

**From:** [alma.freeman@gmail.com](mailto:alma.freeman@gmail.com)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support for Central Ave. safety improvement project  
**Date:** Tuesday, April 20, 2021 9:44:46 PM

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To whom it may concern,

- This letter/email is related to agenda item 6-B.
- I strongly support City Council's approval of the Central Avenue Safety Improvement Project final concept, as recommended by staff.
- I support this because:
  - my family regularly bikes around Alameda and appreciates the safety measures the City has in place to protect us but we need more.
  - I want my children to be safe biking around Alameda and these safety measures will help do that.
  - I would like to drive my car less and these safety measures will help encourage me to bike and walk more often.

Sincerely,  
Alma Freeman, Alameda resident, biker, and parent

Sent from my iPhone

To the Alameda City Council,

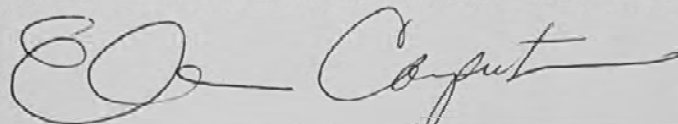
I firmly believe That this town is ready and hungry for the development of a safer, more accessible and city-wide Bike trail system.

I have lived in Alameda for many years and my family has always tried to bicycle to wherever we needed to go, but many areas are not bike friendly and this makes bike riding less available to many people.

I would like you to vote FOR the Bike/Walk Central Avenue Project, as it will be a great beginning toward a city-wide bike friendly and safe riding city.

Elaine Carpenter

300 Block of Santa Clara



4/20/21

## Lara Weisiger

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**From:** A. Spehr <spehr@kde.org>  
**Sent:** Tuesday, April 20, 2021 6:22 PM  
**To:** info@bikewalkalameda.org; City Clerk  
**Subject:** [EXTERNAL] I support the Central bike lane project.  
**Attachments:** We sent you safe versions of your files; Separate Bicyclists When Speed & Volume are High \_ National Association of City Transportation Officials.pdf; 1.6 Separate bikes at speeds over 20 mph – NEU Dialogue Delft 2017.pdf; bike.jpg

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I bought a home in Alameda because I was told everybody went under 25 and it was safe to bike here. Neither of those turn out to be true. I sincerely hope that my current toddler will be able to safely bike to school when she's older. Five thousand other kids live along the Central Avenue corridor, and should also be able to safely bike to school. Let's keep them from having to be driven to school!

Cycling shouldn't only be for 20 year olds. Smaller kids and slower, older people should also be able to bike without fearing for their lives. Unfortunately, that isn't currently the case. People regularly drive 40mph down Central. But even if they did stick to 25, that is still over the recommended speed limit for having bikes physically share the street with cars (see attached). If cars are going faster than 20, they should not be able to hit cyclists. We need separated bike lanes so that parents feel safe having their child bike to school. Not a pretend bike lane of a paint stripe so that we can feel good that we've made a bike lane. Done properly, traffic can go faster, there are spots for delivery drivers to park, and kids won't be killed while biking. Alameda deserves first rate infrastructure, and these improvements will raise property values and be a net benefit to the island.

Enclosed are a picture my toddler drew of a two-person bike and two links to sites on traffic design that accounts for bikes.

[https://web.northeastern.edu/holland2017sustrans/?page\\_id=536](https://web.northeastern.edu/holland2017sustrans/?page_id=536)  
<https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/separate-bicyclists-speed-volume-high/>



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## Separate Bicyclists When Speed & Volume are High

### Protected Bicycle Lanes



2<sup>nd</sup> Street, Seattle (photo credit: Adam Coppola for PeopleForBikes)

Protected bike lanes (including raised bikeways) create All Ages & Abilities conditions by using physical separation to create a consistently exclusive, designated bicycling space. The physical protection offered by protected bike lanes means that they can often meet the All Ages & Abilities criteria even in higher speed, high volume, or unpredictable conditions. Protected bike lanes improve the overall organization of the street, and increase safety for people walking, bicycling, and in motor vehicles.

What to do:

**Build protected bike lanes where motor vehicle speed consistently exceeds 25 mph**, where daily motor vehicle volume is higher than approximately 6,000 vehicles per day, where curbside conflicts are expected, or wherever there is more than one motor vehicle lane per direction.

**Manage intersection and curbside conflicts** with transit boarding islands, protected (bend-out or offset) intersection designs, signal phasing, and other turn management strategies.

**Reduce speeds through operational strategies**, such as signal time, lower signal progression, and shorter signal cycles.

On streets with parking, **reverse the position of the parking and the bike lane to create physical separation** between the bike lane and moving motor vehicle traffic.

On streets without parking, **add vertical separation elements** (e.g. delineators, barriers, raised curbs) in an existing buffer, or raise existing curbside bike lanes.

On streets with multiple motor vehicle lanes in each travel direction, **convert one travel lane to a protected bike lane**, better organizing the street and improving safety for people biking, walking and driving (<https://nacto.org/wp-content/uploads/2017/11/dot-making-safer-streets.pdf>).

**Convert conventional or buffered lanes to protected lanes** if motor vehicle speeds and volumes cannot be otherwise reduced and where there is high curbside activity or peaks of intensive demand such as retail-heavy streets, or around schools, large employers, institutions, and entertainment districts.

Low-Speed, Low-Volume Roadways Can Be Shared

(<https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/low-speed-low-volume-roadways-can-be-shared/>) (<https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/strategies-reduce-sources-stress/>)

bikeway-design-guide/designing-ages-abilities-new/strategies-reduce-sources-stress/)

Strategies to Reduce Other Sources of Stress

Adapted from the Urban Bikeway Design Guide, published by Island Press.

## References

Urban Bikeway Design  
Guide

•


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SEARCH AGAIN

 Bruce Schaller, Ryan Russo, Joshua Benson, Sean Quinn, Matthew Roe, and Seth Hostetter. "Making Safer Streets." New York City Department of Transportation, New York. (<https://nacto.org/wp-content/uploads/2017/11/dot-making-safer-streets.pdf>)

 Luciano Rabito, et al. "Separated Bike Lane Planning & Design Guide." Massachusetts Department of Transportation, Boston, (<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>)

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# NEU DIALOGUE DELFT 2017

## 1.6 SEPARATE BIKES AT SPEEDS OVER 20 MPH

### 1.6 Separate bikes at speeds over 20 mph [Hector]

Bike lanes are a useful and necessary alternative to achieve a complete bike network in any city. However, on the wrong conditions, a bike lane can be a cyclist worst nightmare.

This category serves the purpose of systematic safety in speed control and separation. It is known that speed is not controlled by merely posting speed limits on a wide, straight road. Roads need to be designed in order to obligate the driver to drive in a certain speed. This ensures safety for bikes also. However when cars go over 20 mph, bikes need to be separated from traffic

In the Netherlands, traffic and transportation engineers have found the optimal condition for bike lanes. First they should be on a 1+1 lane, meaning one lane roads on each side of traffic. This ensure that cars aren't able to pass each other, assuring slower speeds. Another issue with bike lanes is the on street parking. On streets with parking and bike lanes, there is a chance of bikers getting doored. This can be very dangerous situation since cars are riding in the street next to the bike lane. To answer this problem the dutch have found ways to accommodate on street parking in a way that does not endanger cyclist. The following sites show some of the strategies used by the dutch.

## 1.6 Speed control and separation ☆

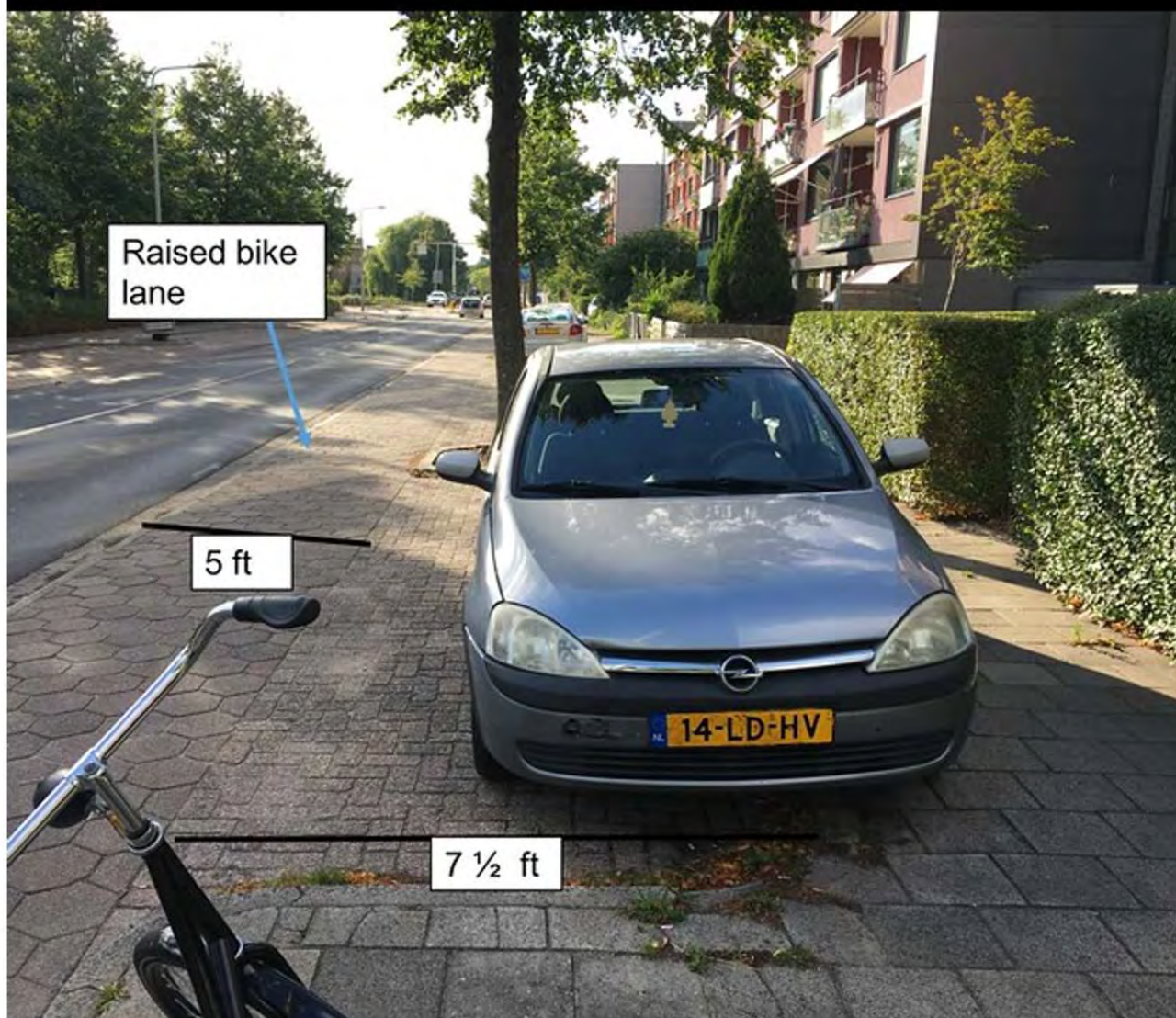
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-  Emmastraat
-  Dorpskade
-  Oostlaan
-  Verlengde Groenestraat
-  Spiegelmakerstraat

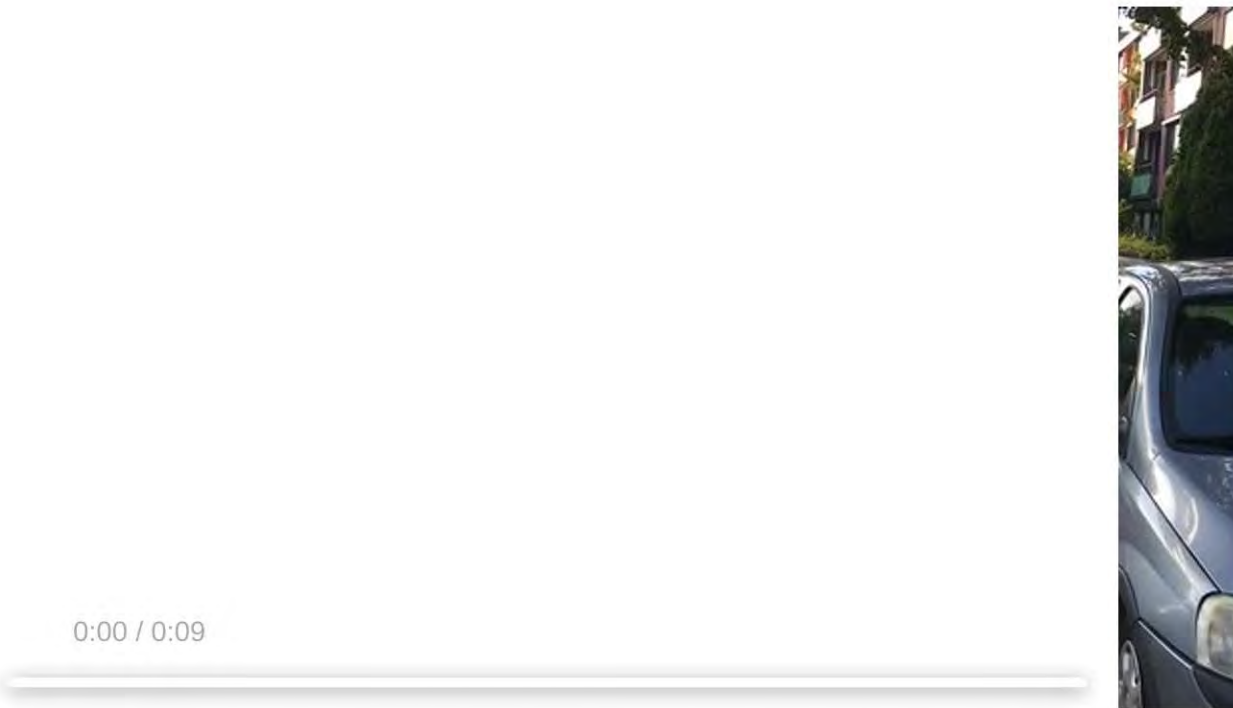
- **Dorpskade, Watering**

- Same Layout since 2008





The previous two pictures show how the street was laid out in order to make it safe for cyclist. It is a 1+1 road with a slightly raised bike lane and parking on both sides. It is important to note that this is still considered a bike lane since there are no physical barriers to classify it as a cycle track. This road is located in a residential area. Therefore parking is critical. In order to keep parking and the bike lane; the dutch found a solution which was to raise the bike lane and the parking together. By doing this cars won't stop in the bike lane like they normally would on a leveled bike lane to make drop off or to pick up someone (Example shown below). Also there is a small elevation from the parking to the sidewalk. It is big enough for people to distinguish the sidewalk and small enough for cars to drive on it as shown in both pictures. This makes the 7.5 foot parking seem larger than it is. As seen on both pictures, bikes have little risk of getting hit by a parked car opening the door and also feel far from ongoing traffic on the left.

