

LARA WEISIGER

From: Andrea Long <info@bikewalkalameda.org>
Sent: Wednesday, February 24, 2016 3:01 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Andrea Long.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I believe safety, especially children's safety, is of utmost importance.
Please provide them with provide a protected bike lane.

My son, who spoke at the TCC meeting, won't be able to attend tonight.
Please find his comments in the Alameda Sun Newspaper for his feelings on the topic.

Thank you for your support.

Sincerely,

Andrea Long

andrea052601@yahoo.com

Bayo Vista/Cornell

LARA WEISIGER

From: Sara Zehnder <zehngal@yahoo.com>
Sent: Wednesday, February 24, 2016 2:59 PM
To: Trish Spencer; Tony Daysog; Frank Matarrese; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER
Cc: Chris Wallace; Sara Zehnder; Kay Zehnder
Subject: Fw: Notes on Central Avenue Project Meeting 1262 Saint charles St.

Dear City Council.

A meeting was held at my home Monday night concerning the Central Avenue project and those in attendance (about 15) are now up to speed. **Notes from the meeting are below my comments here.**

I have given this situ a LOT of thought and can see both sides. My concluding position is to recommend that the City study first the impact on neighboring streets to the Gold Coast before approving this design.

Reducing lanes on Central will move cars onto Santa Clara, Taylor, and Lincoln, which sounds fine until you imagine how you will cross back over to San Antonio Ave to reach the homes there. We can't ALL go down Sherman Street!! It is already backed up during commute times.

Should Central become like Broadway, then you need to understand that crossing Broadway is HARD! Crossing Grand Street is HARD. Wait times are super excessive. I do not like to imagine trying to get in and out of the Gold Coast waiting five+ minutes at a corner.

And adding more lights at 9th may not work because you could back up traffic to Burbank and 8th.

Please consider what you are doing. I know that Randy said all this has been studied and if so, then I would like to see those studies so I can stop worrying about it.

Can you all afford to hire someone to serve in a full-time position within the City who will work to accommodate your goal of more bikes and fewer cars while keeping traffic flowing at the speed limit throughout the island? Having an expert on hand would alleviate the need for consultants, perhaps.

My neighbor Greg had a good idea: a bike street that gives bikes the right of way. He saw this in Europe. Cool idea!! Cars take a literal back seat to cyclists. You have probably looked into that already but just a thought. Taylor Ave would be great!

I am a cyclist, by the way, but I don't bike here.....its too crowded!

Thanks much

Sara Zehnder-Wallace

----- Forwarded Message -----

From: Sara Zehnder <zehngal@yahoo.com>

To: Sara Zehnder <zehngal@yahoo.com>; Stephanie Skaff <spskaff@yahoo.com>; Chris Wallace <walhead@yahoo.com>; David Skaff <dgskaff@yahoo.com>; Stephanie Doud <srdoud@gmail.com>; Stephanie Mein <stephmein@hotmail.com>; Steve Karlsrud <steve@karlsrud.org>; Steve Waterloo <swaterloo@gmail.com>; Leslie Neeland Harvey <leslieharvey@gmail.com>; Beth Karlsrud <beth@karlsrud.org>; Pj Bernstein <patriciabernstein@gmail.com>; Genet Garamendi <genet.garamendi@gmail.com>; Noel Wise <noelwise@noelwise.com>; Liz Kane <ekanegonzalez@gmail.com>; Casey Mayfield <caseycmayfield@gmail.com>; James Mayfield <mayfield.james@gmail.com>; Jennifer Orthwein <4jenno@gmail.com>; Meredith Harris <meredith.harris@gmail.com>; Lulu and Birchy Birch <lucindajbirch@gmail.com>; Greg and Ann Bobrowicz-Blake <annblake@comcast.net>; Tom and Kathleen Burns <tomburns29@sbcglobal.net>; Marie Gilmore <melrgilmore@gmail.com>; Jeannie Graham <jeanniegraham@comcast.net>; Vinay and Gita Krishnan Pandit <vinaypandit@yahoo.com>; Martin and Maxine Preuveneers <preuveneers1@aol.com>; Sharon Gardner <sgardnerhb@comcast.net>; Sheila Milroy <sheila@milroys.net>; Chris Bauer <c.bauer19@yahoo.com>; christy bauer <sanfrancc@icloud.com>; Leslie and MaryElena Hilger <hilgermd@msn.com>; Joanna Saracino <joannasaracino@gmail.com>; Margaret Hall <mdphall@comcast.net>; Mark and Terry Abzug-Mitchell <tlmitchell@cableone.net>; Rob and Mini Swift <robswift@stanfordalumni.org>; Terri Anderson <t_herko@hotmail.com>; Christine Strena <cstrena@gmail.com>; Amy Hester <hesterfamily1@yahoo.com>; Gail Keating <gail@keatingfam.com>; Amy Pernick <amypernick@sbcglobal.net>; Sarah Foltz <sarahfoltz1057@comcast.net>; Michelle Morgan. <michelle51467@yahoo.com>; Grae Wallace <graester@hotmail.com>; Kay Zehnder <kayz1022@yahoo.com>; Patty and Roger Baer <2baers@att.net>; John Zenner <johnz@ideaconsultinggroup.com>; Alison Aubrejuan <alison.aubrejuan@gmail.com>; Sabrina Baltutis <svenderella@comcast.net>; Sam & Matt Morgan <thesfmorgans@yahoo.com>; Gerald J. Ramiza <jramiza@bwsllaw.com>; Maggie Gibson <maggobears@aol.com>; Laura Palmer <lpalmer@google.com>; Beth Karlsrud <beth@smkpackaging.com>; Sam Featherstone <featherstones@gmail.com>; Caroline Ottis <caottis@gmail.com>; Marcy Nordberg <marcynordberg@me.com>; Randy Rentschler <rrents@mtc.ca.gov>; Jennifer Roloff <jenniferrolloff@yahoo.com>; Elgina Conner <econner@cinematecs.com>

Sent: Tuesday, February 23, 2016 2:13 PM

Subject: Notes on Central Avenue Project Meeting 1262 Saint charles St.

Hi Everyone,

Really feel as if Michelle should be typing this up, but here goes!!

Whether you were able to attend or not on Sunday, I wanted again to thank especially Randy, Michelle and Lucy for taking time out of their schedules to answer all of our questions about the Central Avenue street project. I felt better informed when the meeting ended. All this is happening to make roads safer for pedestrians and cyclists and this is a nation-wide movement. Alameda is fully on board!!

How do cities achieve this? The short answer, for better or for worse, is by creating special bike lanes and slowing down driving speeds via fewer or narrower lanes as this reduces accidents. We all want

fewer accidents!! Of course nothing is simple: slower speeds can mean more traffic congestion and air pollutants, angrier and impatient drivers looking for 'short cuts' through quiet neighborhoods and longer delays getting to where you want to go.

You don't get something for nothing and planners here have given the situ A LOT of thought. Here are some highlights:

1. The City Council is meeting Weds evening and would like to hear community input so you should either go to the meeting or email council members with your thoughts.
2. The project is at the stage in which the council is set to approve it for funding, meaning that if they like it as they see it now, they will find the funds to go find MORE funds so that the project can move forward. There would then be more plans drawn and some changes, but basically the project would change Central Ave. This funding search could take a few years.
3. Randy stressed that many studies have been performed and the consultants no doubt were doing their best to carefully create what we see before us. Exactly how Central Ave will be impacted ---if it is at all---is an educated guess BUT the studies show minimal traffic congestion.
4. Randy also said that the outcomes, like all outcomes, cannot be completely predicted and that the council would have to make a judgment call and do its best to please all stakeholders.

We did not all agree how the plan should look and it is too detailed for me to go into here. That said everyone concurred that the corners leading to Central Ave (Bay, St Charles, Ninth etc.) are very hazardous. The plan addresses these corners with bump-outs, crosswalks and a street design that looks identical to Broadway with a center turn lane. The road then changes again when you approach the Washington Park intersection ... and there are changes in the road near Paden and at Encinal, which some in attendance found frustrating.

The vast majority of us agreed that replicating the Shoreline Drive design along Central Ave would be a mistake. No one likes the green paint and confusing changes in the road. Some of us no longer go down that road at all. I myself cannot favor a cycle track that passes in front of any driveways as this just seems dangerous and really unfair to those condos/apts. I feel very sad for the residents of Shoreline Drive who have difficulty now coming and going from their driveways. Was it worth it?? Save for sunny weekends, the bike lane is empty.

Marty and others expressed a desire to add stop signs along San Antonio Ave should the plan go in to effect in order to dissuade drivers from leaving Central to cut through our neighborhood. How will that impact the flow of traffic? How many are needed?

Sharon shared that Central is heavily lined with trees and shadows so visibility is poor. Someone mentioned heavier traffic when it rains. Someone else asked WHY we were putting the bike lanes there.....do they lead to a transit destination or are the bike lanes for recreation.. or both?

The good news is that you can study the plan details and tell the council what you like about it and what you don't! BUT you need to do this today or tomorrow! And understand that the plan will likely be approved so at this point, it would be about suggesting perhaps the changes you want to see.

