



I Drive Alameda

A driver advocacy group.

*"Because our interests are being neglected,
and we need to be heard!"*

May 19, 2015

Dear Mayor, City Council, City Manager's Office, Transportation Commission, and Public Works Department,

We are "I Drive Alameda." We are a group of residents who are directly impacted; citizens who noticed a need for a singular voice; professionals who saw technical flaws. We have been forged out of necessity.

We are a driver advocacy group created to protect the interests of motorists. We are not opposed to improvements to other modes. We are simply concerned about our interests and we understand that the government will ignore them if there is no voice. The other modes have advocates and improvements are made, in their favor, because they ask for it. At times, these improvements are at the expense of motorists. We do not want to be taken advantage of any longer.

We have performed traditional as well as electronic outreach: flyers, emails, a Facebook page, and a Twitter account. Our Facebook and Twitter links are:

<https://www.facebook.com/IDriveAlameda>

<https://twitter.com/IDriveAlameda>

At the end of April, we created an online petition. As of May 19th, we have 241 signatures. The link to the petition is below. We provided initial comments for visitors at the link. Those comments and comments submitted by supporters can be found in Appendix A.

<https://www.change.org/p/alameda-central-keep-all-lanes-and-parking>

Those that signed the petition agreed with the following statements:

1. I do **not** want a reduction of travel lanes on Central Avenue.
2. I do **not** want the removal of parking on Central Avenue.

Central Avenue is:

1. Classified as an arterial road, via the City's Transportation Element;
2. A Truck Route, via the City's Truck Route Map;
3. A State Route, via the California Department of Transportation (Caltrans);
4. and a bus route, via AC Transit.

It would be unwise to:

- A. Halve the capacity for vehicular traffic without consideration to present traffic congestion and future traffic impacts, and
- B. Provide substandard access for the majority mode.

As seen in our Appendix A comments, Public Works staff has proposed a road diet with an 11 foot travel lane. Although this may be fit for delivery trucks (UPS, Fedex, etc.), it would not be sufficient for freight, boats, or wide loads. This is a critical error for a truck route and an obvious oversight by a non-engineer. The City cannot allow for staff to continue to make significant changes to the network without understanding the eventual consequences.

In addition to our requests to not reduce travel lanes and not remove parking on Central Avenue, we are respectfully requesting the following:

1. The City, specifically the Transportation Commission, reconsider their Clement Avenue approval for 11 foot travel lanes and 7 foot parking lanes. Providing inadequate truck access, and then mixing truck with bicycle traffic is not an improvement for any mode. Considering that this is an industrial area, we are requesting at least 13 or 14 feet for the travel lanes. Truck drivers are under enough stress on a daily basis.
2. The City pause any progress to the Ralph Appezatto Memorial Parkway Cross-Alameda Trail. The project calls for improvements to pedestrian and bicycle access, which is great. Pedestrian and bicycle facilities are currently lacking and the improvements would connect existing infrastructure. However, it is erroneously designed so that a travel lane would have to be replaced with a transit only lane in the future.

Our initial analysis shows that there may be room for improvements to pedestrians, bicycles, and transit without the removal of any travel lanes. We would like for Public Works staff to review alternatives that account for future transit only lanes while maintaining all travel lanes.

One alternative, that would be beneficial to transit as well as pedestrians, is a centered, two-way (or one-way) transit lane and wide median. The transit lane would function like a light rail system, and the wide median will divide what would have been one long crossing into two, while providing a proper refuge. The latter is extremely important considering Third Street is a pedestrian corridor for many schools.

This alternative can be achieved by allocating the excess shoulder, currently designed as a "park", to the median; and by providing straight bike and pedestrians paths on the southern edge of the public right-of-way (instead of

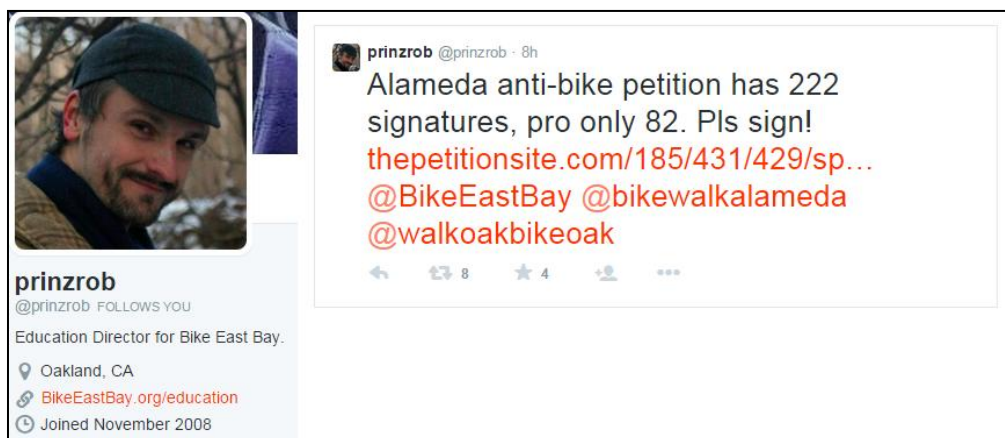
curvy, meandering paths). Providing straight paths would also allow for easy replacement with traversable solar paths in the future:

<http://mic.com/articles/117948/6-months-later-here-s-what-s-happened-to-the-netherlands-solar-bike-paths>

We would like for Bob Haun, the Public Works Director, to respond to these requests via email as we will not be attending the May Transportation Commission Meeting. We commend the passion that bicycle advocates have for their movement. However, some allow their passion to get out of hand. Conflict would undoubtedly ensue with our attendance; and we do not wish to engage as we are not adversaries.

We are peaceful people. We have witnessed near fisticuffs at a previous public meeting held by Public Works, and we have observed distasteful behavior online. Maybe someday in the future, we could all work together to improve transportation for all modes of travel.

We understand that bike advocates have characterized our petition as "anti-bike" and have created a petition simply to counter ours.



Via Twitter

However, we have stated through multiple outlets (Facebook, Twitter, etc.) that we are "a driver advocacy group created to protect the interests of motorists. We are not opposed to improvements to other modes." Being pro-self does not mean that one is anti-others. We and our petition are not anti-bike.

Additionally, we did not create the petition as a metric for comparison. This is not a competition. It is not a game. This is not about 'whoever gets the most points wins.' This is about critical consequences to a sensitive roadway network that is already impacted. We created the petition to simply show representation of those who are opposed; those who have not been addressed; those who have been **ignored**. This is a "Complete Streets" project after all. It's not simply a bike/ped project, and motorists should be considered appropriately.

We are tired of the City creating substandard conditions for motorists (specifically providing the bare minimum for travel lanes and parking widths, and often applying them incorrectly) in order to shoehorn improvements where the infrastructure cannot support them properly. This goes for present projects as well as future development plans. There is an obvious bias against motorists and we are asking to be treated fairly.

As stated previously, we and our supporters do not want a reduction of travel lanes on Central Avenue or the removal of parking. The motorists cannot afford to have inadequate capacity and access, and the residents/businesses cannot afford to lose any parking.

Please read the comments provided in the appendices. Up to date public comments can be found on the Facebook and petition pages. We appreciate your consideration.

Appendix A

- A.1 Petition
- A.2 Petition Signatures (as of 5/19/15)
- A.3 Initial Comments
- A.4 Supporter Comments (as of 5/19/15)

Appendix B

- B.1 Facebook Comments 1 (as of 5/19/15)
- B.2 Facebook Comments 2 (as of 5/8/15)

Petitioning alameda

Central, keep all lanes and parking

 I Drive Alameda



The City of Alameda Public Works Department is currently working on projects to reduce lanes on various streets. This petition is specifically regarding their Central Avenue project. Motorists/residents/businesses are concerned about the reduction of travel lanes and parking spaces through the road diet.

