

Gail Payne

From: Gail Payne
Sent: Monday, January 25, 2021 11:21 AM
To: Michael Alessio
Subject: RE: [EXTERNAL] Sherman Street Closure and roundabout

Michael,

City staff is obliged to make the streets safer, and we are using a data-driven process to do it as shown by the safety information that I provided you about roundabouts.

Thank you.

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: Michael Alessio <thetraveladdict@gmail.com>
Sent: Monday, January 25, 2021 9:15 AM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: Re: [EXTERNAL] Sherman Street Closure and roundabout

> they reduce fatal and severe injury collisions at intersections

Living very close to this intersection for the last 20 years or so, I have not seen a single fatal or severe injury in all that time.

Let me be blunt - Who is benefiting financially from this proposal should it go through?

Cheers,
MRA

Sent from my iPad

> On Jan 25, 2021, at 08:51, Gail Payne <GPayne@alamedaca.gov> wrote:

>

> Michael,

>

> Thank you for reaching out about roundabouts! City staff is considering adding roundabouts in the City because they reduce fatal and severe injury collisions at intersections by about 80 percent according to federal research. We will be taking an informational item on roundabouts to the Transportation Commission this Wednesday, January 27 at 6:30 p.m. Roundabouts also result in lower vehicle speeds, generally 15-25 miles per hour, around the roundabout. Crashes that occur will be less severe because of this reduced speed and the more "sideswipe" nature of crashes. Pedestrians are generally safer at roundabouts, and are faced with simpler decisions at a time.

>

> Videos and presentations on roundabouts are as follows:

> - FHWA Video on Modern Roundabouts: A Safer Choice: https://youtu.be/uhHzly_6lWM

> - FHWA Video on Modern Roundabouts: An Innovative Solution to Intersection Safety Concerns: <https://www.youtube.com/watch?v=C6LoK0hxj7k>

> - Video on Why the US Hates Roundabouts: <https://www.youtube.com/watch?v=AqcyRxZJCXc>

> - FHWA Roundabout Safety Benefit Presentation:
https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/presentations/safety_aspects/short.pdf

> - FHWA Roundabout Technical Summary Document:
<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10006/fhwasa10006.pdf>

>

> Thank you.

>

> Regards,

>

>

> Gail Payne, Senior Transportation Coordinator, City of Alameda
> 510-747-6892 - <mailto:gpayne@alamedaca.gov>

>

> -----Original Message-----

> From: Michael Alessio <thetraveladdict@gmail.com>

> Sent: Sunday, January 24, 2021 9:35 AM

> To: Gail Payne <GPayne@alamedaca.gov>

> Subject: [EXTERNAL] Sherman Street Closure and roundabout

>

> What is the impetus for this horrid idea?

>

> Sent from my iPhone

>

Gail Payne

From: Gail Payne
Sent: Monday, February 15, 2021 9:54 AM
To: Laura Alviar
Subject: RE: [EXTERNAL] RE: Virtual Open House for Central Ave and Encinal Ave Projects

Laura,

Yes, the striping will be adjusted, and this level of design is not completed. City staff is proposing to keep the ability for people to turn left into Hoover. We are recommending an accessible on-street parking space just west of Hoover on the south side of the street.

Thank you.

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

From: Laura Alviar <lauraalviar@sbcglobal.net>
Sent: Thursday, February 11, 2021 2:51 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: RE: [EXTERNAL] RE: Virtual Open House for Central Ave and Encinal Ave Projects
Importance: High

Dear Ms. Payne:

- I noticed that the turn lanes to enter Hoover goes both way one to Hoover and one into my driveway.
- Can this be changed to only to into Hoover and give us more room to park in front of our house.
- We are paying very high taxes and would like the right to park in front of our own house. Pretty or not.
- Also, I have a handicap parking placard and it will be more convenient and safer to me to have parking by my house.
- Please could you reconsider this request?

Thank you,

Laura Alviar
510-769-0832

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Thursday, February 11, 2021 10:58 AM
To: Laura Alviar <lauraalviar@sbcglobal.net>
Subject: RE: [EXTERNAL] RE: Virtual Open House for Central Ave and Encinal Ave Projects

Laura,

Yes, you are correct that the proposal recommends removing parking in front of 514 Central Avenue because it is within the intersection at Hoover and does not comply with City visibility standards.

Thank you.

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

From: Laura Alviar <lauraalviar@sbcglobal.net>
Sent: Thursday, February 11, 2021 10:40 AM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: [EXTERNAL] RE: Virtual Open House for Central Ave and Encinal Ave Projects
Importance: High

Dear Ms. Payne:

- According to this map it appears that our house will not have on street parking (514 Central Ave) across the street of the Hoover Rd entry.
- Before I get too excited about losing the ability to park in front of my house, I want to verify that this is correct.
- Please could you let me know for sure the parking situation as soon as possible.

Thank you,

Laura Alviar
514 Central Ave
Alameda CA 94501
510-769-0832

Gail Payne

From: Dustin Askvik <dustin_askvik@yahoo.com>
Sent: Tuesday, February 16, 2021 2:46 PM
To: Gail Payne
Subject: [EXTERNAL] Central Ave.

Hi Gail,

My neighbors on Central (across from Paden Elementary) have recently sent you emails objecting to all the parking which will be lost. While I agree this will be a huge inconvenience, as it is hard already to find parking after 5pm, I am in support of the bike lane for several reasons 1) It is currently unsafe for all the kids to attend schools along Central to bike to school. 2) With more kids biking, less cars will be on the road in the morning with parents trying to get their kids to school on time. 3) More biking = more exercise!

I am one of the residence who will lose their parking. I live in one of the 16 cottages with only street parking. I am also a teacher in Alameda, and have had two of my past students hit by cars on Central (and one kindergarten teacher). For me, the choice is clear. Safety over a close parking space.

I think the plans look great, and look forward to when the project is completed.

Thank you,
Dustin Askvik
461A Central Ave.

Gail Payne

From: Rod Baker <rodbaker898@comcast.net>
Sent: Wednesday, February 10, 2021 4:12 PM
To: Gail Payne
Subject: [EXTERNAL] Central Avenue Safety Improvement Project

I would like to receive updates on the referenced project. I am particularly interested in a proposed roundabout at the intersection of Central and Encinal Avenues and the closure of Sherman Street at that point. As a resident of the bronze coast, my husband and I used Sherman Street from San Antonio Avenue to access the Marina Village area 3-4 times a week by bicycle. I am concerned that closing off this area will result in an unnecessary and unsafe left turn from another street, i.e. Grand Street. Also, please advise who best to address my comments and concerns to.

Thank you.

Cris Baker
898 Laurel Street
Alameda, CA

Gail Payne

From: chadowab@gmail.com
Sent: Wednesday, March 17, 2021 8:39 PM
To: Gail Payne
Cc: alewis865@gmail.com; 'Kayla Tsztoo'; katie.phan1023@gmail.com; 'Brian Fisher'
Subject: [EXTERNAL] Roundabout Information

Hi Gayle,

Brian and I had a video meeting with two members of Carmel, Indiana's traffic department this past Monday, and it was a fruitful one. Carmel has 138 roundabouts, and is planning to build 3 more. Here is some info that we plan on writing in the question/comment box for the April 20 city council meeting:

1. Rapid flashing beacon lights in concert with an auditory signal seemed the most viable. Lights have been installed in the sidewalks, but they tend to burn out. We think the beacons would be better than a motion detector with a signal light. It's too old-fashioned after years of auditory signals that can be controlled with a button. The beacons would give the blind/visually impaired pedestrian more control with such a button.
2. Signs such as the classic PED X crossing sign in black and yellow in concert with a light are currently used in the Carmel roundabouts.
3. The speed limit in the roundabouts is 15 mph, which is roughly what the city of Alameda would use.
4. The traffic people were sympathetic to the situation of us blind and VI pedestrians, but they had no definitive answer for us. They never received any feedback from a VI woman living next to one of the roundabouts, or any other blind/vi people in the city for that matter. The National Highway Administration website video said that research into making roundabouts accessible for the blind is ongoing. I am thinking of writing to the NHA about that one.

Hope this helps!

Best,
Alysa Chadow

Gail Payne

From: Gail Payne
Sent: Friday, February 19, 2021 1:13 PM
To: Margaret Chinn
Cc: Malia Vella; John Knox White - City Council; Tony Daysog; Marilyn Ezzy Ashcraft; Trish Spencer; Eric Levitt; Andrew Thomas
Subject: RE: [EXTERNAL] asking to have traffic signal installed as part of Central Avenue Safety Improvements

Margaret Chinn,

Fyi – Please review the City staff/consultant team recommendations for Central Avenue at the Virtual Open House:
<https://gather.cdmsmith.com/v/y2qm2KdR1wO>

The final design of this safety improvement project includes increased visibility at intersections along Central Avenue, improved crossing at Central/Lincoln and a roundabout at Central/Third/Taylor. The benefits of roundabouts are shown in the Virtual Open House, and are summarized below:

Roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82 percent when compared to conventional stop-controlled and signalized intersections, per the AASHTO Highway Safety Manual. Roundabouts result in lower vehicle speeds, generally 15-25 miles per hour, around the roundabout. Crashes that occur will be less severe because of this reduced speed and the more “sideswipe” nature of crashes. Pedestrians are generally safer at roundabouts, and are faced with simpler decisions at a time. Videos and presentations on roundabouts are as follows:

FHWA Video on Modern Roundabouts: A Safer Choice: https://youtu.be/uhHzly_6lWM

FHWA Video on Modern Roundabouts: An Innovative Solution to Intersection Safety Concerns:
<https://www.youtube.com/watch?v=C6LoK0hxj7k>

Video on Why the US Hates Roundabouts: <https://www.youtube.com/watch?v=AqcyRxZJCXc>

FHWA Roundabout Safety Benefit Presentation:

https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/presentations/safety_aspects/short.pdf

FHWA Roundabout Technical Summary Document:

<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwas10006/fhwas10006.pdf>

Thank you.

Regards,

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

From: Margaret Chinn <magamasa@gmail.com>

Sent: Thursday, February 18, 2021 5:37 PM

To: Gail Payne <GPayne@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>

Subject: [EXTERNAL] asking to have traffic signal installed as part of Central Avenue Safety Improvements

Dear honorable Commissioners and Ms. Payne,

My name is Margaret Chinn. I have been an Alameda resident for 17 years. I live on the West End of Alameda. I am concerned about traffic safety at the intersection of 3rd Street and Central Avenue near Encinal High School. I was not aware that the city has a Central Avenue Safety Improvements Project. I would like to request that the city consider installing an appropriate traffic signal at the intersection of 3rd Street and Central Avenue, either as part of this project or on its own.

During the Covid pandemic, I have been walking almost daily in my neighborhood around Encinal High School. When I am in the area of the 3rd Street and Central intersection and the area of Central Avenue in front of Encinal High School, I frequently notice people going very fast in their cars. In addition, visibility as cars travel from the 4th Street/Central intersection toward 3rd St/Central intersection is not optimal, especially when people are driving at high speeds. Also, the crosswalk at Lincoln/Central has poor visibility for drivers/pedestrians. I do not know exactly what the distance is between the nearest traffic signals (4th/Central and Pacific/Central), but it seems like a very long distance between traffic signals. I am concerned that the long distance between signals in this area leads to drivers going too fast. I am concerned that the combination of high speeds and poor visibility at the Lincoln/Central Ave and 3rd St/Central Ave intersections presents a high risk for traffic accidents involving pedestrians.

Even if there was no school in the area, I think these factors present a high risk for traffic safety. But, with Encinal High School in this section of road, the risk is greatly increased that someone driving too fast may hit students who are crossing at either of these crosswalks.

I urge you to immediately put in a radar detection device to see for yourselves how many people speed in this area. I also urge the city council to put in a traffic signal at the intersection of 3rd/Central and also

appropriate safety measures at the intersection of Lincoln Ave/Central Avenue. Doing this proactively will benefit the whole city by ensuring the safety of the residents and students who use the roads in this area.

I would appreciate your reply to my request. I will also be advocating in my neighborhood for my neighbors to write with their support of installing a traffic signal and other safety measures.

Please don't wait until a tragic accident in the area brings more urgency to this issue.

Sincerely,

Margaret Chinn

Gail Payne

From: Karen Miller <karenmillercrs@gmail.com>
Sent: Wednesday, December 16, 2020 9:21 PM
To: Gail Payne
Subject: [EXTERNAL] more on Sherman

“Clarice Vee • Middle Alameda

They made Sherman a thoroughfare street to Marina Village (through Pacific area) and put in a stop sign on Sherman/Santa Clara, presumably to make it safer to cross. But, now they are blocking it at Central? We use that route to get to Franklin Park all the time (for swimming, etc.) Sherman is the one street that is easy and safe to cross Santa Clara. I'm surprised they would block it, given this.”

Regards,

Karen Miller



Virus-free. www.avast.com

Gail Payne

From: Gail Payne
Sent: Monday, February 15, 2021 9:49 AM
To: Ken Freeman
Subject: RE: Central Avenue Project

Ken,

Yes, if the roundabout is approved at this intersection, it only is recommended with a cul de sac at Sherman Street south of this intersection.

