems entire project is for bike lanes only!
- Many of the streets in Alameda have bike lanes painted on to the road. I think that instead of the buffered bike lane idea, you should simply paint in the bike lanes on both sides of the street. If you did this, the cars could set all of their items onto the edge of the sidewalk instead of in the bike lane, pedestrians could simply walk from

the sidewalk directly to their car, so they wouldn't have to risk cutting through the the bike lane and having the chance of being hit, and, finally, cars could simply pull over into the bike lane if an emergency vehicle needed to get through. All in all, I think, along with many other Alameda citizens, that painted bike lanes are a much better idea than building buffered bike lanes.

- The bike lanes from Third/Taylor to Sherman shown in the original plans (I have the paper version) are hopefully wide enough at 5' to protect riders from being "doored," to their right. For me while riding it is always a balancing act between whether I will get hit from behind or the side.

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).
- I consider Shoreline Dr to be a model for what this city and its residents can create -- safe, welcoming, and professional. While, as an adult, am comfortable riding with traffic, for smaller children, this can be intimidating and I believe dedicated bike lanes, especially for kids going to school, is needed for safety.
- This all feels on the right track towards a road diet. Interested in cycle track & protected options for [Eighth to Sherman/Encinal].
- Class 2 bike lanes are not enough for safety. Encouraging other transportation reviews car traffic. Only cycle truck or buffered lanes accomplish safety goal.
- Consider bike lane in one direction on Central and bike lane in other direction on a parallel street—but doesn't seem logical given width of nearby parallel streets.
- Cycle track is the way to go!
- Cycle Tracks are the safest method for keep Alameda's kids and more cautious riders

safe. I have two 1st grade age kids and will not let them ride on any other type of bikeway - we end up riding on the sidewalk.

- If the option is the cycle track plus Class two lanes as presented at the 2nd workshop then I favor it. It's not written that way here. I support the protected cycle track option.
- I like the plan for the separate bicycle track. My experience riding on both Fernside and South Shore is that the separation makes cycling along the roadways much safer.
- While I like how this design is implemented on Fernside, I think it would be better to have a consistent design throughout the project area. Having up to four different designs seems like it would be confusing for all people traveling through the area. For this reason, I generally favor Class II bike lanes (or buffered bike lanes).
- Would this section have the Cycle Track, two way, to match the other same type segments; And would there be appropriate crosswalks from the opposite side to feed into the winery and boat shuttle to accommodate increased bicycle commuter use.
- Make sure cyclists are able to ride in the traffic lanes--and that motorists are aware that cyclists belong in the streets--when they are traveling at closer to the speed of auto traffic than the speed of pedestrians or slow cyclists. Also make sure that all intersections involve "normal" traffic interactions and do NOT include "wrong-way" cycling into or out of intersections. This wrong-way cycling into or out of intersections is the MAJOR drawback to cycle tracks and two-way bike lanes of other types.
- Never put the bike lane between parked cars and a sidewalk. They did this on Shoreline Drive and it has ruined a great street and made things unsafe for cars, bikes and pedestrians. Do not reduce a 4 lane road to 2 lanes.
- How does cycle track safely transition?
- If Central is reconfigured like Shoreline, it will be very difficult for the residential neighborhood south of it to get out. Trying to cross Central on the small streets from Ninth to Sherman would be a nightmare. San Antonio would probably become very busy as an alternate traffic route.
- Separated bike path, cycle track, is the safest for the whole community. We would be very wise to invest in this now, as we're developing the base, so our city becomes safer and more livable.
- There are a lot of driveways on Central Avenue, which are extremely narrow--not your standard size driveways. It is very dangerous under ordinary circumstances to back out of driveways as visibility is low with parked cars on either side of driveway blocking vision. This makes it a safety problem for me, for bicyclists, pedestrians and other cars. I read that there is some kind of a manual somewhere on putting in bike paths and it is not recommended where there are too many driveways.
- There is a big problem with the arrangement of placing a non-physical "buffer" in between the cycle lanes and parking lanes. This is evident to anyone using the Shoreline track. The problem is drivers park completely in and often across the buffer.
- I feel safe biking with my children on Fernside Blvd's protected bike lane. The protection feels especially important given that kids will be traveling to nearby schools.
- On Shoreline Drive, the cars have bikes on one side, and cars on the other. Now, where is there a space to put your items when you are getting out of your car? You can't place them in the road, so the only place left is the bike lane, but if you attempt

to put them there, you could very easily cause an accident, as has almost happened to many people, including myself. Another large problem is that the pedestrians who want to get to their cars don't bother to go to the cross walk and go around to their car, but instead, they simply step out into the bike lane to take the quickest possible route to their car. So, when the pedestrians step out into the bike lane, they could very easily be hit be fast bikers who do not have the time to stop. My mother is a very avid biker, and she has come very close to hitting pedestrians on numerous occasions. The last safety problem is probably the worst. It is the emergency vehicle problem. If an emergency vehicle, like a police car, fire truck, or ambulance needs to get through to attend to an emergency, the cars will have nowhere to pull over to let them pass unless they pull over into the crosswalk. The reason they have nowhere to pull over is because of the barrier separating the bike lane from the street. Cars are parked right outside the barrier, so they can't pull over there, and that means that the cars will have to continue to drive, with the emergency vehicle behind them until they get to a crosswalk. This is a huge problem because if it is a large emergency, something terrible could happen simply because a car had no space to pull over.

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.
- I think parking buffered bike lanes would be ideal along Central, especially west of 8th.
- Extending the Central Avenue bike lane is a great idea, and having it be protected is all the better. Alameda could be such a pleasant place to bike through if it just had more bicycle facilities. So glad the City is making positive changes.
- I would like to see a protected bike path, similar to the one on Shoreline, all along Central Avenue to at least Broadway. The current bike path is not very safe for bikes particularly where central crosses Park Street.
- Physically protected bike lanes are absolutely necessary to enable more Alameda families to get around by bike safely and conveniently. New bike lanes may need to be wider than Shoreline's bikeway to be comfortable for everyone to use. No one should have to walk or bike in fear on Central or any Alameda street.
- I really hope we can include protected bike lanes in this project. As a parent, I feel so much more comfortable having my child ride his bike when there is a buffer between cars and bikes. Thank you!

- The plan for a protected bike lane on central is AWESOME and I'm excited to see it happen. There is a huge base of research regarding protected bike lanes (and transportation generally) that confirms how positively these sorts of plans impact communities. On a more personal note, I look forward to having a protected lane I can feel comfortable traversing with my small children- Alameda is a fantastic town for biking (or could be) and I appreciate the opportunity to lower the risk for my children of the leading cause of death in their age group- cars.
- Make the Central bike lane consistent with the existing lane from Sherman towards Park St. I prefer a buffered bike land as far as you can take it towards Encinal High.
- I think a lot of the angst in Crown Harbor is about the protected bicycle lane option that would move the row of parked cars about a half lane further from the curb than where the cars are parked now. Moving the parked cars more towards the center of the avenue would restrict visibility coming out of Crown Harbor even more than it is now. It's hard to make a left when exiting Crown Harbor because drivers can't see the oncoming traffic. The option of having the cyclists share the lane with the parked cars would have less impact on Crown Harbor.
- Separated, protected bike lanes are a must.
- This survey is not very clear. I am all for bike lanes or buffered bike lanes approaching the schools. I think what picture is proposing is a protected two-way bike lane all along Main Street from Lincoln to Encinal High school. I heartily support that idea.
- Protected bike lanes result in drivers and cyclists hitting car doors as they open.
- Separated and buffered bike lanes, where pedestrian traffic, and car traffic do not interact, so walk way, bike lane, buffer standing area, parking, traffic both ways turn lane if possible, parking, standing /unloading zone, 1/2 raised bike lane over intersections, to slow traffic, pedestrian walk way.
- Separating bike traffic from car traffic is very important to me, whenever possible.
- We absolutely need physically separated bike lanes in each direction on this section. If we want to stop people driving single-occupied vehicles to the ferry terminal, we need to provide them with safe-alternatives. Please don't do a single, bi-directional cycle track like shoreline. That's not sufficient capacity when 10-50 bikes get off the ferry at the same time.
- I am a cyclist in town and feel much safer being as far removed as possible from moving car traffic.
- Definitely would like to see protected bikeways throughout the entire project.
- Use parked cars as a barrier between cyclists they are cheaper than a child's life and much easier to fix
- Good in that it is safer for bikers. The bike lane is enclosed and next to sidewalks. There are currently no safe options for riding to the point.
- Alameda can't have enough bike lanes that are protected from moving cars by having either parked cars (like Shoreline) or planter strips between them!
- Road diet, yes! Bike lanes are too close to car doors and should be buffered. I don’t want sharrows at intersections – these are the trickiest places for cyclists and should be the safest location, not where we’re let to mix with traffic.

- Please keep all bikeway options for study in the next phase and do not remove protected bike lanes from consideration. The impacts of changes to the street need to be analyzed along with the benefits that those changes will have for people using the street.
- Protected bike lanes—they are best practice.
- School children should have access to protected bike lanes to significantly reduce car/bike interactions. This lets parents be more willing to let their children ride to school and protects drivers from accidentally hitting kids. This should be a case throughout Alameda.