By signing this petition, you are agreeing with **only** the following:

- 1) I do **not** want a reduction of travel lanes on Central Avenue.
- 2) I do **not** want the removal of parking on Central Avenue.

"I Drive Alameda" has provided additional information at the links below.
Signing the petition does not mean that you agree with the comments in the pdf's.

Full Version:
http://www.mediafire.com/view/7cvvaninwf3frug/Central_Ave_Comments_full.pdf

Short Version:
http://www.mediafire.com/view/kwz2b7atku4w0nu/Central_Ave_-_short_version.pdf

If you are in support of this petition, please sign it, share it, and like our Facebook page: facebook.com/IDriveAlameda

This item will be brought to the Transportation Commission on May 27, 2015.

"I Drive Alameda" is not opposed to improvements for other modes. We are simply concerned about our interests and we understand that the government will ignore them if there is no voice. The other modes have advocates and improvements are made, in their favor, because they ask for it. At times, these improvements are at the expense of motorists. We do not want to be taken advantage of any longer.

LETTER TO

alameda

Central, keep all lanes and parking

Sign this petition

229 supporters

271 needed to reach 500

First name

Last name

Email

United States

Street address

Zip code

I'm signing because... (optional)

☐ Share with Facebook friends

Sign

☒ Keep me updated on this campaign and others from I Drive Alameda

☒ Display my signature on Change.org

By signing, you accept Change.org's [terms of service](#) and [privacy policy](#), and agree to receive occasional emails about campaigns on Change.org. You can unsubscribe at any time.

change.org

I Drive Alameda

Recipient: alameda

Letter: Greetings,

Central, keep all lanes and parking

Signatures

Name	Location	Date
IDrive Alameda	, United States	2015-04-24
Thomas Burns	Alameda, CA, United States	2015-04-25
Scott Sheppard	Alameda, CA, United States	2015-04-25
Diane Mosier	Alameda, CA, United States	2015-04-25
David Mears	Alameda, CA, United States	2015-04-25
sandra davis	San Francisco, CA, United States	2015-04-25
Ram Mummidi	Alameda, CA, United States	2015-04-25
Seth Selkow	Alameda, CA, United States	2015-04-25
Richard Wilson	Walnut Creek, CA, United States	2015-04-25
Barbara Gosse	Alameda, CA, United States	2015-04-25
Peggy Lieb	Alameda, CA, United States	2015-04-25
Shirley Soares	Alameda, CA, United States	2015-04-25
Elizabeth Sloan	Alameda, CA, United States	2015-04-25
chomphunut saengphayung	Alameda, CA, United States	2015-04-25
Judy Munsen	Alameda, CA, United States	2015-04-25
Patsy Baer	Alameda, CA, United States	2015-04-25
Catherine Zehnder	Alameda, CA, United States	2015-04-25
Mary Wilmot	Alameda, CA, United States	2015-04-25
Concerned Citizen	New City, NY, United States	2015-04-26
Rosemary McNally	ALAMEDA, CA, United States	2015-04-26
David Howard	Alameda, CA, United States	2015-04-26
Christine Ndege	Hayward, CA, United States	2015-04-26
Lorna Shashinda	Alameda, CA, United States	2015-04-26
Patrick Kelsey	Alameda, CA, United States	2015-04-26
STEVE ANDERSEN	Alameda, CA, United States	2015-04-26
Charles Myers	Alameda, CA, United States	2015-04-26
Heidi Veneman	Alameda, CA, United States	2015-04-26
Tsunetoshi AKIMOTO	Alameda, CA, United States	2015-04-26
sara zehnder	Alameda, CA, United States	2015-04-27
David Marutiak	Alameda, CA, United States	2015-04-27

Name	Location	Date
Bob Hauser	Oakland, CA, United States	2015-04-27
David Skaff	Alameda, CA, United States	2015-04-27
eve abramowitz	Alameda, CA, United States	2015-04-27
gerald gelle	Alameda, CA, United States	2015-04-27
Don Gibson	Alameda, CA, United States	2015-04-27
Jamie Keating	Alameda, CA, United States	2015-04-27
Kevin Leong	Alameda, CA, United States	2015-04-27
rockne harmon	Alameda, CA, United States	2015-04-27
Angela Brahm	Alameda, CA, United States	2015-04-27
MARIA HARO	Alameda, CA, United States	2015-04-27
Celeste Lane	Berkeley, CA, United States	2015-04-27
Roseleen OBrien	Alameda, CA, United States	2015-04-27
Cathy Leong	Alameda, CA, United States	2015-04-27
Kelsey Ashford	San Francisco, CA, United States	2015-04-27
Lance Reynolds	Alameda, CA, United States	2015-04-27
Dennis King	Alameda, CA, United States	2015-04-27
Cathy Harmon	Alameda, CA, United States	2015-04-27
Regina Hall	Alameda, CA, United States	2015-04-27
Daniel Hayes	Alameda, CA, United States	2015-04-27
Ryan Gaughan	Alameda, CA, United States	2015-04-27
DeBenigno DeBenigno	Alameda, CA, United States	2015-04-27
Desiree Olson	Alameda, CA, United States	2015-04-27
Carol Dutra	Alameda, CA, United States	2015-04-27
Randie Pellettieri	Alameda, CA, United States	2015-04-28
FIONA AU	Alameda, CA, United States	2015-04-28
Linda Thurston	Alameda, CA, United States	2015-04-28
Charles Welsch	Alameda, CA, United States	2015-04-28
pamela argueta	Alameda, CA, United States	2015-04-28
Carla Lopez	Alameda, CA, United States	2015-04-28
frank mccarthy	Alameda, CA, United States	2015-04-28
Jonathan Bond	Alameda, CA, United States	2015-04-28
Ferda Martin	Alameda, CA, United States	2015-04-28

Name	Location	Date
Margaret Lee	Alameda, CA, United States	2015-04-28
Nissan Saidian	Alameda, CA, United States	2015-04-28
Patrick and Christine Sauro	Alameda, CA, United States	2015-04-28
Robert Lewis	Alameda, CA, United States	2015-04-28
Boudicca Todi	Alameda, CA, United States	2015-04-28
Joshua Brooks	Alameda, CA, United States	2015-04-28
V Avery	Alameda, CA, United States	2015-04-28
Jonathan Belmares	alameda, CA, United States	2015-04-28
Christine Winberg	Alameda, CA, United States	2015-04-29
Wendy Segura	Hayward, CA, United States	2015-04-29
Pam Deremiah	Alameda, CA, United States	2015-04-29
Molly Michaela Darling	Alameda, CA, United States	2015-04-29
John Funk	Alameda, CA, United States	2015-04-29
G T	Mill Valley, CA, United States	2015-04-29
Stephanie Nguyen	United States	2015-04-29
Barbara Leahy	Bohemia, NY, United States	2015-04-29
David Dell'Osso	Bohemia, NY, United States	2015-04-29
Siri Mouthapong	Bohemia, NY, United States	2015-04-29
Cynthia Greer	Alameda, CA, United States	2015-04-29
Gerald Peters	Alameda, CA, United States	2015-04-29
IdaMay Mackey	Alameda, CA, United States	2015-04-29
Tom Mackey	Alameda, CA, United States	2015-04-29
Cynthia Crutchfield	Alameda, CA, United States	2015-04-29
rosilyn morris	alameda, CA, United States	2015-04-29
Georgiana Saxton	Alameda, CA, United States	2015-04-29
Ed Stavnezer	Alameda, CA, United States	2015-04-30
Susan Ramirez	Bohemia, NY, United States	2015-04-30
Julie Dickens	Alameda, CA, United States	2015-04-30
Carey Eckard	Alameda, CA, United States	2015-04-30
Nick Simpson	Alameda, CA, United States	2015-04-30
Kristoffer Perez	Alameda, CA, United States	2015-04-30
Kimberly conocono	Alameda, CA, United States	2015-04-30