Thank you.

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

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

From: Ken Freeman <frees49@hotmail.com>
Sent: Thursday, February 11, 2021 4:01 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: [EXTERNAL] Re: Central Avenue Project

Gail,
Thank you for your prompt but confusing reply.
I asked about a Sherman Street Cul de Sac and you replied about the roundabout????
Perhaps you are saying that if the roundabout is approved that would include a Sherman Street Cul de Sac ????
I checked the virtual zoom presentation for clarification, etc but it didn't clarify this question of mine.
Please clarify.
Thanks,
Ken Freeman

Sent from my iPhone

> On Feb 11, 2021, at 7:10 AM, Gail Payne <GPayne@alamedaca.gov> wrote:
>
> Ken,
>
> City staff is proposing the Sherman/Encinal roundabout; however, it is unfunded and beyond the scope of the project and the grant monies that we already have received. If the City Council approves it then City staff will seek additional funds for it. To express your viewpoints, it is most effective to give a verbal comment at the City Council meeting, which is expected to occur on Tues, April 20 at 7 p.m.
>
> Thank you for your interest!
>
> Regards,
> Gail Payne, Senior Transportation Coordinator, City of Alameda (she/her/hers)
> 510-747-6892 - <mailto:gpayne@alamedaca.gov>
>

> -----Original Message-----

> From: Ken Freeman <frees49@hotmail.com>

> Sent: Wednesday, February 10, 2021 8:27 PM

> To: Gail Payne <GPayne@alamedaca.gov>

> Subject: [EXTERNAL] Central Avenue Project

>

> Gail,

> Am I correct that the Sherman St cul de sac is not part of the initial work. That this cul de sac will be considered in the future?

>

> I support a Sherman Street cul de sac. Is there anything I can do to influence the decision to include this cul de sac in the initial work?

>

> Thanks for your time.

> Ken Freeman (Sherman Street resident)

>

> Sent from my iPhone

>

Gail Payne

From: Neil Gilfedder <ngilfedder@yahoo.com>
Sent: Wednesday, February 10, 2021 4:04 PM
To: Gail Payne
Subject: [EXTERNAL] Central Ave Project

Hello

I'm writing to support the proposals for Central Ave that I received by email. These will help cyclists: Central between the boat ramp access road and the path to Crown Beach is part of the bike route on the south shore of the city. I end up taking up the right hand lane, which I'm fine doing, but maybe off-putting to newer bikers as drivers can get a little testy. And as a driver, I find the four lanes excessive between Encinal and Webster. They seem to encourage speeding. Finally, roundabouts are an efficient way to increase safety without gumming up traffic.

Thanks

Neil Gilfedder

Gail Payne

From: Gail Payne
Sent: Tuesday, February 16, 2021 7:54 AM
To: Christina Hanson
Cc: neiman123@gmail.com; Dustin Askvik; Nora Bentley
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Christina,

City staff is recommending a three-lane street as opposed to a two-lane street because of the safety benefits. The proposed center-turn lane is one of the main reasons that three-lane streets see at least 19 percent and up to 47 percent reduced rear-end, sideswipe and left-turn collisions. City staff is obliged to recommend the safest alternative, and it is up to the City Council to deviate so as to allow for additional parking. City staff is expecting to request City Council approval of the Central Ave final design on Tues, April 20. There is an alternative section in the staff report where I will include this two-lane option with additional on-street parking for their consideration.

To learn more about "road diets", please refer to the Central Ave webpage under the "Details" tab:
<https://www.alamedaca.gov/Central>

Thank you.

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

From: Christina Hanson <cmhalameda@gmail.com>
Sent: Monday, February 15, 2021 9:40 PM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: neiman123@gmail.com; Dustin Askvik <dustin_askvik@yahoo.com>; Nora Bentley <norabentley97@gmail.com>
Subject: Re: [EXTERNAL] parking space loss on the Central Ave project

Hi Gail -

Thank you for your response. I would like to add a couple additional comments:

First, I need to make a correction to my previous email - I referenced the bike path on High St., but actually meant Fernside.

I also have a question that may help me understand the reasoning behind the substantial parking removal. I have reviewed the plan, and currently, there are four lanes of traffic, and two rows of parking - one on each side of the street. If you are removing an entire traffic lane to accommodate the bike lane, why does the parking need to be removed as well? I realize there needs to be visibility, but, as proposed, it appears to be twice the amount of space necessary to accomplish this goal. As a logical person, I think this point is the most frustrating aspect - the seemingly unnecessary elimination of 112 spaces - it does not make sense. Clearly, earlier plans did not require elimination of that many spaces nor do other bike lanes in other parts of Alameda, or other cities.

I would like to end by saying I take public transportation daily, (when not on lockdown) and I support there being a bike lane on Central. However, as earlier plans demonstrated, this can be accomplished without the substantial parking removal. I think bike safety is very important, but as a single woman, I am also concerned about my safety having to

walk a mile to my house late at night when I get home after dark. I already deal with this issue on occasion due to the current parking limitations, and with this project, it will increase 20 fold.

Thank you for your time.

Christina Hanson
461 Central Ave.
510-387-1000

On Feb 15, 2021, at 8:37 AM, Gail Payne <GPayne@alamedaca.gov> wrote:

Christina,

I hear your frustration, and City staff have stated that the goal is to minimize parking loss with the highest priority as increased safety. For reference on what has been stated, please refer to past staff reports as listed on the Central Avenue web page: <https://www.alamedaca.gov/Central>

I will add your correspondence to the compilation document, and will research your suggestions to further reduce parking loss.

Thank you.

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

From: Christina Hanson <cmhalameda@gmail.com>
Sent: Saturday, February 13, 2021 7:57 PM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: neiman123@gmail.com; Dustin Askvik <dustin_askvik@yahoo.com>; Nora Bentley <norabentley97@gmail.com>
Subject: Re: [EXTERNAL] parking space loss on the Central Ave project

Hi Gayle -

This is Christina Hanson, owner of 461 Central.

I find your response to my neighbor (Mark) illogical, and frankly, dishonest.

How are you "adding" parking spaces to the north side of Central Ave? The north (and south!) side of Central Ave. are currently **completely** utilized for parking by the people that live here. If you are removing 112 spaces, you are not adding "more parking". Period. (You may be doing some rearranging, but you are not adding parking - and you are not "mitigating" anything - you are removing 112 spaces.) To call it anything else is simply untrue.

Frankly, I find it insulting that you are using that as a response to a valid inquiry about a significant change affecting the people who live here. You need to do better.

I understand similar changes were made on Shoreline, and on High St., and you are probably using the same rationale to the loss of parking spaces that occurred then. The difference is, the majority of houses here on Central were built from 1906-1912 - before people had cars. **There are no driveways or garages. We have no other options for parking**, unlike the condos on Shoreline that have parking, or the 4 bedroom/2 car garage houses on High St.

As Mark stated, this entire process, over the past 3+ years, the City has repeatedly stated **parking would not be reduced**. 112 spaces is a substantial reduction, and is not acceptable, especially at this stage of the project.

I, and my neighbors, have participated in this process in good faith - and now, in the 11th hour of the project, you are stating we are losing 112 spaces - the entire south side of the street. This is not the way the review process from the community is supposed to work - you don't ask for input, repeatedly state you are going to honor the request, and then completely disregard it for your own benefit, (or now claim it is a 'safety issue' and not up for discussion.) In this process, everything is up for discussion.

The City needs to come up with some options to lessen the 112 spaces you are proposing be eliminated. Some suggestions -

- Why not reconfigure the Paden School driveway?
- Narrow the sidewalk? Combine the (parallel) Paden walkway and the City sidewalk.
- Why not have the school reduce their parking spaces since the justification of the bike lane is to encourage kids to bike to school? Wouldn't that result in less parking/drop off space needed at the school?
- Limit parking to residents only - via permits.
- Make Central Ave two lanes instead of three - whatever will work to not reduce the parking.

The current proposed plan is unacceptable as presented. Please resolve the issue of the (substantially) reduced parking on Central Ave., prior to this project moving forward.

Sincerely,

Christina Hanson
461 Central Ave.
510-387-1000

On Feb 12, 2021, at 9:42 PM, Gail Payne <GPayne@alamedaca.gov> wrote:

Mark,

Yes, parking will be removed on the south side of Central Avenue near Paden School to provide a safer area around the elementary school. More parking is provided on the north side of the street and west of Fourth Street to mitigate the impact.

Thank you.

Regards,

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

From: neiman123@gmail.com <neiman123@gmail.com>
Sent: Thursday, February 11, 2021 2:57 PM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: 'Christina Hanson' <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>; 'Nora Bentley' <norabentley97@gmail.com>
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Gail,
Thank you for your quick response. It's not exactly clear from those drawings where the spaces will be lost, but I notice in the drawing that there are no "blue autos parked symbols" on the south side of Central between 4th and 5th, but they are on the north side of Central. Has parking been eliminated on the south side of Central?
Thanks,
Mark Neiman

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Thursday, February 11, 2021 7:31 AM
To: neiman123@gmail.com
Cc: Christina Hanson <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Mark,

Yes, City staff/consulting team minimized parking loss and added it where possible as in west of Fourth Street and on the north side of Central Ave by Paden. The "conceptual design drawings" station in the Virtual Open House shows where on-street parking will exist: <https://gather.cdmsmith.com/v/y2qm2KdR1wO>

Thank you.

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

From: neiman123@gmail.com <neiman123@gmail.com>
Sent: Wednesday, February 10, 2021 11:39 PM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: Christina Hanson <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>
Subject: [EXTERNAL] parking space loss on the Central Ave project

Dear Gail,

I'm a little dismayed about the note that 112 parking spaces are going to be lost. On Central Ave, around Paden, parking has become extremely difficult, I suspect, because of the increased density of occupants per apartment which has

occurred due to rising rents. We had discussed this several times in the initial stages of the project and we were assured that the City would not take away spaces. I know that was referring to the lane conversion on Central. And now, taking away parking will instead be justified because it is for safety concerns? Can you please direct me to where I can find out why and which spaces are going to be lost?

Thanks,

Mark Neiman

- *“On-Street Parking:* About 112 on-street parking spaces along Central Avenue and side streets (about 22 percent of the on-street parking) will be removed to increase the visibility and safety at intersections and driveways and to provide standard travel lane, parking and bikeway widths and bus stop zones; and...”

Gail Payne

From: Karen Miller <karenmillercrs@gmail.com>
Sent: Monday, December 14, 2020 12:27 PM
To: Gail Payne
Subject: RE: [EXTERNAL] Sherman/Encinal/Central project

Hi Gail,

More good info. She literally lives 2 houses away from Encinal and according to her she did not hear about the plans until mid October.

Jeannine Gravem

Jeannine Gravem • Gold Coast

I am a resident of Sherman at the corner of Encinal. I truly dislike both options. This project will take away a lot of needed parking in the area, make it inconvenient for anyone who lives on Sherman and does not have a drive way. Will make access for firetrucks and ambulances harder. This will also inconvenience anyone who travels north bound Sherman to get to Marina Village and shopping at Lucky's not to mention the tube. If you want traffic to slow down put in a speed bump at a fraction of the cost. I have also lived on a cul de sac before and it is inconvenient. And Sherman was not designed to have a cul de sac so the radius will be smaller.

11 hr ago

Jeannine Gravem

Jeannine Gravem • Gold Coast

City Hall did not let us know about the roundabout on Sherman until mid October. Then they changed the plans again November 10th right before the Traffic committee meeting on November 18th.

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Friday, December 4, 2020 9:12 AM
To: karenmillercrs@gmail.com
Subject: Re: [EXTERNAL] Sherman/Encinal/Central project

Karen,

Thank you for this information! We actually think traffic patterns will shift resulting in some fewer cut through trips through the Gold Coast area. Thus, we are not expecting more traffic in front of Franklin Park and School.

Thank you for helping improve Alameda!

Regards,
Gail

Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:-gpayne@alamedaca.gov>

From: karenmillercrs@gmail.com <karenmillercrs@gmail.com>
Sent: Thursday, December 3, 2020 10:52:29 PM
To: Gail Payne
Subject: RE: [EXTERNAL] Sherman/Encinal/Central project

Hi Gail,

I have no idea if you have access to Nextdoor but the conversations regarding the Sherman intersection are enlightening to say the least. Most of the respondents had no idea of the plan for that intersection and 99% of those are against what is being proposed. The few that are in favor, live on Sherman and will benefit from the street being less traveled. The most interesting of the comments was :

Karen Sheaffer • Gold Coast

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

Regards,

Karen Miller

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Wednesday, December 2, 2020 7:49 AM
To: karenmillercrs@gmail.com
Subject: RE: [EXTERNAL] Sherman/Encinal/Central project

Karen,

Thank you for your suggestion!

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: karenmillercrs@gmail.com <karenmillercrs@gmail.com>
Sent: Tuesday, December 1, 2020 5:30 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: RE: [EXTERNAL] Sherman/Encinal/Central project

Hi Gail,

Just FYI- No one that I have spoken to in my neighborhood is aware of this proposal. Not sure what the city does, but I have lived here for 40 years and the communication has never been what it should be. Especially with the COVID restrictions, I think a printed letter would still be the best way to communicate. Sherman is a major artery and closing it would effect a lot of residents-not just the ones who live on the street.