I am not reporter so Michelle and Lucy and Randy -- feel free to jump in if I have grossly misinformed. I hope that you all will continue to share your ideas and thoughts; I am always willing to offer this house as a meeting place. So many of you shared thoughtful comments and ideas--thank you again.

Sara

PS: Mom, no cycle track in front of Crown Harbor driveway, just a bike path. Take a look. You are good;-) xo

Sara Zehnder-Wallace

1262 Saint Charles Street

Alameda CA 94501

(510) 928-9322 cell

Alamedaonlocation.com

LARA WEISIGER

From: Laura Kuhlemann <info@bikewalkalameda.org>
Sent: Wednesday, February 24, 2016 12:40 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Laura Kuhlemann.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

As a parent and regular bike-to-ferry commuter, I support the Central Avenue plan. I think an alternative to the dangerous conditions presented by the buses on Santa Clara is a welcome sight, and I believe this will encourage more people to bike to Webster. (Although a bike lane on a parallel street to Webster would also be nice). Please vote Yes!

Thank you for your support.

Sincerely,

Laura Kuhlemann

lkuhlemann@gmail.com

Morton & Encinal

Once upon a time, the people in charge were visionaries.
They saw an *overwhelming* need for transportation developing.
They, Made It Happen.

The Mini and the yellow dump truck are neck and neck westbound
just like now.

The timer is running, 8, 9, 10 seconds for the *Gold* hot rod to clear.

Same 16 cars and trucks are in single file. 8, 9, seconds....
Anybody see the yellow dump truck yet? Ah Hah, there it is,
check the timer... Anyway, timer still running... the Gold hot rod
hits the line at 23 seconds. A 13 second deficit, next light maybe.

Use your imagination. Garbage truck, beer truck, bobtail delivery
truck, and do not forget UPS. They pull up and block Both bicycle
and auto lanes. Eastbound side, No problem, except for the
single-lane fiasco. Now, the Mini is violating CVC 21460.5. It is
not a passing lane at all! And see, that the next car, and the really
cool silver-top classic car, they need to do the same *Illegal*
maneuver.

It could take up to 20 minutes for the truck to leave. *Huge* delay!!

Same existing four lanes and lots of fuzzy-green paint for the
outside lanes, just like 40th Street in Oakland. The Green lane has
generous room for bicycles side by side, even three wide, imagine
that, on both sides of the street.

So when there are no cyclists present, after their *SAFE* journey,
the auto folks can safely occupy all lanes, facilitating smooth and
maximum flow both ways at 25 mph. And when the cyclists
reappear, they can pretty much count on the Green lane again. It
would appear to be a *Win* for *All*.

One minute more please.

I spoke at length with Gail Payne standing at the side entrance of The 1400 Club last week regarding my concerns and the nuances of the project. What distressed me most was her remark that there would be *no delineated lane* for cyclists at that intersection.

The bantered about term, *ROAD DIET*, would actually be a terminal case of *Arterial Sclerosis* for the entire length of this *so called* improvement.

The *Green lane concept* that I have experienced in Oakland on 40th Street, would definitely function well, especially at this intersection.

Concerning the pedestrians, installing the *very visible flashing lights* at many of the existing crosswalks and even some new crosswalks would make their *crossing of the street* a much safer endeavor.

Sincerely,
Geoffrey C. Burnaford
510-325-5033
gburnaford@mac.com

LARA WEISIGER

From: Trish Spencer
Sent: Wednesday, February 24, 2016 12:18 PM
To: LARA WEISIGER
Subject: Fwd: Central Avenue Project

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Kurt Peterson <kurtp28@hotmail.com>
Date: 02/24/2016 9:26 AM (GMT-08:00)
To: Trish Spencer <TSpencer@alamedaca.gov>, fmatarrase@alamedaca.gov, Tony Daysog <TDaysog@alamedaca.gov>
Subject: Central Avenue Project

Trish, Frank and Tony;

Sorry about writing you so late regarding this issue. I've been down south taking care of my hospitalized mother for the last couple of weeks.

I am writing the three of you (the most open-minded members of the City Council) to state my concern with this project. Our two adult sons use bicycles as their primary mode of transportation here in Alameda, so bicyclist safety is a major concern for Veronica and I. Neither our sons or us are in support of this project. We all understand that this project is primarily being supported by a relatively small group of bicycle commuters whose only intent is to make their commute to the ferry terminal as easy and as quick as possible. This will come at a major inconvenience for the many motorist that use this stretch of road. We currently have a bike track down Santa Clara which is safe as long as the Alameda Police enforce the fact that bicyclists have the same right to the road as motorist as stated in Californian law.

The real question for this stretch of the Central is SAFETY, not only for bicyclists but for motorists and especially for pedestrians. The most important areas for safety concerns are the corners of Central/Third/Taylor and Central/Lincoln. I have been pushing for our Public Works department to install a three way light at Third and some sort of pedestrian lighting at Lincoln for some time now. Hundreds of children cross the major street here several times a day for school. I was informed by Mr. Patel (an Alameda Public Works employee) that a light at Central/Third/Taylor would cost far more than the \$250K stated in this project's proposal. What's with this?

The stretch of the project between Fifth Street and Encinal HS is a complete nightmare in the morning and afternoon when Paden and Encinal schools begin and end. Very few students at either school bicycle. The argument that having a bike lane would strongly improve the bicyclist number is questionable at best.

On another note, I would like the three of you to consider asking Ms. Ashcraft to excuse herself on voting on this proposal on the possible grounds that it would personally help with her husbands commute (each morning and each evening to the ferry terminal) at the expense of added congestion on Central and other neighboring streets.

Finally, why do we want to make such a revamp to a major artery on the island when we still have not finalized development plans for Alameda Point? It appears that this is a REAL case of the cart in front of the horse. But if you do happen to unfortunately approve this proposal, please make sure that you add the wording that the project will ONLY move forward if the ENTIRE project is funded by grants or other outside of the city funding.

Thank you for time and will see you tonight,
Kurt Peterson

LARA WEISIGER

From: Dina Hondrogen <info@bikewalkalameda.org>
Sent: Wednesday, February 24, 2016 11:01 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Dina Hondrogen.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

We need this valuable connection for the most vulnerable in Alameda, kids and seniors to bike across Island. Traffic is just getting faster, heavier and more dangerous!

Thank you for your support.

Sincerely,

Dina Hondrogen

4154240431

dina_hondrogen@yahoo.com

Sherman and Pacific

LARA WEISIGER

From: Alex Olaes <info@bikewalkalameda.org>
Sent: Wednesday, February 24, 2016 8:52 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Alex Olaes.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I am a freshman at Encinal high. My bike route to school is along Encinal and then Central Ave. When I first started high school I planned to bike to school. However, I quickly found out that my trip along Central ave was dancing with death each time I rode along that section of road. I now take the bus but I would much prefer to ride as it gives me more flexibility after school. Please make my route to school safer. You don't want a young person killed because you didn't make this change. Do the right thing.

Thank you for your support.

Sincerely,

Alex Olaes

Awrolaes@gmail.com

LARA WEISIGER

From: Tracy Corbally <info@bikewalkalameda.org>
Sent: Wednesday, February 24, 2016 8:26 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Tracy Corbally.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Tracy Corbally

5102053521

iamnoddy.tracy@gmail.com

6th & lincoln

LARA WEISIGER

From: cheryl@ceraunavolta.us
Sent: Wednesday, February 24, 2016 2:11 AM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER
Cc: Gail Payne
Subject: I OPPOSE Central Ave bike lane proposal
Attachments: Central Avenue letter to Mayor and City Council.doc

Importance: High

February 23, 2016

RE: Central Avenue Bike Lane Plan

Dear City Officials,

To have read last week in the Alameda Sun newspaper that the City is interested in public input on the Central Avenue Bike Lane plan was almost laughable. Many who have voiced opposition to this project, as well as on the previous project on Shoreline Drive, have since stated feeling repeatedly shot down during several meetings conducted in this process.

I've reviewed the Transportation Master Plan (TMP) and am puzzled by why we are overlapping the priority for a bike lane project on a street that is also identified as a truck route for the city. Lincoln Avenue may be a better alternative, given that it has the space to accommodate such changes and would benefit the city overall in many of the ways characterized by the Central Avenue Concept. I'm also puzzled how Central Avenue became the next target for improvement given that it does not appear on the "List of Future new Streets and Transit Corridors in the City of Alameda:" identified on the TMP.

You have a responsibility to carry out such major changes to the city with regard not only to citizen input, but also to the structural processes put in place for such projects. I refer to key points within The Transportation Element (including the Transportation Master Plan – TMP) which are being overlooked and ignored. Namely, the citizens of Alameda expect you to address mass transportation needs (highlighted in blue) and to maintain ease of use of the existing transportation models (highlighted in yellow.) Additional attention must be directed also to cost (outlined in green.)

4.1.1.g

Work with appropriate regional agencies to identify the feasibility of developing presently unavailable alternative modes such as citywide and regional light rail, expanded ferry options and Bus Rapid Transit.

4.1.1.h

Encourage traffic within, to, and through Alameda to use the appropriate street system by providing clear and effective traffic control measures to promote smooth flow without unduly disrupting the quality of life for residents.