Name	Location	Date
Lina Conocono	Alameda, CA, United States	2015-04-30
jason Schabert	Alameda, CA, United States	2015-04-30
Lumin delaCruz	Alameda, CA, United States	2015-04-30
Shannon Maxwell	Alameda, CA, United States	2015-05-01
andrea johnson	Alameda, CA, United States	2015-05-01
Nora Bentley	Alameda, CA, United States	2015-05-01
Julie Wong	Alameda, CA, United States	2015-05-01
Jessica mcMahon	Alameda, CA, United States	2015-05-01
Kyle Hansen	Alameda, CA, United States	2015-05-01
sarah foltz	Alameda, CA, United States	2015-05-02
Julie Conner	Alameda, CA, United States	2015-05-02
Scott Milsten	Alameda, CA, United States	2015-05-02
Lauren Rosenbaum	Alameda, CA, United States	2015-05-02
Mike Rosenbaum	Alameda, CA, United States	2015-05-02
Gwen Meyer	Alameda, CA, United States	2015-05-02
Tristen Schmidt	Alameda, CA, United States	2015-05-02
Alan Ta	Alameda, CA, United States	2015-05-03
Carol Gottstein	Alameda, CA, United States	2015-05-03
Ardis delariva	San Lorenzo, CA, United States	2015-05-03
Elisa Lee	Alameda, CA, United States	2015-05-03
Elizabeth Gonzalez	Alameda, CA, United States	2015-05-03
David Duffin	Alameda, CA, United States	2015-05-04
Christina Bond	Alameda, CA, United States	2015-05-04
Leland Traidman	Alameda, CA, United States	2015-05-04
Lester Cabral	Alameda, CA, United States	2015-05-04
Chase Daubeneck	Alameda, CA, United States	2015-05-04
Darcy Morrison	Alameda, CA, United States	2015-05-04
Kate Bourne	Alameda, CA, United States	2015-05-04
scott dawson	Santa Rosa, CA, United States	2015-05-04
Adam Gillitt	Alameda, CA, United States	2015-05-04
Theresa Gaughan	Alameda, CA, United States	2015-05-04
Lynn Davis	Alameda, CA, United States	2015-05-05

Name	Location	Date
BELINDA DAVIS	Alameda, CA, United States	2015-05-05
Martin Step	San Rafael, CA, United States	2015-05-05
Kristin Welch	Alameda, CA, United States	2015-05-05
John Gordon	Alameda, CA, United States	2015-05-05
hall therese	Alameda, CA, United States	2015-05-05
Tina Rotger	Alameda, CA, United States	2015-05-05
Elizabeth Anderman	Fremont, CA, United States	2015-05-05
Kelly Conley	Alameda, CA, United States	2015-05-05
Alice knight	Oak Lawn, IL, United States	2015-05-05
Laurie Slez	Alameda, CA, United States	2015-05-05
Ryan Justus	Alameda, CA, United States	2015-05-05
David Crane	Alameda, CA, United States	2015-05-05
maria ferro	Alameda, CA, United States	2015-05-05
Christopher Ray	Alameda, CA, United States	2015-05-05
Teri Rose	Alameda, CA, United States	2015-05-05
Bia Stephanos-Hayes	United States	2015-05-05
Diane Buckle	Alameda, CA, United States	2015-05-05
laurie harper	Alameda, CA, United States	2015-05-05
Amy Keegan	Alameda, CA, United States	2015-05-05
Kris Warrenburg	East Hampton, NY, United States	2015-05-05
Melissa Bowman	Alameda, CA, United States	2015-05-05
Tamara Hilton	Alameda, CA, United States	2015-05-05
Darlene Bowmam	Alameda, CA, United States	2015-05-05
Kimberley Hare	Alameda, CA, United States	2015-05-05
Stacy Lignell	Alameda, CA, United States	2015-05-05
Charles Etheridge	Alameda, CA, United States	2015-05-05
Anne Steiner	Alameda, CA, United States	2015-05-05
Charles Hodgkins	Alameda, CA, United States	2015-05-06
Marianne Carter	United States	2015-05-06
Sara Sanchez	Alameda, CA, United States	2015-05-06
Frank dignon	Alameda, CA, United States	2015-05-06
Mike C	Alameda, CA, United States	2015-05-06

Name	Location	Date
Joe Jaber	Alameda, CA, United States	2015-05-06
Damian Barnes	Alameda, CA, United States	2015-05-06
Patricia McBride	Alameda, CA, United States	2015-05-06
Susie Giles	Alameda, CA, United States	2015-05-06
Krista paine	Alameda, CA, United States	2015-05-06
Karla Fleming	Hayward, CA, United States	2015-05-06
Ryan Giles	Alameda, CA, United States	2015-05-06
Vanessa mcdaniels	Alameda, CA, United States	2015-05-06
Selinda Antill	Alameda, CA, United States	2015-05-06
Chris Fisher	Alameda, CA, United States	2015-05-06
Lisa Goodwin	Alameda, CA, United States	2015-05-06
Chuck Wetteroth	Alameda, CA, United States	2015-05-06
Julie Taylor	Alameda, CA, United States	2015-05-06
Debra thomas	Alameda, CA, United States	2015-05-06
jennifer pryor	Alameda, CA, United States	2015-05-06
Jennifer Frankel	Alameda, CA, United States	2015-05-06
Hillary Pritchard	Alameda, CA, United States	2015-05-06
Megan Linley	Alameda, CA, United States	2015-05-06
Jennifer Atchley	United States	2015-05-06
Aaron Scott	Alameda, CA, United States	2015-05-06
Mariko Lam	Alameda, CA, United States	2015-05-06
Charles Johnston	Alameda, CA, United States	2015-05-06
Diana Kenney	Alameda, CA, United States	2015-05-06
Roberta Rockwell	Alameda, CA, United States	2015-05-06
Patrick Morris	Alameda, CA, United States	2015-05-06
Yenju Chen	Alameda, CA, United States	2015-05-06
James Rockwell	Alameda, CA, United States	2015-05-06
Marcus Larsson	Alameda, CA, United States	2015-05-06
Tania Johnson	Alameda, CA, United States	2015-05-06
Connor Ashford	Union City, CA, United States	2015-05-06
Matt Geesey	Alameda, CA, United States	2015-05-06
Evan Harrington	Alameda, CA, United States	2015-05-06

Name	Location	Date
Jessica Davis	Santa Maria, CA, United States	2015-05-06
roberta drake	san mateo, CA, United States	2015-05-06
kristen keller	Alameda, CA, United States	2015-05-06
Christopher Lonsdale	Alameda, CA, United States	2015-05-06
Jennifer Brophy	United States	2015-05-06
gabriel lima	alameda, CA, United States	2015-05-06
Jeanne Witherspoon	Alameda, CA, United States	2015-05-06
Tomas Martinez-Granata	Alameda, CA, United States	2015-05-07
Alexa Martinez	Hayward, CA, United States	2015-05-07
jeani miner	alameda, CA, United States	2015-05-07
SaraGrace keenan	Alameda, CA, United States	2015-05-07
Solomon Teklemariam	Alameda, CA, United States	2015-05-07
Hank Duderstadt	Alameda, CA, United States	2015-05-07
trucanh Nguyen	Alameda, CA, United States	2015-05-07
Steven Knuth	Alameda, CA, United States	2015-05-07
Michael Alessio	Alameda, CA, United States	2015-05-07
LISA TRUJILLO	OAKLAND, CA, United States	2015-05-07
Melissa Donahue	Alameda, CA, United States	2015-05-07
Justus Justus	Alameda, CA, United States	2015-05-07
Shalynn Taylor	Alameda, CA, United States	2015-05-07
Suzanne lindsey	Alameda, CA, United States	2015-05-07
Jonathan munoz	Alameda, CA, United States	2015-05-07
Lisa Brown	Alameda, CA, United States	2015-05-07
Jane Neal	Alameda, CA, United States	2015-05-07
Joseph Martinez	Alameda, CA, United States	2015-05-07
Simon Yu	Alameda, CA, United States	2015-05-08
Carol May	Alameda, CA, United States	2015-05-08
Christopher Taylor	Alameda, CA, United States	2015-05-08
Jonathan Elkin	Alameda, CA, United States	2015-05-09
Steve Garcia	Alameda, CA, United States	2015-05-10
Nina Alves	Alameda, CA, United States	2015-05-10
Kevin Huynh	Alameda, CA, United States	2015-05-10