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 is 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.
- ***Main Street/West of Webster***: I bike from the Main St ferry terminal every day along with dozens of other bikers in high commute hours - we need safer options to get across the island, especially on Main Street and west of Webster Street!
- ***Pacific/Main***: Part of a blind curve northbound, needs visibility. The Pacific/Main transition is extremely bad, southbound, especially as a bike turning left.
- ***Bay Trail/Crown Drive***:
  - Bike access is difficult; storefronts also exist.
  - 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.
- ***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.

  - The ONLY thing it provides is a bike path and to get it people will get into accidents and badly injured or worse. Not to mention the school children at Paden school. When school gets out it is a zoo on Central with parents picking up the kids. How many kids would get hurt in traffic accidents in order to provide a bike path? Is it worth it? Think again.
- ***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.
  - 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.
- Wish it was possible to bike around Alameda entirely on a beach path. I recently moved to the west end and would like more nature trails and bike paths and good restaurants on Webster.
- Central is a busy street and this project would create congestion and accidents. There would be no way to get around stopped vehicles except to go into oncoming traffic. This would result in head on collisions.
- VIP next meeting – have a map grid of all existing bike routes and proposed new bike routes to connect to parks of Central to utilize it as a bike route but not in congested areas between Fifth and Ninth.
- Would be great if there were dedicated bike lanes from Webster to Broadway on Central.
- I would really like to see bike lines for the full length of Central. I would use them, rather than doing the current zig down Taylor/San Antonio etc. that I need to do now.
- Develop a consistent bicycle approach for the entire length of the island on Central. Improve the operation of 8th and Central for all modes (would likely involve widening into Washington Park a little.). Make sure improvements also work well at intersections. Don't make bicyclists "feel" safer when they will not be safer in fact. Follow established standards, formally review and adopt any standards, and clearly perform a professional engineering review of concepts especially documenting explicitly how the concept design meets specific standards and where they don't and why the proposed concept is still acceptable when it does not meet those formally adopted standards.
- This is a critical corridor for people on bikes to access the Webster business district and the ferry. Currently, it is used as a speeding highway for cars heading to or from the tunnel. It desperately needs traffic calming and access for ALL road users, not just cars. Thanks for considering these improvements!
- I am thrilled about this project going through. As someone who regularly rides her bike from the east side to the west side for work, I would like to see the bike lanes continue on Central west of Grand so I don't have to go over to Santa Clara.
- Provide bicycle-only facility from Sherman to Encinal High School.
- I am an Alameda resident, cyclist, and driver. I am excited about the plans to make

Central Avenue safer and more bike-friendly, and am writing to register my support.
- Not needed – I've rode bikes my whole like – ex paper boy.
- Definitely would like to see protected bikeways throughout the entire project.

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.
- Encourage bicycling how? I already ride my bike around just fine and safely. However to really encourage me would be to help me get to a BART station. Why not use the transportation funds working on how to get me to a BART station a lot easier? This is a very stupid plan to remove parking spaces and lanes on central turning it into what shore line looks like as well as adding huge islands that stick out into the street with plants like you see on Webster Street. The problem isn't being able to ride or walk around alameda safely nor is it one too many traffic lanes. The problem is getting me to the ferry or to BART. All traffic studies that have been conducted in Alameda all came to one conclusion. Lack of access to bay area transit. Why doesn't the planning department post the true graphic lay out of this plan instead of just posting this google satellite picture of central with cute yellow circles? You've had the real plans drawn out a couple of years ago. Why not post it?
- We love the shoreline bike lanes but they need to connect up with other parts of the island!
- Love the plan, we need more safe routes for kids biking to school.
- Make biking safer, this will reduce car traffic.

- I strongly encourage the development of infrastructure to encourage bicycling & walking.
- Remove all on-street parking on eastern portion of corridor.
- Overall, supportive of preferred option.
- How about fixing traffic signals that aren't tripped by bikes and only cars while we're at it.
- And as for changed where needed, how about changing the law at four way stops to yield for bikes when there's no competing traffic? Maybe even at lights?
- How about bike sharing for our fair city? Bay Area bike sharing is supposedly expanding greatly this year and Alameda is perfect for such a program. We could pick up a bike near our house, ride to "Spirit Alley" or the ferry terminal, or go shopping, dining etc on Webster or Park.
- Please require shopping center such as Clement & Park St to install bike racks – not 1 is available
- The city should stop trying to appease a vocal and active super minority of bike riders and consider the great majority of its taxpayers. A program that was drafted in the 70's or 80's is hardly justification for ruining other Streets in the city.
- I have seen traffic lights with dedicated bicycle lights. I would really like to see that for new signals
- Are there other streets where bike facilities could be accommodated?
- Have our police enforce the laws. Bikes have the same right to road, but are not guaranteed their own lane.
- Please continue to make Alameda a safer place for biking. The more drivers we can get out of their cars and onto bicycles, the more urban friendly and less traffic congested our wonderful town will become. Make our streets safer will help accomplish that. Thank you for your hard work transitioning our streets to be safer for all.
- Also, please coordinate w/AUSD & BikeEastBay.org to offer free urban cycling classes at the start of the school year at EVERY campus.
- Thank you for improving Alameda's quality of life through keeping the speed limit at 25 and expanding the bike lanes! I am 62 and love that biking in Alameda is possible. The more bike lanes, the healthier I, and others, will be. Again, everything that can be done to promote Alameda as a bike-friendly island would be raising our quality of life.

Encourage Bicycling and Walking: General

- https://www.youtube.com/watch?v=4aQrZtG-LVg and this link: http://www.american-oasis.com/chapters/1 this is the scale and vision which we need to be focusing on, particularly given the new 'normal' of extreme climate events.
- Allow people of all types, to use the street for human powered transportation is important for economic development. We tend to think that beautiful homes and nearby retail will sell Alameda but what really sells this community to visitors are the people on the streets. Children, moms and dads, retired, that variety says safety, friendly and community oriented to those who drive through even though they

sometime cannot articulate why they like this place so much.

- Overall, encouraging mass transit, biking, walking and CAR POOLING would go a long way toward traffic calming on the island, especially along the busiest rush hour corridors. Getting out of town on the West End is difficult, but that's primarily because the majority of the cars in the tube are single-occupancy.
- Really, this island is perfect for transportation options OTHER than cars...why cater more to drivers? We're already catered to as the majority...time to make our community the progressive pedestrian town it deserves to be and set ourselves apart from a failing model of "streets are only for cars and parking". There's room for everyone, even protected bikers.
- Encourage bicycling and walking: In other words to force you not to drive. People bike and walk in Alameda just fine. I know I do.
- If you build it, they will come. Lots of people drive everywhere because we have been building roads to make it easy to do that for 100 years. It's time to build safe roads that work for bikes and pedestrians even if it takes a car an extra 30! seconds every now and then.
- Big yes to prioritizing bikers and walkers!!!!
- I would really hope that the concept is going to include creating some form of green-way trail connector (like the bay trail) between crab cove and the Encinal Boat Ramp. a major need is to expand the pedestrian/bikeway, probably by removing the parking, for the 1/2 block between the private path at crown drive, and 5th street. there currently is a very narrow sidewalk (a bottleneck, really) being heavily used by pedestrians, strollers, bicyclists, dog walkers, all trying to get from the west end neighborhood, via Fifth Street, to Crab Cove & the beach (such access is all funneled thru here due to the single crosswalk at Central & Fifth Street), and Central Ave is too dangerous for bicyclists to use (especially children on bikes).

Encourage Walking: General

- ***Lincoln Avenue***: 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.
- ***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.
- Encouraging walking how? Removing travel lanes on Central? I thought we walked on sidewalks? But removing lanes will encourage me to walk? I am just fine walking down the block with 4 lanes painted on the street thanks.

- The sidewalks are too narrow along many sections, given the number of strollers, families, and people with limited mobility I see out and about on a regular basis.
- Encouraging walking? Sidewalks have always served that purpose. I don't think we need special walking paths. They are common in newer developments, but they would not fit in with the neighborhoods along most of this corridor.

Curb Extensions

- Yes (14)
- No (7)
- No! go away
- Near schools to improve pedestrian safety
- Will they accommodate disabled drivers/parkers?
- As long as the fewest loss of parking spaces is a high priority
- If done right they are great. If they are configured like on Webster it is easy to crash into them when parking
- Undecided on these
- Great without shrinking the street between Eighth & Encinal. Use Santa Clara from Fourth to Encinal & transition to Central up to Main
- Marked for easy visibility turning
- Absolutely losing a parking space or two is definitely worth it for safety benefits for all users
- With high visibility! Daylighting the intersections is a must
- Ok
- I will gladly loose a handful of parking spaces in exchange for safer intersection, Great idea
- Nothing like Webster St. Please
- No, axle breakers. Shredded tires & bent rims already problematic on Shoreline
- None – on Fifth and Central – can’t lose any parking
- Yes – But make sure they are welcoming unlike the Park Street in front of Alameda gym (San Antonio Ave)
- I do not like this
- No, no, no. No parking loss!!! With the trip and fall hazard already present on Shoreline Dr. please do not do this. Please no parking loss
- No, prohibit future curbside bike lanes
- Central/Eighth & Central/Page are very dangerous pedestrian intersections
- Will be very helpful for pedestrians
- Major choke point – Landscape median at Sixth/Central
- Good
- Using 'bulb outs' to make it easier for pedestrians to cross (as well as creating public space for benches/trees/mini-gardens) would dramatically improve the community cohesion/vibe for this part of Alameda.