4.1.1.i Design transportation facilities to accommodate current and anticipated transportation use.

4.1.1.j

Maintain the historic street grid and maximize connectivity of new developments to the grid, as well as within any new developments.

4.1.1.k

Minimize the creation of improvements that would physically interrupt existing grid systems, such as cul-de-sacs or diverters.

4.1.1.l

Develop and implement a list of priority projects that support level of service standards.

4.1.1.m

Develop a set of design criteria for safe passage of transit users, bicyclists, pedestrians, and people with disabilities through or around construction sites.

4.1.1.n

Develop criteria for prioritizing specific transportation projects or types of projects to make the most effective use of resources.

4.1.1.o

Establish a transportation system management program that provides both mobility and accessibility for people, freight, and goods at all times.

Your constituents have asked you repeatedly to respond on these matters. It is not right for you to overlook your duties on these matters. Many wonder why have we not been instituting a conversation that meets these points of the TMP?

Objective 4.1.4: Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.

Policies

4.1.4.a

Maintain a public forum, such as the Transportation Commission, to facilitate citizen input on transportation policy.

4.1.4.b

Assist in efforts to facilitate dialogue between City departments, residents, and neighborhood organizations.

By the way, if safety is the primary concern, this could be easily and efficiently enhanced by creating increased visibility at intersections. The standard in many U.S. cities is to have a minimum of 18' no parking zone from the intersection. In Australia, the distance increases to 20 metres before a crosswalk (that's more than 60 feet!)

and 10 metres after a crosswalk. (see below; resource: <http://mylicence.sa.gov.au/road-rules/the-drivers-handbook/parking>.)

AUSTRALIA: Where Stopping and Parking are banned

Unless a sign permits you to do otherwise, you must not stop or park your vehicle:

- within 20 metres of an intersection with traffic lights (Example 51)
- within 10 metres of an intersection without traffic lights, except when parking on the continuing road of a T-intersection opposite the terminating road (Example 52)
- on or across a driveway (Example 53), laneway, gates, or doors by which vehicles enter or leave, unless you are dropping off or picking up passengers, or opening/closing the gates
- on or across a footpath, or a footpath ramp
- on a pedestrian crossing or within 20 metres before, or 10 metres after a pedestrian crossing (Examples 54 and 55).
- on an area of road on which the words 'Keep Clear' are marked

diagrams:

(appear in attachment version of this letter)

I again state for the record that I, among others, am not in support of the Central Avenue “Complete Streets” Project. The project poses adverse impacts to daily life on Central Avenue for residents and businesses. Many of your constituents’ concerns have not been properly addressed.

As stated before by many, and I restate for the record, this project is:

Too Soon

It is premature to move forward with a road diet project without completely understanding how it will affect our unique transportation system. The Shoreline PILOT project is still under review. No road diet project should even be considered until the review of the Shoreline project has been completed. (scheduled for Spring, 2016.)

Parking

There are many multi-unit properties in the area. Residents have to park 2 or 3 blocks away from their home. City staff has proposed to remove parking in order to “daylight” the intersection. There is not enough parking; and residents and businesses cannot afford to lose parking for any reason.

Resident Access onto Central Avenue

It is already difficult for motorists to exit driveways and side streets on Central. Halving the lanes will significantly reduce the gaps in traffic, thus, making it increasingly difficult.

Truck and Bus Access

The subject section is a truck route and a bus route. For streets that serve either mode, it is common to provide a minimum 12 feet for travel lanes, if not wider. Staff has proposed 11 feet for travel lanes, which is insufficient.

Central also provides access to boat ramps as well as Alameda Point, which has many facilities/services for boats. The proposed lane width is not appropriate for wide load boats. Providing substandard lane widths is not an improvement for any mode.

ADA Access

Specific options show improper lane widths for parking (per ADA standards). ADA standards require 8 feet for parking. Public infrastructure needs to be designed in a fashion that is usable by ALL persons. Providing facilities that are inappropriate to any person is unjust. Providing ADA parking elsewhere is not an appropriate option. It removes the possibility of direct access to the desired location.

Falsely Identified Data

Staff continues to depict existing parking as 7 feet wide. There are no parking demarcations on the street, and 8 foot parking lanes are actually standard. The street design of Central FAR pre-exists the recent movement to provide 7 foot parking lanes. It is absolutely incorrect to assume that the current parking spaces are 7 feet wide. Providing substandard parking is discrimination against any motorist who does not drive a compact or small sedan. This includes most family vans and SUV's. Staff's false presentation of data is deceiving and dishonest. They should be unbiased in their presentations and reviews.

Irrational Allocation of Resources

Specific options reduce vehicle travel lanes but give bicyclists FOUR USABLE LANES. This is absurd and improper allocation. Bicyclists do not need more than 2 usable lanes.

Disregarded Needs of the Neighborhood

Out of 9 project goals, minimum disruption to motorists is #8. This "goal" has been created as a catch all of various residents concerns and has not been taken seriously. Meanwhile, 'encouraging bicycling and walking' and 'safety' (for pedestrians and bicyclists) are #1 and #2. Although those goals are important, this is a prime example of this bicycle project being masked as a "Complete Streets" project. A true complete streets project would evaluate the street (without bias) based on the type of usage and weigh improvements accordingly.

Based on the rankings, it is strikingly apparent that this is a project for people that don't even live in this area. Even 'improve the streetscape' is ranked as #3. The actual usage of the street by the dominate mode and the concerns of the immediate residents and businesses are obviously being disregarded. How can you continue to ignore their needs?

Shoreline "Improvement"?

Attached are documents, provided by your staff, that show ongoing concerns for Shoreline Drive, a ONE MILLION DOLLAR project. This money could have went to improving our children's education, programs for our growing senior population, or actually fixing our roads. Do not waste our money on another mistake.

Response

We challenge you, the Mayor, City Council, to provide a response. We challenge you to not defer this responsibility to biased staff, who have decided to move forward with this project, regardless of feedback, and

continue to overlook the people of this area. We challenge you to become involved in these costly, inequitable projects that will diminish our neighborhoods.

Attachment

http://www.mediafire.com/download/l6066yo3aflb5od/shoreline_comments.rar

shoreline comments.rar

MediaFire is a simple to use free service that lets you put all your photos, documents, music, and video in a single place so you can access them anywhere and share them everywhere.

[mediafire.com](http://www.mediafire.com)

Cheryl Principato
C'era Una Volta, Ristorante Italiano
510.769.4828 restaurant
510.769.8148 catering/office
510.769.2158 fax

February 23, 2016

TO:

- xTSpencer@alamedaca.gov
- xFMatarrese@alamedaca.gov
- xTDaysog@alamedaca.gov
- xMEzzyAshcraft@alamedaca.gov
- xJOddie@alamedaca.gov
- xLWEISIGER@alamedaca.gov
- xGPayne@alamedaca.gov

RE: Central Avenue Bike Lane Plan

Dear City Officials,

To have read last week in the Alameda Sun newspaper that the City is interested in public input on the Central Avenue Bike Lane plan was almost laughable. Many who have voiced opposition to this project, as well as on the previous project on Shoreline Drive, have since stated feeling repeatedly shot down during several meetings conducted in this process.

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Policies

4.1.4.a

Maintain a public forum, such as the Transportation Commission, to facilitate citizen input on transportation policy.

4.1.4.b

Assist in efforts to facilitate dialogue between City departments, residents, and neighborhood organizations.

By the way, if safety is the primary concern, this could be easily and efficiently enhanced by creating increased visibility at intersections. The standard in many U.S. cities is to have a minimum of 18' no parking zone from the intersection. In Australia, the distance increases to 20 metres before a crosswalk (that's more than 60 feet!) and 10 metres after a crosswalk. (see below; resource: <http://mylicence.sa.gov.au/road-rules/the-drivers-handbook/parking>.)

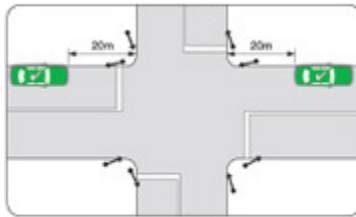
AUSTRALIA: Where Stopping and Parking are banned

Unless a sign permits you to do otherwise, you must not stop or park your vehicle:

- within 20 metres of an intersection with traffic lights (Example 51)
- within 10 metres of an intersection without traffic lights, except when parking on the continuing road of a T-intersection opposite the terminating road (Example 52)
- on or across a driveway (Example 53), laneway, gates, or doors by which vehicles enter or leave, unless you are dropping off or picking up passengers, or opening/closing the gates

- on or across a footpath, or a footpath ramp
- on a pedestrian crossing or within 20 metres before, or 10 metres after a pedestrian crossing (Examples 54 and 55).
- on an area of road on which the words 'Keep Clear' are marked

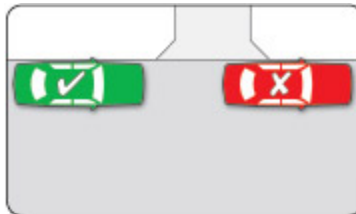
diagrams:



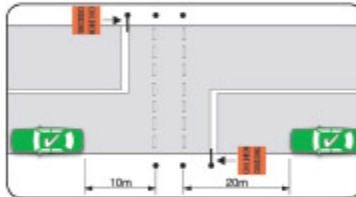
Example 51
Measurement of distance —
intersection with traffic lights



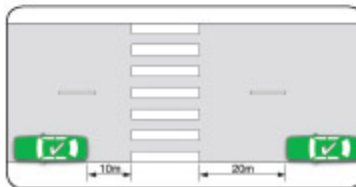
Example 52
Measurement of distance — T-intersection without
traffic lights



Example 53
Blocking a driveway
The vehicle marked 'X' is
parked illegally.