Name	Location	Date
Brian Aquino	Alameda, CA, United States	2015-05-10
William Balon	Alameda, CA, United States	2015-05-10
Alan Lau	Alameda, CA, United States	2015-05-11
Eleanor Alperton	Alameda, CA, United States	2015-05-11
Keith Rarick	Alameda, CA, United States	2015-05-12
Al Ameda	Alameda, CA, United States	2015-05-14
Lynn Parker	Alameda, CA, United States	2015-05-14
Jayson Sohi	Alameda, CA, United States	2015-05-14
Melvin Macandoe	Alameda, CA, United States	2015-05-15
Linda Weinstock	Alameda, CA, United States	2015-05-15
Julie alvarez	Alameda, CA, United States	2015-05-16
Tim Wilmot	Alameda, CA, United States	2015-05-16
C Price	Alameda, CA, United States	2015-05-18
daysena pelham	Alameda, CA, United States	2015-05-18



I Drive Alameda

A driver advocacy group.

*"Because our interests are being neglected,
and we need to be heard!"*

I am signing this petition because:

1. I do **not** want a reduction of travel lanes on Central Avenue.
2. I do **not** want the removal of parking on Central Avenue.

The following comments (from this point on) have simply been provided as information and may not reflect the opinions of signees. The petition and this document will be shared with various City representatives, included but not limited to: the Mayor, City Council, Transportation Commission, and appropriate Public Works staff.

"I Drive Alameda" is not opposed to improvements for other modes. We are simply concerned about our interests and we understand that the government will ignore them if there is no voice. The other modes have advocates and improvements are made, in their favor, because they ask for it. At times, these improvements are at the expense of motorists. We do not want to be taken advantage of any longer.

PUBLIC WORKS' CENTRAL AVENUE PROJECT

As part of a larger project, **the City of Alameda Public Works Department (PW) is considering a road diet on Central Avenue between Third Street and Sherman Street.** A road diet is the reduction of travel lanes to provide bike lanes. PW staff has justified this project as follows:

"Why this project?"

A proposed bikeway on Central Avenue is listed as a high priority in the Bicycle Master Plan Update and the street is shown as a bicycle priority street in the City's Transportation Element. The proposed bikeway project directly supports General Plan Policy 4.3.3.a, 'Maintain and implement the Bicycle Master Plan with regard to physical system improvements...' Further, the project supports General Plan City Design Element policies maximizing access to the shoreline."

(<http://alamedaca.gov/public-works/central-avenue-complete-street>)

PRESENT AND FUTURE CONGESTION

There are obvious benefits and needs for master plans. They establish and provide guidance for long-term goals. However, it would be unwise to follow them blindly and ignore **present and future conditions and interests.**

On regular days, motorists on Eighth are already experiencing congestion. Sometimes the congestion backs up from Central all the way to the dog park. Halving the travel lanes on Central would only make current conditions worse.

Additionally, PW staff reviewed congestion for 2030 and found that it rated as E's and D's (on a scale of A through F). This study accounted for future development of the base. Halving the capacity now will assuredly make traffic worse in the future.

These road diets are excessive and it would be a mistake for PW not to consider future development as well as present conditions. It is also **premature...**

TOO SOON

Shoreline Drive is a pilot project, and PW staff is suppose to study the after effects of the road diet. This will allow them to better understand how road diets directly affect our island and our road network. How can PW staff even begin studies/analysis for

a) road diets for Central Avenue and

b) the reduction of lanes on Ralph Appezzato (by replacing them with a transit lane)

not one month after the completion of the Shoreline project? [Ralph Appezzato is not part of this petition, but is still related to the argument.]

IMPACTS TO DRIVING ROUTES

Bicycle advocates have commonly used examples of road diets reducing traffic volumes on roads. **Unfortunately** that has become true on Shoreline Drive. People have now rerouted to **Otis and other parallel streets**. The theory is flawed, it only relocates the traffic. People aren't changing their modes of travel. Applying more road diets with such a heavy hand (Shoreline, Central, Ralph Appezzato, Otis) will cause our traffic network to implode. **PW staff is working on halving the travel lanes on 66% of the cross-town roads:**

1. **Ralph Appezzato/Atlantic/Buena Vista**
2. Pacific/Lincoln/Tilden
3. Santa Clara
4. **Central**
5. **Otis**
6. **and Shoreline**

Additionally, Stargell Avenue will get a road diet before it can even get its third and fourth lanes. Stargell was originally supposed to be a 4 lane street, but will now remain as 2 so that the dirt portion can be changed to another bike/ped path and park. This is only 1,800 feet from the future Cross Alameda Trail on Ralph Appezzato!!! Why does there need to be two in the same area??? Does anyone realize how big Alameda Point is, and how many people will move in?

People need to stop using the "road diet reducing traffic volumes" example as it doesn't apply to Alameda, a suburban island.

1. Most people work outside of town, so they will choose to drive. Alameda provides an ideal place to live with easy access to other bay area cities.
2. Biking through the tube is a bad idea. The smog is horrible and the estuary shuttle only fits so many people.
3. Alameda is a town of families and elderly. It is unreasonable to expect these demographics to use any mode besides passenger vehicle.

Therefore, Alamedans will drive regardless and the infrastructure should properly support this mode.

HEAD-ON COLLISIONS

Additionally, providing a road diet on a bus route creates an adverse situation for motorists. When a bus stops at a bus bulb-out or doesn't pull in all the way to the curb, motorists have to go around the bus by going into the opposite travel lane. Motorists are already experiencing this on Shoreline Drive and it has made the drive worse. Some may argue that the centerline is marked as double yellow, and motorists aren't allowed to cross a double yellow to pass. But it's unrealistic to expect motorists to behave in that manner in that situation.

Note:

- A. Bus bulb-outs are like the bus stops on Webster Street, where the curb comes out to the lane and the bus doesn't have to pull over to pick-up/drop-off people.
- B. AC Transit drivers are instructed to keep the rear of the bus in the travel lane when they get to a bus stop. This allows them to pull back into traffic easier. It's also a hazard.

Creating this adverse situation for the majority mode will increase the probability of **head-on collisions**. Road diets will also increase the probability of **broad-sides**, see next section. PW staff's comment on collisions is that the road diet will "reduce rear-end and side-swipe collisions." Head-on collisions are more dangerous than rear-ends and side-swipes. **The change would be detrimental.**

VISIBILITY AND PARKING IMPACTS

As a result of the Shoreline Drive bikeway project, there have been many new additions of red curb to improve visibility. Reducing 2 lanes to 1 brings all vehicles closer to the intersecting street. The visibility of the "slow" lane is worse than the "fast" lane due to visibility angles and obstructions, like parked cars. The impacts apply to major and minor intersecting streets as well as driveways.