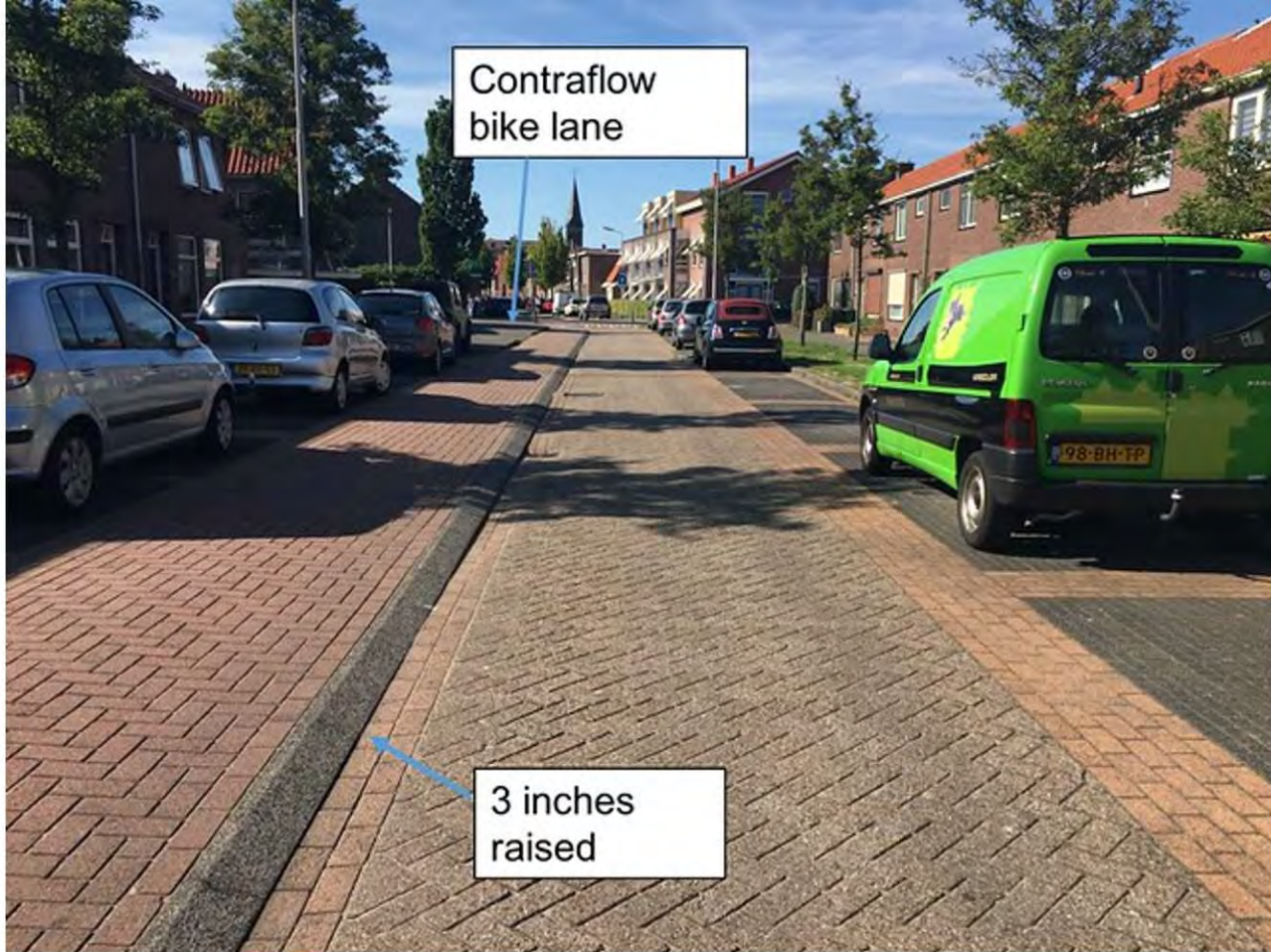


This video shows how traffic on the street behaves and how streets free the bike lane is for cyclist.

- **Emmastraat, Pijnacker**
  - Same layout since 2010



- Cars are parked vertically from the street making it safer for cyclist. There is no chance of being doored and the cars shown on the picture can clearly see if cyclist are coming. If a car parks with its rear towards the street there is still space in between the car and the bike lane in order to give the cyclist time to react if a car does not see it while backing up.



The picture above shows a one way residential street with a contraflow raised bike lane. This offers a vertical separation from the road and the bike lane. In order to keep a bike lane and have the needed on street parking, since it is a residential area, the bike lane and the parking was raised. This ensures that cars on ongoing traffic stay on their lane and don't invade the bike lane. Also if there is an emergency or something obstructing the road, cars can go onto the bike lane and drive around whatever is blocking the street\.



- **Verlengde Groenstraat, Nijmegen**
  - Same since layout since 2009



Verlengde Groenstraat is a two way residential road. It is classified as a fietsstraat therefore bikes have priority and vehicles are guests on the road. The road is wide enough that bikers dont worry about getting hit by parked cars opening their doors. Also the parking is raised at the same level as the sidewalk. It is also not a coincidence that the sidewalk and the parking look alike. If there are no cars parked on the street it serves as extra space for sidewalk.



There is also a permeable barrier in the street discouraging traffic from using this road as some type of shortcut. Therefore the cars that pass through this street are only people that live in or are visiting a house in the street. The map below shows how this residential street could be used as a cut through route but since there is a permeable barrier on the street, the only traffic is cars that are coming and leaving homes.



- **Spielmakerstraat, Delfgauw**

Before (2009):



Picture above shows how the street was laid out in 2009. As of today there are bike lanes on both sides.

Current View



The two pictures shown above illustrate both sides of the residential area. Since it is a residential area, parking is very valuable. IN order to mix bike lanes and parking they decided to make the parking angled to the street. This bikes don't have to worry about getting doored. However one might think that the danger know is greater since you could get run over by a car leaving the parking and not see you. To avoid this conflict they left a 2'-3' buffer from the end of the bike lane to the parked car. In this scenario cars have a view of the bikes coming. Also if the driver does not pay attention and doesn't see a incoming bike, the cyclist has time and space to react and maneuver his way to safety.



- **Oostlaan, Pijnacker:**
  - same layout since 2008



**Comparing to the United States (Boston):**



The picture above shows Massachusetts Avenue. This is an interesting scenario since there is a bus stop at the start of the street in the right. There is also a bike lane going along the street. Below is a picture of how the dutch deal with bike lanes and bus stops. To minimize conflict points, the dutch pass the bike lane behind the bus stop making it safer for cyclist.





The picture above in Commonwealth Avenue shows the response to the danger of having a bike lane on a two lane road with parking. Instead of changing the design of the street or raising the bike lane or building a cycle track, Boston simply moved the lane to the left hand side of the street. Of course this is the cheapest and fastest solution. However it creates another problem. One pro of the bike lane being on the right hand side is being able to move ride to your destination and park your bike in the sidewalk. To do this with the bike lane on the left, one must criss two lanes of ongoing traffic to reach the sidewalk.



The picture above is unique because a little back on Beacon Street they have made a separated bike lane but when the street reaches this point it convert to a narrow bike lane. This is a fairly uncomfortable bike lane since there is traffic on the two lanes on your left and a on street parking close to your right. Following systematic safety and Dutch principles this would not be acceptable. on alternative that the dutch would use is raise the bike lane with the parking.



The picture above shows the ideal conditions to replicate Emmastraat in Pijnacker (re-shown below). This street is Marlborough St. and it is a residential road coming out of Massachusetts Avenue. Like in Emmastraat there could be a contra flow bike lane which is raised with the parking. This way parking is not taken away and also a safe bike lane is added. This would make sense since this is already a residential streets and speeds should be slow. By adding the raised lane, the travel lane becomes narrower, forcing cars to go slower.





**From:** [Andrew Wiedlea](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support for the Central Avenue project  
**Date:** Tuesday, April 20, 2021 5:41:32 PM

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Hello!

I'm writing to support this project, related to item 6-B on the Alameda City Council meeting on 20 April, 2021.

I strongly support this project as recommended by staff -- this will be a wonderful way to improve public transportation on our island. My children bike to Wood and Encinal along this route and the improvements proposed will greatly enhance the safety and usefulness of bike travel.

These improvements will do much to cut down on car traffic and I think that our planners are doing a great job with projects like this.

Regards,

Andrew Wiedlea  
438 Santa Clara Ave, Alameda, CA 94501

**From:** [Grover Wehman-Brown](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Item 6-B - Support for the Central Avenue Safety Improvement Project  
**Date:** Tuesday, April 20, 2021 4:56:53 PM

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Dear Councilmembers,

I enthusiastically support the proposed Central Avenue Safety Improvement Project. I live near 5th and Central and my children and I walk through three of the proposed intersections most days. We worry often about cars stopping for us as we cross, and this plan will help increase our safety. I also lived previously near Sherman and Central and can attest to the strong need for a safe way to cross by bike or foot without playing chicken with traffic.

As a person who rides my bike through the city and a pedestrian, I thank the staff for the care they took in creating this solution to traffic safety, and hope you vote for approval.

Thank you,

Grover Wehman-Brown

**From:** [Zac Bowling](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Trish Spencer](#); [Tony Daysog](#); [John Knox White](#)  
**Subject:** [EXTERNAL] Public comment on 6-B  
**Date:** Tuesday, April 20, 2021 4:49:52 PM

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Dear mayor and council members,

I want to throw my hat in stating my support for the Central Avenue Safety Improvement Project.

This project has been a multi-year effort with considerable public input from the community. I'm excited that we have a final proposal. This project will be fantastic for improving both traffic and public safety in our community.

As someone that lives on Sherman near the proposed changes, I'm very much in favor of the added pedestrian safety changes, traffic calming road diets, and improved bike lanes.

Please vote to approve the resolution attached to item 6-B.

Thank you!

Zac Bowling

**From:** [Nory Griffin](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] RE: Central Avenue Safety Improvement Project Agenda Item: 6B  
**Date:** Tuesday, April 20, 2021 4:49:08 PM

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Dear Mayor Ashcraft and Councilmembers,

I'm writing in strong support of the Central Avenue Safety Improvement Project, which I encourage you to approve at tonight's City Council meeting. The changes planned with this project will make traveling Central Avenue safer for everyone, including drivers. Students riding bikes to school, commuters riding to work, recreational cyclists, and people like myself who choose a bike as their primary mode of transportation on the island in order to reduce their carbon emissions, will all benefit from the protected bike lanes and intersection improvements. Roundabouts designed in compliance with best practices will improve safety for pedestrians, cyclists, and motorists while keeping traffic moving. These improvements are also consistent with Alameda's Vision Zero goals and Climate Action and Resiliency Plan. They just make sense. Thank you for your leadership to date in making Alameda streets safer for our city's more vulnerable users. I hope you will approve the Central Avenue Safety Improvement Project to continue this positive trend.

Sincerely,  
Norene Griffin  
West End

**From:** [Jeanette Zalder](#)  
**To:** [City Clerk](#)  
**Cc:** [Arianna Ramirez-Zalder](#); [Alfredo Ramirez](#)  
**Subject:** [EXTERNAL] Central Avenue Project  
**Date:** Tuesday, April 20, 2021 3:48:40 PM

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To whom it may concern,

This email is related to agenda item 6-B. We strongly support City Council's approval of the Central Avenue Safety Improvement Project final concept, as recommended by staff.

We support this because we live on the East End and our daughter attends Junior Jets and plans to attend Encinal. She will be riding her bike to and from school and having these improved road and safety measures will help in keeping her and all of our kids safer as they commute to and from school.

We believe in rolling out these safety measures, all of us will be more comfortable riding our bikes, which will reduce the overall number of cars on the road.

Thank you for your consideration.

Best regards,  
Jeanette Zalder, Alfredo Ramirez & Arianna Ramirez-Zalder

2931 Windsor Drive  
Alameda, CA

**From:** [Matt Bliven](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Letter supporting the Central Ave Project (agenda item 6-B)  
**Date:** Tuesday, April 20, 2021 1:53:06 PM

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Greetings,

We have reviewed the City's website description of the Central Avenue Safety Improvement Project, which is City Council meeting agenda item 6-B for consideration and approval on 20 Apr 2021.

We support this improvement project and strongly urge the City Council to approve it as recommended by the staff.

We are avid cyclists and one of the attractions of living in the Island City is the local infrastructure for traveling safely by bicycle. The City has made good progress during the past 15 years and approval of this project is important to continue the momentum, including increasing the number of cross-island bicycle routes which are safe and pleasant to use. It will benefit all residents and enhance the safety of cyclists, pedestrians, and automobile users alike.

Please approve agenda item 6-B!

Best regards,

Matt & Kathy Bliven

2917 Marina Dr

Alameda

**From:** [Jonathan MacMillan](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Ave  
**Date:** Tuesday, April 20, 2021 9:55:21 AM

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Hello,

I am writing to express my support for the Central Ave project. My son is a student at Paden and he lives close enough to bike, but it is not safe enough. Please get this done so that he can bike to school safely. He will be using this route for middle and high school as well. In addition, we have sold our 2nd car and bike as much as possible. We use Jean Sweeney and the path to Alameda Point (Safeway, Band of America, Bladium) several times a week. I can do this with confidence because those routes have been made safe.

Keep up the good work of making a safe network for bikers and walkers in Alameda!

Jonathan, Christine, and Lucas (6) MacMillan  
728 Lincoln Ave

**From:** Teresa Matazzoni <matazzoni@hotmail.com>  
**Sent:** Tuesday, April 20, 2021 9:52 AM  
**To:** City Clerk  
**Subject:** [EXTERNAL] Bike Safety on Central Corridor

RE: Central Avenue Safety Improvement Project

Dear Mayor Ashcraft and Councilmembers,

I am writing as a concerned citizen, a resident of Alameda for 11 years, and someone who walks, bikes, and drives the streets of Alameda daily. Additionally, my husband commutes by bike from our home to Encinal Jr & Sr High School where he is a teacher. I am urging you to approve the Central Avenue Safety Improvement Project - this is essential for the safety of the students and staff at Encinal, and of course for anyone who wants to walk/bike the neighborhood safely.