Example 54
Measurement of
distance — children's
crossing with red and
white posts (an 'emu'
crossing)



Example 55
Measurement of
distance — pedestrian
crossing

I again state for the record that I, among others, am not in support of the Central Avenue “Complete Streets” Project. The project poses adverse impacts to daily life on Central Avenue for residents and businesses. Many of your constituents’ concerns have not been properly addressed.

As stated before by many, and I restate for the record, this project is:

Too Soon

It is premature to move forward with a road diet project without completely understanding how it will affect our unique transportation system. The Shoreline PILOT project is still under review. No road diet project should even be considered until the review of the Shoreline project has been completed. (scheduled for Spring, 2016.)

Parking

There are many multi-unit properties in the area. Residents have to park 2 or 3 blocks away from their home. City staff has proposed to remove parking in order to “daylight” the intersection. There is not enough parking; and residents and businesses cannot afford to lose parking for any reason.

Resident Access onto Central Avenue

It is already difficult for motorists to exit driveways and side streets on Central. Halving the lanes will significantly reduce the gaps in traffic, thus, making it increasingly difficult.

Truck and Bus Access

The subject section is a truck route and a bus route. For streets that serve either mode, it is common to provide a minimum 12 feet for travel lanes, if not wider. Staff has proposed 11 feet for travel lanes, which is insufficient.

Central also provides access to boat ramps as well as Alameda Point, which has many facilities/services for boats. The proposed lane width is not appropriate for wide load boats. Providing substandard lane widths is not an improvement for any mode.

ADA Access

Specific options show improper lane widths for parking (per ADA standards). ADA standards require 8 feet for parking. Public infrastructure needs to be designed in a fashion that is usable by ALL persons. Providing facilities that are inappropriate to any person is unjust. Providing ADA parking elsewhere is not an appropriate option. It removes the possibility of direct access to the desired location.

Falsely Identified Data

Staff continues to depict existing parking as 7 feet wide. There are no parking demarcations on the street, and 8 foot parking lanes are actually standard. The street design of Central FAR pre-exists the recent movement to provide 7 foot parking lanes. It is absolutely incorrect to assume that the current parking spaces are 7 feet wide. Providing substandard parking is discrimination against any motorist who does not drive a compact or small sedan. This includes most family vans and SUV's. Staff's false presentation of data is deceiving and dishonest. They should be unbiased in their presentations and reviews.

Irrational Allocation of Resources

Specific options reduce vehicle travel lanes but give bicyclists FOUR USABLE LANES. This is absurd and improper allocation. Bicyclists do not need more than 2 usable lanes.

Disregarded Needs of the Neighborhood

Out of 9 project goals, minimum disruption to motorists is #8. This “goal” has been created as a catch all of various residents concerns and has not been taken seriously. Meanwhile, ‘encouraging bicycling and walking’ and ‘safety’ (for pedestrians and bicyclists) are #1 and #2. Although those goals are important, this is a prime example of this bicycle project being masked as a “Complete Streets” project. A true complete streets project would evaluate the street (without bias) based on the type of usage and weigh improvements accordingly.

Based on the rankings, it is strikingly apparent that this is a project for people that don’t even live in this area. Even ‘improve the streetscape’ is ranked as #3. The actual usage of the street by the dominate mode and the concerns of the immediate residents and businesses are obviously being disregarded. How can you continue to ignore their needs?

Shoreline “Improvement”?

Attached are documents, provided by your staff, that show ongoing concerns for Shoreline Drive, a ONE MILLION DOLLAR project. This money could have went to improving our children’s education, programs for our growing senior population, or actually fixing our roads. Do not waste our money on another mistake.

Response

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

Attachment

http://www.mediafire.com/download/16066yo3aflb5od/shoreline_comments.rar

shoreline comments.rar

MediaFire is a simple to use free service that lets you put all your photos, documents, music, and video in a single place so you can access them anywhere and share them everywhere.

mediafire.com

LARA WEISIGER

From: Aaron Bialick <info@bikewalkalameda.org>
Sent: Wednesday, February 24, 2016 12:55 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Aaron Bialick.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

My name is Aaron Bialick, and I support the approval of the proposal to make Central Avenue safer, and urge you to go further in the near future.

My wife and I live just a few doors down from Central, at Alameda and Paru. We love that we see families walk and bike by our house every day to and from Franklin Elementary. The bike lanes that now exist on Central have made it safer and calmer for us all, and they help enable my wife and I to bike to work - since we feel confident enough to do so.

But when looking at the four lanes on the rest of Central, it should be obvious that they're far more than what's needed to carry the amount of private automobiles that use it. These types of overly-wide street designs do little more than encourage drivers to accelerate - quite in contrast to the character of the relatively safe and quiet streets that make up most of our little island.

When you're not in a car, these streets act barriers - they feel dangerous and unwelcoming to be on, and Alamedans don't make trips by foot and bike because of that. If our vision of Alameda is one where families feel just as invited to get from point A to point B without needing to park a motor vehicle, then we need a continuous network of physically protected bike lanes - the type we've seen go in on Fernside, Shoreline, and that is proposed for part of Central.

The compromised proposal for Central will be an improvement over the status quo, but it falls short on most of the street by expanding the type of unprotected, door-zone bike lanes that are comfortable for only a small number of confident adults. To make streets like Central accessible for people of all ages, we need to go all the way and make them as easy to bike on as they are to drive on.

Thank you for your support.

Sincerely,

Aaron Bialick

azb324@gmail.com

Alameda Ave. & Paru St.

LARA WEISIGER

From: Trish Spencer
Sent: Tuesday, February 23, 2016 9:52 PM
To: Anne Steiner
Cc: LARA WEISIGER; Liz Warmerdam; Gail Payne; Janet Kern; Andrico Penick
Subject: RE: Central Ave. Disability Access Problems

Dear Ms. Steiner,

Thank you for your comprehensive email. I'm including staff, including legal, in this response so they're aware of your concerns. You raise important concerns that need to be addressed.

I will consider your comments in my decisions.

Sincerely,

Trish Spencer
Mayor, City of Alameda

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Anne Steiner <anne.steiner@comcast.net>
Date: 02/23/2016 9:25 PM (GMT-08:00)
To: Trish Spencer <TSpencer@alamedaca.gov>
Subject: Central Ave. Disability Access Problems

Dear Mayor Spencer –

Please do not vote to approve the Central Ave. Street Plan, at least not without some changes. If the plan cannot benefit all citizens, it should at least not hurt people. As a driver with a mobility disability, I am one of the people who would be hurt. And, it seems the concerns of people like me have not been taken into account. Altho the Commission on Disability Issues (CDI) endorsed the plan, you should know they do not have a single driver with a mobility disability in their group. The CDI description on their website reflects this reality. I asked them about this at their last meeting, and while I appreciated their willingness to ask questions and learn about my concerns it is pretty horrible to be in my shoes and see the City's disability group endorse projects like Central and the completed Shoreline project, the latter of which now poses a serious barrier that prevents me from visiting the beach as I once did.

The main problem for a person like me who is unsteady on her feet and uses a cane, or a person who uses a walker, is the narrowing of the width of parking spaces to 7 feet from 8 feet. We need more than 7' to safely open our vehicle doors and get ourselves and our canes or walkers out. Designated blue curb disabled parking (DP) spaces are great, but there can never be enough for people who can walk only short distances. On Shoreline, the DP spaces are few and poorly placed. For persons who use mobility aids, the typical street parking space if 8' wide will often suffice. 8', by the

way, is the minimum width for code DP spaces, so for me and many others like me, if a space is 8' wide it is still accessible even without the blue curb bells and whistles. I can no longer park and walk along Shoreline as I used to, and now you are considering rendering Central Ave. off limits to me in the same way!

Living on Taylor Ave. and often needing to turn left onto Central, I've wondered why the City hasn't considered reducing hazards by keeping corner vegetation trimmed and removing corner parking on Central that block drivers' vision. A parked car on the corner requires you to creep out into the intersection, way into the crosswalk. I asked someone if such an idea had ever been considered, and what I heard back was "then people will complain about their parking." Mayor Spencer, don't I have a right to park, too? I hope it is not okay with you for Alameda to change what was once adequate parking for people like me into miles of off limits City streets.

Thank you for your consideration.

Anne Steiner
942 Taylor Ave.
Alameda, CA 94501
510-769-9930

LARA WEISIGER

From: Anne Rogers <info@bikewalkalameda.org>
Sent: Tuesday, February 23, 2016 8:46 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Anne Rogers.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Let's support safe biking on the island.

Thank you for your support.