The unfortunate effect of low visibility are broadside collisions. The limited visibility hinders anticipation and reduces reaction time. The speed of a car, whether fast or slow, does not matter if you cannot see them coming at all. These impacts are even worse for driveways, which have a narrower approach and a smaller viewing angle. The situation is obviously diminished for all residents on Central and any driver on the intersecting street.

This means that the removal of parking on Central Avenue is inevitable. This is displeasing considering the amount of multi-unit residences and businesses in the vicinity of the project. Parking in these areas are already at a high demand and the residents/business/employees cannot afford to lose parking.

IMPACTS TO BUSINESSES

The loss of parking is obviously bad for businesses. Customers trying to find parking may give up if they cannot find a space, and some may choose to shop elsewhere once they determine that it is too hard for them to even get to the door.

Businesses will be hurt further with the decrease in traffic. They depend on the traffic passing by their storefront as those are potential customers. Road diets will have a direct impact on revenue. This is unfair to businesses as they chose their location based on the surroundings and potential that it can provide.

Even worse, the impacts of a road diet affect more than businesses in the immediate area. Businesses on Encinal and at South Shore Shopping Center will see a decline in west end customers. The road diet will force motorists onto other streets, which means that motorists, who used to travel on Central, will never even get to Encinal.

The absurd traffic during peak hours will clog Central at Eighth, which is a crucial access point for west enders trying to get to the southern portion of town. This is a huge deterrent for motorists, and customers may second guess driving to South Shore.

ROAD DIET A "COMPROMISE"???

PW staff has described the road diet as a "**compromise**". A conceptual sketch from staff showed the road diet on a 56-foot wide portion of Central Avenue as:

- | | |
|-------------------|---------|
| 1. Parking Lane | 8 feet |
| 2. Bike Lane | 6 feet |
| 3. Bicycle Buffer | 3 feet |
| 4. Travel Lane | 11 feet |
| 5. Travel Lane | 11 feet |
| 6. Bicycle Buffer | 3 feet |
| 7. Bike Lane | 6 feet |
| 8. Parking Lane | 8 feet |

Dictionary.com defines compromise as "*a settlement of differences by **mutual concessions.***"

The City's *Bicycle Facility Design Standards* (March 2013) states that when there is adjacent parking to a bike lane, the minimum combined parking lane and bicycle lane width is 13 feet. The sketch shows 14 feet.

The Design Standards refer to the bike buffers as "*additional space*" to "*provide bicyclists with a greater comfort level.*" It is not required.

It also states "*given the maintenance required for such treatments, maintenance costs should be considered when determining whether to use such treatment.*" The distance between Third Street and Sherman Street is about 7,300 feet. Quick calculations, with a hypothetical cost of \$1 per foot of striping, show:

$$\begin{aligned} &(\$1 \text{ per foot}) \times [(2 \text{ parallel stripes}) + (\text{angled hatching})] = \\ &(\$1 \text{ per foot}) \times [(2 \times 7,300 \text{ feet}) + (3 \text{ feet for every 4 feet for } 7,300 \text{ feet})] = \\ &(\$1 \text{ per foot}) \times [(2 \times 7,300 \text{ feet}) + (3/4 \times 7,300 \text{ feet})] = \textbf{\$20,075} \end{aligned}$$

Due to its financial impacts, bike buffers are literally a luxury, rather than a necessity.

The subject section is a truck route and a bus route. For streets that serve either modes, it is common to provide a minimum of 11-12 feet for travel lanes, if not wider. The sketch shows the absolute minimum travel lane width, 11 feet.

Central also provides access to boat ramps as well as Alameda Point, which has many facilities/services for boats. It is doubtful that the lane width is sufficient for wide load boats.

The road diet is not a compromise. Motorists (including truck/bus drivers) are being robbed in every aspect and bicyclists are gaining in every aspect. Please see Table 1 for a summary.

Table 1. Road Diet Gains/Losses for Drivers and Bicyclists

Driver		Bicyclist	
Gain	Loss	Gain	Loss
Nothing	<ol style="list-style-type: none">1. Loss of travel lane2. Forced change of travel routes due to degradation3. Worse congestion during peak hours4. Increased probability of head-on and broadside collisions5. Worse visibility6. Loss of parking7. Narrow, or substandard, lane widths8. Significant tax dollars used for unnecessary bike buffers	<ol style="list-style-type: none">1. Bicycle facilities where none exist currently2. Wider bike lanes than required3. Extra, unnecessary bike buffers	Nothing

The gains by bicyclists are limited and the losses by motorists are significant. The fact that Central is classified as an ARTERIAL ROAD in the Transportation Element and the actual amount of impacted motorists and bicyclists exponentially compounds the situation.

HOW ABOUT AN ACTUAL COMPROMISE?

"I Drive Alameda" is not opposed to sharrows as a compromise. We will share the road. Sharing is literally a compromise.

"Share: to divide, apportion, or receive equally."
(Dictionary.com)

FINAL REMARKS

Central Avenue is an ARTERIAL road. This is the highest classification for a street. It would not be prudent to provide substandard conditions for the majority mode on an arterial street. Residents who have already been impacted by the Shoreline project will be further aggravated due to additional congestion at the intersection of Central and Eighth, which is a critical access point for the southern portion of town. Furthermore, businesses will suffer an unfair and unnecessary loss to revenue.

We are not opposed to improvements to other modes. We are simply tired of being disregarded and taken advantage of. We have interests, too. We consider sharrows a reasonable compromise. **We do not want the reduction of travel lanes or parking spaces.**

change.org

I Drive Alameda

Recipient: alameda

Letter: Greetings,

Central, keep all lanes and parking

Comments

Name	Location	Date	Comment
Thomas Burns	Alameda, CA	2015-04-25	I live here and this is not how I want Central Avenue
Scott Sheppard	Alameda, CA	2015-04-25	It is hard enough as it is now to exit Crown Drive and make a left turn on Central Avenue.
Diane Mosier	Alameda, CA	2015-04-25	Central is a major thoroughfare. There is too much traffic for 2 lanes. Consider another street such as Lincoln. There are other east west streets such as Lincoln that should be considered.
David Mears	Alameda, CA	2015-04-25	I am signing because reducing Central Avenue to two lanes as was done to Shoreline will restrict traffic flow from the Otis and other areas that follow Central to Webster to drive to the Posey tube. Central already carries high volume traffic that requires 4 lanes. The two lanes is now more of a hazard to the restricted parking spaces right next to a busy traffic lane.
Seth Selkow	Alameda, CA	2015-04-25	Reducing to two lanes would be a disaster. There is no such thing as traffic calming. Traffic constriction is the appropriate term and it entails more congestion and increased traffic on currently less trafficked side streets around central avenue.
Richard Wilson	Walnut Creek, CA	2015-04-25	I do not want parking and lanes removed. There is not enough parking on Central between Webster and 5th street as it is.
Barbara Gosse	Alameda, CA	2015-04-25	Reducing Central Avenue from four to two traffic lanes will double the congestion we already have.
Peggy Lieb	Alameda, CA	2015-04-25	Need access to Encina Boat Ramp. Also Alameda Point Storage & CSI Storage Have storage for boats & campers which need 4 lanes. Need more lanes & parking for Encinal High School. Central is a major street for north/south traffic especially to Alameda Point.
Judy Munsen	Alameda, CA	2015-04-25	564 Kings Rd.
roger Baer	Alameda, CA	2015-04-25	With all the development planned on the West End, it seems illogical to restrict the traffic flow on one of the main east-west streets. Another problem is crossing Central at one of the small streets with no four way stops, as I have to do to get out of my neighborhood. With cars allowed to park up to the corner, it is difficult and dangerous to see around them to cross Central. With more condensed traffic, it would be nearly impossible to cross it.
David Howard	Alameda, CA	2015-04-26	I support bike lanes on Central Ave., but not a "road diet" that reduces travel lanes. Note that on the Shoreline Drive project, the city referenced a 20+ year old report that neither it nor EBRPD can produce to dismiss one alternative to the reduction of travel lanes.
Patrick Kelsey	San Francisco, CA	2015-04-26	I'm tired of the city only looking after bikers. It's time to insist that drivers are people too.
Charles Myers	Alameda, CA	2015-04-26	Reducing the lanes on Central and/or not strictly enforcing the stop signs at 5th and Central are both terrible ideas !
Heidi Veneman	Alameda, CA	2015-04-26	No one could turn left safely to or from McKay, 6th or Crown Drive with only one lane each way.
sara zehnder	Alameda, CA	2015-04-27	Central Avenue is wide and safe as it is. Reducing or narrowing lanes is dangerous.
David Marutiak	Alameda, CA	2015-04-27	I'm signing because they're ignoring how many people drive in some mistaken belief that we'll all magically start riding bikes.