A roundabout is a GREAT idea - people who complain that the community will not figure out how to use it have not had the opportunity to see how well this intervention can work. Berkeley has a slew of them in neighborhoods which, IMHO, seem to work great. When I lived in Santa Barbara I was impressed with the ease at which the community used the roundabout at Milpas St and the 101 highway (map attached here: <https://www.google.com/maps/place/Santa+Barbara,+CA/@34.420864,-119.6778139,19z/data=!4m13!1m7!3m6!1s0x80e91382e43c735b:0xae67d546ccd0b640!2sN+Milpas+St.+Santa+Barbara,+CA+93103!3b1!8m2!3d34.4272772!4d-119.6866473!3m4!1s0x80e914c76f2d83d5:0xc8d13a64d7ba7648!8m2!3d34.4208305!4d-119.6981901>).

Yes, they even figured out how to use a round about to get on a major highway - if they can do that, Alamedans can surely figure out how to use a roundabout in a purely residential neighborhood. I urge you to consider implementing the proposed roundabouts in your plan.

Also, to the residents who will complain about a reduction in some parking, perhaps parking permits in the neighborhood would be helpful. As a community I urge us to prioritize using the streets for moving people and not prioritizing the "free" storage of vehicles (it's not free, we just pay for it in different ways). I want Alameda to continue to be a vibrant ACTIVE community, I recognize that looks different for people at different stages in their life and given various personal considerations AND I think we can honor all of that as a community that prioritizes holistic SAFE roadways.

Thank you for all your work on this effort. I recognize that this effort takes much energy and time and truly appreciate all you have done to move this project forward.

Thank you for your consideration,  
Teresa Matazzoni  
Alameda, CA

**From:** [Cameron Holland](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [John Knox White](#)  
**Cc:** [City Clerk](#); [Gail Payne](#); [Pat Potter](#); [cyndyjohnsen](#)  
**Subject:** [EXTERNAL] PUBLIC COMMENT - April 20, Agenda Item 6-B - Student and Family Letters in Support of Safety Improvements to Central Avenue  
**Date:** Tuesday, April 20, 2021 9:27:16 AM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[BWAFamilyLetters\\_4.20.21.pdf](#)

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Mayor Ashcraft and City Council Members,

Attached please find a cover letter and Alameda student and family letters in support of Agenda Item 6-B. Thursday is Earth Day and we expect more students letters to come in over the course of the week. Thank you for all you are doing to make Alameda safer for our biking and walking families and students, and for fighting climate change for the future generation!

Sincerely,  
Cameron Holland  
Bike Walk Alameda





(510) 595-4690  
P.O. BOX 2732  
ALAMEDA, CA 94501  
[www.bikewalkalameda.org](http://www.bikewalkalameda.org)

April 20, 2021

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Dear Mayor Ashcraft and Alameda City Council Members,

As we approach Earth Day 2021, Bike Walk Alameda is thrilled to forward on the 20 letters from our students and families in support of Council's efforts to make biking and walking safer in Alameda.

These letters are directly related to Agenda Item 6-B to approve the Central Avenue Safety Improvement Project, a hugely important project for our community's safety and for a greener Alameda.

As part of this family letter writing campaign, students and families were asked to tell us why safe walking and biking in Alameda was important to them and where they love to go. As you can see, our students and families travel all over the island, with friends and on their own, to parks and business districts, and many have very clear ideas for how we can improve!

Our hope is that our City will get to a place where all Alameda families and students feel comfortable and safe enough to go anywhere on the island by bicycle or by foot.

Council's efforts to invest in long term projects like the Central Avenue project not only support this vision but support its commitments under the Vision Zero Policy and Climate Action Resiliency Plan. More students and families on bike and foot mean fewer in cars, fewer collisions, reduced emissions, greater public health and a stronger community.

We know that many more students and families have written directly to you and will be writing over the course of this week. These letters are full of joy and fun and reflect a beautiful vision of Alameda for the next generation.

Happy Reading and Happy Earth Day!

Cameron Holland  
Bike Walk Alameda

**From:** [Inbal Graham](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Please help make our streets safer for my kids, so they can walk and bike around town - thank you!  
**Date:** Tuesday, April 20, 2021 9:14:13 AM

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Dear Mayor Ashcraft and Alameda City Council Members,

I am writing to encourage you to keep making our Alameda streets safer by creating more protected bike lanes, high visibility crosswalks, and roundabouts, so that our kids and entire community can walk and bike around town safely.

I am a 13 year resident and homeowner in Alameda, with a 17 year old at Alameda High and a 13 year old at Wood Middle School - we moved to Alameda way back when, so that our kids could grow up in this special community, and we have loved living here. In my time here though, I have seen so many near misses between cars and bicyclists or cars and pedestrians, and I honestly worry each time my kids set out on foot or by bike around town.

I ask that you do everything that you can to increase safety measures on our streets. It is the one major downside I see with our community - a lack of safety measures. I have heard about the project on Central Avenue and wholeheartedly support this. I also ask that you focus on High Street at Otis intersection, as my own son and many of his friends want to bike from the East End to Wood Middle School and that intersection is part of their route - super scary intersection at this point, with cars not stopping and traveling at high speeds.

Thank you for listening and for all you do for our community.  
Warmly, Inbal V. Graham

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**From:** [Steve Haines](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Avenue Safety Improvement Project  
**Date:** Tuesday, April 20, 2021 8:19:07 AM

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To the City Council and Mayor,

The proposed Central Avenue Safety Improvement Project will greatly improve the safety and efficiency of Alameda's transportation system, including pedestrians, cyclists, and motorized vehicles.

I fully endorse the project and urge you to adopt it.

Steve Haines  
5 Kingsbury Ct  
Alameda

**From:** [Andrea Dunlap](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] agenda item 6-B, more biking! more walking!  
**Date:** Monday, April 19, 2021 10:20:12 PM

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Hello, related to agenda item 6-B. I have been commuting to Alameda since 2007, and now having lived here for the last 6 I know that having a better biking and walking infrastructure will help modernize Alameda and make it more resilient in the future. We have a six year old, he just biked 7 miles up and down mountains in Pt Reyes this week but I am afraid for him to bike here amongst all the cars. I support project zero and I strongly support City Council's approval of the Central Avenue Safety Improvement Project final concept, as recommended by staff.

I support this because:

- my family regularly bikes around Alameda and appreciates the safety measures the City has in place to protect us but we need more.
- my family would like to bike more around Alameda but do not feel comfortable without more protected bike lanes and slower car traffic.
- I want my children to be safe biking around Alameda and these safety measures will help do that.
- I would like to drive my car less and these safety measures will help encourage me to bike and walk more often.

I also LOVE living on a slow street and I wish we had a way to slow down some of the more aggressive drivers—I'd love speed bumps!

Thanks for your work to make Alameda livable and climate friendly,  
Andrea Dunlap

**From:** [Ellie Ryan](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#); [City Clerk](#)  
**Cc:** [info@bikewalkalameda.org](mailto:info@bikewalkalameda.org)  
**Subject:** [EXTERNAL] Earth Week Letter for Safer Biking in Alameda  
**Date:** Monday, April 19, 2021 9:52:32 PM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[Earth Week-Biking Letter\\_041921 - Google Docs.pdf](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Dear Mayor Ashcraft & City Council Members,

Please see my letter attached to help encourage safer biking in Alameda. Happy Earth Week!!

Sincerely,  
Ellie Ryan

4/19/2021

Dear Mayor Ashcraft and City Council Members,

I hope you choose to vote on helping make Alameda a safer and more comfortable place to bike. I bike around Alameda with my friends and I would feel a lot safer with more protective bike lanes when biking across the island. Biking and walking are way better than driving, because they don't cause pollution. Please help Alameda become a less polluted city!!!

Sincerely,

Ellie Ryan

Edison Elementary

5th Grade



**From:** [Maria Gallo](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Apr 20 City Council agenda - Item 6B - Central Avenue Safety Improvement Project  
**Date:** Monday, April 19, 2021 9:05:32 PM

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This email is to convey my support for the Central Avenue Safety Project (Project) as presented by staff. The changes from the Project support Alameda's Vision Zero framework as well as provide traffic calming. Additionally I have observed other communities successfully install roundabouts as an alternative to the traditional intersection. Please vote in favor of this proposal.

Maria Gallo  
Marina Drive

**From:** [Joyce Mercado](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Ave. Project  
**Date:** Monday, April 19, 2021 7:16:22 PM

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Hi, I'm writing to support the Central Ave. Project. I'm very concerned about the climate and this project supports emissions reductions in several areas. A protected bike lane promotes more zero emissions bike travel. A narrower road encourages 25 mile/hour speed adherence which reduces emissions. The roundabout eliminates idling at that intersection which also reduces emissions. The tree planting not only beautifies Alameda but sequesters carbon.

Thank you,  
Joyce Mercado

**From:** [Gail Payne](#)  
**To:** [City Clerk](#)  
**Subject:** FW: [EXTERNAL] Support of Central Avenue Redesign  
**Date:** Monday, April 19, 2021 6:20:50 PM

---

fyi

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

-----Original Message-----

From: Sarah Olaes [<mailto:saolaes@gmail.com>]  
Sent: Monday, April 19, 2021 6:18 PM  
To: Marilyn Ezzy Ashcraft <[MEzzyAshcraft@alamedaca.gov](mailto:MEzzyAshcraft@alamedaca.gov)>; Malia Vella <[MVella@alamedaca.gov](mailto:MVella@alamedaca.gov)>; Tony Daysog <[TDaysog@alamedaca.gov](mailto:TDaysog@alamedaca.gov)>; Trish Spencer <[tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)>; John Knox White <[JknoxWhite@alamedaca.gov](mailto:JknoxWhite@alamedaca.gov)>  
Cc: Gail Payne <[GPayne@alamedaca.gov](mailto:GPayne@alamedaca.gov)>  
Subject: [EXTERNAL] Support of Central Avenue Redesign

Dear Mayor Ashcraft and fellow Council Members,

I am writing in support of the proposed redesign of Central Ave. I am the current President of the Encinal Jets PTSA. I have been a parent since 2014 and have witnessed many, many dangerous situations with students trying to access the campus. I am surprised that a student or cyclist has not been injured or killed. I think this is thanks to the many volunteer parents who help direct traffic. A major re-design is needed!

Gail Payne presented the proposed design at the PTSA meeting on March 17. The feedback from the members present was overwhelmingly positive. I urge you to adopt the plan as proposed - it has been 8 years in the making and has undergone a great amount of feedback and review - the design is ready, please vote to approve the design as presented by City Staff.

Thank you for your consideration in this matter.

Sincerely,

Sarah Olaes

**From:** [Doug Keen](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Letter in support of the Central Ave Safety Improvement Project  
**Date:** Monday, April 19, 2021 6:07:42 PM

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Dear Mayor Ashcraft and Councilmembers,

My family and I wanted to express strong support for the Central Avenue Safety Improvement Project. We've seen the plans for the project and appreciate all the hard work and research that have gone into the designs over these many years.

As a West-end family with young children just starting to get their two-wheeled independence, this project is critical to enabling easy, safe passage to Crab Cove, EHS, Paden, and the Bay Trail/Encinal beach. Without the project, I can only imagine the status quo of unsafe speeds on Central, vehicles trying to pass other vehicles that are stopped to allow pedestrians to cross, and unnecessarily far pedestrian crossings in the midst of these unsafe behaviors. We've personally had too many scary moments crossing or biking on Central. It's foolish to think the solution is to simply change driver behavior through education or punishment/law enforcement. Instead, we should change the design of the system itself, which is exactly what the Central Avenue Safety Improvement Project does through *evidence-based* design.

We realize there's a vocal contingent speaking against the project, citing traffic increases and parking reductions. While there's some evidence traffic flow may actually *improve* with the roundabouts, we do understand that parking reduction is a reality. However, free public parking is a benefit for the storage of private vehicles that doesn't come without costs. We haven't heard any argument that makes reduced safety in the name of private vehicle storage make sense. Let's keep our eyes on the big picture and focus on the greater public good, and not get distracted by the amplitude of arguments being made. For the parking issue, other creative solutions that immediately address the needs of nearby residents could be pursued, such as a permit parking system.

We thank you again for all the hard work done on this project, in the name of safety and climate stewardship. We sincerely hope the project moves forward, so our vision of an Alameda that can be safely navigated by everyone, old and young, without being inside a motor vehicle can become a reality.

Thank you for your consideration.

- Doug Keen and the rest of the Keen family

**From:** [Georgianna Lear](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support for the Central Avenue Safety Improvement Project  
**Date:** Monday, April 19, 2021 4:52:00 PM

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As a homeowner and resident of Alameda, I support the Central Avenue Safety Improvement Project 100 % because it is a critical transportation conduit to schools for children and their families, the ever-increasing number of ferry commuters, and recreational bikers who wish to travel the perimeter of the scenic wealth the island offers. I believe it will also slow down traffic increasing safety for pedestrians wishing to cross the street.

Thank you!

Georgianna Lear  
2058 San Jose Ave.

**From:** [Terry Gaige](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Input for agenda item 6-B  
**Date:** Monday, April 19, 2021 2:08:01 PM

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Dear Alameda City Council,

I wanted to send you a short email about agenda item 6-B. I am strongly in favor of the Central Avenue Safety Improvement Project final concept, as recommended by staff I support the City Council's approval of this project because my family regularly bikes around Alameda. We appreciate the safety measures the City has in place to protect us - we use the Pacific slow street daily - but need more options to get to all the places we want to go on Alameda safely!

Thank you!  
Terry Gaige

**From:** [Shannon Wirth](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support for Central Safety Improvement  
**Date:** Monday, April 19, 2021 1:30:24 PM

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Please vote in support of the Central Safety Improvement Plan. As Alameda residents, my family and I routinely bike across the island. Having an improved bike-ability for crosstown traffic will greatly enhance our efforts to be as green as possible, especially when considering my 11 year old and his commute from the East End to the Encinal Boat Ramp for summer activities.

Many Thanks,  
Shannon Wirth  
1904 Cornell Dr.

**From:** [Brian Fowler](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Agenda Item 6-B  
**Date:** Monday, April 19, 2021 1:20:35 PM

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Hello Alameda, I have been biking around Alameda for more than 13 years am teaching several kids to do the same safely. The pandemic reminded my son and his friends that cycling in Alameda is key to maintaining our community's physical and mental health. This letter/email is related to agenda item 6-B.