Regards,

Karen Miller

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Tuesday, December 1, 2020 5:25 PM
To: karenmillercrs@gmail.com
Subject: RE: [EXTERNAL] Sherman/Encinal/Central project

Karen,

We did send out a notification on the virtual open house to people along Central, Encinal and parts of Sherman and Webster. We also announced the virtual open house, which still is available on the Central Ave web page, via press releases, social media, email list serves, etc.

Thank you again for your input!

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: karenmillercrs@gmail.com <karenmillercrs@gmail.com>
Sent: Tuesday, December 1, 2020 5:20 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: RE: [EXTERNAL] Sherman/Encinal/Central project

Thank you. I thought I was a fairly informed citizen but had no idea that this was being proposed. I also read the Sun religiously and did not see anything about the town halls that discussed this. I am surprised that letters were not sent out to the neighbors. We all are aware of the impact on Central Ave but in looking at the plans, there is no other street being closed in the plan.

Regards,
Karen Miller

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Tuesday, December 1, 2020 5:16 PM
To: karenmillercrs@gmail.com
Subject: RE: [EXTERNAL] Sherman/Encinal/Central project

Karen,

The City Council will be asked to approve this project concept for the Central Avenue corridor on Tues, Jan 5.

Thank you for your input! It is helpful to better understand what the community is wanting.

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: karenmillercrs@gmail.com <karenmillercrs@gmail.com>
Sent: Tuesday, December 1, 2020 5:11 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: [EXTERNAL] Sherman/Encinal/Central project

Hi Gail,
Not sure if you are the right forum for this comment but the option of making Sherman a cul de sac between Central and San Antonio would be a disaster as Sherman is a major route for all of us that live south of that intersection. When Marina Village Parkway was constructed and opened up to Sherman the idea was to funnel traffic. If you close Sherman,

which is the shortest distance to all of the Gold Coast neighborhoods, as it is on a diagonal instead of the parallel grid, it will increase traffic on all the side streets as people will have to weave around the closure to get to their destinations. If you are not the correct person to direct this to, please give me the correct person. Also can you confirm that the Council will be hearing this on 12/15? Thanks.

Regards,

Karen Miller

720 Paru St



Virus-free. www.avast.com

Gail Payne

From: Lara Weisiger
Sent: Tuesday, December 8, 2020 8:25 AM
To: CityCouncil-List
Cc: Eric Levitt; Gerry Beaudin; Andrew Thomas; Gail Payne
Subject: FW: [EXTERNAL] Sherman/Central/Encinal intersection

Hi,
The below is being forwarded at the request of the sender.
Thanks,
Lara

From: Laura Chandler-Tippett [mailto:ltippett70@yahoo.com]
Sent: Tuesday, December 8, 2020 7:49 AM
To: City Clerk <CLERK@alamedaca.gov>
Subject: [EXTERNAL] Sherman/Central/Encinal intersection

Good Morning,

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

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

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

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

I hope you will give this idea consideration.

Best regards,

Laura Tippett
38 year Alameda resident.

Gail Payne

From: Karen Miller <karenmillercrs@gmail.com>
Sent: Wednesday, February 10, 2021 9:10 PM
To: Gail Payne
Cc: 'Ken Phares'
Subject: [EXTERNAL] FW: Virtual Open House for Central Ave and Encinal Ave Projects

Hi Gail,

I just got this email regarding the Central Ave project and it shows Sherman being turned into a cul de sac going south of Central in the virtual open house. I thought that it hasn't been decided as to what will be done there. In all the previous conversations there were alternate plans being considered. Can you please comment if this is a "done deal"? I believe that there is a lot of opposition to this plan. The traffic created on both Morton and Paru will put the kids in jeopardy both at Franklin School and Franklin Park. The traffic will not reroute to Grand as that will now be a bottle neck with the restriping of the intersection of Otis and Grand. The lack of the ability to turn right until the cars going straight pass is going to be a nightmare. Did anyone look at how many cars turn right from Otis to Grand on the north east corner? Anyone living near Grand will have to wait for the signal to change to turn right and the traffic will back up on Otis. Please don't create similar problems with the redesign of Central.

Regards,

Karen Miller

720 Paru St

From: City of Alameda <alameda@public.govdelivery.com>
Sent: Wednesday, February 10, 2021 3:47 PM
To: karenmillercrs@gmail.com
Subject: Virtual Open House for Central Ave and Encinal Ave Projects

Having trouble viewing this email? [View it as a Web page.](#)



Virtual Open House for the Central Ave and Encinal Ave Projects

**Virtual Open House for the City-led Central Avenue Safety Improvement
Project and the Caltrans-led Encinal Avenue Pavement Preservation Project**

Gail Payne

From: Eric Levitt
Sent: Wednesday, December 9, 2020 8:51 AM
To: Andrew Thomas; Gail Payne
Cc: Lara Weisiger
Subject: FW: Alameda Bike Lanes

[Public comment on I believe Central Avenue or Otis project.](#)

Eric

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

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

Hello,

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

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

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

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

Also, I have asked this question several times at meetings and never gotten an answer....has an actual usages vs cost report been done to justify these projects, or had an impact report been done (one that shows how this will impact traffic, especially with all the new housing being built.)

If so, were can these reports be found.

Gail Payne

From: Gail Payne
Sent: Wednesday, February 17, 2021 8:38 AM
To: Kathryn Moyano
Subject: RE: [EXTERNAL] Central Ave Safety Improvements

Katie,

Yes, I received your comment via email and via the Virtual Open House, and these comments will be included in the compilation document and summary for the City Council meeting on Tues, April 20. The City staff/consultant team consider this option for the bus stop location as the safest one in that it simplifies the complicated intersections of Webster/Central and Eighth/Central. The proposed center turn lane by McDonald's/725 Central and the "keep clear" markings also will help improve safety in this area. When we proceed into the more detailed design phase, we will continue to look at other ways to improve the safety at 725 Central Avenue.

Thank you for your input.

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

From: Kathryn Moyano <kmoyano@villanova.edu>
Sent: Tuesday, February 16, 2021 7:22 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: [EXTERNAL] Central Ave Safety Improvements

Hi Gail,

I hope this email finds you well.

I live at 725 Central Ave and have seen the signs up for the roadway improvement plan. I looked at the virtual town hall presentations and noticed that there is a proposed AC bus stop in front of the 725 Central Ave apartment building. There is a resident parking lot behind the building with a driveway connecting to Central between the building and nextdoor McDonald's. I'm concerned putting a bus stop in front of the building will create a hazardous driving condition for 725 residents entering and leaving the parking lot driveway. I submitted a comment through the town hall suggestion forum as well.

I know you and other city employees probably get a lot of negative feedback and criticism but I'm glad the city is investing in improving the safety of Central Ave. I have almost been hit at the pedestrian crosswalk from Page St across Central to Spritzers Cafe multiple times. People speed down the street at extreme speeds at night, I'm surprised there aren't more fatalities.

Are there any additional ways to voice my concerns?

Thank you,
Katie Moyano

Gail Payne

From: mra@thetraveladdicts.com
Sent: Tuesday, January 26, 2021 2:58 PM
To: Gail Payne
Subject: Re: [EXTERNAL] Sherman Street Closure and roundabout

I read your attached URLs - and they answered none of the questions that I asked.

There is no shame in you not knowing the answers, so please, if you do not have the answers, refer me to someone who does.

Cheers,
MRA

On Jan 25, 2021, at 11:46 AM, Gail Payne <GPayne@alamedaca.gov> wrote:

Michael,

Yes, we will have the analysis completed after the outreach process in February and then for the City Council meeting in April. I have included your email in the Central Ave email list serv so that you can be apprised of the schedule moving forward. In the interim, please feel free to review the materials that were presented to the Transportation Commission and that are on the Central Ave webpage under "Town Hall:"

<https://www.alamedaca.gov/Central>

Thank you.

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: Michael Alessio <thetraveladdict@gmail.com> **On Behalf Of** Michael Alessio
Sent: Monday, January 25, 2021 11:38 AM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: Re: [EXTERNAL] Sherman Street Closure and roundabout

City staff is obliged to make the streets safer, and we are using a data-driven process to do it as shown by the safety information that I provided you about roundabouts.

Please share your data and methodologies. The links you gave are not Alameda Specific, nor do they give any data about that intersection at all; never mind how you determined that it was unsafe.

Also, please share the origination of this proposal (Who initiated it?), and also share information on the contractor selected to implement the plan.

Cheers,
MRA

Michael Alessio
<https://www.linkedin.com/in/michaelalessio/>

On Jan 25, 2021, at 11:21 AM, Gail Payne <GPayne@alamedaca.gov> wrote:

Michael,

City staff is obliged to make the streets safer, and we are using a data-driven process to do it as shown by the safety information that I provided you about roundabouts.

Thank you.

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:-gpayne@alamedaca.gov>

From: Michael Alessio <thetraveladdict@gmail.com>
Sent: Monday, January 25, 2021 9:15 AM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: Re: [EXTERNAL] Sherman Street Closure and roundabout

> they reduce fatal and severe injury collisions at intersections

Living very close to this intersection for the last 20 years or so, I have not seen a single fatal or severe injury in all that time.
Let me be blunt - Who is benefiting financially from this proposal should it go through?

Cheers,
MRA

Sent from my iPad

> On Jan 25, 2021, at 08:51, Gail Payne <GPayne@alamedaca.gov> wrote:

>

> Michael,

>

> Thank you for reaching out about roundabouts! City staff is considering adding

roundabouts in the City because they reduce fatal and severe injury collisions at intersections by about 80 percent according to federal research. We will be taking an informational item on roundabouts to the Transportation Commission this Wednesday, January 27 at 6:30 p.m. Roundabouts also result in lower vehicle speeds, generally 15-25 miles per hour, around the roundabout. Crashes that occur will be less severe because of this reduced speed and the more "sideswipe" nature of crashes. Pedestrians are generally safer at roundabouts, and are faced with simpler decisions at a time.

>

> Videos and presentations on roundabouts are as follows:

> - FHWA Video on Modern Roundabouts: A Safer

Choice: https://youtu.be/uhHzly_6lWM

> - FHWA Video on Modern Roundabouts: An Innovative Solution to Intersection Safety

Concerns: <https://www.youtube.com/watch?v=C6LoK0hxj7k>

> - Video on Why the US Hates

Roundabouts: <https://www.youtube.com/watch?v=AqcyRxZJCXc>

> - FHWA Roundabout Safety Benefit

Presentation: https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/presentations/safety_aspects/short.pdf

> - FHWA Roundabout Technical Summary

Document: <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10006/fhwasa10006.pdf>

>

> Thank you.

>

> Regards,

>

>

> Gail Payne, Senior Transportation Coordinator, City of Alameda

> 510-747-6892 - <mailto:gpayne@alamedaca.gov>

>

> -----Original Message-----

> From: Michael Alessio <thetraveladdict@gmail.com>

> Sent: Sunday, January 24, 2021 9:35 AM

> To: Gail Payne <GPayne@alamedaca.gov>

> Subject: [EXTERNAL] Sherman Street Closure and roundabout

>

> What is the impetus for this horrid idea?

>

> Sent from my iPhone

>

Gail Payne

From: Gail Payne
Sent: Friday, February 12, 2021 9:42 PM
To: neiman123@gmail.com
Cc: 'Christina Hanson'; 'Dustin Askvik'; 'Nora Bentley'
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Mark,

Yes, parking will be removed on the south side of Central Avenue near Paden School to provide a safer area around the elementary school. More parking is provided on the north side of the street and west of Fourth Street to mitigate the impact.

Thank you.

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

From: neiman123@gmail.com <neiman123@gmail.com>
Sent: Thursday, February 11, 2021 2:57 PM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: 'Christina Hanson' <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>; 'Nora Bentley' <norabentley97@gmail.com>
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Gail,
Thank you for your quick response. It's not exactly clear from those drawings where the spaces will be lost, but I notice in the drawing that there are no "blue autos parked symbols" on the south side of Central between 4th and 5th, but they are on the north side of Central. Has parking been eliminated on the south side of Central?
Thanks,
Mark Neiman

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Thursday, February 11, 2021 7:31 AM
To: neiman123@gmail.com
Cc: Christina Hanson <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Mark,

Yes, City staff/consulting team minimized parking loss and added it where possible as in west of Fourth Street and on the north side of Central Ave by Paden. The "conceptual design drawings" station in the Virtual Open House shows where on-street parking will exist: <https://gather.cdmsmith.com/v/y2qm2KdR1wO>

Thank you.

Regards,

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

From: neiman123@gmail.com <neiman123@gmail.com>

Sent: Wednesday, February 10, 2021 11:39 PM

To: Gail Payne <GPayne@alamedaca.gov>

Cc: Christina Hanson <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>

Subject: [EXTERNAL] parking space loss on the Central Ave project

Dear Gail,

I'm a little dismayed about the note that 112 parking spaces are going to be lost. On Central Ave, around Paden, parking has become extremely difficult, I suspect, because of the increased density of occupants per apartment which has occurred due to rising rents. We had discussed this several times in the initial stages of the project and we were assured that the City would not take away spaces. I know that was referring to the lane conversion on Central. And now, taking away parking will instead be justified because it is for safety concerns? Can you please direct me to where I can find out why and which spaces are going to be lost?