Name	Location	Date	Comment
Robert Hauser	Oakland, CA	2015-04-27	<p>I frequently drive and shop in Alameda. Central Ave. is a primary street for vehicles and parking (which is already limited). In addition, I can not ride a bike because of my disability.</p> <p>Alameda already has many good bicycle routes.</p>
Don Gibson	Alameda, CA	2015-04-27	<p>I agree with the points of the change.org (http://change.org/p/alameda-central-keep-all-lanes-and-parking). The majority of residents of Alameda work off the Island. We cannot bike to work.</p> <p>In addition, consider that the residences of Central include a substantial number of multi-unit dwelling units on both sides of the street, which have off-street parking. These off-street parking areas each support a large number of cars. e.g., 10, 50 and over 100 cars where I live. So with the road diet, you will have a large number cars trying to merge on a congested 2 lane road. The drivers will lack visibility to merge onto Central without entering the bike lane. The cars will be waiting in the bike lanes for moments...(minutes?) while trying to get on Central. Also, the drivers, while waiting for extended periods of time, will be further challenged to provide the right-of-way for pedestrian traffic, for example children on their way to and from Padden School.</p> <p>The Cental road diet is a good idea because.....??????</p>
Kevin Leong	Alameda, CA	2015-04-27	I have 2 bikes. I think Alameda accommodates bikers well enough already.
rockne harmon	Alameda, CA	2015-04-27	I ride my bike every day. things are fine the way they are. you've already ruined shoreline, don't ruin central!
Angela Brahm	Alameda, CA	2015-04-27	There are people that CHOOSE to bike and there are people that NEED to drive. Reducing the amount of driving and parking space(s) will not convert one type of person into another.
MARIA HARO	Alameda, CA	2015-04-27	<p>I live on Central.. use another rout that is not that busy.</p> <p>Traffic is bad already.</p>
Celeste Lane	Alameda, CA	2015-04-27	Do not ruin Alameda with this.
Roseleen OBrien	Alameda, CA	2015-04-27	i live here and don't want traffic any worse than it already is
Kelsey Ashford	San Francisco, CA	2015-04-27	They reduced the lanes on Shoreline and now it's just an ugly mass of parked cars -- right along the only beautiful view we have -- the bay!!
Lance Reynolds	Alameda, CA	2015-04-27	Central Avenue is a main thoroughfare that does not support the loss of driving lanes and a repeat of the disaster that is now Shoreline Drive
Regina Hall	Alameda, CA	2015-04-27	I don't like how shoreline was done
Daniel Hayes	Alameda, CA	2015-04-27	The clowns at City hall have made such a mess of Alameda. These idiots need to be stopped. If they have time to dream up such nonsense, then there are too many of them.
DeBenigno DeBenigno	Alameda, CA	2015-04-27	because the solution is a reactive hideous afterthought..indicative of the poor city planning that plagues Alameda. We need our driving lanes to remain intact.
Charles Welsch	Alameda, CA	2015-04-28	The traffic planners in Alameda are incompetent
Ferda Martin	Alameda, CA	2015-04-28	Decreasing of traffic lanes creates congestion! Case in point...Shoreline Dr. the double parked fire trucks, police cars, delivery trucks, moving trucks and cars being forced to drive into the on coming lane to get around...makes no sense.
Patrick and Christine Sauro	Alameda, CA	2015-04-29	The street is a main thoroughfare. I vote no.

Name	Location	Date	Comment
Vanessa Avery	Santa Rosa, CA	2015-04-29	Please don't wreck my street! This will not make things better. Already parking is difficult. Speed bumps will not slow people down and 1 lane will make the street crowded!
Gerald Peters	Alameda, CA	2015-04-29	The bike lane is a nonsense approach to mitigating the sever damage done by low-income housing and the introduction of a new shopping center. Furthermore there isn't enough cycling vs. driving to justify the expensive and inconvenient project. But again, I believe this is about superficial changes to distract people from the major changes the city has allowed to happen to the local demographic.
IdaMay Mackey	Alameda, CA	2015-04-29	I don't like what you did to shoreline drive do not do it to central ave
Tom Mackey	Alameda, CA	2015-04-29	You have ruined South shore with this ridiculous change. Leave Central alone.
rosilyn morris	alameda, CA	2015-04-30	don't like what they did on south shore
Ed Stavnezer	Alameda, CA	2015-04-30	I enjoy biking and agree with the addition of bicycle lanes on Shoreline but strongly disagree with the plan to do the same for Central Ave. It is a very well-used vehicle route that would be severely and negatively impacted by the proposed plan.
Kristoffer Perez	Alameda, CA	2015-05-01	I occasionally Bike to work (Alameda Point) and there are plenty of alternate routes a bicyclist can take throughout the island.
jason Schabert	Alameda, CA	2015-05-01	We have little parking spots as it is all over the island. Do NOT remove them until you can add more somewhere else just as close to the spots you take
Lumin delaCruz	Alameda, CA	2015-05-01	We have a daycare. It will be hard for parents to park their cars.
Shannon Walters	Alameda, CA	2015-05-01	The bike lanes are getting ridiculous.
andrea johnson	Alameda, CA	2015-05-01	There is not enough parking as it is in my neighborhood. Don't screw up Central Ave like you did with Shoreline. That was a travesty.
Anita longoria	Alameda, CA	2015-05-01	I'm signing because getting rid of Parking and travel lanes is ludicrous. We need to get rid of whomever the city planners are. Clearly they are out of touch with reality and they are destroying alameda.
Sarah Foltz	Alameda, CA	2015-05-02	we need central. i support bike lanes but we should think of alternate routes
Julie Conner	Alameda, CA	2015-05-02	I'm signing because we need to preserve our improve automobile progression options until we better understand the impact of already approved development plans and the development of Alameda Point.
Mike Rosenbaum	Alameda, CA	2015-05-02	We are currently developing the base and adding new housing that's within Encinal High's boundary. Now is not the time to consider a lane reduction.
Gwen Meyer	Alameda, CA	2015-05-02	A road diet seems problematic on Central Ave. I support biking but the domino effects of making Central two lanes brings more concerns for me than solutions. The Shoreline bike track worked because there was only housing on one side of the street.
Tristen Schmidt	Alameda, CA	2015-05-02	We people who live on the west end would have necessary parking spaces removed. There are many apartments and never enough parking. Charter-school families who live on the east side tried to take over Haight School's building and now they want to increase gridlock on the west end on the taxpayer's dime for their convenience. The public schools are losing money due to the popularity of flight to charters instead of working to improve neighborhood schools. No thank you.
Carol Gottstein	Alameda, CA	2015-05-03	3rd generation Alamedan. I drive Central almost every day. We don't need traffic calming everywhere. Central is a beautiful wide boulevard uncluttered by loud signs & bright lines.
Ardis delariva	San Lorenzo, CA	2015-05-03	I'm from Alameda and feel it will be an inconvenience to drivers and traffic