Central avenue is the most efficient way for everyone to get to and from the activities on The Point from the east end. We should be able to do so by bike, car, foot, or scooter safely.

Due to the flat trajectory of our island's geography, people of all ages can bike around Alameda and do so to stay mobile and healthy. Please encourage that behavior by making Central more accessible to all.

I strongly support City Council's approval of the Central Avenue Safety Improvement Project final concept, as recommended by staff.

Brian Fowler  
2922 Johnson Ave  
Alameda, CA 94501

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Brian Fowler

[Brain Flower Services](#)

[brian@thebrainflower.com](mailto:brian@thebrainflower.com)

415.948.8393 | [LinkedIn](#)

**From:** [Matt Waters](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support the Central Ave Safety Improvement Project!  
**Date:** Monday, April 19, 2021 12:16:06 PM

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To whom it may concern,

I am writing today to express my strong support for the Central Ave Safety project.

As a long time West End resident, driver, pedestrian and cyclist, I feel that a safe Central Ave is key to connecting our neighborhoods with the vital Webster business corridor. An improvement such as this is long overdue.

If you're currently unfamiliar with the experience of riding a bike on Central Avenue from 8th Street to Pacific Avenue, I invite you to gather your family, friends and take a ride on an upcoming weekend. As you ride, with cars aggressively swerving to get around you and as you navigate intersections where cars only slow down, but don't stop- think of how pleasant and efficient the journey would be with a protected bike lane.

I thank you for your consideration and support of not just this street safety project, but others as well.

Sincerely,

Matt Waters

Pacific Ave and 4th Street.

**From:** [Mary Ellen McMuldren](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Ave improvements to be discussed at April 20 2021 meeting  
**Date:** Monday, April 19, 2021 11:39:06 AM

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I write in support of the plan to make this road safe for the non-car users.

I am particularly wanting to see a traffic circle at the crazy spot near Encinal School where Taylor and Central meet. It is very unsafe to turn left from the neighborhood onto Central. Since Santa Clara has been closed off to through traffic drivers are forced to choose routes such as this that are less safe. (I would have preferred the 300 and 400 blocks of Haight to be the closed streets, not Santa Clara). I am a resident of the 100 block of Santa Clara.

We really do have a problem with cars driving too fast. In pre-pandemic times there were cars rushing to and from the ferry arrivals and departures. During pandemic we have had hobby cars that are loud and belch excessive unsafe fumes. The hobby cars seem to be driving unsafely on the way to/from Alameda Point where they are driving loudly as we can hear them from a distance.

We also have a newly renovated boat ramp and beach just west of Encinal School. You may not be aware of the large amount of traffic coming to the area on weekends or any good day for boating. There are large vehicles pulling large boats. They fill up the lot at the boat ramp. They park along the drive (fence on Encinal side) which is unsafe. They also end up parking along Central Avenue. They also need to be driving safely in the neighborhood.

You might not be aware that others are pedestrians rolling 12-14' kayaks on carts to the water from their homes in the neighborhood.

This has been a busy corner of Alameda. The improvements will be much appreciated.

Also keep in mind that many elementary age students walk to and from Paden Elementary School. They need design that is safe for their needs.

Sincerely, Mary Ellen McMuldren  
Resident of 112 Santa Clara Avenue  
Bicycle rider, kayaker, pedestrian.

Sent from [Mail](#) for Windows 10

**From:** [Devika Chawla](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Bike lane on Central Ave  
**Date:** Monday, April 19, 2021 10:59:22 AM

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Hi there,

I am writing to express my support for a protected bike lane on Central Ave. I live right off Central Ave, and I bike regularly to get around town. Once the ferry opens up, I plan to bike to the ferry stop to commute to work in SSF. Right now, Central Ave does not feel safe to bike on. We would greatly benefit from a bike lane!

Many thanks,  
Devika Chawla  
1377 Crown Drive  
Alameda, CA 94501

**From:** [Gail Payne](#)  
**To:** [City Clerk](#)  
**Subject:** FW: [EXTERNAL] Comments on Virtual Open House for Central Avenue Safety Improvements Project  
**Date:** Monday, April 19, 2021 10:59:02 AM

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Fyi for inclusion as correspondence for the Central Ave item – April 20

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

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**From:** Brian Fisher <[bridge@pacbell.net](mailto:bridge@pacbell.net)>  
**Sent:** Saturday, April 3, 2021 10:03 PM  
**To:** Gail Payne <[GPayne@alamedaca.gov](mailto:GPayne@alamedaca.gov)>  
**Cc:** Alysa Chadow <[chadowab@gmail.com](mailto:chadowab@gmail.com)>  
**Subject:** [EXTERNAL] Comments on Virtual Open House for Central Avenue Safety Improvements Project

Hello Ms. Payne,

Alysa and I could not find where to submit comments in the Virtual Open House for the Project.

I am, therefore, on her behalf, submitting them to you directly, for the April 20 City Council Meeting.

Thank you for your attention.

Brian Fisher and Alysa Chadow

#### Comments on Intersections with Roundabouts

I am one of at least 8 Blind or Visually Impaired (BVI) individuals who live in Alameda.

I see the value of roundabouts (RABs), but have concerns about the ability of BVI individuals to cross them independently with as much safety as possible.

BVI individuals rely on the sound of stopped and moving traffic at signalized intersections to know when to cross streets.

Traffic entering and exiting RABs never stops, unless alerted to the possible presence of pedestrians by suitably-sized black and yellow PED X crossing signs, and notice to stop by rapid flashing beacon lights or rapid flashing lights on signs, initiated by pedestrians. BVI pedestrians need an auditory signal when the button initiating the rapid flashing beacons or lights on signs is pressed.

In addition, since BVI pedestrians need Orientation and Mobility (O&M) training for crossing RABs, I recommend that the City of Alameda contract with a certified agency, such as the San Francisco Lighthouse for the Blind, to provide qualified O&M instructors.

**From:** [Meagan Jensen](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Re: Bike Lanes, agenda item 6B  
**Date:** Monday, April 19, 2021 10:43:36 AM

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To whom it may concern,

I'm writing to voice my strong support of the Central Avenue Safety Improvement Project final concept, as recommended by staff.

My husband and I have lived and/or worked in Alameda for over 15 years. When we got married we knew we wanted to raise our family here. One of the things we love most about our life here is how easy and safe it feels to ride our bikes everywhere.

Now we have three children, our oldest rides his own bike and our middle is getting ready to move up from a scoot bike to a pedal bike. Riding with kids is a completely different experience and I couldn't be more grateful for every inch of bike lane that helps keep my kids safe (and my mind at rest!).

Families are the backbone of our community. Thank you for investing in us.

Best,

Meagan Jensen  
2140 San Jose Ave, Alameda, CA 94501

--

**Meagan Jensen**

Founder and Chief Imaginative Officer

[The PlayLab of Alameda](#)

*Building connection, practicing community, and cultivating joy through the power of play.*

**From:** [Jeanine Sidran](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Ave project - Item 6B  
**Date:** Monday, April 19, 2021 10:07:37 AM

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Dear City Council Members,

I want my children, two 4th graders at Edison Elementary, to be safe biking around Alameda and these safety measures will help do that.

Currently, my family would like to bike more around Alameda but do not feel comfortable without more protected bike lanes and slower car traffic.

Please vote to create the bike lanes that will allow us to bike to the West End to play, see our friends on that side of the island, and shop that part of the island safely on our bikes.

Lastly, these lanes may open up where our kids go to school as they will be able to safely ride themselves to the great schools on the other side of the island.

Regards,  
Jeanine Sidran  
Marina Dr Resident

**From:** [Gail Payne](#)  
**To:** [City Clerk](#)  
**Subject:** FW: [EXTERNAL] Support for Item 6-B Central Avenue  
**Date:** Monday, April 19, 2021 8:16:13 AM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[Bike East Bay Letter of Support Central Avenue April 20, 2021.pdf](#)

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Fyi – please add to the correspondence for this City Council item – thank you!

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

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**From:** Dave Campbell <dave@bikeeastbay.org>  
**Sent:** Monday, April 19, 2021 7:53 AM  
**To:** Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>  
**Cc:** denyse.trepanier@optimizely.com; Cyndy Johnsen <cyndyjohnsen@yahoo.com>; Lucy Gigli <lucy@bikewalkalameda.org>; Gail Payne <GPayne@alamedaca.gov>; Rochelle Wheeler <rwheeler@alamedaca.gov>  
**Subject:** [EXTERNAL] Support for Item 6-B Central Avenue

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Mayor Ezzy Ashcraft and Alameda Councilmembers

Attached please find a Bike East Bay letter of support for Central Avenue, your Item 6-B on Tuesday's Council Agenda. For the reasons stated in our letter, we hope you will approve this important project and be the first city in the East Bay soon to complete a low-stress, family-friendly bike network. We will be joining your meeting to speak in support and can answer any questions you may have about what this is such a good project. Thank you for your support.

--

Logo



**Dave Campbell | Advocacy Director**

**Pronouns:** he/him

**Mail:** PO Box 1736 Oakland, CA 94604

**Office:** 466 Water Street Oakland, CA 94607

**C:** 510.701.5971 | **E:** [Dave@BikeEastBay.org](mailto:Dave@BikeEastBay.org)

[Take the pledge & ride on Bike to Wherever Day](#): Friday May 21

**From:** [William Simpson](#)  
**To:** [City Clerk](#)  
**Cc:** [Jacy Gaige](#)  
**Subject:** [EXTERNAL] Central Avenue Safety Improvement Project  
**Date:** Sunday, April 18, 2021 11:25:07 PM

---

Hi,

We're writing to let you know that we strongly support the Central Avenue Safety Improvement Project final concept, as recommended by staff. Our family gets around Alameda primarily by bicycle, and we're certain that more and more families will transition toward increased biking if the city will continue to build safe biking infrastructure. We bike along this stretch of Central Avenue regularly, but the width of the street seems to almost encourage vehicles to exceed the speed limit. We would welcome a protected bike line here, and ask that you please approve this project at the Council meeting this week!

Sincerely,  
Billy Simpson and Jacy Gaige  
1848 8th Street

**From:** [Drew Dara-Abrams](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Avenue Safety Improvement Project  
**Date:** Sunday, April 18, 2021 3:38:23 PM

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Ms. Weisiger,

Would you please include this in the correspondence packet for the upcoming Central Ave item?

Thanks,  
Drew Dara-Abrams

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Dear Mayor, Vice Mayor, and Councilmembers,

We live in Alameda and are writing in to strongly support the Central Avenue Safety Improvement Project.

Our route from home (on the East End) to preschool (by Marina Village) takes us along much of Central when we go by car. When we go by bike, we also use a bit of Central — but must do a more circuitous set of jogs to stick to safer legs before and after the bike lanes on Central.

Our overall ride across the island is about 4 miles. It's flat. It's a perfect type of trip to replace a gas car with an e-bike, as we've recently done. Some stretches are a pleasure to ride, such as the path through the Jean Sweeney Open Space Park. But Alameda's overall bike network is only as good as its weakest links. The improvements proposed to Central will both make this particular corridor safer and provide important connections between the existing paths and bike lanes.

For motorists and delivery drivers, these safety improvements are also a benefit. The current status quo of a four-lane highway that encourages speeding, intersections where parked cars may block visibility, and crosswalks where pedestrians have to wait and cross an extra wide distance are all factors that lead to a frustrating (and sometimes dangerous) experience for everyone. The redesigned road will promote safer, steadier speeds and a less stressful trip for all types of travelers.

In addition to encouraging the City Council to move forward with these safety improvements to Central Ave, let me also ask that you consider how many years this one project has been underway. It's great to see how the city has been using the Commercial Streets and Slow Streets initiatives to much more rapidly deploy, test, and tune improvements to Alameda's street network. Washington and Sacramento are likely to be offering more funding for safer, greener, and more welcoming transportation networks — please consider how Alameda can be prepared to more rapidly apply for and deploy such support.

Sincerely,  
Drew Dara-Abrams  
Calhoun St.

**From:** [William Hughes](#)  
**To:** [City Clerk](#)  
**Cc:** [William R. Hughes](#)  
**Subject:** [EXTERNAL] Central Avenue Safety Improvement Project  
**Date:** Sunday, April 18, 2021 2:26:49 PM

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Good afternoon,

I just learned about this proposal on instagram and I would like to add my support for it! I live on Central and regularly bike the length of the island to run errands and for exercise. I usually cut up to Santa Clara for the cross island trek as I usually feel Central is kind of dicey as a biker. I think adding a bike lane on Central would be a phenomenal improvement and addition to our island.

Thank you!  
William Hughes

**From:** [Nicole Stone](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Letter to City Council: Central Ave Project  
**Date:** Sunday, April 18, 2021 12:07:10 PM

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- Dear City Council Member,
- This email is related to agenda item 6-B. I strongly support City Council's approval of the Central Avenue Safety Improvement Project final concept, as recommended by staff. I support this because my family regularly bikes around Alameda and appreciates the safety measures the City has in place to protect us but we need more. Also, I want my child to be able to safely bike to school. The measure would enable us to drive less and bike more!
- Thank you,
- The Stone Family- Nicole, Philip and Noah
- 46 Oak Park Drive, Alameda, CA 94502

**From:** [Wesley Bexton](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support safe biking walking and driving, please vote yes on the Central Ave Safety Improvement Project  
**Date:** Sunday, April 18, 2021 10:50:17 AM

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As a City of Alameda resident, parent, homeowner, taxpayer, and voter, I strongly support the Central Avenue Safety Improvement Project. We need to shift the focus from fast driving to SAFE driving, walking, and biking. The City of Alameda has a chance to lead by example, and show the Bay Area what a proper multimodal right of way should look like. City Council and Mayor, please vote to build a better Central Avenue with these critical safety improvements.

Best,  
Wesley Bexton  
1534 Buena Vista

**From:** [Amy Cheng](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] I support the Central Avenue Safety Improvement Project  
**Date:** Sunday, April 18, 2021 10:06:01 AM

---

Hi Alameda City Council,

I am a daily bike commuter. I support expansion of bike infrastructure in Alameda generally. I support the Central Avenue Safety Improvement Project specifically.

