

## Central Avenue Social Media and Email Comments

### ***Oct 13, 2020 Posting - City of Alameda***

Like: 26

Love: 3

Wow: 1

Sad: 1

Angry: 1

#### **Comments:**

Joy Moore The design is actually good for local traffic. The roundabouts are horrible, every time I am exposed to one I see an accident and they are not pedestrian friendly. The entire design will discourage people who use Alameda as a cut through to San Leandro as it will create massive back-ups during "rush" hours; but for the other 20 hours a day it actually makes the streets safer and provides more space, left turn lanes etc.

Angela Carlson This will be a win for all the younger folks who choose to ride their bikes around town. It seems like the City is trying to encourage people to leave their cars at home become more pedestrian friendly.

Jason Biggs Thank you for helping to make a more safer Alameda. That part of Central is within a block or two of 7 schools our children attend, and there was a 3-month period last year where we had 12 car-versus-children collisions. This is overdue.

Steven Zegas Oh for chissakes you road planning people drink too much Monster energy drink, get full of yourselves and almost always create more obstacles, stripes, congestion, merging, lights and stops. 9/10 of the changes presumably 'fix' something but create other issues. Are you the same people that turned Park Street into a dysfunctional eyesore?

Jayne Gagliano Will these changes decrease the amount of drag racing taking place between 4th and 5th? Because that really needs to be addressed.

Ray Massie There's already block long backups at central and Webster. This is just going to push more traffic into neighborhood streets.

Cyndy Johnsen Love the focus on safety. People drive too fast and need to slow down. Thank you.

Alan Tubbs In this area it is a good idea. I agree that just running around converting 4 lanes in to 2 is the easy button and you can't keep adding apartments, turning houses in flop houses, and eliminate parking. The car is here to stay for many many more years and you can't wish it away.

I don't think, personally you need to reduce to four lanes past the entrance to the bike path about 1/2 mile before Webster (Crown Avenue), when bike riders can take Crown Beach bike path (which I do every single day on a bike). You also already have a ready made bike path along the old NAS storage sheds and most of Main Street already has a extra wide walking/bike path that can be expanded instead of taking more roadway.

Tuwa Lau Too much converting of 4 into 2 lanes to accommodate bikers. But how far can we go on this in all Alameda roads? Look at the long strip of shoreline. The city turned the 4 lanes into 2 for the bikers. Three or 5 bikers in a busy day? It causes a lot of blind spots for the car drivers. Hitting side and door cars because of the narrowing roads.

Roberta Anne Robertson I bike shoreline daily in my commute and for fun. If you get out of your car to enjoy the biking and walking path you will realize that hundreds of bikes, walkers, and joggers use the path every day.

Theurgist Braun Bernard Coll let's hope it'll help cause nothing is slowing drivers down..

Bernard Coll Tuwa Lau yes you have a point. However 2 lanes 25mph, roundabouts they work. Tired of speeders on Central .. slow down

Theurgist Braun I don't think anything will slow drivers down. More patrol is what Alameda needs. So STOP the defund BULL\$H!T and add more police to make this city safe like it was in the past. Stop wasting \$\$\$ on \$h!t that doesn't work. We need competent leaders.

Steven Zegas A 'road diet' 🤔😂😂 Do any of you Yahoo's ever really figure out that the changes you put in place ADD to the carbon footprint?

Marko Zivanovic Disappointing to see CalTrans continue making unsafe bike infrastructure. Props to City of Alameda - Local Government for separating bikes and cars with a hard shoulder.

Tammy Schenker Change the lights timer

Nick Winterbauer So two lanes each way to one lane, and calling it an improvement? Nope

Jason Biggs Nick Winterbauer for pedestrians it is.

Rob Kern Looks like a great way to connect the Point area and Webster St all the way to the East End. Right now you can take the bike path through Crab Cove heading to the Point but then the path dumps you out on Central until you get to the boat launch ramp.

Jon Hayes Now we just need speed enforcement

Carol Perez How much parking are people losing with this reconstruction?

Heather Wheeler Dooley There have been several open public meetings about this

Heather Little My children thank you!

## ***Email Correspondence Comments***

Fri 10/16/2020 6:47 PM

Hi,

The bike lanes, road diet, and round-about is a great idea. I looked through the plans, this will be a major improvement for our neighborhood. Why do I think this?