Sincerely,

Anne Rogers

amacrogers@gmail.com

LARA WEISIGER

From: Ramil Capito <info@bikewalkalameda.org>
Sent: Tuesday, February 23, 2016 7:34 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Ramil Capito.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

When driving, Making turns from Caroline onto Central in either direction is very difficult because of speeding cars and visibility issues. Also, biking is difficult since I currently have to ride up to Santa Clara for a bike lane to travel east or west. Thanks for hearing us!

Thank you for your support.

Sincerely,

Ramil Capito

408-926-3657

Ramil@webdebut.com

Caroline and Fair Oaks

LARA WEISIGER

From: Rick Baldonado <info@bikewalkalameda.org>
Sent: Tuesday, February 23, 2016 6:04 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Rick Baldonado.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Walkable / Bikable safe Alameda for everyone.

Please approve!!!

Thank you for your support.

Sincerely,

Rick Baldonado

510-769-6650

Rick_Baldonado@yahoo.com

Fernside & Tilden

LARA WEISIGER

From: Eugenie <eugenie@islandalameda.com>
Sent: Tuesday, February 23, 2016 5:57 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Jim Oddie; LARA WEISIGER
Subject: Central Avenue Complete Street Plan
Attachments: April 8th 2015 final ltr to Mayor with comments to Clement Ave plan. pdf.pdf

Dear Honorable Mayor Spencer and Council Members:

We are concerned that designs for bicycles in Alameda will continue to be an ad hoc application of the latest new ideas as opposed to a reasoned, rational and consistent approach for all of Alameda.

We are also very concerned that decisions such as the anticipated one by the City Council on February 24, 2106 approving the Concept plans and other related documents for the Central Ave Complete Streets Project will make it impossible for a civil engineer to ever truly be in responsible charge after that date.

We have reviewed the exhibits included in the Council Packet for February 24th, 2016 and have found no civil engineer in responsible charge nor has any civil engineer approved the concept including the design criteria employed. Undocumented reviews do not constitute approval nor are can these replace the requirements of the Streets and Highway Codes and the State Business and Professions Code.

There is no reason a Professional Civil Engineer could not have been in responsible charge of the preparation of these plans and documents (In fact proposals by other consultants for this project prominently featured Professional Civil Engineers). We argue that had one been involved the Council would have been presented with a similar but completely thought out and documented plan to proceed, that would be able to withstand public scrutiny going forward.

The plans presented are the result of a more than yearlong effort and clearly are detailed and with dimensions far beyond what concept plans include. In fact we argue that by adopting these very detailed "concept plans" the City of Alameda will prevent any engineer tasked with preparing final design documents in the future from being able to correct deficiencies. These documents also recommend "Safety and Other Street Improvements" which is a core responsibility of Civil Engineering. These plans do represent typical concepts that landscape architects develop when it comes to their expertise, but are so fully detailed/ with dimensions that they are in fact determining the final geometry of the roadways.

The project involves a part of SR61, Central Avenue. There is no evidence of Caltrans approval.

If Council approves the Central concept, it is also approving the alternative design criteria but in doing so on Feb 24th, 2016 it would be violating State law. That is, State law specifically requires a) the alternative design criteria be approved by a qualified engineer, b) that a public hearing be held with specific reference to the alternative criteria and c) these be adopted by resolution. This has not happened. See below CA Streets and Highway Codes.

Secondly, we find it difficult to believe traffic patterns will not change and diversion will not occur as

concluded in the reports. Traffic patterns and diversion will occur and this should have been considered when reducing the number of lanes on a street. Impacts to businesses along Webster Street could occur due loss of passerby traffic and additional impacts associated with Alameda Point project could occur on other streets. (Note: the Alameda Point EIR had assumed Central as a four lane facility and operating speeds of 30 mph).

Thirdly, the very short length of the second lanes on Central approaching Webster Street and Eighth Street will lead to the increase in delay undocumented in the documents which in turn will encourage traffic to avoid Webster Street. In addition the bicycle boxes at the stopbars at 8th and Webster Streets would also significantly increase delay. As proposed these short 2 lane sections would operate as one lane approaching the intersection. Their length should at a minimum extend beyond the queue lengths like to east of McKay for the two lane eastbound section at Webster Street and a much longer two lane westbound section at 8th Street. We recommend the bicycle boxes at these very heavily traffic intersection be eliminated from the concept.

And fourthly, the west end of the concept is a “Belt and Suspender” bicycle concept. Two facilities are provided for the westbound bicycle but at the price of a narrow 20 foot traveled way for trucks and cars around the bend. See section A on page 1 of the Proposed Concept Plan. Recommendation: widen the roadway or eliminate the second striped westbound bicycle lane to provide for a wider traveled way for cars and trucks.

We have followed the process from the beginning and have learnt there has been tremendous bias in the plans for bicycles without consideration of other modes of transportation. The Clement Avenue project last year totally ignored the need for providing for the commercial vehicles, \$90,000 was spent and the plan dropped. Consideration of truck for deliveries etc for Central appears to be missing while Central is a truck route and 20 feet should not be provided for two way travel on truck routes.

We recommend that the Council:

1. Resolve that the City wants to be able to provide the best possible improvements for bicycles throughout the City in a rational and consistent manner including extending bicycle facilities from Sherman to the Point.
 - Resolve that the City appreciates the extended input provided by the community regarding the Central Avenue Complete Streets Project and that it is a high priority for the project to proceed.
 - Resolve that the project must proceed according to law with proper Professional Engineering involvement. Identify the alternative design criteria, schedule a public hearing with specific reference to these new design criteria and adopt these by resolution as required by State Law.

Comments relating to State law etc:

1. State Streets and Highway Code (state law) requirements:

CA Streets and Highway Code 891. *(a) All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize the minimum safety design criteria established pursuant to Section 890.6 (which directed the addition of cycle tracks to the Highway Design Manual) , except as provided in subdivision (b), and shall utilize the uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Section 890.8. (b) An agency may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:(1) **The alternative criteria have been reviewed and approved by a qualified engineer with***

*consideration for the unique characteristics and features of the proposed bikeway and surrounding environs. (2) The alternative criteria, or the description of the project **with reference to the alternative criteria, are adopted by resolution** at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment. (3) The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.*

The Concept plan which Council is asked to approve for Central Avenue violates the State's minimum design criteria; both several mandatory and advisory design criteria have been violated. (See the next item for discussion re failure to follow the City's adopted Bicycle Standards)

These minimum design criteria (per Caltrans HDM) include:

- a) -lane width mandatory minimum width of 11 feet particularly important because Central is a truck route west of Sherman,
- b) -parking lane mandatory width of 8 feet,
- c) -separation 3 feet between parking and cycle track,
- d) -1.5 foot clearance to fixed objects,
- e) Others minimum design criteria included in the concept and not checked include stopping, sight and corner sight distance criteria, plus setback for bulbouts

The Council packet does not identify the alternative design criteria nor does it include a resolution adopting those alternative design criteria. The plans have not been approved by a qualified engineer. (ie a Professional (licensed) Civil Engineer with experience in roadway and bikeway design).

As a result, Council approval does not comply with these state law requirements.

Please note these same comments were made last year in writing to Council, see attached April 8th, 2015 letter.

2. The Central Avenue Concept violates the minimum standards adopted by City Council in 2013.

*(*13-254)Ordinance No. 3074, "Amending Alameda Municipal Code by Amending Section 30.7.15a (Bicycle, Motorcycle and Pedestrian Facilities) of Article I (Zoning Districts and Regulations) of Chapter XXX (Development Regulations) to Comply with the City's Bicycle Facility Design Standards." (adopted by City Council May 21, 2013)*

The Concept does not comply with City's adopted standards. City's minimum standard for the parking and Class II bicycle lane is 13 ft (8 ft for parking and 5 for bicycles), only 12 feet is provided. Other design criteria could also not comply and should be checked.

The violations of minimum design standards should be fully evaluated for risk and value, without this evaluation and documentation, Alameda's liability is blindly compromised. Lack of design exception process increases the City's liability exposure. (Note: Both the Shoreline bicycle project as well as the Bicycle Plan proposed for Clement Avenue violated the City and State minimum design standards.) The Caltrans Design Exception Process is a good practice that the City should consider adopting; this complies with State law and has been in place for many years. Formal review of the designs in comparison to design standards is a required component of design efforts at every stage of project development.

3. The concept plans provided in the packet are not signed by a Civil Engineer as required by the State Business and Professions Code. The packet does not identify any professional engineer in responsible charge.

The memo to council lists engineering entities that have reviewed the plans. There is no substantiation as to what their specific scopes were, if any concerns were found and there is no evidence of or mention of approvals, which would require some documentation.

CA Business and Professions Code 6731 states "Civil engineering embraces the following studies or activities with fixed works.....municipal improvements ".That is moving curbs, lane lines, traffic signals etc. and the development of the design concepts.

CA Business and Professions Code 6735 states "All civil...engineering plans, calculations, specifications, and reports...shall be prepared by, or under the responsible charge of, a registered civil engineer and shall include his or her name and license number." Civil Engineering also includes planning. (B&P 6735). The plans and reports shall be stamped as "For study only, or Preliminary or Final". Engineers are advised to identify the purpose of the plan or report when adding their seal and registration number.