Best,  
Amy Cheng

**From:** [Lorin Laiacona Salem](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] In favor of Item 2021-790 Central Ave Safety Improvements  
**Date:** Saturday, April 17, 2021 10:30:57 PM

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Mme. Mayor and Coucilmembers,

I am writing in support of the proposed Central Avenue safety improvements. In particular, I am really happy to see the proposed round-about at Central/Sherman/Encinal. I live nearby and know first hand that that intersection is confusing and dangerous for pedestrians and cyclists. The proposed changes would make me far more comfortable as a pedestrian. I encourage you to approve the proposed improvements.

Thank you,  
Lorin Salem

**From:** [bmathieson@aol.com](mailto:bmathieson@aol.com)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] City Council -- April 21 -- Agenda Item 6-B -- Support  
**Date:** Saturday, April 17, 2021 4:51:50 PM

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Honorable Councilmembers:

I wholeheartedly support the proposed Central Avenue Safety Improvement Project and am eager to see it implemented. My family and I bike for work, errands, and exercise. We enjoy Alameda's bike-friendly climate and topography and look forward to the safety improvements that this project will bring. I encourage you to approve the project and next, during the May budget workshops, to plan for the capital improvements needed to complete the full project, including all tree planting.

Thank you for your foresight.

Sincerely,

Betsy Mathieson  
1185 Park Avenue  
Alameda

**From:** [BLANCHE KIM](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Avenue Safety Improvement Project  
**Date:** Saturday, April 17, 2021 3:58:32 PM

---

Dear Mayor Ashcroft and Alameda City Council Members,  
I'm writing in enthusiastic support of the Central Avenue Safety Improvement Project.  
As a Safe Routes to Schools PTA chair at both Lum Elementary (formerly) and Wood Middle Schools, I know how greatly these improvements are needed, and will improve the students' commutes.  
As a biking family, we look forward to a safer (and less stressful) ride along Central to enjoy the West End and the Point.  
Kudos to our forward-thinking city leaders, planners and our pedestrian/bike-friendly organizations who advocate for a cleaner, safer Alameda.  
Sincerely,  
Blanche Kim

**From:** [Jon Randell](#)  
**To:** [City Clerk](#); [Gail Payne](#)  
**Subject:** [EXTERNAL] Comments on item 6B for the 4/20 CC meeting  
**Date:** Saturday, April 17, 2021 8:20:34 AM  
**Importance:** High

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Dear Madam Clerk,

Can you please distribute this letter to City Council and include in the agenda packet for item 6-B for the 4/20/21 City Council agenda? Thank you!

Dear Mayor Ezzy Ashcraft and City Council Members,

I'm asking you to support staff's recommendations for making Central a safer and saner corridor. This is the only logical choice since 1) we, as a community, and you, as a governing body, have affirmed over and over again that we are prioritizing safety and climate above driver convenience and parking, and 2) This project delivers: the science and data prove that staff's recommendation prioritizes safety and climate over driver convenience and parking.

I expect the vote to approve this great project to be unanimous. It delivers on a promise you made in response to our repeated demands around safety and climate. If it's not unanimously approved, know that I'll interpret your voting against it, or even abstaining, as a vote against the public's interest. I can't imagine how this could be justified.

I have been following this project closely for the last 10 years or so, but have never commented on it before. However the discussions in social media from those opposed to this project deserve a response. The two reasons for opposing these safety improvements are 1) parking loss and 2) potential traffic diversion to other streets if Sherman, south of the proposed roundabout, is closed to through traffic. However before I address those concerns, I would like to reiterate that we have decided that these consequences are ones we are willing to accept in order to *either* improve safety for all road users *or* meet our climate goals by providing safe alternatives for people choosing not to drive. This project does *both*!!

I don't want to gloss over the facts that this project will have an adverse effect on both parking and traffic diversions. It will mean that some drivers will need to walk further in order to store their car in the **public right of way for free**. And it will likely result in more drivers taking advantage of an **underutilized public asset** (i.e. the public roads that we're all paying for) adjacent to their property. But we've said over and over again that these are trade-offs we're willing to make for safety and climate.

Getting people out of cars, which again, we've said is a primary goal in our General Plan, will require both policy carrots and policy sticks. This project offers a HUGE carrot by creating state-of-the-art safety improvements and closing a major gap in the bicycling network. While the sticks are relatively minor, these are the tradeoffs I expect our leaders to make to achieve our goals. If you don't want to have to wield heavy policy sticks later, I recommend implementing as much as you can with carrots, while we still have the chance to do that.

I appreciate your taking the time to consider these points from your constituents. Thank you in advance for following the data and our priorities and approving staff's recommendation.

Jon Randell  
1216 Eagle Ave.  
Alameda, CA 94501

**From:** [Deborah Goldberg](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Protected bike lane on Central  
**Date:** Friday, April 16, 2021 9:12:03 PM

---

I support the Central Avenue Safety Improvement Project because my family- and many others- commute to school and work via bike and a protected bike lane will make it so much safer, not to mention encourage more people to bike since this is such a central street/route across the island. Protected bike lanes are the future!

--

Deborah Goldberg (she/her)  
Mobile: 917.749.4879  
Email: [goldberg.deborah@gmail.com](mailto:goldberg.deborah@gmail.com)  
Website: [www.deborahgoldberg.net](http://www.deborahgoldberg.net)

**From:** [Sundari Johansen Hurwitt](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support for Central Avenue Safety Improvement Project  
**Date:** Friday, April 16, 2021 9:09:56 PM

---

Dear City Council members,

I am writing in support of the Central Avenue Safety Improvement Project. My family regularly has to travel down Central Avenue to the Encinal Boat Ramp area, and right now we drive because we don't feel it's safe enough for our child to bike that route. When we take the ferry we also tend to drive because biking is too dangerous. A dedicated bike lane would significantly improve safety and allow us to consider biking instead of driving in the future.

Thank you,  
Sundari Johansen  
Alameda resident

--

Sundari Johansen Hurwitt | [sundari.johansen@gmail.com](mailto:sundari.johansen@gmail.com) | she/her

**From:** [Pat Potter](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Comment for City Council on Central Ave. Project - Agenda Item 6-B - April 20, 2021  
**Date:** Friday, April 16, 2021 3:51:21 PM

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Please forward these comments to City Council. Thank you!

Dear Mayor and City Council,

This is to voice my full support for the Staff's proposed Central Avenue Safety Improvement Project. Actually, it is hard to understand objections to it. There is one objection that I have heard with regards to the closing off of the northbound crossing of Sherman. This objection assumes that the residents of the streets which will see more traffic because of this closing will be unhappy. I live on Paru Street, one of the streets that is assumed will be impacted. I have no problem having more cars coming down Paru if it means fewer crashes and safer bikeways on Central. It is a small price to pay for a safer major roadway. Please give Staff your full support for this project. It aligns with all the work they are doing on the General Plan, the Active Transportation Plan, the Vision Zero plan, and CARP.

Thank you,

Pat Potter

1430 Paru Street

**From:** [Nicole Blake](#)  
**To:** [Lara Weisiger](#); [City Clerk](#)  
**Subject:** [EXTERNAL] Central Avenue Safety Improvement project - agenda Item 6B  
**Date:** Thursday, April 15, 2021 3:53:12 PM

---

Dear Mayor Ashcraft and Councilmembers:

My name is Nicole Blake and I live on Bay Street. I wholeheartedly support any type of road engineering that will calm speeding, curtail accidents and make life generally safer for pedestrians, bikers, and other drivers. As such, I support the Central Avenue project as recommended.

I have lived in this area of Alameda for close to 9 years and I often see other pedestrians and drivers confused when they reach the intersection of Encinal and Sherman. I think placing a round-about there will definitely make it easier to navigate those streets.

As a driver, pedestrian, and biker, who lives near Central Avenue, I have personally experienced many near accidents as well as witnessed others who were endangered. I think redesigning Central Avenue as recommended by staff will enhance peace of mind and make the street more pleasant for all.

Lastly, I love the improvements made on Shoreline drive and most recently the Otis road diet project. These projects have definitely improved our quality of life and have made me even more proud to call myself and Alamedan.

Sincerely,  
Nicole Blake

Hello. My name is Ryan Clausnitzer and I reside on Bay Street between Central and Santa Clara Avenues. I fully support the staff recommendation as presented. One of the main complaints I hear on NextDoor and other forums is how fast drivers are in Alameda and the need for more enforcement. The irony is that most of these opinions are shared by individuals who prefer 4-lane roads in Alameda.

If the problem Alamedans agree on is speeding and safety, why not invest in capital assets that increase our value for the long-term, like this road-diet infrastructure plan, rather than using ongoing expenses like selective police enforcement. Also, most of the egregious speeders I see in Alameda are app-based delivery drivers (Lyft, Uber, Amazon) whose use of driving apps render speed traps useless to only those that **do not** use driving apps in Alameda.

Shoreline drive was a dramatic improvement to the quality of life for family members of ours that live there. They now walk and bike to destinations. I used to avoid driving or walking on Otis based how others weave in and out of traffic, but now I prefer it. Central and Encinal *could* be a beautiful boulevard that connects the old trolley stop commercial districts between east and west Alameda with improved pedestrian, driving, and biking conditions.

What do pleasant communities have in common? I think of tree-lined streets with vehicles moving (not idling) at reduced speeds and people out of their cars. What vision do we have for the Alameda of the future?

Thank you-

Ryan Clausnitzer,

Alameda resident.

**From:** [Matt McGowan](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] I support the Central Avenue Safety Improvement Project  
**Date:** Wednesday, April 14, 2021 1:44:44 PM

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Dear Mayor Ashcroft and Council Members,

I support the Central Avenue Safety Improvement Project, and urge you to approve it. Cycling is my preferred way to move through Alameda. I bike to stores and restaurants whenever I can. I was a daily ferry commuter for several years and biked from my home one the East End to the Main Street ferry. Cycling is a spectacular way to get around Alameda. I will feel much better about cycling and encouraging my kids to cycle if these safety improvements are made. I will also enjoy the benefits of improved travel time in my car and a reduction in greenhouse gas emissions and pollution.

Regards,  
Matt McGowan  
3322 Fernside Blvd

**From:** [Andy Murdock](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#)  
**Subject:** [EXTERNAL] In Support of the Central Avenue Project  
**Date:** Wednesday, April 14, 2021 12:00:43 PM

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Dear Councilmembers,

My name is Andy Murdock and I am an Alameda resident. I am writing to ask that you please support the Central Avenue Safety Improvement Project (item 6-B on the April 20, 2021 agenda).

As a person who, pre-pandemic, commuted regularly from the East End to work on Alameda Point, I would see daily how Central Ave. serves thousands of school children at the same time that commuters were hurriedly trying to get to work, both along and across Central Ave. Currently, the road serves the drivers much more than it does cyclists and pedestrians, who include the children of our city. Personally, I also quickly stopped riding my bike to work because of the unsafe driving during rush hour and school drop-off. I would be thrilled for that to change for the better.

I am particularly enthusiastic about the installation of roundabouts. There is always initial pushback to the adoption of roundabouts, particularly in the parts of the US where they are not yet common, but they have repeatedly been shown to both improve safety and reduce travel time — a win-win for both cyclists and drivers. The adoption of this plan could serve as a pilot for future road improvements to increase safety and reduce traffic congestion simultaneously.

Whenever there are road changes, some people will be unhappy, some will take time to get used to the new normal, but people adjust and the status quo is not acceptable. This project benefits cyclists and drivers and pedestrians in meaningful ways and will save lives. Please support this project.

Thank you for your consideration,

**Andy Murdock**  
**2814 Calhoun St.,**  
**Alameda, CA 94501**  
[andymurdock@gmail.com](mailto:andymurdock@gmail.com)  
[@andy\\_murdock](#)

**From:** [Paul Fogel](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Avenue  
**Date:** Wednesday, April 14, 2021 9:39:16 AM

---

Dear City Council,

I was very pleased to hear that a new bicycle improvement project for Central Avenue is being voted on this April 20th. I fervently encourage you to approve this proposal.

Our family has lived and biked in Alameda for over 10 years and while there are some great bike lanes and bike improvements there are still a number of areas where bike lanes just end or dump bike traffic into hazardous conditions. Central Avenue has long been one of our major frustrations. The bike route along South Shore is great but there is no safe way to get out to the base, as the current setup ends abruptly at Central near Crown Dr/Hoover Ct. Cyclists are just dumped out on the sidewalk with no easy way to cross Central for at least a block. Highly dangerous and very poorly designed.

Having a way to ride from the East End to the West End - all the way to the base - will be a huge asset for the island and will not impact traffic in the least. All it will do will make cycling safe for all of the families who would prefer to bicycle, further decreasing traffic impacts.

I implore you to approve this proposal and fix the currently unsafe and terrible set-up.

Thanks.

Paul Fogel

**From:** [John Brennan](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Supporting the Central Ave improvement project  
**Date:** Tuesday, April 13, 2021 9:08:05 PM

---

Dear City Council,

I strongly support the Central Avenue Improvement Project.

It provides many benefits.

First, roundabouts/rotaries are much safer and more efficient than traditional intersections.

Second providing safer lanes for bicycles will increase bike usage (I know—since the additional bike lanes on Otis and Shoreline I've significantly increased my bike usage for errands).

Third, it will increase pedestrian safety.

Let's do it!

John

John Brennan

711 Grand Street.

**From:** [Ken Freeman](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Avenue Project - resident on Sherman Street since 1982  
**Date:** Tuesday, April 13, 2021 8:18:53 PM

---

Dear City Council Members,

Regarding the city council meeting on April 20, 2021 at 7pm, please support the Central Avenue project to the fullest extent.

I feel as a resident of Sherman Street, 1328 Sherman, the current intersection is very dangerous to all concerned whether you are walking, biking, or in a car.

I want you to support putting a dead end at Sherman Street and Central and put an end to many of the problems and dangers that occur to us residents on Sherman Street near Central Avenue.

Please support the additional funding necessary to make a Cul de Sac at Sherman Street and Central Avenue.

Thank you,

Ken Freeman, resident on Sherman Street since 1982.

**From:** [Lilli Keinaenen](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] I support Central Avenue bike project  
**Date:** Tuesday, April 13, 2021 4:34:52 PM

---

I'm an Alameda cyclist, who rarely ventures out to the West side, due to the lack of good options to bike on. Getting to the ferry without a car has been a nightmare, so this project is such a needed addition in making Alameda the bike haven it can be. Reclaiming just a few streets as safe, will allow more people to get on bikes, which will help with congestion, air quality, public health, school drop off gridlock, and much more.

