

Exhibit 2

Steven Mack & Mary Fisher

March 6, 2019

Mr. Liam Garland
Public Works Director
City of Alameda Public Works Department
City Hall West
950 W. Mall Square, Suite 110
Alameda, CA 94501

Dear Director Garland,

We are writing in regards to the letter from Mr. Alan Ta dated February 25, 2019, describing the decision to move forward with all five of the proposed safety improvements to visibility for the intersection of San Antonio Avenue and Walnut Street.

With this letter, we are appealing Planned Improvement Recommendation #3 to remove one parking space on the southwest corner at the intersection of San Antonio Avenue and Walnut Street. We have enclosed a check for \$657, for the \$157 non-refundable appeal fee and \$500 deposit, with our appeal.

Our home is very close to the space proposed for removal and we will be directly impacted by this decision. Parking is only allowed on one side of Walnut Street, and our driveway is the closest to San Antonio Avenue on the side of Walnut Street where parking is available, with approximately 65 feet between our driveway and the corner curb-cut at the intersection.

There are at least 19 (single- and multi-unit) dwellings that need parking on our street, and most of the families on our street drive two vehicles. Our section of Walnut Street is two blocks from Alameda High School, and AHS students park on our street during the day. When we purchased our home on Walnut Street in 2010, 12 vehicles could park on our block.

In 2012, the Department of Public Works installed five feet of red curb at the southwest corner of the intersection of San Antonio Avenue and Walnut Street for the purpose of improving visibility in our intersection. This installation removed one of the four functional parking spaces between our home and San Antonio Avenue. Recommendation #3 would effectively eliminate a second functional parking space, leaving space for only ten vehicles on our block.

While we appreciate the importance of pedestrian and vehicular safety, we and our neighbors often have to park more than a block away from our home, taking a parking space in front of someone else's home. Our neighborhood clearly has insufficient parking.

The installation of five feet of red curb in 2012 has not had a measurable impact on vehicular safety, which we assume is why these five new improvements have been proposed. However, the many accidents that have occurred in our intersection over the last seven years have been primarily due to speeding, and not necessarily to a lack of visibility.

In 2012, we timed the vehicles traversing Walnut Street between Encinal Avenue and San Jose Avenue and concluded that improved visibility was more important for vehicles traveling south (from Encinal to San Jose) than for vehicles traveling north (San Jose to Encinal).

Over two 30-minute periods on consecutive days, 31 vehicles traveled south while 22 vehicles traveled north along Walnut Street (in comparison, twice as many vehicles [60 and 40] traveled in each direction along Oak, and five times as many along Willow [104 and 152] in the same time). We timed 36 of the vehicles on Walnut and calculated their speeds over these two blocks.

We have summarized these calculations in the following figures (page 3); 33% of southbound vehicles traveled through the intersection of Walnut and San Jose in excess of 25 MPH, as opposed to 7% of northbound vehicles. When we spoke with him in 2012, Mr. Ta indicated that this pattern was confirmed by a traffic study performed by the Public Works Department.

In the seven years that have passed since we performed this study, we have not observed a change in this pattern; most of the speeding traffic on Walnut Street is southbound. The visibility of our intersection to southbound drivers will not be improved by removing additional parking on the southwest corner.

As homeowners and parents, we are concerned about maintaining visibility and promoting public safety. However, we don't think that making on-street parking more difficult for working families is the best way to achieve these goals. We hope that the Public Works Department can find other means to improve the safety of our intersection, and fully support Planned Improvements #1, 2, 4 and 5.

Sincerely,

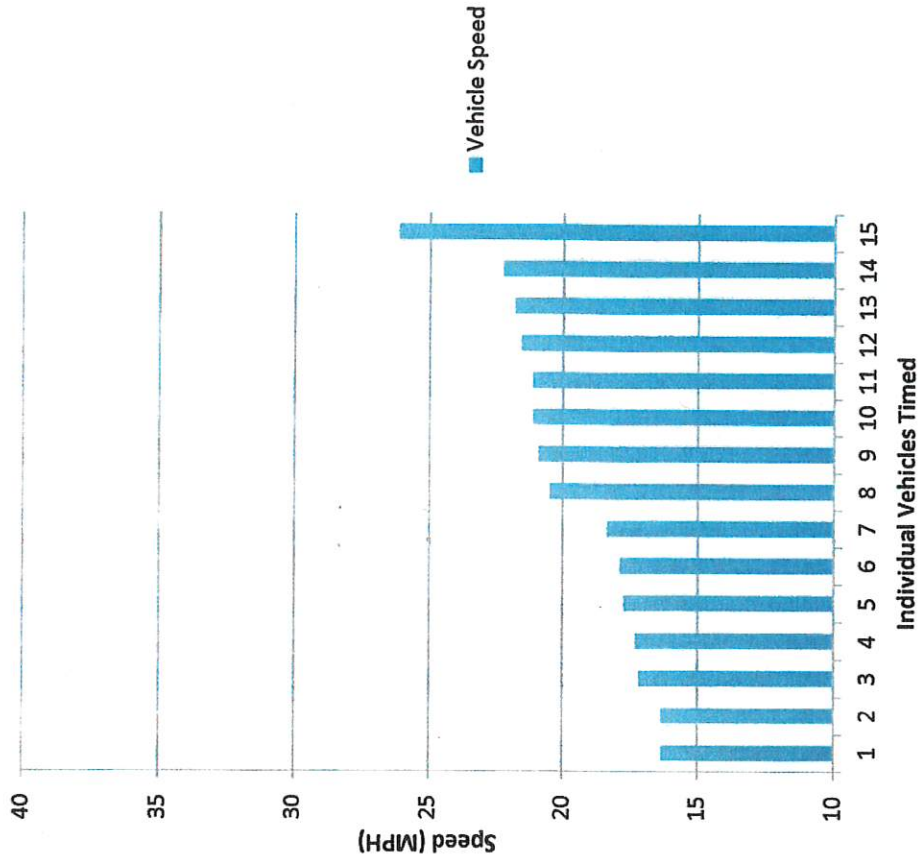


Steven Mack



Mary Fisher

Northbound Speed in Intersection



Southbound Speed in Intersection