Thanks,

Mark Neiman

- *“On-Street Parking:* About 112 on-street parking spaces along Central Avenue and side streets (about 22 percent of the on-street parking) will be removed to increase the visibility and safety at intersections and driveways and to provide standard travel lane, parking and bikeway widths and bus stop zones; and...”

Gail Payne

From: Gail Payne
Sent: Tuesday, February 16, 2021 4:17 PM
To: neiman123@gmail.com
Cc: 'Dustin Askvik'; 'Nora Bentley'; 'Christina Hanson'
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Mark,

You are correct in that in 2015, the City was not working under the same standards. Last year, City staff recommended additional parking loss adjacent to Paden Elementary School and the San Francisco Bay Trail to McKay Avenue to create standard widths for travel lanes, center-turn lane, on-street parking and the two-way bikeway. Travel movements also will be simplified adjacent to the school and the Bay Trail in an effort to improve safety.

Thank you.

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

From: neiman123@gmail.com <neiman123@gmail.com>
Sent: Tuesday, February 16, 2021 4:01 PM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: 'Dustin Askvik' <dustin_askvik@yahoo.com>; 'Nora Bentley' <norabentley97@gmail.com>; 'Christina Hanson' <cmhalameda@gmail.com>
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Gail,

I share Christina's frustration and anger over the unexpected change in plans for parking that will have an extremely detrimental impact on the residents in the area who currently depend on street parking. The anger comes from the fact that we were repeatedly assured that that the addition of the bike lanes would not result in the net loss of on street parking. This assurance was given at the Town Hall meetings in 2015 which my neighbors and I attended. I fully support the idea of making the city more bike friendly, and after relying on the truthfulness of the city's promise that the parking we depend on wouldn't be compromised, I fully supported the Central Ave project.

Please correct me if I am mistaken, but It seems that as late as the December 2018 (workshop #4), the plan drawings indicated that the parking on the south side of Central (i.e. in front of Paden) wasn't going to be removed. The drawings in the current presentation show it removed.

When did the spaces on the south side of Central get eliminated?

This has a major impact on the residents in the few blocks around Paden. Our cottages were built well before the need for off street automobile parking, and try the best we can to adapt and co-exist with changes in the neighborhood. The recent increase in apartment density has put a real strain on parking and losing even a few spaces will have a tremendous negative effect on the quality and safety of our lives.

I want to see this project succeed but not at our expense and not with a surprise change in parking that will have a major impact on our lives. Christina has suggested alternatives, and I hope that City will seriously consider reversing the loss of parking spaces around the several blocks adjacent to Paden.

Sincerely,
Mark Neiman
461 Central Ave #C

From: Gail Payne <GPayne@alamedaca.gov>
Sent: Monday, February 15, 2021 8:38 AM
To: Christina Hanson <cmhalameda@gmail.com>
Cc: neiman123@gmail.com; Dustin Askvik <dustin_askvik@yahoo.com>; Nora Bentley <norabentley97@gmail.com>
Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Christina,

I hear your frustration, and City staff have stated that the goal is to minimize parking loss with the highest priority as increased safety. For reference on what has been stated, please refer to past staff reports as listed on the Central Avenue web page: <https://www.alamedaca.gov/Central>

I will add your correspondence to the compilation document, and will research your suggestions to further reduce parking loss.

Thank you.

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

From: Christina Hanson <cmhalameda@gmail.com>
Sent: Saturday, February 13, 2021 7:57 PM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: neiman123@gmail.com; Dustin Askvik <dustin_askvik@yahoo.com>; Nora Bentley <norabentley97@gmail.com>
Subject: Re: [EXTERNAL] parking space loss on the Central Ave project

Hi Gayle -

This is Christina Hanson, owner of 461 Central.

I find your response to my neighbor (Mark) illogical, and frankly, dishonest.

How are you "adding" parking spaces to the north side of Central Ave? The north (and south!) side of Central Ave. are currently **completely** utilized for parking by the people that live here. If you are removing 112 spaces, you are not adding "more parking". Period. (You may be doing some rearranging, but you are not adding parking - and you are not "mitigating" anything - you are removing 112 spaces.) To call it anything else is simply untrue.

Frankly, I find it insulting that you are using that as a response to a valid inquiry about a significant change affecting the people who live here. You need to do better.

I understand similar changes were made on Shoreline, and on High St., and you are probably using the same rationale to the loss of parking spaces that occurred then. The difference is, the majority of houses here on Central were built from

1906-1912 - before people had cars. **There are no driveways or garages. We have no other options for parking**, unlike the condos on Shoreline that have parking, or the 4 bedroom/2 car garage houses on High St.

As Mark stated, this entire process, over the past 3+ years, the City has repeatedly stated **parking would not be reduced**. 112 spaces is a substantial reduction, and is not acceptable, especially at this stage of the project.

I, and my neighbors, have participated in this process in good faith - and now, in the 11th hour of the project, you are stating we are losing 112 spaces - the entire south side of the street. This is not the way the review process from the community is supposed to work - you don't ask for input, repeatedly state you are going to honor the request, and then completely disregard it for your own benefit, (or now claim it is a 'safety issue' and not up for discussion.) In this process, everything is up for discussion.

The City needs to come up with some options to lessen the 112 spaces you are proposing be eliminated. Some suggestions -

- Why not reconfigure the Paden School driveway?
- Narrow the sidewalk? Combine the (parallel) Paden walkway and the City sidewalk.
- Why not have the school reduce their parking spaces since the justification of the bike lane is to encourage kids to bike to school? Wouldn't that result in less parking/drop off space needed at the school?
- Limit parking to residents only - via permits.
- Make Central Ave two lanes instead of three - whatever will work to not reduce the parking.

The current proposed plan is unacceptable as presented. Please resolve the issue of the (substantially) reduced parking on Central Ave., prior to this project moving forward.

Sincerely,

Christina Hanson
461 Central Ave.
510-387-1000

On Feb 12, 2021, at 9:42 PM, Gail Payne <GPayne@alamedaca.gov> wrote:

Mark,

Yes, parking will be removed on the south side of Central Avenue near Paden School to provide a safer area around the elementary school. More parking is provided on the north side of the street and west of Fourth Street to mitigate the impact.

Thank you.

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

From: neiman123@gmail.com <neiman123@gmail.com>
Sent: Thursday, February 11, 2021 2:57 PM
To: Gail Payne <GPayne@alamedaca.gov>

Cc: 'Christina Hanson' <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>; 'Nora Bentley' <norabentley97@gmail.com>

Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Gail,

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Thanks,

Mark Neiman

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To: neiman123@gmail.com

Cc: Christina Hanson <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>

Subject: RE: [EXTERNAL] parking space loss on the Central Ave project

Mark,

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<https://gather.cdmsmith.com/v/y2qm2KdR1wO>

Thank you.

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda (she/her/hers)

510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: neiman123@gmail.com <neiman123@gmail.com>

Sent: Wednesday, February 10, 2021 11:39 PM

To: Gail Payne <GPayne@alamedaca.gov>

Cc: Christina Hanson <cmhalameda@gmail.com>; 'Dustin Askvik' <dustin_askvik@yahoo.com>

Subject: [EXTERNAL] parking space loss on the Central Ave project

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Thanks,

Mark Neiman

Gail Payne

From: Lara Weisiger
Sent: Monday, December 7, 2020 3:01 PM
To: CityCouncil-List
Cc: Eric Levitt; Gerry Beaudin; Andrew Thomas; Gail Payne
Subject: FW: [EXTERNAL] Sherman Roundabout comments on Nextdoor

Hi,
The below email is being forwarded at Ms. Miller's request. My understanding is this item will be on the January 19th agenda and I will let Ms. Miller know.
Thanks,
Lara

From: karenmillercrs@gmail.com [mailto:karenmillercrs@gmail.com]
Sent: Monday, December 7, 2020 2:38 PM
To: City Clerk <CLERK@alamedaca.gov>
Subject: [EXTERNAL] Sherman Roundabout comments on Nextdoor

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

From NEXTDOOR:

Karen Miller

• 5 days ago

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

Posted in General to Anyone

92 Comments

Comment

Comment

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See 4 previous comments

Karen Miller

Karen Miller • Gold Coast

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

5 days ago

Roberts Rockwell

Roberts Rockwell • Gold Coast

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

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

1 day ago

Karen Cowell

Karen Cowell • Bronze Coast

I like it. I am on Grand St and frequently cut through to Sherman to cross Central. Much more likely now that people will just stay on Grand and turn onto Encinal than cut through the Gold Coast if they want to cross the town on Sherman.

Paru is awful to cross on, so probably won't be too much change there. Bay will probably see an uptick, but probably not at the same rate that Sherman had, nor at the same speeds, since there won't be a light to try to catch.

5 days ago

Doug Letterman

Doug Letterman • Clement Ave

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

5 days ago

Hugh Phares

Hugh Phares • Gold Coast

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

5 days ago

See 5 more replies

Dana Hyzer

Dana Hyzer • Bronze Coast

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

5 days ago

Dave Hart

Dave Hart • Fernside

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

5 days ago

See 4 more replies

Ben Miller

Ben Miller • 4th Street

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

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

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

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

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

Edited 5 days ago

Jay Garfinkle

Jay Garfinkle • Harbor Bay Isle

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

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

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

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

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

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

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

Please, get involved.

4 days ago

Dave Hart

Dave Hart • Fernside

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

4 days ago

See 5 more replies

Paul Love

Paul Love • Central Alameda

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

4 days ago

Michael Gee

Michael Gee • Middle Alameda

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

Asking for a friend. Lol

Edited 4 days ago

Dana Hyzer

Dana Hyzer • Bronze Coast

Exactly

4 days ago

See 4 more replies

Michael Gee

Michael Gee • Middle Alameda

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

4 days ago

Pat Potter

Pat Potter • Central Alameda

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

4 days ago

Karen Miller

Karen Miller • Gold Coast

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

4 days ago

See 3 more replies

Roel Villamayor

Roel Villamayor • Central Alameda

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

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

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

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

4 days ago

Christine Kanbergs

Christine Kanbergs • Marina

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

4 days ago

Christine Kanbergs

Christine Kanbergs • Marina

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

4 days ago

Christine Kanbergs

Christine Kanbergs • Marina

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

4 days ago

Karl Robrock

Karl Robrock • Gold Coast

The lights at that intersection are sooo long and frustrating - so much that I drive through small streets to avoid them. Eliminating the stoplights will make for much free-er flowing traffic for both cars and bicycles. Secondly, there is a large amount of traffic that comes down Sherman, goes through that intersection and turns left on Dayton to get to Grand (think out of town beach traffic on weekends). This would direct that traffic down Encinal to Grand, both larger/wider, and thus safer streets. As a parent of a small kid that rides a bike on these streets, I'm acutely aware that Sherman in its current form is hazardous.

4 days ago

Emi Williams

Emi Williams • Gold Coast

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

4 days ago

Patsy Baer

Patsy Baer • Gold Coast

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

4 days ago

Jeff Schuster

Jeff Schuster • Gold Coast

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

4 days ago

Clarice Vee

Clarice Vee • Middle Alameda

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

4 days ago

Karen Cowell

Karen Cowell • Bronze Coast

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

4 days ago

Clarice Vee

Clarice Vee • Middle Alameda

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

4 days ago

Jeff Schuster

Jeff Schuster • Gold Coast

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

4 days ago

See 3 more replies

Laura Tippet

Laura Tippet • Marina

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

4 days ago

Hugh Phares

Hugh Phares • Gold Coast

Laura - If there MUST be a roundabout, then I agree with you we should admit Sherman to it rather than close Sherman permanently or divert its traffic to eastbound Encinal as now planned. Otherwise, if the existing 837 cars per day now entering the intersection from Sherman (per the project traffic report) are blocked or diverted, they must travel several additional blocks on each trip to regain access to Sherman north of the new cul de sac. The proposed roundabout is claimed to provide a safer intersection--and of course it would be safer if you stop traffic from using it--but the lesser safety from the additional rerouted traffic is nowhere analyzed in the project traffic report. CEQA requires better notice and evaluation of this proposed closure of Sherman street, an important north-south arterial. Instead, it is handled with little or no discussion in the project traffic report. Is anyone willing to match some dollars with me to obtain a peer review of the project traffic report from a qualified traffic engineer not working for the city?

1 day ago

See 4 more replies

Pam Herrmann

Pam Herrmann • Central Alameda

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

3 days ago

Mary Felsman

Mary Felsman • Chicago Dr

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

3 days ago

Karen Sheaffer

Karen Sheaffer • Gold Coast

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

3 days ago

See 10 previous replies

Hugh Phares

Hugh Phares • Gold Coast

Karen Miller

14 hr ago

Julie Pond

Julie Pond • East Shore

JKW and city engineers stop ruining every street in Alameda!

Edited 3 days ago

George Petrov

George Petrov • Marina

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

3 days ago

Aaron Bailey

Aaron Bailey • Gold Coast

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

2 days ago

Edward Lian

Edward Lian • Middle Alameda

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

2 days ago

Vanessa Shaw

Vanessa Shaw • Central Alameda

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

Cars should not be the focal point of a neighborhood.