Name	Location	Date	Comment
Elisa Lee	Alameda, CA	2015-05-03	No reduction of lanes and parking spaces.
David Duffin	Alameda, CA	2015-05-04	I am a witness to the disaster put on thousands of residents along the Shoreline Drive "Bike Path". A beautiful, scenic "Boulevard" was turned into a maze of ugly intrusive lane markers, direction signs and lost driving lanes. It is dangerous to even get into your car because of the small amount of space left to open your car door when traffic goes by.
Leland Traidman	Alameda, CA	2015-05-04	I live on Central and would not like to see slower, more congested traffic. Bicyclist should chose less congested streets which would be safer for all.
Lester Cabral	Alameda, CA	2015-05-04	against removal of any parking in Alameda
Chase Daubeneck	Alameda, CA	2015-05-04	We don't need more bike lanes when there are plenty lanes to ride on already. The city is getting too crowded with useless add-ons
Darcy Morrison	Alameda, CA	2015-05-04	I'm tired of the obsession over bicyclists, when it's only a handful of people who will use these lanes. It's a planning fad really -- we are on an island, people are not going to be commuting via bicycle from here, let's be real.
Kathleen Bourne	Alameda, CA	2015-05-04	Central Avenue is a beautiful and useful street as it is presently configured. A new bike lane was just added to Shoreline, which parallels Central and is not far away. In general, I am in favor of bike lanes but they are not realistic or practical for many uses and many people.
scott dawson	Santa Rosa, CA	2015-05-04	the impact to surrounding streets has not been considered. there is a bike lane on Santa Clara already in place.
Adam Gillitt	Alameda, CA	2015-05-04	i'm signing because this is yet another terrible idea that will lower the quality of life in Alameda and should be stopped.
Theresa Gaughan	Alameda, CA	2015-05-04	traffic is already bad, this would only add to it.
Belinda Davis	Alameda, CA	2015-05-05	traffic hazzard
Martin Step	San Rafael, CA	2015-05-05	i used to live an hate what is happening in Alameda
John Gordon	Alameda, CA	2015-05-05	Bikes don't need any more special lanes. The island is already 25mph almost everywhere & bikes can share the existing roads. Changing more road lanes into bik-only lanes is not going to get more people on bikes. It will just cause more congestion & they will be empty most of the time.
hall therese	Alameda, CA	2015-05-05	I'm signing because Alameda is poised for all the consequences of a big city with absolutely none of the benefits. We offer neither culture nor academe. What we do offer as a small town are good elementary schools, parks and a beach...resources that should be available to ALL Alamedans (children, the young, the middleaged, the old, the inferme and the disabled) and not just a few able bodied bicyclists. How do you drop children at school, enjoy an outing to the beach with the family (young and old), or take an aging parent to a doctor's appointment? Please, please enlighten me and I'll give up the multipassenger car.
Kelly Conley	Alameda, CA	2015-05-05	With all of the new housing going in we need to keep existing car lanes not reduce them. And yes, I ride bikes too.
Laurie Slez	Alameda, CA	2015-05-05	I commute across town from Bay Farm to Marina Village and it is bad already.
David Crane	Alameda, CA	2015-05-05	With multiple housing sites currently being added to Alameda, constricting throughfares to this degree seems particularly short-sighted.
Christopher Ray	Alameda, CA	2015-05-05	I am tired of transplants not from Alameda coming in and ruining my twin that I grew up in. Enough is enough...
Teri Rose	Alameda, CA	2015-05-05	Shorline is a mess with the bike lanes. If people want to bike they can go over to shoreline. Leave Central alone.

Name	Location	Date	Comment
Amy Keegan	Alameda, CA	2015-05-05	There us enough traffic issues in Alameda sure to the addition to a west end shopping center. This proposal to reduce a busy street down to one lane and cause mayhem with parking makes no sense at all.
Tamara Hilton	Alameda, CA	2015-05-05	People live on Central and NEED parking, and to be able to travel that route. My dentist is there and I would like to keep going to her- that requires a parking space!
Kimberley Hare	Alameda, CA	2015-05-06	Central is congested enough without getting rid of parking spaces
Marianne Carter		2015-05-06	I used to live on Central and street parking was all that was available. This would make traffic worse - no one is getting rid of their car - stop the diets.
Frank dignon	Alameda, CA	2015-05-06	Because traffic is bad enough on this island. You people need to find a way to make another way on and off the island. The thought that everyone rides bikes to and from work is a dream land. WAKE UP. Quit building so much. I can't water my lawn but you can keep building more housing and deny that we have traffic problems. You transplants are destroying this community
Ryan Giles	Alameda, CA	2015-05-06	i don't feel like we should be clogging our streets with cars by reducing the amount of roads we use.
Vanessa mcdaniels	Alameda, CA	2015-05-06	e
Selinda Antill	Alameda, CA	2015-05-06	I live in Alameda & cross the island quite frequently via Central. Lane reduction would impact my commute.
Lisa Goodwin	Alameda, CA	2015-05-06	I'm signing this because they screwed up shoreline dr and I'd hate to see more of this happening in alameda.
Chuck Wetteroth	Alameda, CA	2015-05-06	2) I do NOT want the removal of parking on Central!!!!
jennifer pryor	Alameda, CA	2015-05-06	Shoreline is already ruined, do not keep doing this!!
Megan Linley	Alameda, CA	2015-05-06	These laws are ruining our island!!!
Charles Johnston	Alameda, CA	2015-05-06	I like central the way it is!
Yenju Chen	Alameda, CA	2015-05-06	I do not want a reduction of travel lanes on Central Avenue.
James Rockwell	Alameda, CA	2015-05-06	I do not want a reduction of travel lanes
Tania J.	Alameda, CA	2015-05-06	I can't imagine the benefits of reducing lanes or parking on the street where I live.
Matt Geesey	Alameda, CA	2015-05-06	I'm signing because I think what happened to Shoreline is enough of an example as to why we don't need to mess up Central or any other main thoroughfares in Alameda.
Kristen Taylor	Alameda, CA	2015-05-06	I live on central avenue and this proposed plan will greatly impact the traffic and parking on my street especially during school drop offs and pickups which already cause problems because Paden elementary and Encinal High schools are so close by my house.
Christopher Lonsdale	Alameda, CA	2015-05-06	Used to drive on Shoreline and now it is impossible.
Steven Knuth	Alameda, CA	2015-05-07	stop the bullshit
LISA TRUJILLO	OAKLAND, CA	2015-05-07	MY MOM LIVES ON CENTRAL AND THE PARKING IS HORRIBLE ALREADY!
Carol May	Alameda, CA	2015-05-08	I hate what they did to Shoreline, it is causing more congestion. I see more potential accidents. Bicyclists are supposed to follow the same rules as automobiles and I see more and more they want the same rights as both automobiles and pedestrians

Name	Location	Date	Comment
Steve Garcia	Alameda, CA	2015-05-10	I'm signing because we cannot ignore the rights of the majority of users of Central Ave, which are autos!
Nina Alves	Alameda, CA	2015-05-10	I need what little parking I already have.
Eleanor Alperton	Alameda, CA	2015-05-11	<p>Alameda is so long, east and west. We need a direct route to go from one end to another. With all the new traffic going and coming from the West end, we MUST have roads with ample lanes.</p> <p>When I lived in Oakland, one small road near the Lake was made into one lane. What a traffic jam it is and an inconvenience.</p>
Jayson Sohi	Alameda, CA	2015-05-14	Alameda's concession to a minority of bicycle riders has led to a demonstrable increase in congestion along the beach front. Causing the same problem along the biggest thoroughfare on the island will tax an already over-budened motorway system. This despite the fact that bicycle riders already have no restrictions on their use of central avenue. This proposed restriction to central will result in even more hardship for those who are just trying to get to work everyday.