Note: The Legislature's original intent in passing the above Business and Professions statutes to protect public health and safety and to ensure all parties investing in an engineering and construction project – banks, for instance – have solid, dependable data by which to base a realistic risk assessment. Alameda taxpayers, whose money would ultimately fund the Central Avenue Project, deserve no less.

http://www.bpelsg.ca.gov/laws/pe_act.pdf

We commented on the lack of engineers working on this project in April 2015 (as documented within the City's documents, also see attached letter of April 8th, 2015) but there is still no evidence of any engineers in responsible charge.

Our concerns with the City packet etc:

- a) Memo to Council re File# 2016-2599 "Recommendation to Approve the Central Avenue Complete Streets Concept Including Safety and Other Street Improvements" Regular Agenda Item, City of Alameda Council meeting 2/24/2016.

- i) From Elizabeth D Warmerdam, Interim City Manager (Not a Calif P.E.)

ii) Last page indicates that the document was submitted by Jennifer Ott, Chief Operating Officer – Alameda Point and (prepared) By Gail Payne, Transportation Coordinator (Neither are P.E.'s)

iii) Page 2 states engineering reviews were obtained but there is no mention if these engineers approved the concept as required by State law or if they were in responsible charge. These reviews were not included in the Council packet, and no time is available to obtain these public records. A review only does not comply with State law, in addition to the engineer's review, the alternative design must be approved, a hearing held on the alternative design criteria and thirdly approved by Resolution.

iv) No mention of design standards or guidelines.

b) Exhibit 1 – Comments:

i) This document includes “Staff Responses and Compilation of Community Comments on...”

ii) The compilation does include several community comments (actually Eugenie and John Thomson's but we are not identified) re the need for “professional engineering”, “traffic engineer standards”, “traffic engineer” involvement. There are no direct responses to these comments. (Our Comments were made at a public work shop April 14, 2015)

iii) The responses on Page 4 of the document do include: “These lane widths are consistent with the National Association of City Transportation Officials (NACTO) guidelines, which Caltrans has adopted”

(1) The NACTO documents are GUIDELINES, not standards.

(2) Caltrans specifically says that “The Department has **endorsed, but not adopted NACTO.**” (The City's staff's response re adoption of NACTO is in direct contradiction of Caltrans own documents) <http://www.dot.ca.gov/hq/oppd/design/2014-9-Design-Flexibility-FAQ.pdf>

(3) and Caltrans continues that “The endorsement of NACTO guidance is not equivalent to its superseding the Caltrans' Highway Design Manual (HDM) and the California Manual of Uniform Traffic Control Devices (CAMUTCD). If NACTO or other design guidance is utilized, Caltrans staff and local agencies (in consultation with legal counsel, as appropriate) should thoroughly document the engineering judgments made in selecting a design solution.” We are unaware of any attempt by the City to document their engineering judgements re the Central Ave Complete Streets project. We indicated it should be in our documented comments (see page 48-49:)

(a) “Develop a consistent bicycle approach for the entire length of the island on Central. Improve the operation of 8th and Central for all modes (would likely involve widening into Washington Park a little.). Make sure improvements also work well at intersections. Don't make bicyclists "feel" safer when they will not be safer in fact. Follow established standards, formally review and adopt any standards, and clearly perform a professional engineering review of concepts especially documenting explicitly how the concept design meets specific standards and where they don't and why the proposed concept is still acceptable when it does not meet those formally adopted standards.”

(4) Because there are no engineers named in the City's documents nor identified as preparers of any submitted documents, we would have to conclude that no licensed Professional Engineers have been in responsible charge of making or even been involved in making these required judgements.

c) Exhibit 2 – Existing Conditions Memo (September 4, 2015) from Sarah Sutton, Principal (Placeworks) to Gail Payne, City of Alameda.

i) Neither Ms. Sutton nor Ms. Payne are P.E.'s

d) Exhibit 3 – Recommended Concept Summary Memo (November 4, 2015) from John Hykes (Placeworks) to Gail Payne, City of Alameda.

i) Neither Mr. Hykes nor Ms. Payne are P.E.s

ii) This memo starts with describing "The design of..." Though couched as a concept review, it in fact describes very specific changes to the roadway geometry and makes recommendations about them.

iii) No mention of "engineer" anywhere.

iv) No mention of "standard" as in Design Standards used or where they deviated from established standards.

v) No mention of "guideline" as in Design Guidelines.

e) Exhibit 4 – Recommended Concept Drawings (all dated November 2015)

i) These plans include very specific cross section dimensioning and intersection configurations.

ii) In many cases these dimensions do not follow formally adopted standards published by Caltrans, the AASHTO or the City of Alameda. (See the discussion provided by Caltrans in relation to use of alternative bicycle design guidelines at: <http://www.dot.ca.gov/hq/oppd/design/2014-9-Design-Flexibility-FAQ.pdf>)

iii) We have not performed a full engineering review, but we have noticed some issues that should have been specifically reviewed by an engineer in responsible charge in addition to the general lack of adherence to formally established standards:

(1) They show intersections with lanes radically offset across them (i.e. it will be confusing for drivers and bicyclists to stay in their intended lanes at these locations) See especially Page Street and Third Street.

(2) They show a section with 10 ft travel lanes without any buffers to opposing traffic (e.g. two way left turn lanes, nor separation from adjacent 5ft wide bicycle lane and parking)

(3) We suspect a thorough engineering review would show that the short lengths of second lanes on Central approaching Webster and Eighth Streets will lead to significant congestion at those intersections, prompting diversion away from Webster Street.

iv) No preparer is identified

- v) No reviewer is identified
 - vi) No Caltrans oversight is listed (Central is a state highway between Webster and Encinal)
 - vii) No enumeration of standards (or guidelines) followed is provided, as is common for these kinds of documents.
- f) Exhibit 5 Order of Magnitude Cost Estimates
- i) No preparer is identified.
- g) External Correspondence (Two pdfs):
- i) No mention of “engineer” nor “P.E.”
 - ii) There is no evidence of any correspondence from Caltrans.
 - iii) There is a reference by a project advocate that “Caltrans Gave it the thumb’s up” but it is not substantiated.
- h) Presentation: (Power point prepared in advance for the 2/24/2016 Council Meeting):
- i) No identification of preparer or presenter
 - ii) No identification of any named P.E.’s involved
 - iii) One reference (unsubstantiated)re under “Outreach: Process”:
 - (1) “Engineer Reviews: five different teams” (Slide 13)
 - (2) Who were these by?
 - (3) No resulting documents included or referenced.

We are avid bicyclists and want to see these kinds of projects proceed. But we are concerned about the ad hoc, haphazard, inconsistent bicycle facilities we see sprouting in our community. We are also disturbed by the replacement of trained experience Professional Engineers with a community outreach process that expects the citizens to develop the designs. We are convinced that a Professional Civil Engineering lead process would have been quicker and more likely to withstand long-term public scrutiny.

--Submitted respectfully by

Eugenie Thomson P.E. (licensed civil and licensed traffic engineer, past Board member of CA Board of Professional Engineers, Land Surveyors and Geologists, now retired)

and

John A Thomson Jr. P.E. (licensed civil engineer, retired)

2969 Johnson Ave
Alameda CA 94501

April 8, 2015

The Honorable Trish Spencer, Mayor
Members of the Alameda City Council
The City of Alameda
2263 Santa Clara Avenue
Alameda, California 94501

Reference: Clement Avenue Complete Street Plan

Subject: Staff Proposed Plan Violates the California Streets and Highway and the Business and Professions Code and includes major flaws

Dear Mayor Spencer and City Council Members:

I trust you would agree that business owners and residents should not have to go to City Hall to tell the Transportation Commission that the proposed plans by staff have serious flaws that could result in safety problems. Their work should be void of any flaws and provide an unbiased evaluation.

But that did not happen with the Complete Street Plan for Clement Avenue that staff presented as their proposed plan. I am heartened that the Transportation Commission at their March 25th meeting rejected the design concept for the Complete Street Plan for Clement Avenue, which included the two way bikeway on the estuary side of the street, a bicycle concept similar to what has been built along Crown Memorial Beach.

However, this design concept never should have been presented as feasible, much less as staff's recommendation. This bicycle concept is not applicable for streets like truck routes with numerous driveways/cross streets and would be less safe than a painted bicycle lane on each side of the roadway (ie Class II).

I attended the March 2nd, 2015 workshop but I was out of town on March 25th, I have listened to the video tape, read all the documents on the City website, and performed field measurements. ¹. As a past member of the California Board for Professional Engineers and Land Surveyors and based on my review, it is unfortunate to conclude the Clement Avenue project designs and services by the consultant and staff are in

¹ Note: My professional engineering experience includes civil engineering such as concept development and final design for bicycle, truck facilities, freeways, airports, and many other roadway, transit (bus and light rail) projects and with a specialty in traffic safety, operations and traffic control devices. Primarily all of the projects I have worked on are in operation today. And in 1997 went to the Netherlands for engineering research on bicycle facilities, roundabouts and school children safety designs. My experience in the Netherlands also include four bicycle touring vacations in the Netherlands, was born there and visit it regularly. And for this review have researched the current changes happening such as ideas from the Netherlands for bicycle design and the recent changes in the CA law pertaining to bicycles. I have lived in Alameda since 1980 and am familiar with the traffic operations in the area and worked out of an office on Clement Avenue for three years.

violation of the California Business and Professions Code, CA Streets and Highway Codes and not as per standard of care in civil engineering practice.