1 day ago

Karen Miller

Karen Miller • Gold Coast

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

1 day ago

Terry Riley

Terry Riley • Ballena Bay

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

1 day ago

Peter Goldman

Peter Goldman • Gold Coast

This sounds great. Sherman should be closed, it's a really weird street to enter from there. And can we get a proper fountain and statue in the middle of the roundabout? Spruce up the place.

4 hr ago

Grant Hayes

Grant Hayes • Gold Coast

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

2 hr ago

Regards,

Karen Miller

Gail Payne

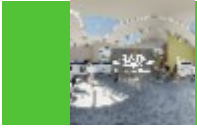
From: Karen Miller <karenmillercrs@gmail.com>
Sent: Tuesday, February 16, 2021 4:02 PM
To: Gail Payne
Subject: [EXTERNAL] More comments from Nextdoor

Hi Gail,

Are you passing these comments on to anyone? Most people are very unhappy with the changes being made and feel that their voice is not being heard.

[Karen Miller](#) Gold Coast • 1 day ago

Central Ave Remake. Please go to <https://gather.cdmsmith.com/v/y2qm2KdR1wO> to check out the city's plan for Central Ave. It involves roundabouts at the major intersections and closing off Sherman at Central on the south side. The city needs to hear your comments as they are going to be approving this in April. This is going to be yet another disaster for getting around the island. God help us if we need to evacuate the island.



Board%20Area

gather.cdmsmith.com

Posted in **General** to **Anyone**



11 Neighbors

61 Comments

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Don Scroggins

•

Ballena Bay

Have any of you dealt w roundabouts? I don't know about their studies, but in my experience, I was stressed out any time I used a busy roundabout near my sister's condo in Mpls. Despite rules of right of way, it was very anarchic, even more so w cars not signaling when exiting plus pedestrians. As for a [large.network](#) of bike lanes, usually changes are made based on need, or a perceived need. Except for Southshore, the bike lanes we have now are hardly used, so there is no need to erase driving lanes on so many cross town streets.

1 day ago

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4



Karen Miller

•

Gold Coast

So what they have done on Otis is to make it impossible to turn right on Grand if someone is in front of you going straight and the light is red. The only through 3 streets that run north/south off Otis are Willow, Grand and Westline. The traffic backup is going to be a mess! Who is designing these things anyway...

1 day ago

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5



Nick Anthony

•

Harbor Bay Isle

Anti car morons. I think the goal is to make driving as annoying, time consuming and expensive as possible. They are under the delusion that everyone will magically switch to bicycles.

1 day ago

[Like](#)

[Reply](#)

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5



Austin Hughes

•
Gold Coast

It seems like the people making all these recommendations don't even live in alameda.... it's only going to get worse... sigh, I miss the old version of my quiet little town....

19 hr ago

Like

Reply

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5



ava child

•
Middle Alameda

Is anyone familiar with Agenda 2030? I think some of the goals put forth by the UN called SDG, or Sustainable Development Goals are being implemented by governance way above our little island city. Maybe the goal is to get us out of our cars and on bikes? The narrowing of some of our roads does seem odd.

3 hr ago

Like

Reply

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1



Mark Greenside

•

Middle Alameda

Yes, the goal is to get us out of our cars and onto bikes, and that's fine, and I'm all for it, but bikes cannot/will not be used by everyone for all occasions: not at night, not in the rain, not when shopping, not with kids, not with older people, not when needing to leave the island, not when having to be anywhere on time, not when speed is a factor, not in an emergency.... Plus, there's another factor. The battle against cars was less about cars and more about fossil fuels, climate change, and temperature rise, but the more cars become electric the more these concerns diminish. Cars are probably here to stay--at least until 'Beam me up, Scotty' becomes a reality--so making them more difficult to use by impeding traffic flow is bad policy and detrimental to/for most of us.

3 hr ago

Like

Reply

Share



4



Nick Anthony

•

Harbor Bay Isle

The goal should be reducing carbon footprint by making traffic more efficient not trying to force everyone on bikes by making it as annoying as possible to drive.

2 hr ago

Like

Reply

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John Galloway

•

Ballena Bay

"So what they have done on Otis is to make it impossible to turn right on Grand if someone is in front of you going straight and the light is red. " Which may mean some folks turn right from the main lane while others may drive down the shoulder/bike-lane to turn right potentially causing more incidents. I'd at least like to know if there is some level of traffic flow analysis/simulation behind this or is it just someone's ad-hoc decision.

1 hr ago

Like

Reply

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Doug Letterman

•

Clement Ave

Mark Greenside No one thinks cars are going away. Transit, walking and biking are not for everyone and that's fine, but the City is projected to add thousands of new residents in coming decades and it's simply bad policy to plan for them all to drive cars exclusively. If you expect driving will be your primary mode of transportation in the future, however, then it's in your best interest to get more of your neighbors out of their cars. Studies have shown that many people *want* to bike more but don't because they feel unsafe on streets with insufficient bike and pedestrian infrastructure. Getting these eager but hesitant people to drive less is essential to avoiding crushing future traffic, because we can't afford to widen I-880 or build another car bridge to Oakland. That's why projects like these are a win for everyone, even drivers.

1 hr ago

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Mark Greenside

•

Middle Alameda

Yes, I'm all for that. I'm also all for not building more than the island can bear. Five ways on and off, none of them new, and none of them top-of-the-line earthquake secure. I'm also for building much fewer luxury, market-price housing units, as studies show those are the people most likely to use cars. The average household in Alameda has between 1.5 and 2.0 cars. Almost every biker person I know has a car. Not because they want to, but because they have to. An example: a young couple moved in as neighbors. They came from SF, where they had no car. They now have a new baby and 2 cars. Given the price of housing, more and more units have more and more people living in them, and that means more cars per unit. Yet, as the City grows, they require fewer and fewer parking spaces per unit. Yes, get more bikes and pedestrians on the streets AND build fewer units so there will be fewer cars, especially luxurious market-rate units. Build fewer units total AND more affordable housing if you want to reduce the number of cars on the streets and address the housing crisis.

1 hr ago

[Like](#)

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Add a reply...



Mark Greenside

•
Middle Alameda

Look at Webster Street. This is the cross-town route of fire trucks and ambulances coming from the Pacific Avenue station. Now that they have removed two lanes, made it is a single lane for cars and buses, squeezed in an unsafe bike lane and outdoor eating/drinking space for shops on Webster, it is almost impossible to move. There is almost always a backup. Just pray you don't need that ambulance or firetruck fast..... or need to get off the island quickly. Making driving more complicated and difficult when the overwhelming majority of the residents on the island use cars for transit is nuts. It's also dangerous. Traffic rules are supposed to improve the flow of traffic, not impede it, and like it or not, traffic in today's world means cars.

1 day ago

Like

Reply

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8



Danielle Brown

•
Central Alameda

I went to a city planning meeting a few years ago about this exact issue. They are not taking into concern how much traffic there is where Central meets Webster. They need to revise their plans when it comes to that intersection. Whatever they have come up with makes it worse.(edited)

8h

Regards,

Karen Miller



Virus-free. www.avast.com

Gail Payne

From: Karen Miller <karenmillercrs@gmail.com>
Sent: Friday, February 19, 2021 12:54 PM
To: Gail Payne
Subject: [EXTERNAL] more on Central



Mark Greenside

•
Middle Alameda
In France, round points are one of the most common places where accidents occur. I've had a couple myself.
3 days ago

[Like](#)
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2



Don Scroggins

•
Ballena Bay
Have any of you dealt w roundabouts? I don't know about their studies, but in my experience, I was stressed out any time I used a busy roundabout near my sister's condo in Mpls. Despite rules of right of way, it was very anarchic, even more so w cars not signaling when exiting plus pedestrians. As for a [large.network](#) of bike lanes, usually changes are made based on need, or a perceived need. Except for Southshore, the bike lanes we have now are hardly used, so there is no need to erase driving lanes on so many cross town streets.

3 days ago

[Like](#)
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6



Jonathan Holt

•

Around Ralphs

Don't worry you'll learn to use them. Roundabouts are far superior to intersections and we really need to adopt them more broadly. Then people won't be so afraid of them because they will actually have more experience using them. As to your point about bike lanes, if you look at studies on this stuff infrastructure drives demand. The reason there isn't as much demand for bikes is that alameda, and other area cities, have made it dangerous and inconvenient to bike. The changes to infrastructure will change people's habits. We should all be pushing for better bike infrastructure for the island as well as for the planet.

1 day ago

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4

[See 2 more replies](#)



Karen Miller

•

Gold Coast

So what they have done on Otis is to make it impossible to turn right on Grand if someone is in front of you going straight and the light is red. The only through 3 streets that run north/south off Otis are Willow, Grand and Westline. The traffic backup is going to be a mess! Who is designing these things anyway...

3 days ago

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7

[See 23 previous replies](#)



Carmen Davis

•

Bronze Coast

Idealism and reality are two very different things. Without significant investment in public transit options we are left with personal vehicles for most transportation. Even getting across the island—from Alameda Point to Harbor Bay is easily a 20 minute drive. Why not bring back the cross-city streetcar?(edited)

14h

[Like](#)

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Bret Jensen

•

Middle Alameda

Jay Garfinkle It might well be true that the overall population of California is not growing. But I have to tell you that be that as it may, the housing market in Alameda is as hot as it's ever been. Inventory is low, prices are extraordinarily high, it is what the agents call a "seller's market" in the extreme. Perhaps this is a bubble which will burst. But right now... if you put 100 new units on the market tomorrow, you would sell them all for pretty much whatever you asked. That's just the reality on the ground. Take it from me, my wife and I have been house hunting for a year, overbid multiple times, the market is just too hot. So... in that kind of climate, the housing is going to get built, and sold! Whether or not there is any parking for the cars. It would be irrational to expect people to refrain from building more housing for esoteric (to the builders anyway) quality-of-life concerns like traffic. Unless every single inch of Alameda is permit parking, people are going to bring their cars. Figure 2 per unit. It doesn't matter how much you invest in public transit. The cars will be brought and parked in whatever space remains. And please, it is easy and safe to blame our local political leaders. But they're not the coaches or quarterbacks of the housing market. At best they are like the referees. And we elected them knowing full well their campaigns were funded by developers. Expecting them not to allow development to proceed is like expecting your dog not to bark when the doorbell rings. Ain't really the dog's fault...

14 hr ago

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Morgan Bellinger

•

Downtown

Bret Jensen so let's make every inch permit parking, from 3-5am. Santa Monica does this. It works really well.

7 hr ago

[Like](#)

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Lara Yan

•
Middle Alameda

Morgan lives in the land of wishful thinking. Until our public transit options are well-funded and the lines more robust, that will never happen. Sorry but that's reality. Maybe driverless buses is the best next step.

3 hr ago

[Like](#)

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1



Bret Jensen

•
Middle Alameda

Morgan Bellinger I believe that permit parking is inevitable as well. I'm surprised it hasn't already been implemented, at least in some neighborhoods. But I doubt you could garner the support to implement permits right now. A good chunk of the voting residents of Alameda would resist it. The parking situation will have to get worse before it can get better. I think we're missing the point here though. You might be able to make Alameda more attractive to residents who desire to live car-free. But those will always constitute a minority of households on the island. Parking is a finite, shared resource. You cannot add more residents to the island without rationing this resource more thinly. There are no easy, slam-dunk solutions available. And parking is just one such resource.

3 hr ago

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1



Morgan Bellinger

•

Downtown

Lara Yan one reason our public transit options aren't well-funded is because general fund money is used to subsidize private automobiles, including with free city-maintained street storage. I'd rather be wishful than complacent with auto addiction.

3 hr ago

[Like](#)

[Reply](#)

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Morgan Bellinger

•

Downtown

Bret Jensen the parking situation on the west side is already pretty bad. Is it fair that anyone can just street park 4 or 5 or 6 cars? I think a permit system can be designed elegantly enough to not be resisted - including with a secondary market for folks who age out of needing their allocated permits and wish to lease them. An island with a populace that depends less on cars would have more open spaces, be in better shape, enjoy more access to shops and services that require high demand, and could make a functional transit system a priority.

3 hr ago

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Bret Jensen

•

Middle Alameda

Morgan Bellinger I don't know anyone who parks 6 cars on the street, but I understand where you're going. Why don't you design an equitable permit system and propose it to the city? I'll speak in support of it. Your comment about "more open spaces" made me laugh. Where on the island do you see the potential for more open space? My hunch is that Jean Sweeney will be the last one established. Other than on the base, what little is left is either currently being developed for housing or soon will be. I wanted to turn the Encinal Terminals site into a park. But no, the logic is inexorable - if you believe we're in a housing crisis, then you don't build parks, you build more housing! I also think the intra-island public transit that we have is probably about as good as it's going to get. You will find it a steep uphill struggle if you propose spending money on what would be, at least for years to come, a fleet of mostly-empty busses driving around the island. As an aside, I worked in downtown SF, then downtown Oakland for 20 years, and I think I drove to work all of once.