Flashing Beacons at Uncontrolled Intersections

- Yes (11)
- No
- Otis – by Krusi Park – great light
- Ask the neighbors who live there
- Yes, please do it at Fourth at Marshall, too
- Only if traffic levels warrant
- If elevated, low lights are often not seen and create the impression of safety this is unsafe
- Sure, why not!
- At one or two okay. Too many can cause complete stop on Central.
- If they work?
- Most definitely
- Yes, or better yet, control them
- Not as good as bulb out
- Ok as long as crossing pedestrians can see when try to cross
- This is good
- Needed at Lincoln and Central for students
- Fifth/Central (3)
- No signal needed at Fifth/Central if put one at Third and Central
- Maybe – are they shown to increase safely?
- No parking loss!!! Ok, as long as no parking loss is going to occur
- My concern is that motorists will become too expectant of them and will not notice crosswalks without them
- If they don't distract drivers more than they help focus them
- Please address Central/Eighth & Page/Central
- Yes – small streets between Ninth & Sherman – Weber, Caroline, Hawthorne, St. Charles, Bay
- Waste of money
- At Paden school
- Good idea
- Traffic diversion
- Flashing crosswalk lights in pavement.
- Make sure rectangular rapid flashing beacons also flash in direction of people walking so that they know it is time to cross.
- 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.
- Need street crossing signals.
- When there are blinking pedestrian crossing lights, include a visual indicator for the pedestrian to see as well (a blinking light aimed at pedestrian added would work).
- 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).
- Install amber flashing lights at crosswalks along Central. Lighting is low and it's difficult to see pedestrians. It works great on Webster, why not Central?

New Marked Crosswalks

- Yes (22)
- No (1)
- Sure, why not!
- Great!
- At Sherman, bike eastbound on Central & cross 3 intersections to go northbound on Sherman
- Yes with daylighting
- Need to remark Sixth street crossing
- This is wonderful
- Extra crosswalk across Central/Fifth means need for one more crossing guard
- Limit line at crosswalk on Central @ Fifth
- Depend on how marked is this “limit-line”? Then yes Fifth/Central
- Limit line – before crosswalk Fifth/Central
- Sixth/Central – Stop 4 way signs! Unsafe pedestrian crossing.
- Not needed on east side of Central and 5th
- Yes!! Helps goal #1, #2, #3
- No parking loss!!! Ok, as long as no parking loss is going to occur
- Yes
- Good
- At Paden school
- No parking to corner to increase visibility crossing Central.
- Need crosswalk at Sixth Street - 550 Central Ave – Villa Marina.
- Make all intersections have a shorter pedestrian crossing distance.
- Well-lit pedestrian crosswalks.
- Mark all the crosswalks.
- Crosswalks should be raised, lighted and enhanced along the whole corridor.

GOAL: TRAFFIC CALMING

Specific Intersections: Traffic Calming

- ***Main Street***: Revisit traffic lights between Central Avenue and Main Street.
- ***Lincoln Avenue***: Pedestrian lights in road at Lincoln and Central.
- ***Third Street***:
  - How about a traffic light at Encinal High School to let students cross central safely? Cars wait approximately five minutes for students to cross.
  - Need traffic light to control Central Avenue/Third Street/Taylor Avenue like at the Encinal Avenue/Central Avenue/Sherman Street intersection.
  - No signal at five legged Taylor Street intersection. That'd be too much congestion. Otherwise I like the preferred option.
  - This is the most confusing set of changes given the high toned safety concern for school children, I feel this would be very stressful and thus more dangerous.
  - No turning lane is potential problem.
  - Move south curb to add left turn lane.
  - Reduce sidewalk width and remove "fast" bike lane so you can add a center two-way turn lane. A left turn lane is especially important in front of Encinal High School.
  - Include center turn lane.
  - Maybe a roundabout at Central/Third Street, where five roads intersect. Presented concept is good.
  - How about a traffic circle, especially by Encinal High at the huge intersection where five streets come together. Traffic circles do slow cars down and might be able to be put into place faster than the bike lanes. That intersection Central, Third and Taylor is very fast and large, a left from Third to Central difficult due to visibility and speed of cars on Central. Traffic circles is my suggestion and maybe incorporated with the bike lanes.
  - Add stop sign on Central and Third.
  - No traffic light at Third/Central.
  - In my perfect world a roundabout would replace the lights at Sherman, Encinal and Central (making it safer for pedestrians and bikes, making it possible to cross on both sides of the street).
  - Well done. Traffic light at Encinal High School at Third Street.
  - Must have a signal at this intersection (Third and Central).
  - And a light would be put in place by the mess at Encinal High School.
  - Hope light at 3rd & Central will be sooner.
  - I would also like to see a traffic circle on the corner of Central, 3rd, and Taylor, and traffic circles in the eastern part where there are now 4 way stops. The traffic circles in Bayport work wonderfully for cyclists. Thanks for allowing input.
  - Traffic signal would help kids cross the street to Encinal, but I also haven't seen many issues related to this, people stop and wait for the kids and traffic flows pretty well without a traffic signal.
  - This is one of the most tricky sections to drive. Installing lights I think is a practical option. Especially considering it is a high school with lots of new drivers in the area.
  - Yes on the traffic signal. Very dangerous intersection after school.

  - Traffic signal doesn't feel necessary to me, unless seeking to calm traffic speeds there.
  - I am opposed to installing a light. Takes away the small-town residential feel of the area.
- ***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.
  - A traffic light at Sixth and Central would achieve most of the "calming" needed.
- ***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 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 Divisidero and 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.

General: Traffic Calming

- Enforce the 25 mph speed limit.
- No such thing as "traffic calming." Speed limits are already at 25 mph. 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.
- 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.
- Provide data on average speeds and traffic counts for Fernside Blvd and Shore Line Drive.
- There is an existing bike lane on Santa Clara Avenue already and it is a less traveled street. Develop it as a bike lane and use other techniques for traffic calming on Central Avenue.
- There may be a number of other ways to do traffic calming besides going down to two lanes. I noticed on some other streets crosswalks are made more visible by more striping on them. Speed limit signs where it shows how fast you are going. More stop signs would slow traffic down considerably. One of the reasons people race down the street is that it seems like a freeway and they built up speed.
- Show the traffic analysis and parking analysis for the area and how it would be affected with a modified street.
- I favor changes that will slow the traffic down to the speed limit to benefit students walking and biking to school and people trying to cross the street in the neighborhood.
- Consider alternatives for traffic calming – more police enforcement, pedestrian crossing signs, etc.
- Consider the number of vehicles going in and out of the apartment complex driveways between the high school and Webster.
- Questions about traffic flow, travel times.
- Request for an independent group to analyze traffic.
- Concern about slowing traffic with the road diet.

- You and the consultant casually disregard the impacts to key intersections, which is worrisome. Delay and congestion are already poor and we question your analysis. Your June Workshop presentation shows the existing conditions of all intersections as operating below capacity. Experience at Central/Webster and Central/Eighth proves otherwise.
- Additionally, the 2035 analysis shows travel times increasing by 10, 20, and 40 minutes. This was easily shrugged off (during the Transportation Commission meeting), which exposed that this is a bike/ped project rather than a complete streets project. If this was a complete streets project, and if this was reviewed by an actual traffic engineer, these impacts would have been taken more seriously.
- The widening of the street and rationalization of the intersection at Main and Pacific.
- I attended the Central Avenue meeting on 14 May and left with the conclusion that the chief obstacle to pedestrian safety on Central Avenue, as elsewhere in Alameda, is lack of traffic control.
- Moving the parked cars more towards the center of the avenue would restrict visibility coming out of Crown Harbor even more than it is now. It's hard to make a left when exiting Crown Harbor because drivers can't see the oncoming traffic. The option of having the cyclists share the lane with the parked cars would have less impact on Crown Harbor.
- I was at the last meeting for the Central bike suggestion request. I have driven up and down and I am both driver and bike rider. I like the buffered bike lanes and middle right and left turn lanes for cars. However, Central does have another school (Paden) and parents usually double park and make lots of U turns in the middle of the road(another issue).
- I have had a hard time currently getting onto Central from my residence.
- 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.
- If people are speeding, have police give them a ticket.