Let's do this Alameda

**Lilli Keinaenen**

cell: (415) 489 8223

email: [lilli.keinanen@gmail.com](mailto:lilli.keinanen@gmail.com)

**From:** [Meredith Owens](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Ave safety Improvement Project  
**Date:** Tuesday, April 13, 2021 10:51:38 AM

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RE: Central Avenue Safety Improvement Project  
Agenda Item: 6B

Dear Mayor Ashcraft and Councilmembers,

Bike Walk Alameda strongly supports the Central Avenue Safety Improvement Project, and we urge you to approve it. We also wanted to commend staff for all the hard work that has gone into this project over the years since it was first proposed in 2010 — it's been a very long journey, and all that time and effort shows. Staff should be very proud.

Central is a high-injury corridor. Between 2009-2018, the project corridor alone saw four fatal or life-altering crashes, and many more less severe crashes. This traffic calming project narrows the road, shortens crosswalks, slows traffic speeds, and improves intersections, and is projected to reduce collisions by almost 35%. This evidence-based safety project will deliver the kinds of results we need in order to achieve our [Vision Zero](#) goals. With traffic fatalities tragically on the rise among our most vulnerable users, we feel it's more urgent than ever that this project be approved and proceed expeditiously.

By adding a new protected bike lane that will serve so many, including the thousands of students who attend the many schools in the project vicinity, Bay Trail recreational users, and the commuters getting to and from West End ferries, this project will make it safer, easier, and more enjoyable for people to ride bikes, and drive less. Protected bike lanes are specifically identified in the [Climate Action and Resiliency Plan](#) as key strategy (T2) for mode shift and greenhouse gas reduction, putting this project squarely in line with Alameda's stated climate goals.

By including roundabouts, the project keeps people moving, reduces car idling and greenhouse gas emissions, and reduces corridor travel time for those in motor vehicles by over 4 minutes, all while keeping speeding down. A bit of a magic trick! The lower lifecycle costs of roundabouts over traditional intersections will help our City's future finances. We recognize that not all roundabouts are alike, and trust staff will use best practices and look to local and Dutch learnings in making the roundabouts as bike- and pedestrian-friendly as possible. We look forward to [opportunities for public engagement to beautify](#) the roundabouts with local art that will enhance the experience and livability of this corridor.

The project calls for a reduction in some parking along this corridor, and we recognize that may worry some neighbors. We suggest the city consider permit parking that prioritizes parking for local residents to help address this potential issue.

We also feel it's important, though, to acknowledge more broadly the issues around 'free' parking. We must recognize free parking is not free — the public pays for it, whether they have cars or not. When there's a choice that needs to be made about how to use public rights of way, the right, equitable choice is to use our roads for the public good, to *move people*, rather than to subsidize the storage of private vehicles. In this case, where there are such great public safety benefits to the project, the choice in favor of the project over

parking is especially clear and we hope that any inconvenience can be seen in this larger context of public safety and broader civic benefits.

Thank you again for all the years of hard work in getting what promises to be game-changing infrastructure for Alameda to this point. We hope you will approve it.

Thank you for your consideration.

--

Best,

Meredith Owens

[meredithowens12@gmail.com](mailto:meredithowens12@gmail.com)

**From:** [Dave](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] RE: Central Avenue Safety Improvement Project - Agenda Item: 6B  
**Date:** Tuesday, April 13, 2021 10:15:20 AM

---

To whom it may concern:

Due to it's unique geography, the island city is a perfect place for bicycle commuting to San Francisco. As a long time ferry rider, I support any measures to reduce vehicular traffic and encourage ferry riders to get to the ferry with their bike instead. Safer roads, cleaner air and less noise pollution can only increase the desirability (read: increased property tax revenue) of this little gem of a city. Please do your part and vote yes to the Central Avenue Safety Improvement project.

Respectfully,  
"Biker" Dave

**From:** [Catherine .E](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Central Avenue project  
**Date:** Tuesday, April 13, 2021 8:40:48 AM

---

Dear Clerk and City Council members,

It is urgent that's the Central Avenue Safety Improvement Project be approved. This is a high injury corridor. I enjoy biking in Alameda, but this is a scary street to bike on. We need to act on this before there is another injury. This is important to recreational bikers, commuters, and students. City staff is to be commenting on their hard work to make this a success.

Respectfully,  
Catherine Egelhoff, Alameda resident and voter.

**From:** [Heather Little](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#)  
**Cc:** [City Clerk](#); [Little, Heather](#)  
**Subject:** [EXTERNAL] Support for the Central Avenue Project  
**Date:** Monday, April 12, 2021 10:58:25 AM

---

Good morning Mayor Ashcraft and members of the City Council,  
It feels like only a short time ago when I first stood before the City Council alongside my children to talk about our support for the city's plan to make our streets safer for pedestrians and cyclists. This came on the heels of the scariest moment of my life, when my husband was run off Main Street cycling home from the ferry, a street that had no viable shoulder, little lighting, with cars passing at 40mph or higher.

One of those projects under consideration and planning was to make much needed improvements to the Central Avenue corridor extending from Encinal Avenue/Sherman to Main Street/Pacific, which was very exciting for me and my family, given both our children would be attending EHS. Here we are more than four years later, and this project is finally coming back to City Council for final approval.

Even though this project will probably be completed after my daughter graduates from EHS, I still have hopes that my son, Finn, will one day be able to safely ride his bike to and from school on a street that prioritizes pedestrians and cyclists over vehicular drivers. And given that our whole family enjoys walking and riding around our city, having a slower, safer Central Avenue will greatly benefit all of us. As you are aware, this corridor is highly trafficked by vehicles that are often driving much faster than our 25 mph speed limit. Improvement to this corridor will create safer transportation options for the thousands of students whose schools are located within the vicinity.

And so, I write to you as a parent, as a community member, as a pedestrian, a cyclist, and a driver, as the founder of Slow Down in Town, and now as an AUSD School Board Trustee, to encourage you to approve this project on April 20th and not delay this important work any longer. Thank you for your consideration and the time you are taking to thoughtfully move this project along.

Thanks,  
Heather Little  
#SDIT

**From:** [Ashley Rogers](#)  
**To:** [City Clerk](#); [Gail Payne](#)  
**Subject:** [EXTERNAL] Support for Central Avenue Safety Improvement Project  
**Date:** Friday, April 9, 2021 10:49:00 PM

---

Dear Mayor Ashcraft, Alameda City Council Members, and Senior Transportation Coordinator Payne,

I write to you to voice support for the Central Avenue Safety Improvement Project. As a family that bikes around the island and walks to/from Franklin School, we appreciate tremendously the bike lane and pedestrian improvements (and Slow Streets!) throughout the City. We specifically choose routes that include bike lanes when traveling around the island to ensure the safety of our children. We love living in a bikeable City! The west end of the island desperately needs similar improvements to promote non-vehicular cross-island travel and keep our children safe. Please vote to support this project.

Sincerely,  
Ashley Rogers  
Sherman St.



(510) 595-4690  
P.O. BOX 2732  
ALAMEDA, CA 94501  
[www.bikewalkalameda.org](http://www.bikewalkalameda.org)

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Dear Mayor Ashcraft and Councilmembers,

Bike Walk Alameda strongly supports the Central Avenue Safety Improvement Project, and we urge you to approve it. We also wanted to commend staff for all the hard work that has gone into this project over the years since it was first proposed in 2010 — it's been a very long journey, and all that time and effort shows. Staff should be very proud.

Central is a high-injury corridor. Between 2009-2018, the project corridor alone saw four fatal or life-altering crashes, and even more severe crashes. This traffic calming project narrows the road, shortens crosswalks, slows traffic speeds, and improves intersections, and is projected to reduce collisions by almost 35%. This evidence-based safety project will deliver the kinds of results we need in order to achieve our [Vision Zero](#) goals. With traffic fatalities tragically on the rise among our most vulnerable users, we feel it's more urgent than ever that this project be approved and proceed expeditiously.

By adding a new protected bike lane that will serve so many, including the thousands of students who attend the many schools in the project vicinity, Bay Trail recreational users, and the commuters getting to and from West End ferries, this project will make it safer, easier, and more enjoyable for people to ride bikes, and drive less. Protected bike lanes are specifically identified in the [Climate Action and Resiliency Plan](#) as key strategy (T2) for mode shift and greenhouse gas reduction, putting this project squarely in line with Alameda's stated climate goals.

By including roundabouts, the project keeps people moving, reduces car idling and greenhouse gas emissions, and reduces corridor travel time for those in motor vehicles by over 4 minutes, all while keeping

speeding down. A bit of a magic trick! The lower lifecycle costs of roundabouts over traditional intersections will help our City's future finances. We recognize that not all roundabouts are alike, and trust staff will use best practices and look to local and Dutch learnings in making the roundabouts as bike- and pedestrian-friendly as possible. We look forward to [opportunities for public engagement to beautify](#) the roundabouts with local art that will enhance the experience and livability of this corridor.

The project calls for a reduction in some parking along this corridor, and we recognize that may worry some neighbors. We suggest the city consider permit parking that prioritizes parking for local residents to help address this potential issue.

We also feel it's important, though, to acknowledge more broadly the issues around 'free' parking. We must recognize free parking is not free — the public pays for it, whether they have cars or not. When there's a choice that needs to be made about how to use public rights of way, the right, equitable choice is to use our roads for the public good, to *move people*, rather than to subsidize the storage of private vehicles. In this case, where there are such great public safety benefits to the project, the choice in favor of the project over parking is especially clear and we hope that any inconvenience can be seen in this larger context of public safety and broader civic benefits.

Thank you again for all the years of hard work in getting what promises to be game-changing infrastructure for Alameda to this point. We hope you will approve it.

Thank you for your consideration.

Regards,

Denyse Trepanier

President, Bike Walk Alameda

**From:** [Paul Medved](#)  
**To:** [City Clerk](#)  
**Cc:** [Gail Payne](#)  
**Subject:** [EXTERNAL] FW: Central Avenue Final Concept for City Council Approval - Tues, April 20 at 7 p.m.  
**Date:** Thursday, April 8, 2021 7:07:16 PM

---

Hello!

I am in complete support of not only this project, but of the City Council and the Planning and Public Works Depts for being willing to conceive, develop and implement such projects where appropriate throughout Alameda.

Thank you!

Paul Medved  
74 Justin Circle

---

**From:** City of Alameda <alameda@public.govdelivery.com>  
**Sent:** Thursday, April 8, 2021 5:46 PM  
**To:** pcmedved@gmail.com  
**Subject:** Central Avenue Final Concept for City Council Approval - Tues, April 20 at 7 p.m.

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City of Alameda



## Central Ave Safety Project Final Concept to City Council on Tues, April 20 at 7 p.m.

### **Notification of City Council Public Hearing to Consider Final Concept for the Central Avenue Safety Improvement Project on Tuesday, April 20, 2021 at 7 p.m.**

On Tuesday, April 20, 2021 at 7:00 pm, the City Council will be accepting public comments and considering a City staff recommendation to proceed with the final concept for the Central Avenue Safety Improvement Project and adoption of environmental findings.

For a link to the City Council staff report, please click [here](#)

To register for the Zoom meeting, please click [here](#)

## Background

The Central Avenue corridor between the Main Street/Pacific Avenue intersection in west Alameda and the Encinal Avenue/Sherman Street intersection in central Alameda is a high injury corridor. Despite the 25-mile per hour speed limit, average speeds on this 1.7-mile corridor are over 30 miles an hour. Over a five-year period, prior to the pandemic, 63 collisions occurred on this public roadway that is a main thoroughfare for over 4,000 students who attend at least 10 schools in the project vicinity and for people bicycling to the ferry terminal, Alameda Point, Webster Street area and along the San Francisco Bay Trail. Twenty nine of these collisions resulted in injuries. Six collisions were between automobiles and pedestrians, and five were between automobiles and bicyclists.

In accordance with City Council direction, City of Alameda (City) staff has been working with the community, a team of nationally respected design and safety consultants, and Caltrans for eight years to develop a plan to improve the safety of the Central Avenue corridor for all users: pedestrians, bicyclists, transit riders and automobile drivers. As a result of this collaborative work, staff is now recommending a redesign of the street that is projected to reduce the number of collisions by almost 35 percent on the corridor. The proposed reconfiguration will reduce speeding while also reducing travel time for automobiles and buses, due to the improved design of the public right-of-way, including the intersections. At this time, staff is recommending that the City Council approve the final concept, and direct staff to complete the design work, which would allow construction to begin in 2022.

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**From:** [Karen Miller](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Central Ave project  
**Date:** Thursday, April 8, 2021 5:09:26 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image014.png](#)

Hi Lara,

Can you please pass on this NEXTDOOR conversation regarding pedestrians on Shoreline Dr to the Council for the 4/20 meeting on Central? This conversation is relevant to the proposed Central project. Thanks.

Top of Form

Bottom of Form

21

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16

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[Allen Stiles](#) Bronze Coast • 1 day ago

[Crossing the street to/from the beach.](#) Hey new neighbors! My fiancé and I just moved to the area and we love calling Alameda our new home! One thing I've noticed is crossing the street to and from the beach is a little dicey. There have been at least two times where a car hasn't seen me while I was already crossing the street at a crosswalk. It's a little scary and I'm not sure what the issue is as far visibility. My fiancé has experienced it to, I don't believe there is a stop sign and no one seems to yield for pedestrians or if they do they don't look after the first pedestrian has crossed. Wondering if anyone else has had this happen to them?

2350-2360 Shore Line Drive

- Shoreline Drive, Alameda, CA

Posted in [General](#) to [Anyone](#)



11 Neighbors

22 Comments

---

Like

Comment

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---

See 10 previous comments



**Stacey Rodrigues**

•

Shoreline Drive

Wear bright clothing, you are invisible if you're wearing dark clothes! I live on Shoreline and very often the only thing I see on a pedestrians their fluorescent shoes! (Thank goodness!!). Cars and people have to watch out for each other. Thanks for staying in the crosswalk 🙏

1 day ago

[Like](#)

Reply

Share



4



**Karen Miller**

•

Gold Coast

It's harder to see pedestrians since the road was reconfigured. They start out on the other side of the bicycle path and then are hidden by cars.

1 day ago

[Like](#)

Reply

Share



6



**Mary Felsman**

•

Chicago Dr

I couldn't agree more. That road is now quite difficult. Drivers have to watch the narrow road and see if oncoming cars from the opposite direction drift across into their lane, watch for car doors opening, watch for pedestrians jay walking all while having bikes whip by the side of you and also see regular pedestrians who sometimes wait til it is clear in crosswalks and who sometimes seem to FLING themselves in front of cars already about to be in the intersections and bring the car to a slamming halt. Oh, and try doing all this sometimes when a strong reflection is coming off the water or when the afternoon sun blinds you when you hit certain spots on the road. The street is now brimming with distractions which makes it hard for drivers and, then by extension ,for pedestrians trying to navigate crossing the street.(edited)

18h

[Like](#)

[Reply](#)

[Share](#)



4



**Valerie Ruma**

•

Alameda

Karen you are absolutely right. The narrow lanes make it very difficult to see pedestrians in both the crosswalks and the bike lanes.