29 min ago

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Mark Greenside

•

Middle Alameda

Morgan Bellinger, my point is there are very very few people who can or want to get along without a car. New people who come to Alameda will have the same needs and wants as those of us already here--and that means cars. You can ban cars from specific places and you can build housing units without parking, but you cannot refuse people the right to have a car. With or without parking, people will have them, and with no parking they'll park on the streets, and if they get tickets and don't pay them you'll have another issue to deal with.... You're idea also enhances income differentials: wealthier people live in single family homes with garages and driveways; moderate and low income people will have to park on the streets and be subject to decreasing space, parking tickets, and fines. Last, car sharing with Zip and others is still driving and parking. The more people who don't have cars, the more people will use Zip and we're back to cars on the road and congestion.

10 min ago

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Mark Greenside

•

Middle Alameda

Morgan Bellinger, parking permits are a regressive fee impacting lower income people adversely, leading to parking tickets that don't get paid, leading to warrants and criminalization. I don't think that's really what you want, is it?

1 min ago

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Add a reply...



Mark Greenside

•

Middle Alameda

Look at Webster Street. This is the cross-town route of fire trucks and ambulances coming from the Pacific Avenue station. Now that they have removed two lanes, made it is a single lane for cars and buses, squeezed in an unsafe bike lane and outdoor eating/drinking space for shops on Webster, it is almost impossible to move. There is almost always a backup. Just pray you don't need that ambulance or firetruck fast..... or need to get off the island quickly. Making driving more complicated and difficult when the overwhelming majority of the residents on the island use cars for transit is nuts. It's also dangerous. Traffic rules are supposed to improve the flow of traffic, not impede it, and like it or not, traffic in today's world means cars.

3 days ago

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11



Danielle Brown

•
Central Alameda

I went to a city planning meeting a few years ago about this exact issue. They are not taking into concern how much traffic there is where Central meets Webster. They need to revise their plans when it comes to that intersection. Whatever they have come up with makes it worse.(edited)

3d

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4

[See 7 more replies](#)

[See 10 more comments](#)



Add a comment...

Gail Payne

From: Karen Miller <karenmillercrs@gmail.com>
Sent: Friday, February 26, 2021 10:25 AM
To: Gail Payne
Subject: [EXTERNAL] More comments

Bret Jensen

•
Middle Alameda
Marylin Wire: Definitely the primary threat to public safety: speeding bikes.(edited)

2d

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Morgan Bellinger

•
Downtown
Let's ban 2000+ lb bikes

2 days ago

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See 4 more replies



Georgia Glaze

•
Ballena Bay
So they are taking away street parking on central? That is going to be really really tough. So many people here don't have driveways or parking spots. Geeeeeze

2 days ago

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10

See 13 previous replies



Janet Lee

•
Shoreline Drive
Christina Hanson bait and switch.

14 hr ago

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2



Christina Hanson

•
Ballena Bay
Doug Letterman the plan states a 22% parking reduction for the project. That percentage is for the entire Central Ave 'neighborhood' which is Central Ave, plus cross streets and streets one block over on either side of Central, even though they are not directly part of the project. The actual parking loss is the entire south side of Central Ave - if the City was honestly calculating this reduction, it would be closer to 44% reduction of parking spaces on Central Ave.

14 hr ago

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Cyndy Johnsen

•
Around Ralphs

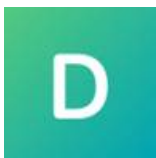
This project has taken a very long time to get to this point, and has definitely evolved. But I think it's gotten much better in the process. Here are some benefits as it stands now: - estimated 22-24 fewer collisions over a five year period; - reduced corridor travel time by over 4 minutes; - a new protected bikeway that will serve the 5,000 students who attend 12 schools in the project vicinity, Bay Trail users, and commuters getting to and from West End ferries. That's a lot of really good stuff, imho.

13 hr ago

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1



Doug Letterman

•
Clement Ave

Christina Hanson You said "half the parking on Central." 82% of the parking *on Central* isn't going anywhere. I'm not sure where you heard the plan eliminates parking on "the entire south side of Central." That's simply not the case.

13 hr ago

[Like](#)
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Carmen Davis

•
Bronze Coast

Cyndy Johnsen The number of kids cycling to school has significantly decreased over the last decades in Alameda.

2 hr ago

[Like](#)
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2



Dennis Thomas

•

Gold Coast

Doug Letterman You say that, "From Encinal Avenue/Sherman St to Bay S the number of parking spaces actually increases slightly". That's one block and a short one at that. What is the increase 0.5 parking spaces?

1 hr ago

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Janet Lee

•

Shoreline Drive

Carmen Davis after all, the city closed Lum School. A neighborhood school that kids could walk or bike to and from. Now parents have to drive their children to other neighborhoods farther out for schooling.(edited)

1h

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Dennis Thomas

•

Gold Coast

Carmen Davis Many families have two cars and can drive their children to school each day. As a parent, I can tell you that the greatest fear is a child being kidnapped on the way to or from school. Parents feel safer adjusting their work schedules in order to drive their children to school each day; especially on rainy days. One thing you don't see much any more with the advent of families having cars, are the old school buses picking up students and taking them to and from school. We did have them in this town.

1 hr ago

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Janet Lee

•
Shoreline Drive

Cyndy Johnsen I don't doubt that the intent of the planners is to make improvements. The issue is that city keeps manipulating the residents and use misinformation to get the project started and only when it's too late do residents find the original plan gets expanded or changed railroading the residents. Examples: 1. Crab Cove a park enjoyed by children will be a homeless and mental health facility for the entire COUNTY of Alameda. It's also near schools. Who in their right mind does that? 2. SouthShore - a massive multi story development on landfill and by a receding coastline that Alamedans already pay millions to replace the sand. 3. All the housing dev plan without any consideration to our aging infrastructure. Traffic is the least of the problems frankly. The sewer line, water, power, emergency exits off the island - no plans to address these concerns and no plans to make developers pay for upgrade to the infrastructure to support a mass growth in population. The taxpayers of Alameda will always be left holding the bag. That's long after the developers make their profits and the local officials in council they've paid are gone and moved on to wreck another nice town.(edited)

4m

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1



Marie Kane

•
Harbor Bay Isle

Janet Lee Thank you Janet Lee. You are spot on.

30 min ago

[Like](#)

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1



Add a reply...

Regards,

Gail Payne

From: Karen Miller <karenmillercrs@gmail.com>
Sent: Sunday, February 28, 2021 2:54 PM
To: Gail Payne
Subject: [EXTERNAL] More on Central



Christina Hanson

•
Ballena Bay

I think it is unfortunate that this plan does not try to accommodate a bike lane AND parking on Central. They are proposing the removal of an entire lane of traffic on Central - how is that not enough space for a bike lane? Why does the parking need to be removed, too? Yes, it would look nicer if there were no cars, but that is not feasible in this neighborhood.

2 days ago

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5



Mark Neiman

•
Ballena Bay

The bike lane, without eliminating parking, was in the plan for all of those years of planning until the end of last year. At the public presentations we were given assurances that there would be no loss of parking. A bike lane improves everyone's quality of life, and I fully supported it. However, the loss of parking adversely impacts the quality of life of the residents in high density parts of Central, especially the senior citizen residents, who have lived there for years. What gives? Why was the width of the lanes okay for all stages of planning until the very end when they surprised us with loss of 112 spaces to accommodate new wider lanes? If the marginal benefit of widening the lanes is so great, why wasn't it proposed much earlier on? If it is only a slight improvement, how about giving some consideration to the residents who already live on Central and will be significantly adversely impacted?

1 day ago

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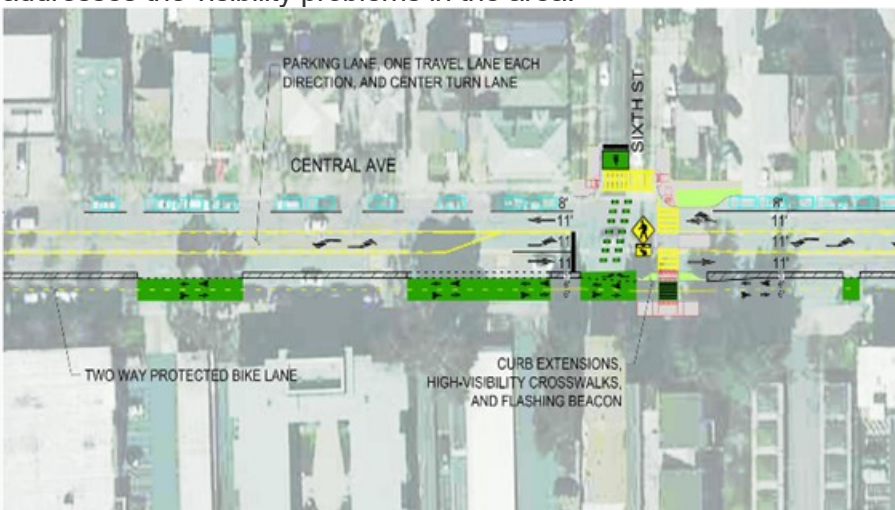
6



Brian McGuire

•
East End Zone

Those are fair questions. I can add a little context. (Not my project, but I am familiar) The section below shows the area near 6th, a good example of a portion that lost parking on the south side in the shown design. Since previous iterations of the plans (6 years of meetings thus far), the City has adopted a Vision Zero policy prioritizing safety above all and a lane width policy that provides guidance for different situations. Given this is a truck route, among other things, 11' lanes were required and 8 feet is required for parking lanes. The old concept had some 10.5/10 foot lanes and 7 foot parking. So the staff recommendation is what you see. But, as you point out, there are tradeoffs, so the Council gets the final say on how to balance all that. Options beside the recommendation include substandard lane widths and keeping all components, or losing the center turn lane in sections (which is good for safety and traffic flow), or losing the bike lane to save parking. *Worth noting, given the need to provide visibility for drivers, bikes and pedestrians,(lots of driveways), many parking spaces would still be lost in a plan that keeps a parking lane on the south side west of McKay. The delta isn't as big as you might think. Compared to the status quo, yes, but not compared to any alternative that necessarily addresses the visibility problems in the area.



1 day ago

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Morgan Bellinger

•

Downtown

Can we start a petition to refund folks who live on Central for however much they spent on the street parking that's going away? I'll sign.

1 hr ago

Like

Reply

Share



Add a reply...



Jay Garfinkle

•

Harbor Bay Isle

During the meeting in which someone promised to preserve parking was there also an offer to sell you the Park Street Bridge?

1 day ago

Like

Reply

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Regards,

Karen Miller



Virus-free. www.avast.com

Gail Payne

From: Ken Phares <kphares@ix.netcom.com>
Sent: Monday, January 4, 2021 7:31 PM
To: Gail Payne
Cc: Andrew Thomas; Eric Levitt; Trish Spencer; Tony Daysog; Marilyn Ezzy Ashcraft; Malia Vella; John Knox White; Karen Miller
Subject: [EXTERNAL] Proposed Central/Encinal Roundabout and Closure of Sherman Street
Attachments: We sent you safe versions of your files; Sherm St Exhibit_NorthClosure.pdf

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

Ms Payne -

Thank you for your prompt, though partial, response. Please see the replies highlighted in **blue** below.

Regards,

Hugh K. Phares, III ("Ken")
911 Paru Street
Alameda, Ca 94501-4033
kphares@ix.netcom.com

Mr. Phares,

Please see below for responses to your email.

Thank you for expressing your concerns and for caring about what is best for Alameda!

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: Ken Phares <kphares@ix.netcom.com>
Sent: Sunday, January 3, 2021 6:42 PM
To: Jim Oddie <JOddie@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; John Knox White <JKnoxWhite@alamedaca.gov>; Gail Payne <GPayne@alamedaca.gov>
Subject: [EXTERNAL] Proposed Central/Encinal Roundabout and Closure of Sherman Street

To: Honorable Mayor, Vice Mayor, Councilmembers and Gail Payne, Senior Traffic Coordinator:

As a resident of Paru Street near Clinton Avenue since the 1970s, I respectfully oppose the proposed roundabout and permanent closing or slip lane treatment of Sherman Street at the Central/Encinal/Sherman intersection. Sherman Street is an important north-south arterial which now usefully follows the angle or "bend" in our street grid to feed directly to Marina Village, Alameda Landing and Posey Tube, avoiding longer routes over Grand, Webster or Constitution.

I understand this project is being rescheduled for final approval by the City Council later this spring. Please email me with the proposed date of the Council hearing as soon as it is known, together with any new information related to this project.