Road Diet Support

- 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.
- 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.
- 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).
- 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 Eighth Street between the dog park and Westline Drive. 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.
- There's a lot of neighborhood sensitivity about parking, and I think one lane each direction + center turn lane could easily handle the current amount of traffic. A center turn lane would alleviate some of the concerns about emergency vehicle access and double-parking by providing room to pass without entering the oncoming traffic lane.
- I drive Central Avenue from Fourth Street to Eighth Street each morning as the start of my commute. Other than 15 minutes each morning around 8 AM, when SUVs disgorge children at the schools, the traffic density does not seem sufficient to justify two lanes in both directions.
- I would gladly prefer to see these lanes reduced (aka 'road diet'), to allow a greater diversity of types of users of the roadway. Alameda is such a beautiful city, projects such as this (and Shoreline) exemplify positive, 21st century transportation models are coming here. Thank you for the opportunity to provide feedback, as well as read and try to understand the hopes and concerns from my neighbors.
- One suggestion would be to reduce Central to 3 lanes (one in each direction with a middle turn lane) and add painted bike lanes to each side of the street. It would reduce traffic, add bikeways, and preserve parking.
- We should take this opportunity to make Central the safest, calmest street it can be. Central needs no more than two thru lanes for private auto traffic (the volume of cars is nowhere near its current capacity), and a narrower roadway causes drivers to drive more slowly and carefully -- and everyone will get to go where they need to go.
- I would like to see the 4 lanes on Central reduced to 2 lanes, with bicycle lanes on both sides of the street. This would encourage drivers to slow down, and to yield to pedestrians and bicycles, just as they do on any neighborhood street. There are 2 public schools located on the west side Central, and many young people cross the street on 2 wheels or on 2 feet. The 4 lanes encourage drivers to feel like they own the road, drive too fast, and potentially put others in harm’s way.
- Like preferred option because no parking loss and addresses street crossing issues.
- Not, perfect, but better. Much better. Do think the park should be kept open for bike riders at night and lite so they can get to Shoreline park safely.

- I want to write in support of the project to transform Central Ave from Sherman to Main into a safer place for pedestrians and cyclists. I often ride from east end to west end and have found this section particularly challenging and scary. Please add my name to the list of supporters. Thank you.
- The opponents of these measures cry foul that removing lanes or doing traffic calming will somehow make driving more dangerous. This is asinine and not backed up by any data. When people say they must be careful when driving on Shoreline, what should be read into that is they have to pay attention and slow down. No more 35 mph driving in a 25 mph zone. I don't see a problem with that, and look forward to these improvements on Central and hopefully other streets. There are far too many kids biking and crossing on Central to not do these improvements. Take away lanes and provide more bike access.
- Alameda needs to get away from the mentality that the priority is to move cars. The priority should be to make it hard to speed through town and make our streets more vibrant for people. Cars should not be given priority over people and cyclists. The safety and economic benefits of complete street projects are greater than the benefits of parking spaces and making it quick and smooth for cars to traverse the island on the way to another destination. Many recent studies now show the positive economic development benefits of these projects too (see NYC's analysis of economic impacts of complete streets).
- Traffic Calming: Reduce the number of lanes down to 2 lanes. Redesign of the whole street making it look like shoreline. As well as some of the design on Webster implemented as well by removing parking with benches etc as we see now.
- I appreciate the work and thought that has gone into this project. I hope it moves forward. Thank you.
- I'm so happy to live in a town that looks to make positive improvements. Thank you!
- Far too many cars in Alameda!!!
- There are co-benefits of this project such as reduction of greenhouse gas emission & reduction in obesity.
- I am a resident, homeowner, and Alameda business owner, with children attending AUSD elementary school. I am strongly in favor of the proposal to change Central Avenue from 4 lanes of car traffic to 3 car lanes plus bike lanes. This works better when traveling by bicycle and it works better when driving. I often ride to Spritzers and other businesses on Webster from my home (and home office) in Central Alameda. I can say from experience that riding on Central in its current configuration is less than ideal. It feels much less safe than the sections of Central that have bike lanes. And I am a strong believer that a more bike-friendly community improves our quality of life and our property values. Also, since we tend to stay on the island when we bike, it keeps more of our daily business on the island. Thank you for considering my viewpoint and considering improvements to Central Avenue.
- Remember that there is over 400 years of experience with traffic, especially in Europe, so do some study.
- Instead of a median turn lane, have two lanes going east and one lane going west.

- Looks good. Don't let the very vocal but minority group of "auto-first" Alamedans derail these much needed improvements. Auto "congestion" in Alameda is non-existent to minor, and mostly due to single occupancy short trips as far as I observe. These changes will get even more people out of their cars and biking for short and medium distance trips.
- I love the idea of the road diet. As a driver in SF, it really improved my drive along Valencia St. And a biker in Alameda, I am terrified about biking along Central between Washington Park and Webster, and I'm looking forward to getting a designated bike lane.
- To encourage drivers to share the road with all of the other travelers along the way:
    - one lane each way for cars
    - one lane each way for bicycles
    - one sidewalk on each side for pedestrians
- https://laurendo.wordpress.com/2015/09/02/on-the-road-diet-again/

GOAL: MINIMIZE DISRUPTIONS TO MOTORISTS

Road Diet Concerns

- No road diets or bike lanes.
- Concern with degree of traffic 7:45 am to 8:30 am when tons of parents are dropping off children at the 6 to 7 schools in the west end. Too much traffic as it is concern the proposal will cause more traffic by cars diverting off Central.
- Changes to this section are too impacting on motorists. I suggest using Taylor with a new concept.
- Keep 4 lanes at all intersections! Must accommodate handicapped parking width. Main design is beautiful “as is”. Do not ruin it. Make small street changes first such as one or more signals or stop signs to help pedestrians & bikes cross Central Ave easier.
- Reducing Central from 4 lanes to 2 will cause congestion and accidents. Leave it alone. People will pass stopped cars (emergency, moving, delivery, residential) in the left turn lane and cause accidents. On Shoreline they go around stopped cars by going into oncoming traffic.
- All of this is a very bad idea. Traffic already has enough trouble moving through Alameda, especially along Shoreline since that bike lane was added. If you want to improve traffic in Alameda, add another bridge or tunnel off the island!
- If there is any doubt about the congestion this will cause let the city close the two center lanes for one day and see what happens. This should put an end to this debate.
- Close the two center lanes (left turns allowed) for one day and try it out before going final.
- People can get around the Island just fine. The issue which is backed by all studies ever done including the most recent is getting us off and on by any means of travel. You are too busy with ABAG to focus on any real issues. No honesty to us citizens.
- The survey assumes that residents of Alameda think that making Central Avenue a “complete” street is both desirable and an immediate priority. Public Works needs to take a step back and first ask residents to identify (and then prioritize) desirable transportation-related projects in the City. It is likely that the majority of residents would rather Public Works focus on reducing the number of vehicles crossing the City’s tubes and bridges. It is also likely that the majority of residents (especially those living on Central Avenue) would not mind some targeted improvements (like increasing visibility at the Page Street crosswalk) but have no interest in another “complete street” debacle.
- Here's my problem - I don't think anything needs to be done on Central. Alameda has multiple paths around the island; restricting Central in any way makes little sense. If you want bike/pedestrian paths from the West End, there are several existing options, all good (Santa Clara in particular). And Central itself is actually pretty good (I use it regularly to get to Alameda Point from Grand). So my vote is to repave it, but not take any other actions.
- Alameda already has issues with the ability to easily move traffic across the island. I can't imagine changing Central Ave from 4 lanes to 3 lanes. I live on Santa Clara Ave and can attest to the fact that it doesn't matter if you limit the lanes of traffic, cars will

still speed through Alameda. I regularly witness cars going around the Santa Clara bend (at Stonehenge) at about 35 mph.

- Some of these choices actually don't make any sense. Is Alameda planning to put in roundabouts or make this area not a through street to cars? What does "traffic Calming or encourage walking mean in this context? The same situation applies to Lincoln Ave where the old Pagano's is. This street seems fine the way it is to me.
- Minimize disruption to motorist: no such thing. This is all about causing more traffic making it more difficult to drive and park as to try and force you not to. Infringing on ones freedom to choose their own means of travel.
- Don't destroy Central Ave by taking away two of the driving lanes. Stop catering to bicyclists. They ARE NOT the majority and not everyone can or wants to ride a bike everywhere. Install flashing light crosswalks at a few intersections and be done with it.
- The neighborhood around Encinal High is congested enough. Do everything to improve traffic flow and minimize disruption to motorists. Finally---while all this is being debated, can't the city please repave the block between Lincoln and Atlantic (where Central turns into Main, I think).
- This project should NOT be done. Changing Central from 4 lanes to 2 will create traffic congestion and cause accidents. Emergency vehicles, delivery vehicles, moving vehicles and private vehicles (picking up from school and otherwise) will block the ONLY lane causing traffic to move into ONCOMING traffic to get by. This project should NOT be done. It is a tremendous threat to public safety and should be stopped NOW! The project on Shoreline is just like this and has caused traffic to move to Otis rather than drive on Shoreline. I have stopped driving on Shoreline because it is too dangerous. The last time I drove on Shoreline a fire truck and an ambulance were stopped in the ONLY lane. I was one of SIX cars that had to move into ONCOMING traffic to get by. It was very dangerous and I have since stopped driving on Shoreline. Stop this project now.
- If there is any doubt about the congestion this will cause let the city close the two center lanes for one day and see what happens. This should put an end to this debate.
- Consider that the Cross Alameda Trail can be the solution and no bike lanes are needed on Central. Other streets are more appropriate.
- I do not see the problem with Central Avenue. Why fix what isn't broken?
- Why doesn't this scope stop at 8th street, where the Washington Park/Shoreline bike lanes meet up with Central?
- Consider another location other than Central.
- To do this, the plans should move the bus routes from Santa Clara to Central. The current plans to implement safety improvements (i.e., stop lights, marked crosswalks, flashing crossing lights) along Central would be retained. Parking and traffic on Central would be unaffected for motorists. Bicyclists get a safe dedicated place to travel. Pedestrians (particularly children) can more easily cross Central Avenue.
- I strongly object to the city's plan to modify Central Avenue to accommodate a bike lane. 90%, or more, of the people in Alameda drive cars, not bikes. Shoreline has been ruined by the new bike lane, which gets little use at any time.
- Do not double our travel times with zero studies on Shoreline Dr. How is this

reasonable? A crosswalk was added at Webster & Central about 1 year ago with a traffic study which stated 26,000 vehicles per day – how has this changed the intersection? Do not interrupt emergency response times!!