8 hr ago

[Like](#)

[Reply](#)

[Share](#)



**Joe Stephens**

•

Bayport Alameda

I also agree. With the new configuration, green bike lanes, strange parking configuration it is confusing. I surprised people see the stop signs. To make matter worse the configuration on Otis Street adds to the problem. I thought the right lane on Grand was to make right turns but it is for bicycles. I drove down Encinal yesterday and the traffic which use to be on Otis has just moved to Encinal and Central. I suggest either change Otis or Southshore Ave back. They are just pushing the problem to another street. Just because you add more bike lanes doesn't mean more people are going to start riding bikes. Address the problems instead of moving them and creating larger ones.

**Regards,**

**Karen Miller**



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**From:** [Karen Miller](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Letter to Council re the Central Ave Project  
**Date:** Thursday, March 25, 2021 1:47:25 PM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[img20210325\\_13413686.pdf](#)

---

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Hi Lara,

Can you please pass this along to Council including the attachments? Thanks.

Re: April 10 Council meeting to consider approval of the Central Ave Project

Dear Mayor and Council members,

I understand that the round about and closure of Sherman at Central is not currently funded but will be included in the request for approval of the Central Ave Project. Sherman became a main thoroughfare when Marina Village was built connecting the Tube traffic to Atlantic to parts south and again when the connection from Constitution Way and Lincoln was reconfigured. Please see the attached map. Currently the city is working on extending Clement Ave to Sherman St acknowledging it as a major thoroughfare. I have no problem with the round about at that intersection but I take great issue with the closing of Sherman south of Central as it is the main feeder route to the Gold Coast and adjacent neighborhoods east of Sherman. According to the USPS there are about 300 homes (600 cars?) that would be affected. There is no reason to do this. Berkeley has Marin Circle that has 6 streets using the roundabout. (map attached). This would be 5. If Sherman is closed all the through traffic that currently uses Sherman will be diverted to Morton and Paru which run right passed Franklin Park and/or Franklin School. If your goal is to provide safer streets this is a BIG mistake! Routing traffic specifically passed a school and a park is just waiting for an accident to happen. I urge you to NOT approve this segment of the project. Thank you.

Sincerely,  
Karen Miller

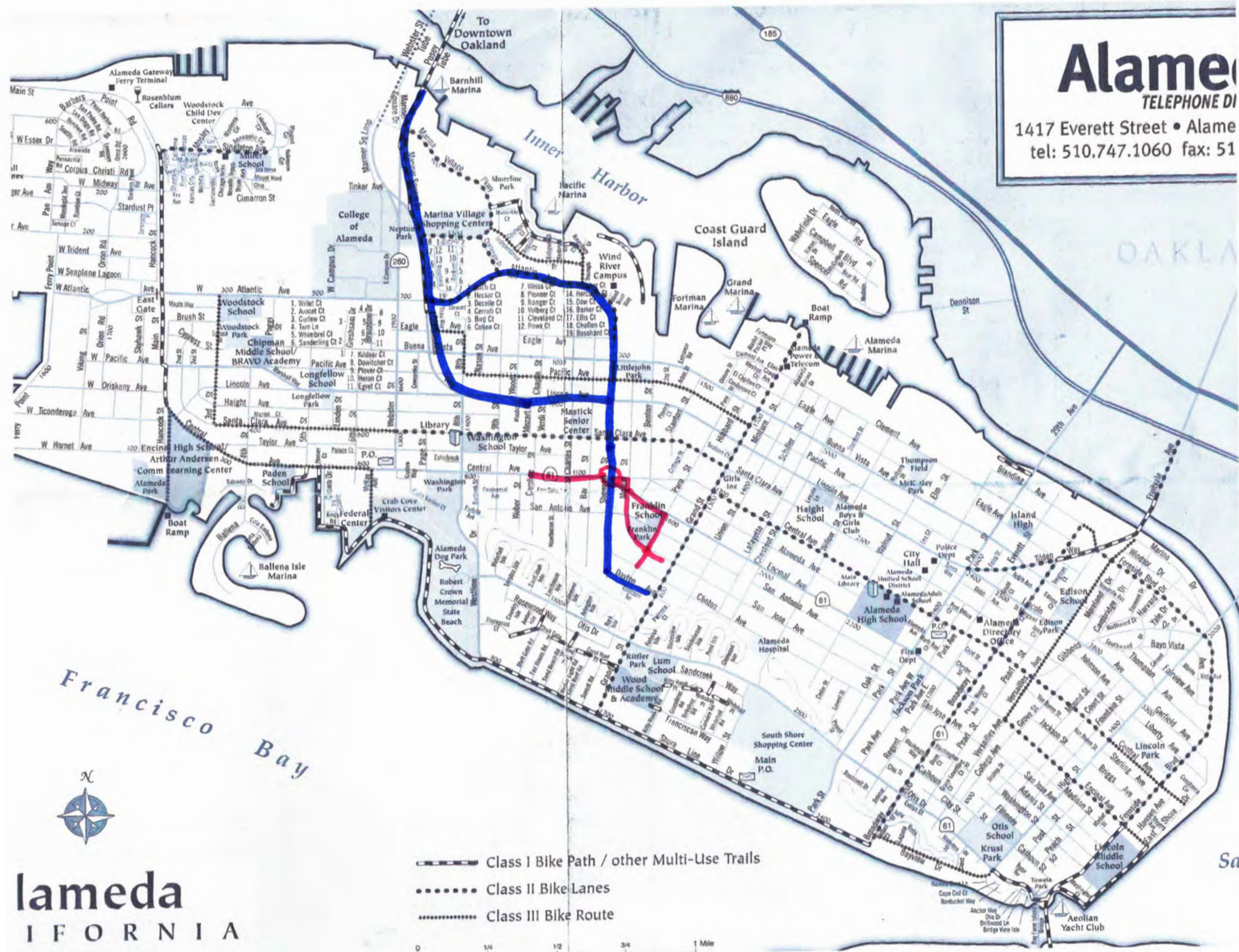


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# Alameda

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tel: 510.747.1060 fax: 51



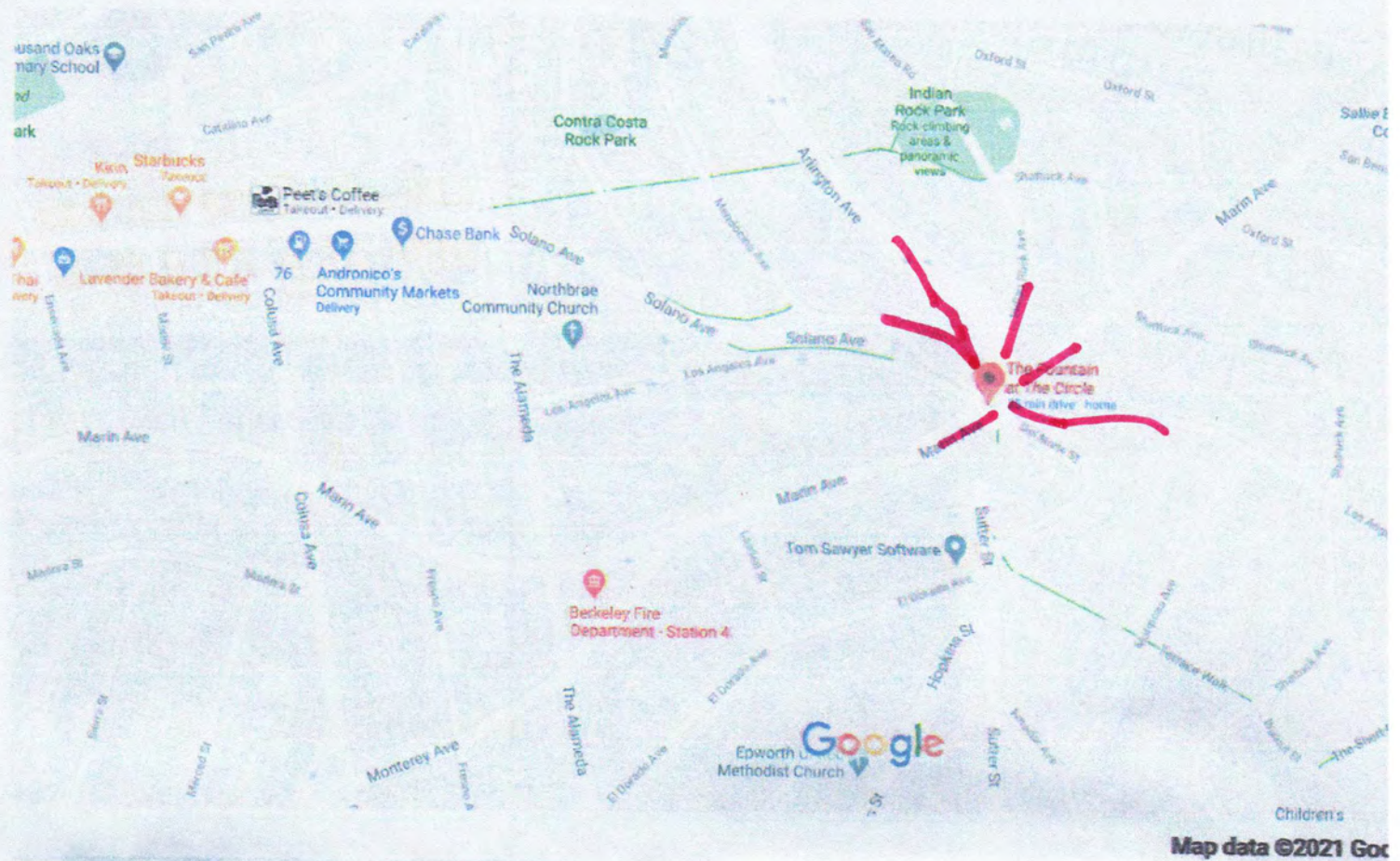
Alameda  
CALIFORNIA

3/25/2021

# The Fountain at The Circle - Google Maps

Google Maps

## The Fountain at The Circle



**From:** [Eric Levitt](#)  
**To:** [Andrew Thomas](#); [Gail Payne](#)  
**Cc:** [Lara Weisiger](#)  
**Subject:** FW: Alameda Bike Lanes  
**Date:** Wednesday, December 9, 2020 8:51:17 AM

---

Public comment on I believe Central Avenue or Otis project.

Eric

---

**From:** Manager Manager  
**Sent:** Wednesday, December 9, 2020 8:26 AM  
**To:** Eric Levitt <[elevitt@alamedaca.gov](mailto:elevitt@alamedaca.gov)>  
**Subject:** Alameda Bike Lanes

---

**From:** Monica Rocio Calzada [[mailto:calzada\\_monica@yahoo.com](mailto:calzada_monica@yahoo.com)]  
**Sent:** Tuesday, December 8, 2020 4:19 PM  
**To:** Manager Manager <[MANAGER@alamedaca.gov](mailto:MANAGER@alamedaca.gov)>  
**Subject:** [EXTERNAL] Alameda Bike Lanes

Hello,

I am writing today to express my disapproval for the bike lane project.

First, I have heard from several people that they didn't know about the meetings to express their disapproval because they notices were wildly available to resident. Also, that the surveys sent out were geared towards what would you like the bike lanes to look like and did ask for feedback about the disapproval of these bike lanes being created. A few people I know put in the comment section about their disapproval on these projects and how they would not only create traffic issues but are a waste of taxpayer money. However, every time they tried to submit their comments, the site would reject the submission and give error messages.

I know there is a group of people who are pushing for these special bike lanes. However, there is also a group of residents that find these projects a waste of money. Currently, under the DMV road rules bikes fall under the same categories as cars and have to adhere to the same rules of the road.

If bikers want special lanes created for them, then if it reasonable for them, not taxpayer to take on this cost. Why can't we make bikers who want these lanes register their bikes and pay a registration fee. Then those fees could fund these bike lanes.

Also, I have asked this question several times at meetings and never gotten an answer....has an actual usages vs cost report been done to justify these projects, or

had an impact report been done (one that shows how this will impact traffic, especially with all the new housing being built.)

If so, where can these reports be found.

I look forward to hearing back from you with answers to my questions.

Regards,  
Monica Calzada  
Alameda Homeowner

**From:** [Laura Chandler-Tippett](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Sherman/Central/Encinal intersection  
**Date:** Tuesday, December 8, 2020 7:48:56 AM

---

Good Morning,

Please forward this to the City Council prior to the next meeting.

I'm hearing talk around town of closing the Sherman section of the Central/Encinal/Sherman intersection at the "Y". I think it's a bad idea. Sherman provides arterial traffic flow that would be pushed over toward Franklin School making the pick-up/drop-off far more congested, therefore more dangerous than it already is. Berkeley's blunted streets have been a nuisance since they were installed all those years ago.

My solution would be a traditional British roundabout that would offer five right turns (from all directions) with stop signs at all corners. Traffic would be controlled from all directions.

It's a very simple, do-able solution. Five stop signs & a traffic circle with signs on the circle that say "keep right" & "watch for pedestrians".

I hope you will give this idea consideration.

Best regards,

Laura Tippett  
38 year Alameda resident.

**From:** [karenmillercrs@gmail.com](mailto:karenmillercrs@gmail.com)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Sherman Roundabout comments on Nextdoor  
**Date:** Monday, December 7, 2020 2:38:34 PM

---

Hi,

Can you please pass these on to the Council? I have not edited anything so there are positive and negative comments on this thread. The most important thing is that many people were not aware of what was proposed at the intersection of Sherman/Encinal and Central. Although I was not happy about Central being reconfigured it seemed like a done deal and I, as many residents below, did not know about the 2 options being considered at Sherman. I know that the Council is hearing the Central Ave project on Jan 5<sup>th</sup> and I would request that other options for that intersection be considered given the lack of notice (see comments below) to the Gold Coast neighborhood which will be the most affected by this reconfiguration of Sherman St.