Following are the main reasons I oppose this proposed "final concept" roundabout and closure of Sherman:

1. **Permanent loss of many parking spaces** near and around the intersection, making life very difficult for nearby apartment residents, particularly the elderly, who cannot feasibly bike, bus or walk home with their groceries. **RESPONSE:** On-street parking on Central – north side of the street – would be added to help compensate for the parking loss at the Sherman/Encinal intersection to the east. **REPLY:** Help compensate by how much? Vague generalizations are no help to the residents who will be directly affected. What are the specific numbers? A graphic before and after circular, showing the specific numbers and locations of the lost parking spaces is really necessary to convey what is going to happen to the affected apartment residents here.
2. **Inadequate turn around width** for the new cul-de-sac needed if Sherman is closed. Access cannot be provided for delivery, trash and recycling trucks within the small three point turn area now proposed. Although not fully dimensioned, the proposed cul-de-sac appears not to comply with the 66' curb-to-curb diameter required by AMC §30-84.1 d. Will additional right-of-way be required to meet code? If so, how much land, from which parcels, and at what cost? Have owners been notified? Diagrams attached to the staff report are not to scale, are not for construction and lack complete dimensions. Please provide complete dimensions, together with a superimposed truck turning template. showing the curb-to-curb diameter of the proposed cul-de-sac, and superimpose a truck turning template. Please also disclose the total length of Sherman measured between the proposed cul-de-sac and its southern end, as AMC §30-84.1 d. prohibits cul-de-sac streets in excess of 600' in length. Kindly also identify any comments received from public utilities, CalTrans or other responsible agencies which specifically discuss the proposed roundabout, street closure and cul-de-sac or slip lane diversion of northbound traffic from Sherman to Encinal. **RESPONSE:** City staff/consultant team are not expecting additional right-of-way to be needed as seen in the attached drawing for recycling truck turnaround. **REPLY:** Cramping the tight three point turnaround into the available existing right-of-way area is nothing more than a poor effort to avoid the proper turning diameter for cul-de-sacs described in the Alameda Municipal Code. Please disclose the resulting length of Sherman if made into a cul-de-sac street?
3. **Inaccurate traffic counts.** I understand that all the "current" traffic counts in the project traffic report were collected during 2020, a low volume year due to Covid-19. Instead, appropriate adjustment factors should be applied to reflect counts during a normal year. **RESPONSE:** The traffic count for the Central/Encinal/Sherman intersection was actually conducted in 2018. Growth rates (on Central/Encinal and Sherman, AM and PM separately) were derived from historical traffic counts to grow the traffic volumes from 2018 to the base year 2020. So the traffic volumes do not reflect traffic conditions under COVID-19. **REPLY:** What growth rates were applied?
4. **Increase in Vehicle Miles Traveled (VMT).** The Staff report states at page 7 that "The project will not result in any additional vehicle miles traveled." But how can this be true? Preventing 837 daily northbound cars from entering the intersection from Sherman (the trip count reported in the traffic report, but likely a higher number in a normal year) will force these vehicles to use longer alternative routes every day, causing additional VMT, additional traffic congestion and particularly greater safety concerns when children are picked up at nearby Franklin School and Franklin Park. **RESPONSE:** The statement "The project will not result in any additional vehicle miles traveled." should refer to the fact that this is not a demand-inducing project like a new development or roadway widening project. Roadway closure at this scale typically does not trigger the need to evaluate additional VMT due to re-routing of neighborhood traffic. **REPLY:** It is really misleading to now attempt to limit or qualify your original unqualified assertion that no additional vehicle miles will result from the project. How much additional VMT "typically" results from diverting 837 vehicles to other routes every single day? This is precisely why we need the analysis required to identify the actual quantity of additional miles traveled and additional hazards created, such as when kids are picked up at Franklin School. As lead agency, the City has a legal obligation to identify and quantify the increased hazards and additional traffic volume resulting from the project.

5. **Inadequate Traffic and Safety Analysis.** Analysis and calculation of the additional VMT and safety concerns due to the closure of Sherman are not provided or discussed in the existing staff report or traffic report. Analysis of these effects must be obtained before project approval with Sherman's closure or traffic diversion to eastbound Encinal. These were reportedly the only options recently recommended by the Transportation Commission, a recommendation made without the benefit of a complete traffic analysis. Also, speed bumps, rough pavement and similar controls were not considered for Sherman. **RESPONSE:** The study team does not think there would be safety concerns due to the closure of northbound Sherman, and roundabouts reduce the types of crashes where people are seriously hurt or killed by about 80 percent compared to traffic signals. The study team can make sure the diverted traffic could safely use the nearby intersections (including Morton St) such as having adequate sight distance for vehicles approaching and proceeding through the intersections. Also, crosswalks and bike lane markings would be properly marked so that the diverted traffic would not pose danger to pedestrians and bicyclists traveling through these intersections. **REPLY:** The fact that the study team "does not think" there would be safety concerns is not an acceptable substitution for the actual traffic and safety analysis required by law.
6. **Possible inconsistency with existing plans.** The project may be inconsistent with certain policies and objectives in the Transportation Element of the General Plan and in other plans. I may contact you further regarding this after a review of relevant material. **RESPONSE:** The project is consistent with the Safety and Noise Element of the General Plan as well as with the Transportation Element and also is consistent with the City's Pedestrian Plan, Bicycle Plan, Transportation Choices Plan and Vision Zero Policy. **REPLY:** To the contrary, the project does in fact conflict with at least the following policies of the Transportation Element:

"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.**" Comments from apartment and condominium residents near the intersection plainly show that removal of their nearby street parking is deemed a serious disruption in their quality of life.

"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." Sherman Street is an important arterial or collector, integral to the historic street grid. Closing it would obviously conflict with this policy.

"4.1.1.k **Minimize the creation of improvements that would physically interrupt existing grid systems, such as cul-de-sacs or diverters.**" Closing Sherman to create a cul-de-sac or slip lane diverter here would clearly and unequivocally violate this policy

"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.**" It is evident that closing Sherman would indeed disrupt the quality of life for all who routinely use and rely upon this important collector or arterial street.

7. **Inadequate public notice** to nearby residents. I urge that a hard copy circular describing the proposed roundabout, cul-de-sac, and parking changes be posted within a two block radius of the intersection and delivered or mailed to all residents within two blocks of the intersection. We must be sure that all affected residents are actually made aware of the project, including those with no internet access. **RESPONSE:** City staff is delaying the City Council meeting for this project to allow time to distribute an additional public notification on the final concept, and will return to the City Council in the spring – March or April. **REPLY:** Thank you for delaying the City Council meeting. But first, (i) will the City obtain the required additional traffic and safety analysis described in item 5? and (ii) will hard copy material be posted and distributed to locals as recommended?

8. **Inadequate CEQA review.** The City Council cannot recertify a CEQA exemption for the project in its final form based on the categorical exemptions cited in the staff report; they apply only to minor

revisions of existing plans and facilities, not to closures of important arterial streets such as Sherman. The sole statutory exemption cited in the staff report is Public Resources Code §21080.20.5. But before a lead agency could determine that a project is exempt pursuant to this statute, it was required to prepare an assessment of any traffic and safety impacts of the project--which has never been done for the effects of closing Sherman. In any event, that code section was repealed according to its terms effective January 1, 2021, and cannot now be cited to recertify an exemption of the project from CEQA. Without a valid exemption, the project must undergo an initial study as required by CEQA. **RESPONSE:** City Attorney's office is reviewing your CEQA concern. **REPLY:** When will the City Attorney's response be available?

The city council should defer consideration of the project for approval until the necessary traffic and safety analysis of all the effects of closing Sherman have been evaluated and considered. If a determination is made not to obtain the needed additional traffic analysis described in item 5 above, please announce that decision in sufficient time before project approval for affected residents to themselves obtain and submit a separate traffic analysis to evaluate the effects of closing Sherman.

Roundabouts are fine in some places, but as someone who has used the existing intersection for many years, I feel that a roundabout here would be a serious misuse of public funds for little or no benefit. The existing intersection is quite adequate, controlled by traffic lights in all directions. And any increase in safety assumed to result from closing Sherman is illusory because the risk associated with the excluded daily car trips will simply be transferred elsewhere to other, longer routes. But if there absolutely must be a roundabout, it should be redesigned to admit northbound Sherman traffic to it, not exclude it.

Thank you for considering these concerns.

Sincerely,

Hugh K. Phares, III
911 Paru Street
Alameda, Ca 94501-4033
kphares@ix.netcom.com

Gail Payne

From: Yibin Shen
Sent: Wednesday, February 24, 2021 9:58 AM
To: Ken Phares; Trish Spencer; Tony Daysog; Marilyn Ezzy Ashcraft
Cc: Andrew Thomas; Gail Payne; Kevin Kearney; Karen Miller; Celena Chen
Subject: RE: [EXTERNAL] Re: Proposed Central/Encinal Roundabout and Sherman Street cul-de-sac

Dear Mr. Phares,

Thank you for this message. The City Attorney Office provides legal advice to the Council and City Staff, which are confidential and privileged. We could not share such advice with the public without Council direction. Nonetheless, I understand that the Planning Director is working with Planning Staff to provide answers to the public on these important questions.

Thanks again

Y

Yibin Shen
City Attorney
City of Alameda
2263 Santa Clara Avenue, Room #280
Alameda, CA 94501
(510)747-4750

From: Ken Phares <kphares@ix.netcom.com>
Sent: Saturday, February 20, 2021 6:36 PM
To: Trish Spencer <tspencer@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>
Cc: Andrew Thomas <athomas@alamedaca.gov>; Gail Payne <GPayne@alamedaca.gov>; Kevin Kearney <cpakearney@sbcglobal.net>; Karen Miller <KarenMillerCRS@gmail.com>; Yibin Shen <yshen@alamedacityattorney.org>
Subject: [EXTERNAL] Re: Proposed Central/Encinal Roundabout and Sherman Street cul-de-sac

Dear Councilmembers Spencer, Daysog and Ashcraft:

Will you kindly follow up with the City Attorney to obtain his response to the issues forwarded with Councilmember Spencer's 1-12-21 email and my 1-24-21 email?

Also, please ask him to advise how the review required by CEQA can be applied to evaluate the Central/Encinal roundabout and Sherman cul-de-sac components of the project since Gail Payne has now determined that these are unfunded and beyond the scope of the project, but that staff nevertheless intends to continue recommending them to the Council and, if approved, will seek additional funding later?

Also, when the Transportation Commission approved the "final concept" of the project in November, can you determine whether it was aware that the proposed cul-de-sac cannot be legally constructed under AMC Section 30-84.1 d?

A partial Nextdoor thread and email chain are included below for ready reference. Thank you for your help in following up to clarify these important questions.

Sincerely,

Hugh K. Phares, III
911 Paru Street
Alameda, Ca 94501-4033
kphares@ix.netcom.com

Don Scroggins

- Ballena Bay
Believe me, the majority on our City Council don't care what you think, or how you will be effected, by any of their plans. They rule according to a pre-planned political agenda.

4 days ago

Like
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10



Hugh Phares

- Gold Coast
Gail Payne admits that the Central/Encinal roundabout and Sherman cul-de-sac street are unfunded and "exceed the bounds" of the project. Nevertheless, she says staff will recommend them to the City Council and if approved, will seek funding later. But wait a minute! existing law (AMC §30-84.1 d) prohibits any cul-de-sac street like this one (see below) which exceeds 600' in length! How and when would this law be changed? And was the Transportation Commission aware of this violation when it approved the project in November? Also, how can the effects of the project be evaluated as required by CEQA without knowing the size and scope of the project which may or may not include major elements like additional roundabouts and closure of important arterials like Sherman street? Has the City Attorney responded to these issues?



3 days ago

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5



Mark Greenside

•

Middle Alameda

Have you requested answers? Write the City Manager and ask? Write Councilmembers Spencer and Daysog and ask them to get the information. These are very interesting points to be made.

3 days ago

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1



Hugh Phares

•

Gold Coast

Mark Greenside Yes, I have emailed to all members of the City Council these and similar points, including the fact that the sole statutory exemption of the project from CEQA claimed by staff (Public Resources Code §21080.20.5) was actually REPEALED on January 1, 2021. Unless exempt, the project must undergo a full initial review as required by CEQA. Trish Spencer forwarded some of these points to the City Attorney about a month ago. I am not aware of any response yet from the City Attorney.

3 days ago

On 1/24/2021 3:36 AM, Ken Phares wrote:

Dear Mr. Shen:

In addition to the items forwarded to you by copy of Councilmember Trish Spencer's 1-12-2021 email, please see the correspondence attached and below, and advise the Transportation Commission, the City Council and the public regarding the legal effect of the following issues on the proposed "final concept" of the Central Avenue Safety Improvement Project, which includes the proposed "Sherman Street closure option with resulting cul-de-sac" (attached):

1. **Inadequate CEQA Review.** Senior Traffic Coordinator Gail Payne advised on January 4, 2021 (see attached) that your office is reviewing the inadequate CEQA review discussed in item #8 of the 1-4-21 email (copy attached), including the staff report's reliance upon *repealed* Public Resources Code §21080.20.5 to provide a statutory exemption of the project from CEQA.
2. **Conflict With the Transportation Element.** The project conflicts with existing Transportation Element policies cited in item #6 of the 1-4-2021 email.
3. **Violation of the Alameda Municipal Code.** The proposed cul-de-sac street is over 1,875' in length (see attached map). This violates AMC Section 30-84.1 d, which expressly prohibits any cul-de-sac street in excess of 600' in length.

The City Council will soon consider this project for final approval and CEQA recertification. Your earllest legal advice regarding these issues would be greatly appreciated.