Better for our kids: I only wish that the bike lanes would have been done when my kids were ready for middle and high school, as it is we were forced to add trips to the morning car commute to get them there safely. I wish the round-about had been in when my kids were even younger, to prevent people speeding through the 5-way intersection. I'm looking forward to no more squealing tires.

It's worked before:

Remember the controversy over the bike lanes at the beach, the street furniture on Webster, the movie theater and parking? Alamedans love our history, but change can be good. Alameda has gotten better and better in the 24 years we've lived here and adding traffic calming, pedestrian and biking amenities is needed and welcome in my book.

Better for our property values:

The more our neighborhood looks like the friendly and calm place that it is, the better for property values and our enjoyment of the neighborhood. Right now it kind of looks like a highway with a gas station in the middle, the lanes are almost never full so people think they can speed down that long straight stretch, not realizing our kids will be crossing for school or to visit a friend's home.

Too much parking:

Imagine if you could live in the apartments at the corner and bike to the ferry for work, maybe pick up a gig car for a weekend, a lot of people might not want more parking. Myself and most of our neighbors park on the street now, not because there's nowhere to park, but because there's plenty of space. I remember our neighbor Wayne used to want us to park in our driveways or garages because it looks nicer, but we didn't usually bother. Often the gas station leaves cars on the street for sale or for repair because there's so much space. They wouldn't do that if there was nowhere to park them. We've heard the idea many times before that it's hard to park in Alameda, but it just doesn't fit my 24 years of experience and I don't mind if I get a few more steps in by parking down the block, especially if it means I get a calmer round-about and bike lanes.

Be well,

Heather Abrams

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Fri 10/16/2020 5:40 PM

Dear Gail,

I am a home owner on the south block of Sherman St. at 1317 and have viewed the proposed circle for the intersection of Centra/Encinal/Sherman Streets. I appreciate the intention of trying to improve the safety and flow of traffic for cars, bicycles and pedestrians who use this space. The problem is the significant impact, which can't be ignored, to the availability of parking spaces on the street in the immediate one block area of the intersection. The plan calls for the removal of parking spaces on all of the affected streets except my block of Sherman St. This impact of removed spaces along with the high density dwellings located at this intersection will cause the already tight parking situation on my block of Sherman only to become worst.

Unfortunately, given our reliance on automobiles, we already have tight availability of parking spaces in all directions of this intersection for at least one block, and removing existing spaces will only force more cars to park further up Sherman St. and then will spill over onto San Antonio. This spillover will only increase more traffic in the adjacent residential streets not designed for higher traffic volume, which I assume the intention is to keep the traffic in the Central/Encinal corridor. This proposed designed will have unintended consequences of putting more traffic and parking problems in the surrounding areas. It may improve the immediate intersection, but cause problems one to two blocks away, and with this larger view of the problems that will occur is what I consider the unintended consequences.

Please consider my comment to be supportive of the goals to improve safety and traffic flow, I've used traffic circles before and like them, but not if it causes more problems for the immediate residents. If I need to send this comment to a specific place, please send me the link or email.

Best regards,

Gordon Wong

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Friday, October 16, 2020 4:23 PM

Janis,

I have not received any thing in the mail – I received a printed description and plan view of the project.

I am **opposed** to the project as designed- the roundabout with no signal will be confusing to most – as we don't have this type of intersection anywhere in town and it will be cause backups as people won't know to just merge in to the circle and go around.

There is a lot of traffic that goes down Central and merges onto Encinal (firetrucks as well – which will now have to swerve around the roundabout.

The other bigger issue is the one-way of Sherman Street south of Central/Encinal – this is totally unfair to those property owners. They will have to make U-turns mid block if parked facing North and double back and go around the block.

I find it odd for the house on Central to have their driveway between the corner and their home and the cross walk after that. Based on the locations of the medians you are restricting the other side of Central (apartment) from entering or exiting their parking lot – they can only go East.

Ken & Connie and Charles "Kale" & Julia "Puka" Carvalho

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Mon 10/19/2020 3:10 PM

Hello, Gail.

I'm a resident on the first block of Sherman Street that is proposed to be one way going south for one block. In general, I like roundabouts. And, I appreciate that the city takes safety for bicycles and pedestrians as priorities. Speed limits have helped control safety in Alameda to date. The five point intersection was a site of frequent accidents in the past,. However, with a change in the timing of the signals a number of years back, the frequency of accidents in the intersection was reduced dramatically. I wasn't able to locate city records to prove my point. Although, being so close to the intersection , we neighbors hear or see accidents that happen there. Lately, there have been few.