From NEXTDOOR:

Karen Miller

• 5 days ago

Proposed permanent Sherman closure at Central for Central Ave. I thought I was fairly informed of what is going on in the City but was not aware that as a part of the Central Ave Traffic calming project the City is proposing making Sherman a cul de sac at the roundabout that has been proposed. This would make all the residents of Sherman between Central and San Antonio to have to go around the block just to go north. I am concerned about the traffic that will reroute to all the neighboring streets for these residents along with all of us that use Sherman as an artery to come and go. The city will be approving the Central Ave Project on Jan 5th. If you are concerned about this, please contact the City Council to express your opinion.

Posted in General to Anyone

92 Comments

Comment

Comment

Share

See 4 previous comments

Karen Miller

Karen Miller • Gold Coast

I'm not affected by it directly except as an inconvenience but the folks on Bay and Paru will be as traffic will reroute on their streets. I'm thinking when you bought on Sherman you were aware that it was a through street. The folks on Paru and Bay did not.

5 days ago

Roberts Rockwell

Roberts Rockwell • Gold Coast

I hear your concern Karen, just want to clarify that a good number of my neighbors, as well as my family, have lived here a long while. I'm a newbie owner at 30- years. Traffic has changed significantly.

You are correct, however, in asking how traffic will naturally reroute.

1 day ago

Karen Cowell

Karen Cowell • Bronze Coast

I like it. I am on Grand St and frequently cut through to Sherman to cross Central. Much more likely now that people will just stay on Grand and turn onto Encinal than cut through the Gold Coast if they want to cross the town on Sherman. Paru is awful to cross on, so probably won't be too much change there. Bay will probably see an uptick, but probably not at the same rate that Sherman had, nor at the same speeds, since there won't be a light to try to catch.

5 days ago

Doug Letterman

Doug Letterman • Clement Ave

The cul de sac design was one of two options approved by the Transportation Commission. The other is a slip lane from northbound Sherman to Encinal (see image). City Council will have to choose one of the two options at the January 5th meeting.

5 days ago

Hugh Phares

Hugh Phares • Gold Coast

Doug - Karen Miller is right--If there absolutely must be a roundabout, we should allow Sherman traffic to access it, not permanently close Sherman or divert its traffic to eastbound Encinal! Sherman is just about the sole existing north-south arterial in central Alameda. If it is closed, its traffic will be forced to travel several extra blocks on each trip. Has this resulting additional traffic been independently-reviewed by a traffic engineer not working for the city? I wonder how many affected residents (like Karen and me) missed seeing any notice of this bad plan?

5 days ago

See 5 more replies

Dana Hyzer

Dana Hyzer • Bronze Coast

Can't wait to see how many accidents this is going to generate. Money should be spent on things that are actually needed.

5 days ago

Dave Hart

Dave Hart • Fernside

At least they'll be socially conscious European-style car accidents, with equity and inclusion for all.

5 days ago

See 4 more replies

Ben Miller

Ben Miller • 4th Street

If I'm understanding that "slip lane" means limiting options, they're a nuisance. When first arriving in Alameda, I'd cross the High Street bridge to Gibbons, heading SW toward westbound Lincoln, which I wanted.

Oops. Before you get to Park, westbound Lincoln hits what I gather is a "slip lane" turning drivers back eastward onto Fruitvale.

Similarly, where westbound Lincoln meets Fifth Street, you can't continue on Lincoln (even though it is a two-way street). Drivers are unwittingly steered at an angle onto Marshall, which connects to Pacific.

For years, people who thought they had stayed on Lincoln mistakenly knocked on my door. I had to explain they were a block off. (Or I'd come home and find packages intended for someone else.)

Was there a problem with Sherman, Encinal & Central? I've always found the intersection easy. I don't see an advantage to limiting options and forcing drivers onto a single route rather than having full access to all options at an intersection.

Edited 5 days ago

Jay Garfinkle

Jay Garfinkle • Harbor Bay Isle

Dana Hyzer This is just one more example of how our politicians and City employees undertake projects of limited if any value while providing minimal notice to the public. It would seem appropriate for them to have given notice to all residents along Central and the cross streets, especially Sherman given the effect it will have on residents who travel Sherman. Did you receive a notice when this project was introduced at the Transportation Commission?

Note that in addition to constructing roundabouts they will be removing approximately 70 parking spaces along Central.

If all this would make things better, perhaps it could be justified. But will the roundabout do anything to make things better at Sherman/Encinal/Central? Is the present use of signals to control traffic causing a major problem worth spending hundreds of thousands of dollars.

The people who come up with these plans are pretty carefree when spending OPM (other peoples money). This is one of the reasons we need to find people to monitor the many Agendas published by City Hall and observe what continues to go on in ways that minimize public involvement while these things are under development. The Sunshine Ordinance is worthless when it comes to requiring notice to people who will be directly impacted by projects under consideration.

Traffic calming is a euphemism for imposing questionably needed control of traffic that is flowing smoothly without bureaucratic/political interference.

Look at the absurd plans for Otis Drive scheduled to begin November 30th. Were you aware of it before it was mentioned on the front page of the Alameda Sun a few weeks ago. Is "calming" really needed on Otis? Hardly. And what will happen if the construction industry is successful in getting permits to build several hundred housing units at the shopping center. Are the hundreds of additional trips by these new residents be accommodated without causing major congestion on Otis, not to mention Park Street which is now one lane in each direction. Were the residents along Otis

and Park Street given adequate notice at the initial stage, let alone before the plans were carved into concrete by the Council?

People - we have to pay attention to what our politicians and city employees are up to. It's not all as absurd as some of these projects are, but we have to ensure that there's adequate light being shone on them.

Please, get involved.

4 days ago

Dave Hart

Dave Hart • Fernside

Traffic calming is a good thing. Stop signs do it very well, for a lot less money.

4 days ago

See 5 more replies

Paul Love

Paul Love • Central Alameda

Good. Hopefully this will reduce the through-traffic on Sherman

4 days ago

Michael Gee

Michael Gee • Middle Alameda

What's the purpose/benefit of the roundabout? There's so many other traffic concerns in Alameda is this a priority? Asking for a friend. Lol

Edited 4 days ago

Dana Hyzer

Dana Hyzer • Bronze Coast

Exactly

4 days ago

See 4 more replies

Michael Gee

Michael Gee • Middle Alameda

My honest opinion if they created a roundabout in front of City Hall that intersection oak Street and Santa Clara avenue that would be really nice It would make sort of a town square look and feel

4 days ago

Pat Potter

Pat Potter • Central Alameda

I like the roundabout concept here. Just imagine not having to wait for three different lights to get where you're going. If you are one of the folks who travel Sherman northbound to get across the island, perhaps Morton or Bay would work without too much of a detour. I have a friend who lives on Sherman a few houses down from Encinal and she loves the idea for safety reasons. Traffic studies have shown that roundabouts reduce accidents and greenhouse gas emissions. I've driven them in Europe and the Boston area, and they are much more convenient than stoplights.

4 days ago

Karen Miller

Karen Miller • Gold Coast

Except that the residents of Sherman knew that Sherman was a thoroughfare and those on Bay, Morton and Paru who will be the beneficiaries of the increased traffic did not buy into that.

4 days ago

See 3 more replies

Roel Villamayor

Roel Villamayor • Central Alameda

I live off of one of those surrounding streets. ImThat's just passing the safety issues to the surrounding streets. I'm definitely not in favor of closing off Sherman. Sherman is one of the city's best kept secret "locals" routes to the center of the island.

I've encountered these lights several times a day, for the last ten years. There's nothing wrong with the amount of time it takes for the lights to execute traffic flow in a timely manner.

The only traffic issues I've encountered in the area were the people their mustang up and down all of the streets in the area.

And I think that the change is a total waste of taxpayer money.

4 days ago

Christine Kanbergs

Christine Kanbergs • Marina

Maybe it is to protect the Gold Coast "mansions" from who knows what that someone has decided will be a future maybe possibility!

4 days ago

Christine Kanbergs

Christine Kanbergs • Marina

Maybe it is to protect the Gold Coast "mansions" from who knows what that someone has decided will be a future maybe possibility!

4 days ago

Christine Kanbergs

Christine Kanbergs • Marina

When the base was a rework facility traffic was crazy on the streets that traversed the island from West to East early in the morning and after 3:00 in the afternoon. Lights to slow traffic were installed. One at Chestnut and Lincoln. Drivers would see the light red and make a quick right turn on Lafayette. We learned quickly not to play in the street until after 4:00. The Naval Air Traffic was like a race through town. Kids in Alameda used to play in the streets. There was not a lot of traffic it was a safer quieter time. My kids played in the street in the 70s-90s. Great place for skating and boarding and ball games too.

4 days ago

Karl Robrock

Karl Robrock • Gold Coast

The lights at that intersection are sooo long and frustrating - so much that I drive through small streets to avoid them. Eliminating the stoplights will make for much free-er flowing traffic for both cars and bicycles. Secondly, there is a large amount of traffic that comes down Sherman, goes

through that intersection and turns left on Dayton to get to Grand (think out of town beach traffic on weekends). This would direct that traffic down Encinal to Grand, both larger/wider, and thus safer streets. As a parent of a small kid that rides a bike on these streets, I'm acutely aware that Sherman in its current form is hazardous.

4 days ago

Emi Williams

Emi Williams • Gold Coast

Same on Clinton Ave off Sherman. The speeders are dangerous.

4 days ago

Patsy Baer

Patsy Baer • Gold Coast

I'm wondering how safe it will be for a pedestrian or cyclist to cross, having to watch three arterials feeding into the circle.

4 days ago

Jeff Schuster

Jeff Schuster • Gold Coast

Peds and bikes would cross at the cross walks, which are shown in yellow, so they are crossing the streets the same way they are now. I have been recently doing a lot of bike riding in Boise ID, which has traffic circles, its not an issue.

4 days ago

Clarice Vee

Clarice Vee • Middle Alameda

This sounds crazy! Why make Sherman a cul de sac?? It's a thoroughfare street now.

4 days ago

Karen Cowell

Karen Cowell • Bronze Coast

Probably because Sherman shouldn't be a thoroughfare street south of Central. Grand is the thoroughfare street. However, because waiting to turn left at the light at Grand/Encinal and then right at the light at Encinal/Sherman takes slightly longer than cutting through the neighborhood (Clinton to Sherman) people use the neighborhood as a thoroughfare. This new configuration seems that it would eliminate people zipping through the neighborhood unnecessarily AND the wait at the Encinal/Central/Sherman intersection. Seems a win-win to me.

4 days ago

Clarice Vee

Clarice Vee • Middle Alameda

The issue is that they just installed a stop sign at Sherman and Santa Clara which made Sherman much easier to negotiate...if they block off Sherman now at Central, then exactly what are folks to do? Use the smaller streets?

4 days ago

Jeff Schuster

Jeff Schuster • Gold Coast

Sherman street is really no bigger than the surrounding streets. I think you clearly illuminate the issue- that somehow Sherman has gotten into everyone's minds as a thoroughfare, loading us with all the traffic. This solution would more evenly spread the traffic amongst a number of nearby streets.

4 days ago

See 3 more replies

Laura Tippet

Laura Tippet • Marina

I think they should make a traditional roundabout at this intersection. Then Sherman remains open with a quieter traffic pattern

4 days ago

Hugh Phares

Hugh Phares • Gold Coast

Laura - If there MUST be a roundabout, then I agree with you we should admit Sherman to it rather than close Sherman permanently or divert its traffic to eastbound Encinal as now planned.

Otherwise, if the existing 837 cars per day now entering the intersection from Sherman (per the project traffic report) are blocked or diverted, they must travel several additional blocks on each trip to regain access to Sherman north of the new cul de sac. The proposed roundabout is claimed to provide a safer intersection--and of course it would be safer if you stop traffic from using it--but the lesser safety from the additional rerouted traffic is nowhere analyzed in the project traffic report.

CEQA requires better notice and evaluation of this proposed closure of Sherman street, an important north-south arterial. Instead, it is handled with little or no discussion in the project traffic report. Is anyone willing to match some dollars with me to obtain a peer review of the project traffic report from a qualified traffic engineer not working for the city?

1 day ago

See 4 more replies

Pam Herrmann

Pam Herrmann • Central Alameda

Will make for interesting 4th of July parades one day.

3 days ago

Mary Felsman

Mary Felsman • Chicago Dr

This is a pretty huge project for an intersection that seems to have had a very low number of accidents (and, that is a good thing of course!) There are a lot of other intersections in town that have had many more accidents and problems. Seems like an odd use of resources as compared to the scope of the issue.

3 days ago

Karen Sheaffer

Karen Sheaffer • Gold Coast

Increasing traffic on San Antonio and Paru Streets is going to create a very dangerous situation for students at Franklin Elementary School and Franklin Park. There have been countless near-misses around the school as cars double park to pickup and drop off children and thru traffic goes into the opposing lane to get around those double parked vehicles. The problem isn't very noticeable during COVID-19 but one day school will return to a normal schedule.

3 days ago

[See 10 previous replies](#)

Hugh Phares

Hugh Phares • Gold Coast

Karen Miller

14 hr ago

Julie Pond

Julie Pond • East Shore

JKW and city engineers stop ruining every street in Alameda!

Edited 3 days ago

George Petrov

George Petrov • Marina

It's modeled after Berkeley, with its blocked streets and roundabouts everywhere. How about installing speed bumps on all the streets and a stop sign on every corner?

3 days ago

Aaron Bailey

Aaron Bailey • Gold Coast

I'm really confused, it has traffic lights. What is the point of this?

2 days ago

Edward Lian

Edward Lian • Middle Alameda

I love roundabouts in general but I suspect educating drivers on using it will be an issue.

2 days ago

Vanessa Shaw

Vanessa Shaw • Central Alameda

This is something Seattle neighborhoods have been doing for 20+ years and has increased neighborhood safety for pedestrians and created nice little community parks and gardens which increases property value. When done thoughtfully it can be a real value add to a community.

Cars should not be the focal point of a neighborhood.

1 day ago

Karen Miller

Karen Miller • Gold Coast

In this case diverting traffic from one street to another with an elementary school on it is not making things safer.

1 day ago

Terry Riley

Terry Riley • Ballena Bay

I like round-a-bouts but this one looks a bit too challenging for the driving inept.

1 day ago

Peter Goldman

Peter Goldman • Gold Coast

This sounds great. Sherman should be closed, it's a really weird street to enter from there. And can

we get a proper fountain and statue in the middle of the roundabout? Spruce up the place.

4 hr ago

Grant Hayes

Grant Hayes • Gold Coast

The middle will be a perfect place to drop old couches and mattress

2 hr ago

**Regards,**

**Karen Miller**



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