- Caltrans and the city have done nothing to improve traffic flow. Just look at Park Street and Otis at Park at almost anytime to see the disarray caused by the "road diet" that has been implemented on those streets.
- I think the City is getting carried away with the bicyclists. The Central Ave. plan is not viable for motorists who constitute a larger number than cyclists. The City needs to remember that not everyone, for various reasons, can cycle. Shoreline Drive has become a nightmare for motorists. No longer a pleasure to drive on. Let's not let the bike coalition rule the streets of Alameda.
- I attended last night's "Third Community Workshop Focused on Making Central Avenue Safer for Pedestrians, Bicyclists, and Motorists." Everyone is passionate about their positions, and no one is happy. It can be described in a form similar to the story This is the house that Jack built. No one wants to lose parking. Since no one wants to lose parking, to make space for bicycle lanes, the number of travel lanes needs to be reduced. Since Central and Eighth is the most congested intersection in all of Alameda, the plan calls for no lane reduction from Webster to Eighth, so bicyclists do not feel safe sharing the road with cars. Parents do not feel comfortable allowing their children to ride their bicycles to school.
- State highway 61 – truck route – emergency lane – education of bicyclists. Enforcement of traffic violation by bicyclist.
- You mention slower speeds. Estimated time to travel the project area is unacceptable (study by Kittelson) page 7. You will negatively impact parallel streets. Majority gives up too much for the minority!
- 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.
- Don't take Central Ave. Use the side streets.
- Stop this project now. It will cause congestion and accidents.
- Wait to see how Shoreline really works before implementing something similar.
- Not a valid approach to improving Central or West End.
- This project should be shelved until: The City has a proper understanding of traffic impacts of road diets on our specific, unique network. This could be achieved through the analysis of the Shoreline project, which was a pilot project for that very reason. The Central Avenue and Clement Avenue projects are being rushed for specific interests, to avoid possible push back, without proper comprehension. These projects will have significant impacts on our network and should not be hurried. The proper staff, resources, and attention can be given to this type of high level project. To our knowledge, there is no City traffic engineer reviewing these plans. You must have experienced staff checking the work of a consultant. It's basic quality control. Otherwise, they will just tell you what you want to hear, which is exactly what's happening - "a staff bicycle advocate is advancing a bike/ped project, masked as a complete streets project, and the consultant is saying that the impacts to motorists are

not a big deal." The analysis must be done by a properly trained, unbiased professional.

- The concept serves a very small but vocal group, the bicycle lobby, it gets its impetus from the grant of funds that must be spent or lost to the city, it can get warped to the fit the oft quoted “best practices” from the U.S. Department of Transportation.
- It does not adequately address issues that are apparent to the residents of the area and the police force (if they are permitted to speak on the issues).
- It uses euphemisms, like “traffic calming” to avoid using terms residents or drivers would use, like “traffic choke point”.
- It does not consider adequately the issues experienced by drivers entering Central from Fifth, McKay or Crown Drive.
- It does not consider at all the use of lanes for deliveries or for moving vans at the many apartment buildings on Central.
- It inadequately considers the three schools on Central and the impact of dropping off and picking up children.
- Why wouldn’t the city put the bicycle path on that street instead of the more heavily traveled Central Avenue?
- I think the best answer to Alameda’s need for more car and bike traffic lanes is to keep Central Avenue’s four lanes but turn two other streets (Lincoln and Santa Clara?) into one-way traffic for bikes and cars. There are a number of other streets that should now become one-way as well. Alameda needs a TOTAL reconfiguration of ALL its traffic lanes, and one-way streets are the best answer to alleviate the city’s present and future traffic problems.
- As a cyclist, pedestrian and driver, we have bigger cycle/pedestrian issues to fix first.
- 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.
- It is a VERY LOW PRIORITY project compared to spending on schools. And the yearly maintenance will increase taxes or parking meter fees.
- Also, my friend suggested that perhaps the easiest thing would be to have Public Works close the two center lanes (left turns allowed) for one day. This would provide an actual dry run of the project and would give the Transportation Commission some actual evidence of what this project's effect on traffic would be.
- I do not feel the community should be forced to give up car lanes for so few bikes.
- There are 45 streets going north to south in Alameda. There are only 15 streets going east to west. Only 8 of these east to west streets can get you easily across Alameda. Shoreline is now messed up AND DANGEROUS and not used by our Major, she told me. Don’t mess up another one. DO NOT CHANGE CENTRAL AVE.
- Seems like the cycle track poses the least number of bike car conflicts. If there were a lot of push back about the cycle track, buffered bike lanes seems OK, since having it the same on both sides of the street might be less confusing to regular bikers and parkers in this segment. There's way too much focus on center turn lanes. I'm not sure

who's talking you guys into this, but I've seen a lot of illegal passing in center turn lanes in Alameda by people wanting to drive 35-50 mph(!) It also take away a lot of space from good roadway uses, like driving, parking, biking, or walking. It just seems like WAY TOO MUCH infrastructure design being put in to accommodate left turns.

- It is premature to move forward with a road diet project without completely understanding how it will affect our unique transportation system. The Shoreline PILOT project is still under review. No road diet project should even be considered until the review of the Shoreline project has been completed.
- It is already difficult for motorists to exit driveways and side streets on Central. Halving the lanes will significantly reduce the gaps in traffic, thus, making it increasingly difficult.
- Specific options show improper lane widths for parking (per ADA standards). ADA standards require 8 feet for parking. Public infrastructure needs to be designed in a fashion that is usable by ALL persons. Providing facilities that are inappropriate to any person is unjust. Providing ADA parking elsewhere is not an appropriate option. It removes the possibility of direct access to the desired location. Additionally, some options show a bike lane between the parking and the curb, with no sidewalk access. The lack of sidewalk access would be in violation of ADA standards.
- Specific options reduce vehicle travel lanes but give bicyclists FOUR USABLE LANES. This is absurd and improper allocation. Bicyclists do not need more than 2 usable lanes.

Minimize Parking Loss

- 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.
- Taking away parking spots would greatly affect neighborhood comfort level and create more tension.
- Do not remove parking spots.
- Consider a resident parking pass.
- 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.
- Parking on the street can get very crowded. Many times I cannot even park in front of my house and I have to park way down the street or around the corner.
- I have lived at the small cottages across from Paden School, for nearly 20 years. The cottages were built about 105 years ago, when they didn't think too much about off-street parking. 20 years ago, finding parking on the street wasn't a problem at all. In the last several years, as rents have gone up, there has been an increase in the density of renters per unit in the surrounding apartments, and this has made street parking increasingly difficult. Does the proposed Central Ave Concept includes segregated bike lanes, result in loss of street parking?
- Maintain/improve parking! On Central, across from Paden School, parking is already severely impacted,(as I am sure it is elsewhere on Central). Getting home after 7:00 p.m. means walking at least 2 blocks. Losing even one parking space in this area is unacceptable. My house was built in 1912 and does not include parking - I have no other option than street parking.
- In addition, the resulting reduction of parking spaces on Central Avenue would encourage nearby residents to use Crown Harbor public path spaces for their routine parking. Crown Harbor makes these spots available in 4 hour slots so visitors may walk and enjoy the view from the bicycle path that we maintain at our expense.
- The above does not include dissenting input. I would like erection of traffic obstacles to cease. The appalling mess created on the beach road just cannot be recreated anywhere else in Alameda.
- Do nothing leave the Central Ave, Webster alone, do not remove any parking.
- If anything needs to change option C seems fair. Please keep parking near businesses.
- Concerned about parking in commercial areas—want to avoid adverse effects to businesses.
- Do not eliminate parking.
- Could the traffic analysis be enhanced to more fully consider effects to the full corridor rather than at select locations?
- The removal of parking is easily the biggest concern of our supporters, and has yet to be addressed.
- Keep parking on both sides of street – for apartment complexes that only provide one off street parking space per 1-2 bedroom apartments.
- Why have parking on both sides?
- There are many multi-unit properties in the area. Residents have to park 2 or 3 blocks away from their home. City staff has proposed to remove parking in order to "daylight" the intersection. There is not enough parking; and residents and businesses cannot afford to lose parking for any reason.
- Staff continues to depict existing parking as 7 feet wide. There are no parking demarcations on the street, and 8 foot parking lanes are actually standard. The street design of Central FAR pre-exists the recent movement to provide 7 foot parking lanes.