Both the State Bicycle Design Guidelines and Standardsⁱ and the National Association of City Transportation Officials (NACTO)ⁱⁱ guide do not recommend this bicycle application in streets with numerous driveways and cross streets. The NACTO guide does not even include intersection guidelines for a two way cycle track adjacent to a two way street. Their two way cycle tracks are suggested for one way streets with few driveways or along waterways like Crown Memorial Beach. Furthermore, I have been unable to find the proposed engineering design concept for Clement Avenue existing anywhere else.

The proposed plan included major flaws, including economic impacts to businesses (due to the complete shutdown of Clement for the regular wide load deliveries to/from the large Marina and Boatyards). The plan also significantly increased potential conflicts for both vehicular and bicycle traffic (many driveways and 5 cross streets). Clement is simply too narrow to accommodate both a separated two way cycle track and trucks. The plan included several unusual traffic operating conditions.

The plan recommends major reductions in roadway capacity at the intersection of Clement and Park Street, which would result in major additional traffic delays affecting all Alamedans leaving and crossing the island via Park Street/Clement intersection. These capacity reductions at the island gateways affect all Alamedans, while we should be focusing on protecting our island gateway capacities. (This would occur due to the introduction of a special bicycle signal phase and long amber time). (See comments for additional information)

While the Technical memo by the consultants and approved by City staff had concluded there were no major flaws with the two way bikeway on the estuary side of Clement, the bottom line is that Alamedans have been falsely led to believe the proposed two- way bikeway on the estuary side of Clement Street plan is safe and in compliance with state law, and neither is true. Many thousands of our tax dollars have been wasted on a plan which any qualified civil engineer would have recommended not pursuing at the get go.

http://alamedaca.gov/sites/default/files/document-files/5c_exhibit2_clementavefeasibilityanalysis.pdf

The problem is neither City staff nor the consultants followed the state law nor did they follow the standard of care in civil engineering practice. Planners appear to have done all the work: Because they are not licensed Civil Engineers, Ms. Payne of City staff is not qualified in civil engineering and Ms. Chenⁱⁱⁱ and Ms. Parks of Kittelson and Associates who wrote the Technical memo for the evaluation and presentation of the design concept are also not qualified to be in responsible charge of civil engineering. There is no evidence of a civil engineer of having been in responsible charge of the proposed engineering concept plan for Clement Avenue.

- I. Neither the plans nor the reports were signed and sealed by a Civil Engineer as required by the CA Business and Professions Code^{iv} The engineering plans and reports for City approval must be signed and sealed by a Civil Engineer.

2. No evidence whatsoever of a civil engineer having signed off on the alternative safety design criteria used. Several key design criteria in the concept violated both the State minimum safety design criteria and the City's Bicycle Standards (March 2013). State law requires sign off by a qualified civil engineer plus adoption of alternative safety criteria by Resolution (i.e. by City Council). (CA Streets and Highway Code 891)^v. This did not occur.
3. The standard care of civil engineering practice was not followed which typically includes a risk assessment when the basic conceptual design of infrastructure projects clearly violate the minimum safety design criteria.
4. Major flaws in the design concept. See list of comments at the end of this letter.

Lack of Civil engineering involvement has occurred in the past and is continuing. And this needs to be corrected before any serious problems occur. For example, neither the Safeway Gas station concept plan nor the plans in the SunCal initiative were signed and sealed by civil engineers. Also it appears Mr. Eddie Sommerauer who signed the final engineering plans was not in responsible charge of the underlying conceptual engineering plan for the Shoreline Bikeway. The Shoreline project has several violations of the State's minimum safety design criteria and includes experimental products. These could have been avoided had a qualified civil engineer been involved in the concept development phase and addressed from a risk perspective.

It is of concern that Alameda has lost the four lead civil engineers at City Hall while cities and counties are required to have a civil engineer in responsible charge of civil engineering work. (See B&P 6730.2a)^{vi} Engineering decisions happen every day in the normal course of business at Alameda City Hall and no longer having these civil engineers on staff could introduce financial and safety impacts. The Clement Avenue Project is an example that there is a serious problem.

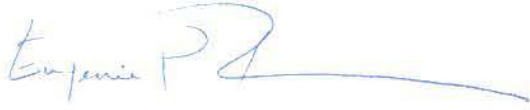
I do not believe anyone would hire an attorney who is not licensed, nor should the City perform or hire others to perform civil engineering without a license. As a taxpayer and as a professional engineer, I am very disturbed that this keeps happening at City Hall. I would expect :

- A. The city to immediately put on hold any and all planning efforts related to specific improvements on our streets until a full time city engineer is hired.
- B. Civil engineers should be hired to complete the Clement Project and
- C. The City should conduct an independent investigation into the consultant services that have been provided to date on the Clement Avenue Project.

I think you will agree that our time is better spent following state-mandated guidelines and implementing good and cost effective procedures and safe projects. I look forward to receiving your response, actions taken and am available to discuss.

April 8, 2015

Respectfully,



Eugenie P. Thomson, P.E.

Licensed Civil Engineer and Traffic Engineer (retired)

Cc: Transportation Commissioners, and all speakers at the March 25th Transportation Commission meeting
ept/jat

ⁱⁱ Page 1000-5 states the following. Bike paths immediately adjacent to streets are not recommended. While they can provide separation between vehicles and non-motorized traffic, they typically introduce significant conflicts at intersections.Careful consideration regarding how to address the above points needs to be weighed against the perceived benefits of providing a bike path adjacent to a street or highway. Factors such as urban density, the number of conflicts points, the presence or absence of sidewalk, speed and volume should be considered.

NACTO guide states this 2 way cycle track is recommended for streets with few conflicts.

(As per National Association of City Transportation Officials. <http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/two-way-cycle-tracks/>

ⁱⁱⁱ Ms. Chen was the project manager for the Traffic Study employed in the Alameda Point EIR.

^{iv} CA Business and Professions Code 6731 states "Civil engineering embraces the following studies or activities with fixed works.....municipal improvements "That is moving curbs, lane lines, traffic signals etc. and the development of the design concepts.
CA Business and Professions Code 6735 states "All civil...engineering plans, calculations, specifications, and reports...shall be prepared by, or under the responsible charge of, a registered civil engineer and shall include his or her name and license number."

Civil Engineering also includes planning. (B&P 6735). The plans and reports shall be stamped as "For study only, or Preliminary or Final". Engineers are advised to identify the purpose of the plan or report when adding their seal and registration number.

Note: The Legislature's original intent in passing the above Business and Professions statutes was to ensure all parties investing in an engineering and construction project – banks, for instance – have solid, dependable data by which to base a realistic risk assessment. Alameda taxpayers, whose money would ultimately fund the Clement Bicycle Project, deserve no less. http://www.bpelsg.ca.gov/laws/pe_act.pdf

^v CA Streets and Highway Code

891. (a) All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize the minimum safety design criteria established pursuant to Section 890.6, except as provided in subdivision (b), and shall utilize the uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Section 890.8. (b) An agency may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met: (1) The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs. (2) The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment. (3) The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

^{vi} CA Business and Professions Code 6730.2a It is the intent of the Legislature that licensure requirements that are imposed upon the private sector professional engineers and engineering partnerships, firms or corporations shall be imposed upon state and any city, county, or city and county that shall adhere to those requirements. Therefore the purposes of Section 6730 and this chapter, at least one licensed engineer shall be designated the person in responsible charge of professional engineering work for each branch of professional engineering practiced in any department or agency of the state, city, county, or city and county.

Comments regarding the:
Clement Ave Complete Street Proposal
as presented to the
Transportation Commission March 25, 2015,
Two Way Bikeway on Estuary Side of Street.

CONCLUSION

From this preliminary analysis of the proposed concept plan for Clement Avenue between Grand Street and Broadway, no fatal flaws related to truck access, parking, and driveway access and safety have been identified. However, the analysis provides the following recommendations that would be taken into consideration as part of the design phase of the project:

Source: Kamala Parks, Alice Chen, Kittelson & Associates, Inc. March 17, 2015 Technical Memorandum to Gail Payne and approved by Gail Payne as per the presentation and staff report.

- I. The blind spots¹ for Truck drivers and autos making right turn into the numerous driveways would have been exasperated by the bikes on the bikeway being hidden behind parked trucks or cars. (also presented by Mr. Svenson at the March 25th hearing)

The two way bikeway concept would provide a sense of protection to bicyclists with the proposed solid green thermoplastic paint across driveways, when they would actually be at higher risk. Bicycles coming from the right on the near side of Clement for vehicles exiting the driveways or for vehicles exiting Oak Street, Park Street, Everett and Broadway, are coming from a very atypical direction, one not expected by the drivers.