I have concerns about parking, increased traffic in the neighborhood and about access to the central part of Alameda without north-bound entrance to the intersection given the proposed circle design.

First off, I would like to see the results of your parking study of the area. I hope you can make it available to me later today or early tomorrow so that I can respond within the comment period. If the city has not done a study, one should be done and results taken into account before the roundabout design proceeds further in the approval process.

At present we have parking problems along Sherman Street, both north and south of the proposed circle. To the north, both sides of the street are full of cars all the time. Central and Encinal are fully parked near the intersection as well. This is due to three large multi-unit apartments on intersection corners which do not have sufficient, or any, off-street parking. The elimination of parking spots nearest the intersection will force more cars to the south into the neighborhood around Franklin Park and School via Sherman St. Currently, a number of cars from north of the intersection park regularly in the first block of Sherman

St. These extra vehicles create a full parking situation south of the intersection as well as north of it. So, a parking problem already exists on Sherman St. and the circle will make that considerably worse.

We have the added challenge that street sweeping closes one side of the Sherman two days each week. While necessary in fall when leaves are falling, the need for street sweeping is minimal the remainder of the year. Curtailing street sweeping to months October through December would help the current parking situation quite a lot.

The circle would make a parking problem that will add cars parked further down Sherman, on to San Antonio and likely toward the school and park.

The increase in cars and traffic will impact the safety of the area for pedestrians, children in particular. This neighborhood was not designed for the proposed increase in traffic that comes from people coming into the neighborhood looking for parking if not going through to avoid Encinal and Grand. Furthermore, bikers especially families are a frequent sight in the neighborhood and around the park. Increases in parked cars and moving ones pose additional hazard for those bikers. I doubt that the proposed bike lines along and around the circle will do much to reduce the bike traffic through the neighborhood and especially around the park and school.

Next the one way direction for the first block of Sherman St. sets up a challenge for the entire neighborhood. Without an exit from Sherman to the Central/Encinal intersection, residents will be forced on other neighborhood streets causing another further increase in traffic on streets that were not designed for lots of cars.

Without the proposed narrowing of the entrance to Sherman, two way traffic could be accomplished. From the drawing there appears to be no purpose for the narrowing except to reduce speed. we already have a speed remedy in the stop sign at Sherman and San Antonio.

One comments about the virtual townhall. The drawings of the proposed changes are so small that I believe residents miss much of the detail. For example, I can't how the Encinal entrance to the circle is configured.

I appreciate if you will pass along these concerns and purposed solutions to all involved city officials and I'll look forward to seeing the city's parking study.

Respectfully with regards, Ann Evans

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Mon 10/19/2020 3:56 PM

Gail,

I was aware of the Central Avenue Safety Project, but only became aware of the Central Avenue Roundabout component on Saturday.

I have lived at 1338 Sherman Street since 1980. My house is 3 structures away from Central and Encinal where the roundabout is being planned.

I understand the project will reduce the the number of on street parking spaces on Sherman and Encinal.

Parking is already difficult because some of the houses on Sherman and Encinal near Central have no off street parking or only one space, yet the residents have multiple cars.

On street sweeping days, people often have to park their cars around the corner on San Antonio.

I also understand that Sherman Street traffic will become one way running South toward the lagoon requiring me to drive the equivalent of three blocks to get to Central Avenue.

I am totally against the installing this roundabout if on street parking is eliminated and Sherman Street becomes a one way street.

Regards,

Andy Goldsmith

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Mon 10/19/2020 9:13 PM

Dear Ms. Payne

I understand you are taking comments on the proposed road diet and corresponding plans for Encinal and Central. I'd like to voice my deep "no" to this plan unless it is balanced and we recognize the need to have at least one east-west road across the Island dedicated to cars. We have east-west for bikes on Otis, on the new bike path along Atlantic, and upcoming as I understand it for Willie Stargell. I do understand bike access is very important across town. That said, there also is, and will remain, a need for cars. Currently there is not an energy-efficient method for cars to move east-west on the Island without having to idle at multiple stop lights and stop and start at stop signs nor is there a way to move speedily and efficiently without fear of having to dart from an errant bike. "Road diets" may help provide more bike areas, but we need to also recognize the need f

or cars and find them a way to travel better on the Island as well. There should be some east-west routes where bikes are preferred and given preference and at least one east-west route restricted to cars only.