It is absolutely incorrect to assume that the current parking spaces are 7 feet wide. Providing substandard parking is discrimination against any motorist who does not drive a compact or small sedan. This includes most family vans and SUV's. Staff's false presentation of data is deceiving and dishonest. They should be unbiased in their presentations and reviews.

New Development Concerns

- Revitalize west Alameda: To over densify by building density housing In accordance with the bay area plan that everybody hates created by the SFMTA, MTC and being forced upon all citizens by ABAG. Google it.
- With the number of lanes reduced and the growth of Alameda Point, motorists don't want the extended travel times that would result, and the proposed lanes are too narrow for safe travel (as well as accommodating opening car doors).
- 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.
- Development of Alameda Point is not being considered. Picked the wrong street.
- It does not adequately consider the impact of the development of Alameda Point.
- No, with all the new development limiting Central Ave is a mistake.
- Tube, Limit residential development. Reduce congestion on Webster and at Tube.
- Having read the presentation given to the Traffic Board on May 27th it appears that a reduction of traffic lanes will highly impact drivers if you include the developments in the works, and the possibility of the base being developed.
- Major concern with reducing traffic lanes when you're talking of developing the Point.
- With plan A approved more traffic is coming to Alameda. We need to create an island attractive to residents who don't own a car or just drive one car. More transportation options and safer streets for pedestrians and bicycle riders needs to take priority over speed, parking and traffic. If we keep it status quo it will only help for a little while until the base is built and then we will be at heavy car traffic no matter what. We don't have enough space to build more lanes and parking to ever easily accommodate all car traffic once the developments are done. Alternative transportation is the safe way, the healthy way and the most forward thinking and progressive way to design Central Avenue.
- I'm all for bicycle safety, but this is a major street and as the population increases, traffic will become horrendous. Are there other streets that could become the detour for bicycles?

GOAL: 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.
- Has anyone addressed the water issues on Central Ave? When it rains, water doesn't drain well at, at least on 400 block of Central. This is the way it has been for 20 years. I think it may have more to do with the water level (the tides?) than the actual drains, but bike lanes would be unusable during any rain.
- Use of pervious pavement for all sidewalks and for curb and gutter, if feasible. Truly complete streets include stormwater infiltration and treatment measures. Less hardscape.
- Plant more trees along sidewalks in residential area, esp. Lincoln and Otis Streets. Improve parking in Park St area. Improve visual entrances to the city. Improve landscaping around Webster ST.
- No green streets or yellow curb cuts, think they are too much for the Alameda environment – don't blend well. Needs to be more subtle while being safe.
- Love the idea of moving the street. Would be nice if the planting strip looked better than the one on Fernside though. Suggest using native grasses and lavender and other drought-tolerant flowering plants.

- Please plant deciduous trees so the entire Central Ave. corridor is a nice experience for everybody in winter or summer. And put electrical wires underground -- more attractive, and the trees won't have to be pruned to avoid the wires, which never looks good. Include signage and striping so it's very clear which users should be where.
- Enhance environmental awareness (e.g., by affixing medallions embossed with images of waterfowl on curbs above storm sewers.) Remove the old ones. They are faded and outdated. They feature fish, whereas waterfowl are at the top of the marine food chain affected by careless and illegal discharge into the storm sewer system.
- Green and solar remodel!
- Please consider dark sky lighting along with trees as the streetscape is redesigned.
- Use of pervious pavement for sidewalks and for curb and gutter, where feasible. Reduce number of traffic lanes. Provide dedicated bike lanes. Construct bulb outs for safer pedestrian street crossing. Less hardscape and more stormwater retention and treatment measures.
- Improve the streetscape: redesign of the whole street making it look like shoreline with parking spaces removed as has been done on Webster with bench islands.
- Combining this with truly visionary streetscape tools like curb cuts & mulch basins to divert/capture rainwater runoff to recharge the aquifer & street trees could literally transform the street (by making possible more street trees, planter beds etc.). Please check out the truly amazing work of Brad Lancaster in Tucson, Arizona.

Drought-tolerant street trees, landscaping opportunities, and stormwater management.

- Yes (14)
- No (4)
- Yes storm drains excellent thought
- Yes. Better landscaping improves the area
- Fine avoid poor choices made on Webster St.
- We don’t need this between Eighth & Encinal – storm water is getting collected – no flooding.
- No bushes Sherman to Webster
- Sounds reasonable
- Wonderful
- Fine but don’t reduce street use
- Already has plenty of trees. More will make street too dark for walking
- Central Ave floods with slightest rain
- Redwood trees please they “eat” pollution!!
- Do not pass on fees & charges to property owners. Do not plant trees that destroy the sidewalks and make a huge mess as is currently
- Great
- Good
- Sycamores
- Don’t care!

- Yes as long as the plants are all drought-tolerant so they won't waste extra water
- Save trees & need to be drought tolerant
- I would like to recommend that all street tree planting areas be at least 3' and preferably 4' wide. I note that 3' is shown as the minimum width for Corridor Segments 2-4, which is good and an important improvement over the 30" -32" now existing on the north side of Central between 4th and Lincoln.
- I can't find any street cross section posted on the City website for Lincoln-Pacific/Main, only a plan layout that is not sufficiently detailed to show street tree planting areas. Hopefully, at least a 3' and preferably 4' wide planting area will be provided for street trees between Pacific/Main and Encinal High School.
- Where there are deep front yards or park or campus-like frontages (such as in front of Encinal High School and possibly along the south side of Central to the west, depending on future development of this frontage) street trees can be planted behind the sidewalk as long as they are still within the public right-of way.

GOAL: 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.
- Encourage transit use? How exactly? Most people have an issue with transit leaving the island or getting to BART in Oakland not around the island. Oh wait I get it. Reduce the lanes on central so that traffic gets so bad on the street that an AC transit bus gets stuck behind it? Again genius!
- Additional transit option such as express bus or a restored trolley to the ferry service would be much more traffic calming and beneficial to the people of this island and our property values.
- With a ferry likely coming to Seaplane Lagoon, it is VERY important to have the option to take a quick bus with only a few stops across the Island from Park to Webster to a termination point at the new ferry terminal. A single dedicated bus rapid transit to the ferry that goes along Central and is coordinated with the ferry schedule will be the single greatest improvement towards reducing tunnel and bridge traffic off the Island. I'm very pro-bicycle, and even I still don't think reducing Central to a single lane that removes the possibility of a future rapid bus to the new ferry is a remotely good idea.
- We would love for public transit to be a better option, but it's terrible in its current state. What use is it to make buses more accessible when they're regularly full (sometimes passing up commuters), packed like a tin can of sardines, often late (or don't come at all!), and the drivers are mean/ rude. Why would anyone in their right mind give up the comfort and convenience of their car to be put through that experience?! We tried commuting via bus from Webster St. when we first moved back to Alameda and the experience was awful. I'm sick of seeing proposals to alleviate traffic on the west end by encouraging public transit use when it's clearly not up to the job.
- Also, no more AC Transit down Central, that should go down Atlantic.
- Too much traffic for school kid transportation to allow for a road diet. A reduction of lanes makes bus traffic too problematic. PUT BUSES UPON NEED LIST.
- Encourage transit use. Forcing you not to drive.
- I would LOVE to see better public transit to the ferry terminal. As the West End population grows, I believe the ferry becomes our best option for preventing traffic gridlock in the tube.
- AC Transit drivers must stay in their lanes!
- You are forgetting buses & public transportation future!!
- Leave it up to the people to choose their favorite form of travel – NOT YOU!
- The subject section is a truck route and a bus route. For streets that serve either mode, it is common to provide a minimum 12 feet for travel lanes, if not wider. Staff has proposed 11 feet for travel lanes, which is insufficient.

GOAL: IMPROVE PUBLIC ACCESS TO THE SAN FRANCISCO BAY

- ***Crab Cove***:
  - Improved/safer access to Crab Cove – both McKay Avenue and the public access path.
  - It would be great to have a bike lane from crab cove to the ships on the naval base then around to the ferry. It would complete the circuit from the other beaches. My out of town friends love how bike-able Alameda is but don't like getting dumped into a trafficked street after crab cove.
- ***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.
- Improve public access to SFBAY: Means nothing. The estuary separating Oakland and Alameda that we all need to cross to reach SF Bay run parallel. They don't cross. Turning 10 blocks of Central into shoreline does not improve access unless they run Central to the bay turning it into a new bay bridge. Again means nothing for walking, biking, taking public transit or driving getting any access to SF bay.
- Alameda is an Island(s) 2, and Bay Farm is a peninsula. Except toward the AirPorts, walk straight in any direction, you are going to run into the SF Bay, or the estuary, or the San Leandro Bay.

GOAL: REVITALIZE WEST ALAMEDA

General Comments

- 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.
- What if it could be another Park Street, and South Shore Center needs my stores and business; Name Brands Stores. How about a good, dare I say "chain" restaurant or three.

Minimize Impact to Neighborhood

- 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 of Central Avenue will shift some traffic to other streets.
- Given the designs to change Central Avenue from Sherman Street to Encinal High School, 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?
- 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)?
- 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.
- Central Avenue is already noisy and busy. You are suggesting now that it be used even more frequently---more walkers, bikers. More noise.
- Planners and others are thinking that taking it down to 2 lanes may encouraged people to use other streets. No one is sure that this will happen.
- Adding a bike lane on Central would increase safety for bicyclists (quite a few students); however, the impact on the surrounding neighborhood should be considered. It will greatly increase traffic on side streets as people divert from Central.