Sincerely,

Hugh K. Phares, III
911 Paru Street
Alameda, Ca 94501-4033
kphares@ix.netcom.com

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

Subject:Re: [EXTERNAL] Proposed Sherman Street Closure

Date:Tue, 12 Jan 2021 01:30:54 +0000

From:Trish Spencer <tspencer@alamedaca.gov>

To:Ken Phares <kphares@ix.netcom.com>

CC:Yibin Shen <yshen@alamedacityattorney.org>

Dear Mr. Phares,

Thank you for your emails. By copy of this email I'm sharing yours and Staff's response with the City Attorney.

Sincerely,

Trish Herrera Spencer
City Councilmember
City of Alameda
510-747-4728
510-552-0555

Sent from my iPhone

On Jan 11, 2021, at 4:01 PM, Gail Payne <GPayne@alamedaca.gov> wrote:

Mr. Phares,

Fyi – I have forwarded your concern to the project engineer to see if a design exception would be needed.

Thank you for caring so much about safety in Alameda!

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: Ken Phares <kphares@ix.netcom.com>
Sent: Friday, January 8, 2021 8:44 AM
To: Gail Payne <GPayne@alamedaca.gov>; Andrew Thomas <athomas@alamedaca.gov>
Cc: Tony Daysog <TDaysog@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; Samantha Soules <ssoules@alamedaca.gov>
Subject: [EXTERNAL] Proposed Sherman Street Closure

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

Ms Payne and Mr. Thomas -

My 1-4-21 email pointed out that Alameda Municipal Code Section 30-84.1 d. prohibits cul-de-sac streets in excess of 600' in length: ". . . ***In all cases, unless specifically excepted, a turn-around having a minimum curb to curb diameter of sixty-six (66') feet shall be required. No cul-de-sac street shall exceed six hundred (600') feet in length.***"

Since sending the 1-4-21 email, I have discovered that this limit would indeed be exceeded by the proposed Sherman Street cul-de-sac. The attached measurement, prepared using Google Maps, indicates that the resulting length of Sherman as a cull-de-sac street would be **1,875.71 ft** in length.

I understand that both staff and the Transportation Commission are recommending that the City Council approve the "CENTRAL AVE ROUNDABOUT TWO-WAY CUL-DE-SAC OPTION" (see copy attached) as part of the "final concept" for the Central Avenue safety

project. Because this cul-de-sac would violate the existing law quoted above, please confirm that you will promptly notify the Transportation Commission that it must revoke its recommendation in order to comply with the law.

Thank you for your attention to this important matter.

Hugh K. Phares, III ("Ken")
911 Paru Street
Alameda, Ca 94501-4033
kphares@ix.netcom.com
510-523-0450 (Direct)
510-374-2522 (Cell)

Gail Payne

From: Gail Payne
Sent: Tuesday, January 26, 2021 8:35 AM
To: Paul Rosenbloom; Rochelle Wheeler
Cc: Active Alameda
Subject: RE: Strong support for roundabouts on Central
Attachments: 6B_Exhibit1_RoundaboutPresentation.pdf

Paul,

FYI – Tomorrow’s Transportation Commission agenda item on roundabouts is for educational purposes only. Attached is the presentation and below is the link to the staff report:

<https://alameda.legistar.com/LegislationDetail.aspx?ID=4758234&GUID=2345B774-9EAA-4A94-9A51-BFC236809F5E&FullText=1>

For Central Avenue, City staff will be requesting approval of the final concept with the roundabouts most likely on Tues, April 20, and would appreciate your support at that time.

Thank you and Happy New Year!

Regards,
Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: Paul Rosenbloom <prosenbloom@gmail.com>
Sent: Monday, January 25, 2021 1:36 PM
To: Gail Payne <GPayne@alamedaca.gov>; Rochelle Wheeler <rwheeler@alamedaca.gov>
Cc: Active Alameda <ActiveAlameda@alamedaca.gov>
Subject: [EXTERNAL] Strong support for roundabouts on Central

Hi Gail and Rochelle,
I got a note about an informational meeting on roundabouts this Wednesday. I'd like to attend but not sure if I'll be able to.

In advance of the meeting I wanted to send a note of strong support for roundabouts on Central. Especially the one proposed at the intersection near my house (3rd/Taylor/Central). The enhancement will provide great safety, connectivity and aesthetic benefits without compromising any mode of travel.

Thanks for your leadership on these plans and developments and please don't hesitate to reach if I can provide any additional support.

Can you confirm if the roundabouts are part of the adopted plan or if these elements are TBD?

Thanks,

Paul
510-387-0545

On Fri, Sep 25, 2020 at 11:30 AM Gail Payne <GPayne@alamedaca.gov> wrote:

Paul,

This project already has federal funds so we are expecting the monies to be available and already are receiving them for this environmental clearance and design phase.

We will be looking at opportunities for plantings that the City would need to maintain. If you have ideas, please pass them to us.

As for expediting, it is not possible due to the federal funds so the entire project will need to be constructed after environmental clearance (2021) and final design (2022) with construction beginning 2022.

Thank you!

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda
510-747-6892 - <mailto:gpayne@alamedaca.gov>

From: Paul Rosenbloom <prosenbloom@gmail.com>

Sent: Friday, September 25, 2020 9:23 AM

To: Active Alameda <ActiveAlameda@alamedaca.gov>

Cc: Gail Payne <GPayne@alamedaca.gov>

Subject: Re: [EXTERNAL] Please add me to list and request for attention at Central/3rd/Taylor intersection

Fantastic, look forward to the October events.

Great news on the roundabout! Would love to help with some creative plantings. Who will have ongoing maintenance responsibility for the roundabout when implemented? What if the federal funds don't come through? Are there any lower cost/ incremental alternatives that could be explored for improvements?

Also....just wanted to share that we have two kids at Paden and are big fans of our principal there, Drew Serratore. I know Drew is a fan of the Central complete streets project but also knows it will be a logistical challenge when school is in session. With kids not at school and less daily traffic in and out of the school this year is there any way the portion of this project near Paden/Encinal could be accelerated? I understand this is unlikely but wanted to encourage the consideration of being opportunistic here if at all possible.

Best,

Paul

On Thu, Sep 24, 2020 at 4:37 PM Active Alameda <ActiveAlameda@alamedaca.gov> wrote:

Hello Paul,

Thanks for your interest in transportation in Alameda! I'll add you to our Active Transportation Plan mailing list and also the Central Ave project mailing list. The Central Ave Complete Streets project proposes to install a roundabout at the 3rd/Taylor/Central intersection. Your inquiry comes at the perfect time - there will be a virtual open house during October, where you can review the plans and give input. For now, you can see more info about the project here: <https://www.alamedaca.gov/Central>. And, I've cc'd the Central Ave Project Manager, Gail Payne, in case you have further questions.

Best,

-Rochelle

Rochelle Wheeler, Senior Transportation Coordinator
Planning, Building and Transportation Department, City of Alameda

510-747-7442 | RWheeler@alamedaCA.gov

From: Paul Rosenbloom [mailto:prosenbloom@gmail.com]

Sent: Thursday, September 24, 2020 3:26 PM

To: Active Alameda <ActiveAlameda@alamedaca.gov>

Subject: [EXTERNAL] Please add me to list and request for attention at Central/3rd/Taylor intersection

Please add me to your email list. Look forward to learning about and supporting this plan.

Wanted to ask what type of treatments could be prescribed for a tricky intersection near my house, Central/3rd/Taylor. See map below. I'm self-interested and live nearby but it's also close to schools (Encinal and Paden) and has cars, bikes and peds going in many directions. I'd love to think creatively to do something profound to improve this intersection. What about closing it down to westbound car travel from Taylor?

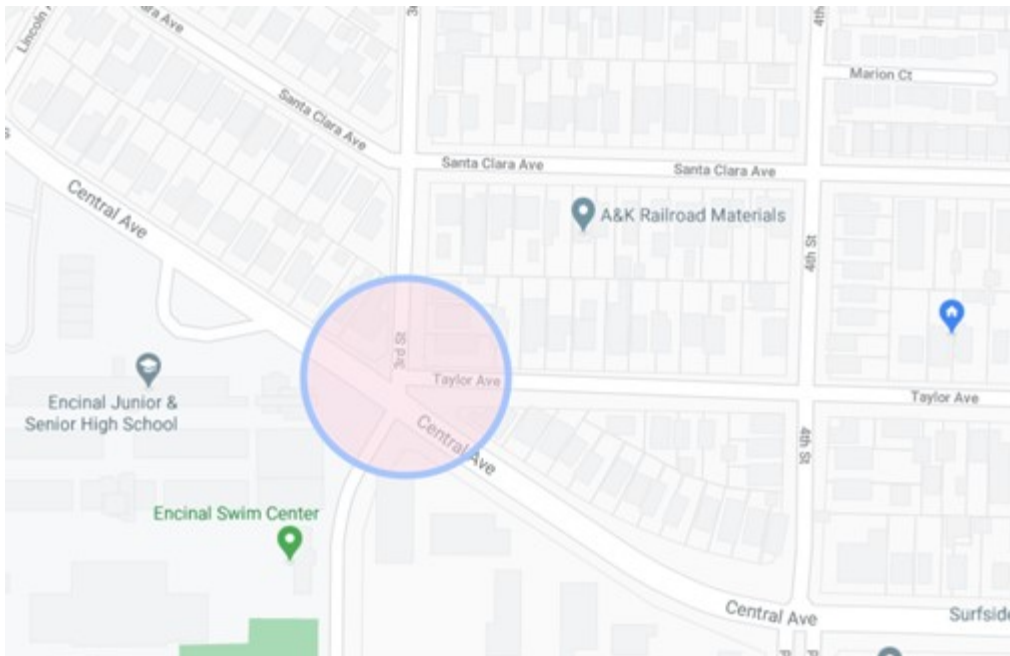
Also.....I think I heard that there will be some complete streets treatment/lane reductions on Central. When is that happening and are any improvements planned for this intersection as part of that project?

Thanks!

Paul

417 Taylor Ave

510-387-0545



Gail Payne
Senior Transportation Coordinator, City of Alameda
gpayne@alamedaca.gov

February 25, 2021

Dear, Ms. Payne:

I am writing to follow up on my attached letter dated August 14, 2020. In particular, I wish to reiterate my request to dead-end San Jose Avenue at Morton Street, adjacent to Franklin Park.

Almost one year into the pandemic, I am heartened to see that the early enthusiasm for the “Slow Streets” program on San Jose and Morton only continues to grow. Every day, I witness a regular stream of adults, children, and four-legged friends walking, jogging, and rolling (on bikes, scooters, and even roller blades) around our neighborhood. There is no doubt that the Slow Streets designation has turned this stretch into one of the most popular pedestrian/cyclist routes on the island. And the number of pedestrians and “rollers” enjoying the roadway will only increase as weather improves and Franklin Elementary School students return to in-person learning.

Sadly, however, I continue to regularly observe dangerous drivers on this roadway. In my observation, the offenders invariably represent “cut through” traffic – cars that approach from San Antonio, speed around Franklin Park, and turn on Grand. I expect this problem to worsen when Sherman Street is closed at Central and Encinal under the Central Avenue Safety Improvement Project. Cars accustomed to “cutting through” the neighborhood on Sherman will opt for the next best “cut through” route in the area – the streets surrounding Franklin Park, namely Morton and San Jose.

On occasion cars have been so reckless on Morton/San Jose that we, or others, have been compelled to call the police. Just this month, a family of five (including 3 young children all under 10 years old) were cycling leisurely near the bend of Morton and San Jose when a speeding car aggressively maneuvered toward them after it was asked to slow down. These car/pedestrian and car/cyclist encounters are traumatizing, particularly for young children.

The solution is to eliminate unnecessary encounters between cars and pedestrians/cyclists. How can we best do so? By preventing cars from using Franklin Park as a short cut and dead-ending the street at Morton and San Jose.

In addition to preventing dangerous encounters, there is ample support for dead-ending this particular intersection, given its unique location and roadway geometry. Notably, it is:

- adjacent to Franklin Park and a popular picnic area;
- within a block of a community pool;
- within two blocks of Franklin Elementary School, and bookended by official school crossing zones;
- located in a quiet, residential area;
- part of a city-designated bike route, and prospective bicycle boulevard; and
- curved in a way that promotes speeding and restricts visibility.

Also, there has been a history of car/child collisions (and near collisions) in the vicinity.

As detailed in my previous letter, dead-ending San Jose and Morton need not be expensive and can be easily designed to accommodate bikes, pedestrians, and emergency vehicles. Residential access would not be impeded in this location, and the existing road should be sufficiently wide – on account of its unique construction – to permit cars to turn around. Local cities including Berkeley and Palo Alto have constructed cost-effective solutions for dead-end streets on their bike boulevards, which Alameda can quickly move to adopt.

The popularity of the Slow Streets program and the historical incidents near Franklin Park reinforce that moving to dead-end Morton and San Jose deserves high priority. All it takes is a few removable barricades, like the ones used for the Slow Streets program, to put this plan into action until a more permanent solution can be implemented. Regardless of the method adopted, the City of Alameda should take action now. Warming weather and the return to in-person learning makes the situation all the more urgent. As the City of Alameda works to improve the safety of all residents, I urge you to prioritize traffic reduction measures at Morton Street and San Jose Avenue.

Sincerely,

Laura Kuhlemann
1019 Morton Street
Alameda, CA 94501