2. One lane in each direction at 11 feet is too narrow for the regular deliveries to the boatyards and large marina. These deliveries include boats/ trailers of 14 feet wide. The city staff's proposed plan would require shutdown of opposing traffic lane for the regular deliveries, an unacceptable economic condition for existing businesses and contrary to the purpose of a truck route. (standard of care of civil engineering practice is to obtain the fleet mix, and other operating conditions before determining roadway cross section, lane dimension and other geometric

¹ Truck driver height and driver being in the far side when making a right turn create blind spots with the proposed plan. The bicycles behind parked cars or trucks could be hidden from view. About 10 years ago, a young Alameda lady on bicycle was killed at Fruitvale and 12th Street. The truck driver eye height was above the bicyclist and she was hidden from view. The truck driver drove over the bicyclist when making a right turn. I was the engineering expert on this case. This is a common problem of mixing larger vehicles with bicyclists and requires thorough engineering sight distance checks.

criteria.). (presented by Mr. Throw and Mr. Svenson at the March 25th hearing)

3. Parking lane width of 7 feet is too narrow for the currently parked trucks. I measured the larger tow trucks at Ted and Joe's and other trucks, these were all close to the maximum width allowable by the Ca Vehicle Code.

Note: CA Vehicle Codes 35100 and 35109 states maximum vehicle width at 102 inches wall to wall (8.5 feet) plus 10 inches on each side for mirrors, lights etc. (total width of 122 inches). I measured several trucks at 98 inches wide wall to wall. (See CVC for exceptions and other details on oversized vehicles).

4. The extra signal phase proposed for the bicyclists at Park Street and Clement intersection would add significant delay to the intersection which is currently operating at capacity with extremely high delays during the peak periods. This should have been obvious and brought forward as a key issue.

(Note: Kittelson Associates predicted extremely high and unacceptable average delay of 930 seconds (16 minutes) for eastbound traffic on Clement Avenue in their Traffic Study for the Alameda Point EIR (see last page for a copy of their delay analysis) . And this extra signal phase could increase the delay by as much as 25%. Queues would likely extend as far as Grand Avenue and take many cycles to clear.

The reduction of capacity near the island gateways affects all traffic leaving and entering the island. The City should find ways to achieve the highest operating capacities at these island gateways, not reduce these.

The tech memo included no analysis on traffic operations and delay.

5. Narrow separation of 2 feet between the two way bicycle lane and parking strip is too narrow for the car door opening envelope. (as presented by Mr. Spangler)

And this separation is too narrow for placement of signs and bicycle signal poles that were proposed at Park and Oak St. and Broadway and other intersections. State minimum safety criteria is a two feet setback from poles etc. that is on each side for bicycle and vehicular clearance.

6. The separation, clearance to fixed objects and bicycle path width violates the minimum safety design criteria in California and is required by State law to be signed off by a licensed civil engineer, plus be adopted by resolution and adherence to national guidelines see Section 891 of the Streets and Highway Code.

Standard care of civil engineering practise is to perform a risk assessment before adoption of each

violation and including an evaluation of an alternative that meets the minimum engineering safety design criteria. An independent check by another civil engineer is also typically obtained.

This conceptual engineering plan sets basic design criteria that cannot be fixed in final engineering design. Like a foundation of a house, the conceptual engineering plans are the foundation of the final engineering plan, for this reason, usually the most experienced civil engineers are assigned to the conceptual engineering efforts of infrastructure projects.

7. Setback of 12 feet for the eastbound bicycle lane stop bar at Park Street introduces additional amber time for bicyclists to clear the intersection. So that they do not conflict with the bicycles, right turns from southbound Park Street to westbound Clement would have to be prohibited. This no right turn on red prohibition would be confusing to drivers, especially since the bikeway would be hidden behind the corner of the Gold Coast restaurant. It would reduce the capacity of Park Street southbound approach. The very long amber time for the bicycle clearance phase would add more delay to the already overly congested intersection.
8. Recommendation of an all way stop at the three intersections of Broadway, Oak and Grand with Clement Avenue, would introduce potential conflicts because of the two roadways (one for bicycles and one for Clement). This traffic control was not fully evaluated and could add significant costs to the grant application.



For eastbound bicycles and cars/trucks arriving at Broadway at the same time, it will not be obvious who has the right of way to proceed first. Because of the differential speeds, the bicyclist will have little or no opportunity to notice the cars/trucks more than 11 ft to his right until they both stop. Per the CVC, the bicyclist must yield to the other vehicle (the car or truck) on his right. However, it is very unlikely that the bicyclist will notice the car/truck until they both pull into the intersection. This atypical condition and compromising the fields of vision would introduce conflicts. This condition would also exist at Oak and Grand and could require signals these intersections. (estimated costs at least \$100, 000 per signal). Again these basic details that final design cannot fix and must be evaluated at the concept phase.

(Note: the above graphic should have shown the Clement and cycle track stop bar set back further for the truck turns from Broadway. It is possible this new setback distance for stop sign control would violate the Manual of Uniform of Traffic Control Devices Handbook and should have been checked)

9. The Tech Memo recommended additional red curb for the 2 way bicycle path at driveways and cross streets but there is no mention of how many parking spaces would be eliminated. At the Hearing it was mentioned these could be replaced via using the curb in front of the Navy Reserve. This red curb is there for security purposes. The potential loss of parking spaces should have been figured out before asking for approval of the plan.
10. The staff report indicated no need for additional Environmental analysis. This project as well as Shoreline Bikeway were not included in the Alameda Point EIR. The Alameda Point EIR had assumed significantly higher speeds on Shoreline and higher capacity for auto travel on Clement Avenue.

No substantial evidence is provided in the public record that says additional traffic, air and noise impacts would not happen. Therefore additional environmental analysis is necessary before concluding no additional EIR is needed. The staff report did not provide that evidence.

11. Engineering analysis and the designs of the proposed Clement Avenue plan were not signed by Civil Engineers as required by State law. There is no evidence in the public record that a civil engineer has been in responsible charge of the civil engineering performed.

TECHNICAL MEMORANDUM		
Clement Avenue Complete Street Plan for the City of Alameda		
Initial Feasibility Study		
Preliminary Analysis		
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Date:	March 17, 2015	Project #: 178340
To:	Gail Payne	
From:	Kamala Parks, Alice Chen	
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This initial feasibility study presents preliminary analysis of the concept plan developed for the Clement Avenue Complete Street Plan for the City of Alameda. The purpose of this analysis is to determine any fatal flaws with the proposed concept. This preliminary analysis focuses on the issues of truck access, effects on parking, and driveway access and safety, which were identified by staff and through public outreach as concerns.		

Delay of 931 seconds for Eastbound Clement as per Kittelson Associates.

HCM Signalized Intersection Capacity Analysis													6/13/2013
12: Clement Ave & Park St													
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Movement													
Lane Configurations		4			4			4		4			
Volume (vph)	570	49	10	5	90	219	5	1094	16	62	1205	535	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0			4.0		4.5		4.0	
Lane Util. Factor		1.00			1.00			0.95		1.00		0.95	
Frpb, ped/bikes		1.00			0.99			1.00		1.00		0.99	
Flpb, ped/bikes		1.00			1.00			1.00		1.00		1.00	
Flt		1.00			0.91			1.00		1.00		0.95	
Flt Protected		0.95			1.00			1.00		0.95		1.00	
Satd. Flow (prot)		1721			1615			3427		1719		3238	
Flt Permitted		0.41			1.00			0.95		0.95		1.00	
Satd. Flow (perm)		735			1614			3240		1719		3238	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	600	52	11	5	95	231	5	1152	17	65	1268	563	
RTOR Reduction (vph)	0	1	0	0	139	0	0	2	0	0	84	0	
Lane Group Flow (vph)	0	662	0	0	192	0	0	1172	0	65	1747	0	
Confl. Peds. (#/hr)	8		13	13		8	15		22	22		15	
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	
Turn Type	Perm			Perm			Perm			Prot			
Protected Phases		4			8			6		5		2	
Permitted Phases	4			8			6						
Actuated Green, G (s)		18.5			18.5			22.5		8.5		34.5	
Effective Green, g (s)		18.0			18.0			22.0		7.5		34.0	
Actuated g/C Ratio		0.30			0.30			0.37		0.12		0.57	
Clearance Time (s)		3.5			3.5			3.5		3.5		3.5	
Lane Grp Cap (vph)		221			484			1188		215		1835	
v/s Ratio Prot										0.04		c0.54	
v/s Ratio Perm		c0.90			0.12			0.36					
v/c Ratio		3.00			0.40			0.99		0.30		0.95	
Uniform Delay, d1		21.0			16.7			18.9		23.9		12.2	
Progression Factor		1.00			1.00			0.64		0.94		0.91	
Incremental Delay, d2		910.6			2.4			21.6		0.3		1.6	
Delay (s)		931.6			19.1			33.7		22.7		12.7	
Level of Service		F			B			C		C		B	
Approach Delay (s)		931.6			19.1			33.7				13.1	
Approach LOS		F			B			C				B	
Intersection Summary													
HCM Average Control Delay		169.4											
HCM Volume to Capacity ratio		1.66											
Actuated Cycle Length (s)		60.0								8.0			
Intersection Capacity Utilization		115.4%											
Analysis Period (min)		15											
c Critical Lane Group													