Garbage and delivery trucks will cause passing issues for motorists (Shoreline is now an unsafe nightmare when a vehicle is stopped in one of the lanes).

- Minimize disruption to neighboring residents -- the plan as established will cause chaos to Burbank and Portola streets.
- Out of 9 project goals, minimum disruption to motorists is #8. This "goal" has been created as a catch all of various residents concerns and has not been taken seriously. Meanwhile, 'encouraging bicycling and walking' and 'safety' (for pedestrians and bicyclists) are #1 and #2. Although those goals are important, this is a prime example of this bicycle project being masked as a "Complete Streets" project. A true complete streets project would evaluate the street (without bias) based on the type of usage and weigh improvements accordingly. Based on the rankings, it is strikingly apparent that this is a project for people that don't even live in this area. Even 'improve the streetscape' is ranked as #3. The actual usage of the street by the dominate mode and the concerns of the immediate residents and businesses are obviously being disregarded. How can you continue to ignore their needs?

Other Corridors and Areas

- I hope Alameda also puts Encinal and especially Lincoln (which is a complete eyesore) on road diets and improves Santa Clara. There is no need to have 4-lane roads in Alameda. They just invite speeding and create a threatening environment for anyone not in a car. 4 lane roads for autos are a relic from another time.
- ***Eighth Street***:
  - Need to connect Shore Line bikeway with Central Avenue. Need to re-work Eighth Street so it is bike friendly.
  - How can Washington Park, Burbank Street etc be improved for access to the Shore Line bikeway?
- ***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.
- ***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.
  - 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.
  - Has more space than Central Avenue.

  - Bike lanes should be moved over to Lincoln.
  - I hope we see similar measures on Lincoln.
  - Lincoln could accommodate bikes.
  - Why Central Instead of a more industrial street like Lincoln Ave for bike lanes?
  - Put bike lanes on Lincoln instead. Why not one way on each of two streets.
  - Central Ave will not work. Please consider Lincoln Ave or another street.
  - I don't think Central Ave is the best choice. Why not Lincoln which is a much wider street that wouldn't be impacted as much.
  - Move bike lanes to Lincoln – much safer!! Much less traffic, much broader. Visibility on Central to turn onto it is AWFUL.
- ***Main Street Ferry Terminal***:
  - Improve bike, auto and motorcycle parking at the Main Street ferry terminal.
- ***Oakland***:
  - What about bike route connection to BART at 12th Street?
  - We have to be able to get around and on and off (in and out) of Alameda. How about a bridge from Grand Street to Oakland.
- ***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.
- ***Posey Tube***: 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).
- ***Santa Clara Avenue***:
  - Suggest bicyclists to use side streets, Santa Clara Avenue, etc. and not Central Avenue.
  - Has more space than Central Avenue.
  - How is the road diet going to impact other streets such as Santa Clara Avenue?
  - ANYTHING that gets bikes OFF Santa Clara Ave near the west side is a win. Whose bright idea was it to put the only cross island bus route on the same street with bike lanes? I leave for work early when it's dark and foggy. Numerous times I've seen cyclists come close to be hit by traffic on SANTA CLARA. MOVE THE BIKE ROUTE!
  - Bike lanes should be moved over to Santa Clara.
  - Santa Clara Ave has bike lanes ... I don't think they are necessary on Central as well. Bicyclists could easily use Santa Clara as their major corridor.
- ***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.
  - I would 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.

- Congrats on completing Shoreline Drive bikeway. It's great.
- Shore Line is now a MESS. Someone will be hit. Cars parked are not good where they are in the middle of the street.
- 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).
- (As shared by the police department) Shoreline stats vindicate road dieting can be less safe. I would like to know more about the origins of this project; when did the voters approve this project.
- Don't duplicate Shoreline fiasco!!!
- Shoreline is a disaster! Please don't make Central a disaster! For those worried about crossing a stop sign or light would work. Central is my main road driving to and from work that has the least amount of traffic, please don't ruin my commute! Leave Central alone!!!!
- I believe you need to study Shoreline before trying the same thing elsewhere. I have driven along that route and almost have had twice doors open in front of me. Have also had to wait for cars to park. Central is a main route from the ferry etc.
- The bike lanes installed on Shoreline Drive have little to no traffic at most times of day. Even on weekends they are grossly underutilized. The cost to taxpayers was ridiculous. Most citizens of Alameda drives cars, not bikes. The bike lanes and associated parking lanes have destroyed the ambiance of the city's waterfront.
- The project on Shoreline is just like this and has caused traffic to move to Otis rather than drive on Shoreline. I have stopped driving on Shoreline because it is too dangerous. The last time I drove on Shoreline a fire truck and an ambulance were stopped in the ONLY lane. I was one of SIX cars that had to move into ONCOMING traffic to get by. It was very dangerous and I have since stopped driving on Shoreline. Stop this project now.
- I fear an emphasis on bicycling might result in a set-up similar to that on shoreline. The needs of the residents along Central should be given high priority.
- Like Shoreline? Hell No. Any cyclists been killed? I think this is more about politics than safety.
- Don't disrupt the traffic like you did on Shoreline, that is just bad. The lanes are so narrow. Its ugly etc. etc.
- How about spend your money on another project? What's wrong with Central? Whatever you do, don't turn it into what you did in shoreline!!!
- Do not make Central a mess like you did Shoreline. Lincoln is an awful street if you

want another bike lane, put it there. Central is a lovely street leave it alone.
  - I am strongly opposed to a bike lane like the one on Shoreline. And I say this as one who biked for 40 years.
  - Shoreline Drive is now a mess. Anything that uses Shoreline Drive as a model is a horrible idea.
  - Perhaps this presentation will be delayed since the results from the Shoreline study will not be ready by then? When this timing was shared last night, everyone laughed out loud in unison. It seemed like a good idea to collect the data first, analyze it, and then forma plan for action.
  - You have the patience of Job to have stayed through this meeting and discussion. And thank you SO much for this brilliant summary. Actually I am surprised at the logic of the potential "solution" you outlined. I especially loved the comment about measuring some outcomes of an existing model of their plan—i.e. Shoreline outcome data-- AFTER a decision is made. In both meetings that was the only laughter/jeering and booing that I heard in both meetings.
  - Eliminate the new bike paths along Shoreline.
  - Please don't make any part of Central Avenue like Shoreline.
  - Attached are documents, provided by your staff, that show ongoing concerns for Shoreline Drive, a ONE MILLIOR DOLLAR project. This money could have went to improving our children's education, programs for our growing senior population, or actually fixing our roads. Do not waste our money on another mistake.
  - Thanks so much for the Shoreline protected lanes. I ride them every day.
- ***Third Street***: Branch out bikeway along Third Street to reach ACLC/Nea/Academy.
- ***Webster Street***: When will we see the plan for making Webster a safer biking and walking street?

GOAL: 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.
- This is a truck route and there are a number of very, very oversized trucks that come down Central Avenue if it became only two lanes that may create a dangerous and crowded situation.
- There are delivery trucks that double park and block a lane. If there would only be two lanes, large trucks, cars, etc. I can foresee traffic problems.
- Improving truck access? Removing 2 lanes on central will supposedly improve a big wide truck's access through 2 park zones and 3 school zones? What a genius idea!!!
- Concerns about garbage trucks, delivery trucks, emergency vehicles.
- When any reduction of traffic lanes, trucks and buses need a place to park. I would want more clarification on segment one.
- Does the preferred option presented tonight include consideration of trucks and buses? Where could trucks stop if a road diet is implemented?
- Concerned about trucks, deliveries, emergency vehicles with road diet.
- Is it legal to drive around a vehicle that is parked in a travel lane (such as a delivery vehicle)?
- Concern about trucks—loading.
- A traffic engineer would have understood the impacts to trucks on this truck route. You have yet to provide proper lane widths for trucks, especially ones towing boats. You state that you will review "truck turning radii" as your sole way to address trucks. This is simply ignorant and wrong. Trucks are not traveling down Central to turn on Fifth, Page or McKay. You are addressing the situation improperly. The oversight and naivety will cause problems for all users and the project will not be an improvement for anyone.
- First off, unless I'm misunderstanding the priority list doesn't help me much. For example what does "improve truck access" mean? Does it mean more trucks in my neighborhood? Or bigger roads to handle trucks? I may well have missed it but a clear definition of the goal and ways it might be achieved seems warranted.
- Improve Truck Access: There is already truck access. Park Street to Encinal Avenue turning into Central all the way down is a known truck route. The signs are posted on all of the streets. Turning central into Shoreline only makes in difficult for trucks to maneuver past 5 school zones and park zones making it dangerous for everyone.
- Use of the center lane for temporary parking of delivery trucks while loading/unloading material should be encouraged to avoid blocking segments with bike lanes.
- A major portion (- 60%) is CA St RT 61. It is a major truck route.

- The subject section is a truck route and a bus route. For streets that serve either mode, it is common to provide a minimum 12 feet for travel lanes, if not wider. Staff has proposed 11 feet for travel lanes, which is insufficient. Central also provides access to boat ramps as well as Alameda Point, which has many facilities/services for boats. The proposed lane width is not appropriate for wide load boats. Providing substandard lane widths is not an improvement for any mode.