I would be happy to discuss this if you'd like to talk. Please feel free to email and we can set up a call.

Thank you.

Maureen Feldman

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Tue 10/20/2020 9:30 PM

Hello,

A neighbor informed me that there is a project in planning for a roundabout on the corner of Central and Sherman. I live at 1219 Central Avenue, Apartment B on that corner in Alameda. I have lived here for many years, and love Alameda! I support the local community by spending money in the stores and restaurants on a regular basis. I agree it's a good idea to create a safer intersection. However, I have looked at the current plans and it appears that we will lose many, many, parking spaces in front of the property I live in and on every corner and street near the property! It is already very difficult to park around the area, I have often had to park far up Central to get a space, and have to walk with groceries etc. back to my place. I've had to walk in the dark, in the fall and winter after I get home from work due to the lack of parking spaces. I will not feel safe if I have to park blocks away all the time, and I should not have to. There are many apartments and condos in this location, and they do not provide parking spaces. There are five apartments in this home alone, with 8 people living in this one location, with one parking space that belongs to one of the units. Where will we all park, 2 or 3 blocks away? There are several more multi unit locations in the area on Central near the home I live in, and across the street and all over Sherman as well. I do not believe the design considered the impact to all of us living here! I believe the project will make it difficult to continue to live here. I'm very concerned, and frankly stressed, and sad about this plan. Please revise the plan to give us back our parking spaces so myself and others can continue to live here safely and we can continue to support the community as we have for many years.

Thank you,

Cynthia Cooper

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Wed 10/21/2020 1:59 PM

Hello Gail- I spoke with you yesterday along with my daughter Lauren Brandt who resides at 1400 Sherman Street.

Thank you for the reassurance that all existing street trees will be preserved with the subject project. It was a huge relief. :-)

I am reaching out again to make you aware of two (street tree) constraints as I believe they will influence your project, possibly to an extent that redesign would be necessary.

1. Tree along Central closest to curb return NE corner of Sherman & Central: The concept design assumed that there is 12 feet available to construct a sidewalk and one way bike path. However, the distance between the back of sidewalk and this tree trunk is less than 9 feet. I believe that at least 9 feet is needed to implement the concept and save the trees given the minimum ADA sidewalk width (4 feet) and the minimum one way bike path (5 feet).

2. Tree along Sherman closest to curb return NE corner of Sherman & Central: This tree is unusual because its trunk leans easterly over the existing sidewalk in the area of the proposed one way bike path. Although this low leaning tree is not posing any problems currently, I believe that it would be a hazard to a cyclist with the proposed bike path location.

I'll send photos of these trees separately.

Good luck with your project.

Take care,

Karen Henry

CA PE # 39694



Wed 10/21/2020 6:13 PM

Hi Gail- it is trash day. It brought to mind one more consideration for your design consultant- trash bin placement for residences at 1400, 1402, 1404 & 1406 Sherman Street. Current trash pick up is on Central (photo.) The current concept design shows bioswale along the entire property frontage. I suspect that a bioswale wouldn't be a good place to put trash bins for pick up.

All the best,

Karen Henry



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Fri 10/23/2020 3:10 PM

Hello Coordinator Payne,

With the burgeoning population of Alameda, innovative solutions for city planning are needed to improve the safety of our community. The proposed roundabout project at the intersection of Central and Sherman Avenues is an outstanding example of the kind of planning we need. A roundabout would streamline traffic, which is desperately needed, but most importantly, it would safeguard pedestrians crossing multiple roadways. As a resident in the Bronze coast neighborhood, I drive through this intersection almost daily. I applaud the city effort with this proposal, and I do hope this project comes to fruition.

Thank you,  
Sheryl Cavales Doolan  
San Antonio Avenue, Alameda

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Thu 10/22/2020 4:22 PM

gail,

as someone who lives in the 1300 block of sherman street, i am concerned about the parking spots that will be eliminated if a roundabout goes in. i am also very concerned about our block being turned into a one way.

i have other concerns but it is difficult to determine exactly what is being planned from the pdf that i have seen so i can't voice those further concerns until i have a clearer understanding of the plan.

i don't know where i go from here, but i needed to register my concern.

please keep me updated.

thank you,

martha freeman

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