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.
- I look forward to seeing more details about the potential design options; please post them online, since it's difficult for many of us to attend public hearings and meetings.
- This was a lot of detail to take in, especially in a venue that is opened to debate so quickly.
- Thank you to Gayle and the rest of the staff for such a thorough even-handed process.
- City planners view community meetings as a necessary evil, at least in this case, but as advocates themselves they really already plan on going ahead.
- The planners are not really interested in hearing the community, so "time constraints" are invoked to avoid hearing the opposition more than minimally.
- Charts and Powerpoint slides suit the intended outcome with a sales pitch, avoiding the issues residents and drivers experience everyday on Central.
- This survey is the opposite of civic engagement. Instead of asking, “Are you hungry? What would you like to eat?” Public Works has asked, “Prioritize the following for your meal: taste, food safety, presentation, portion size.” Then Public Works will go into the kitchen and cook whatever it wants. And when it finally serves a mess like Shoreline Drive, it can shrug and say, “This is what residents wanted. This is why we have such an exhaustive public input process.”

- I'm also curious how the traffic engineers and city planners operate…like it would be a good idea to have a few collective walks and bike & bus rides where we could share ideas. I lived in a place before where it seemed very clear that those doing city planning had no relationship with the town and most certainly would never ever ride the bike routes they planned themselves as they made no sense.
- Please let data, expertise, safety of ALL road users, and forward thinking guide this project. All opinions should be valued, but uninformed statements based on fear should not be weighed the same as data driven policy.
- The cute photo above with the orange line: Means nothing. The planning department is refusing to post the real plans which have been drawn up a long time ago. It looks a lot like shoreline including a little bit of the design of Webster with less parking the bus stops blocking the lane etc.
- Town Hall meetings: Informing those citizens part of Alameda bike and that are pro bike only. As well as others that are not citizens of Alameda. Most of the citizens have yet to find out about this plan. Public outreach is dismal.
- It would have been nice to have at least some minimal definition of some of these terms...e.g., traffic calming. What exactly does this mean?
- The set up for this meeting is a recipe for disaster!
- Thank you for all of the opportunities for public comment/input.
- That was an excellent presentation last night. Sorry that some attending felt the need to dominate the discussion. Next time, you may want to consider having a moderator who is not a presenter. It is difficult to be in both roles at the same time.
- Our household will follow this project intently. Thank you!
- Thank you for listening.
- Why did you spend most of the time talking and little time listening?
- Where did these preferred options come from? We attended the first meeting at Encinal High, but we were unable to attend the second meeting. Now you are asking to respond to options that we did not show any support for (except the signal at 3rd St. and Central). What's up with this process? It appears the planners are pushing a certain agenda here (bike lanes like on Shoreline).
- I attended last night's community workshop to see what the preliminary recommendations were for Central Ave. Overall, I was impressed with the recommendations and it appeared to me that your department tried to take everything into consideration and came up with a well thought-out plan. But after listening to the comments people were making after the presentation, I was pretty disgusted at how narrow-minded some of the residents were, so I left (unfortunately, I know you did not have that same option). It seemed to me that quite a few people had no intention of trying to find a solution; all they wanted to do is complain about what they didn't like in the plan. So, even though I know I should have tried to stick around to try and be a voice of reason, I just couldn't bring myself to try and get people at my table to find a middle ground. I did, however, want you to know that I did like the plan and feel it is a good solution to help make Alameda safer. So, thanks to you and the consultants for all of your hard work.

- We challenge you, the Mayor, City Council, to provide a response. We challenge you to not defer this responsibility to biased staff, who have decided to move forward with this project, regardless of feedback, and continue to overlook the people of this area. We challenge you to become involved in these costly, inequitable projects that will diminish our neighborhoods.

November 9, 2015

Jennifer Ott
Chief Operating Officer of Alameda Point
Alameda City Hall
2263 Santa Clara Avenue
Alameda, CA 94501

Subject: Bay Trail Segment of the Central Avenue Safety Improvements Project

Dear Ms. Ott:

On behalf of the San Francisco Bay Trail Project, I am writing to provide support and comments on the Central Avenue Safety Improvements Project (Central Avenue Project). The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes, and advocates for the implementation of the Bay Trail. The Bay Trail is a planned 500-mile continuous network of multi-use bicycling and hiking paths that, when complete, will encircle San Francisco and San Pablo Bays in their entirety. It will link the shoreline of all nine Bay Area counties, as well as 47 cities. To date, 345 miles of the proposed Bay Trail system has been developed.

The proposed bicycle and pedestrian safety improvements along Central Avenue are a critical piece to completing the Bay Trail and closing a gap between the existing Bay Trail along Main Street and at Crown Drive. In addition, the proposed improvements along Boat Ramp Road will provide a critical connection to the potential future Bay Trail alignments at Alameda Point.

As such, we highly support the City's efforts to provide bicycle and pedestrian safety improvements along Central Avenue that will complete this segment of the Bay Trail system. We believe that the combination of multi-use trails, cycle tracks, bicycle lanes, sidewalks, bicycle lanes, crossings, intersection controls, and bulb-outs proposed along Central Avenue will provide a vast improvement to bicycle and pedestrian safety and encourage people to travel by non-motorized modes. We particularly believe that the cycle track, multi-use trail, and sidewalk improvements proposed between Pacific Avenue and Paden Elementary School and along Boat Ramp Road will create a safe and useful Bay Trail that will be used by a wide spectrum of people for recreational and commuting purposes. In the interest of providing continuity in

facilities and safety improvements along the Central Avenue Bay Trail segment between Pacific Avenue and Crown Drive, we would request that the City of Alameda modify its proposal to provide a continuous cycle track from Pacific Avenue to Crown Drive.

The Bay Trail Project appreciates the opportunity to work with the City on the Central Avenue Project and looks forward to our continued partnership with the City to improve the Bay Trail within Alameda. Please do not hesitate to call me at (510) 464-7915 if you have any questions regarding the above comments or the Bay Trail.

Sincerely,

Lee Chien Huo
Bay Trail Planner

DEPARTMENT OF TRANSPORTATION
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Serious Drought.
Help save water!

October 30, 2015

Jennifer Ott
Chief Operating Officer of Alameda Point
Alameda City Hall
2263 Santa Clara Avenue
Alameda, CA 94501

Proposed Improvement Concept for Central Avenue

Dear Ms. Ott:

Thank you for including Caltrans in the development and review of the "Central Avenue Area Complete Streets Plan" (Plan). The Caltrans Transportation Planning Grant Program provided funding for the Plan. We appreciate the opportunity to work with the City of Alameda (City) on developing and implementing changes on Central Avenue.

As owner/operator of the portion of Central Avenue between Webster Street and Sherman Street/Encinal Avenue (State Route 61), Caltrans planning and engineering functional units provided input on the feasibility of the proposed changes within State right-of-way (ROW). Caltrans Planning, Landscape Architecture, Traffic Safety, Highway Operations and Design staff met twice with City staff and the consultant team to discuss the concept and design features, including reducing vehicle travel lanes from four to three lanes, installing bicycle facilities and enhancing pedestrian access. Caltrans staff endorses the proposed design concept and supports "Complete Streets" improvements along Central Avenue.

The proposed project is consistent with Caltrans Director's Policy on Sustainability (Director's Policy 33, July 2015) and Deputy Directive 64-R2, Complete Streets – Integrating the Transportation System, October 2014.

We look forward to continued collaboration with City staff on implementing the improvements. For work within State ROW, detailed comments will be provided during in the project development or encroachment permit phase.

Should you have any questions regarding this letter or require additional information, please contact Ina Gerhard at (510) 286-5598 or by email at ina.gerhard@dot.ca.gov.

Sincerely,

for JEAN C.R. FINNEY
Deputy District Director
Transportation Planning and Local Assistance

PADEN SCHOOL *444 Central Avenue, Alameda, California 94501* *(510) 748-4014*

October 30, 2015

Jennifer Ott
Chief Operating Officer of Alameda Point
Alameda City Hall
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Central Avenue Safety Improvements at Paden School

Dear Ms. Ott:

The purpose of this letter is to express appreciation for your efforts at completing a draft Central Avenue proposed street concept and also to express support for these safety improvements. I participated on the Advisory Committee for this planning effort, which met three times at Paden School. I also invited staff and community members to participate and give feedback.

On behalf of Paden School, I am writing to express strong support of the City's recommended safety improvements along Central Avenue between Pacific Avenue and Sherman Street, and specifically in front of Paden School, including:

- New midblock crossing at Paden School with marked crosswalk, curb extensions and push button flashing beacon
- Two-way bikeway to Paden School from Fourth Street
- Bike lanes in front of Paden School
- Center turn lane to help access school
- Reallocated on-street parking by Fourth Street

These improvements aim to increase safety for people walking, bicycling and driving, and to encourage bicycling and walking for Paden School students and for other students in the west end.

I look forward to continued collaboration with City staff on implementing these Central Avenue safety improvements.

Thank you for your time.

Sincerely,

Katherine J. Barr

Katherine Barr
Paden School Principal