I Drive Alameda



IDrive

Home

Find Friends

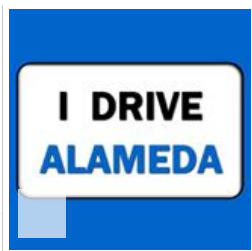
Page

Messages

Notifications

Insights

Publishing Tools



I Drive Alameda

Community

Create Call to Action

Liked

Message

Timeline

About

Photos

Likes

More ▾

54 likes +2 this week

63 post reach this week

Invite friends to like this Page



Reach a new milestone

100 Likes

Promote Page

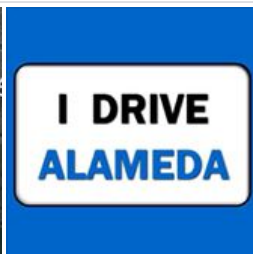
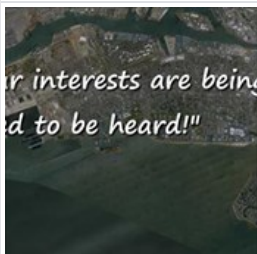
ABOUT

"I Drive Alameda" is a driver advocacy group created to protect the interests of motorists. We are not opposed to improvements to other modes.

<http://twitter.com/IDriveAlam...>

Promote Website

PHOTOS



POSTS TO PAGE

Status

Photo / Video

Event, Milestone +



What have you been up to?



I Drive Alameda

April 24 at 6:42pm ·

The City of Alameda is proposing to reduce the travel lanes and remove parking on Central Avenue to install a bike project like Shoreline Drive. Help to keep all the travel lanes and parking on Central Ave, sign the online petition here:

change.org/p/alameda-central-keep-all-lanes-and-parking

Please show your support by liking our Facebook page and sharing this post. Thanks.



Chat

alameda: Central, keep all lanes and parking

The City of Alameda Public Works Department is currently working on projects to reduce lanes on various streets. This petition is specifically regarding their Central Avenue project. Motorists/residents/businesses are concerned about the...

CHANGE.ORG

523 people reached

Boost Post

Like · Comment · Share



Thomas Michael Waters, Leslie McGraw, Luann Sankey and
2 others like this.

Top Comments



Richard Hausman
May 15 at 1:21pm

Contrary to what some have said, driving is NOT a right, it's a privilege.

Like · Comment2



Scott Sheppard
May 10 at 12:37pm

For the old Naval Air Station to be fully developed, it will probabl... [See More](#)

Like · Comment



Aaron Delloiacono Thies
May 6 at 6:57pm

Do you have a link to the proposal that you are mentioning on this p... [See More](#)


Like · Comment

2 shares




Write a comment...

Press Enter to post.




Michelle Rowe No! [#ipollutealameda](#) is your new logo. I just reported you to USPS for pulling your flyer in my mailbox. BTW, only residents who live on Central Ave should be to weigh in on this plan, I am tired of speeders, uturners, and bikes on our sidewalks. And yes, I live on Central Ave.

Like · Reply · 20 · April 27 at 5:40pm




Amy Krasky How about only homeowners have a say. I'm tired of renters voting for how much property tax I pay and then bitching when they get a rent increase. Now since the Shoreline redesign traffic has increased on my street and I have to deal with cyclists who don't obey the traffic laws and nearly run me over while I walk my dog.

Like · 2 · May 2 at 8:14pm




Michelle Rowe Obey us, renters!! 41% INCREASE IN RENTS; ONLY 4% GROWTH IN MEDIAN INCOME

Like · May 5 at 10:11pm



Julie Kaipolani Dickens How about only people who have lived here 40 years can get a say?

Like · May 6 at 9:49am




Amy Krasky Lol **Julie** I've only been alive 34. Is that close enough?

Like · May 6 at 1:39pm




Julie Kaipolani Dickens Yes, Amy...I suppose! LOL

Like · May 6 at 4:39pm




Write a reply...



Jay Snow If parking is the huge issue everyone says it is, heres an idea: ride a bike! I commute 13 miles daily. I save money, stay healthy and don't have to park anything.


If you live and work in Alameda and still think you need a car you are sadly mistaken and could drastically improve your life.

Like · Reply · 11 · May 5 at 11:51pm



Julie Kaipolani Dickens This is completely false. I live and work in Alameda. I am unable to ride a bike, plus I have to use my personal vehicle to deliver things for work. Not everyone can ride a bike.


Like · May 6 at 8:39am



Jay Snow "Whether you think you can or you can't, you're usually right".

I'm sorry you're in a wheelchair and unable to ride a bike. My grandpa was paraplegic too and its very unfortunate. Oh wait, you're not? Then probably there's a mode of transport you coul... [See More](#)

Like · 1 · May 6 at 9:43am · Edited




Julie Kaipolani Dickens You're right. I don't want to either. But I can't ride a bike. And I won't be made to feel bad about either.

Like · May 6 at 9:46am




Julie Kaipolani Dickens Do you make fun of people with disabilities? That's awesome...

Like · May 6 at 9:47am




Mark Dieter Julie, I know it's really none of my business, but I'm curious why you can't ride a bike. Would a tricycle work, or it an issue with pedaling?

Like · 1 · May 6 at 10:36pm



Jay Snow I don't think I made fun of anyone, I simply doubted that a car is the only mode of transport you are capable of using. The only mode you want to use is probably more accurate, and while you don't have to feel bad about that you can be honest about it too.

Like · 1 · May 7 at 10:08am



Jim Ausman I saw an 80 year old man riding an electric powered 3 wheeled bicycle. He was carrying a bag of groceries too, in his back basket. Almost anyone can ride a bike.

Like · 1 · May 16 at 9:10am



Jim Ausman <http://alamedaca.gov/about-alameda/paratransit>

Transportation for the Disabled and Senior Community | City of Alameda

Seniors and people with disabilities who live...

ALAMEDACA.GOV



Like · Remove Preview · May 16 at 9:14am



Write a reply...



Jim Resta "There are too many cars, too much congestion, and not enough places to park . . . so let's make sure that alternative modes don't have a chance to expand so we can carry on with too much congestion and not enough places to park." because that's completely logical.

Like · Reply · 11 · May 5 at 10:43pm



Amy Smolens isn't a bike lane a travel lane?

Like · Reply · 10 · May 5 at 10:48pm



Aaron Delloiacono Thies

Do you have a link to the proposal that you are mentioning on this page? What is the proposal specifically? If you are going to say that the proposal is to "reduce travel lanes and remove parking" and you start a petition based on that, I think you sho... [See More](#)

Like · Reply · 4 · May 6 at 6:58pm



Julie Kaipolani Dickens This only affects those that live on Central??? Hockey pucks!!!! I live IN Alameda...this affects everyone who travels on Central, period. It affects those of us who are disabled enough that we have to drive...period. We have to park our vehicles somewhere.

Like · Reply · 5 · April 30 at 12:18pm



Michelle Rowe Hockey pucks, funny. Great way to win me over to your gas guzzling way of thinking...

Like · 1 · May 5 at 10:03pm · Edited



Julie Kaipolani Dickens To each his own. I'm glad your physically able to ride a bike or take public transportation...I'm not. Thanks for making me feel like a second class citizen in a city I've called home for 40 years...but please, change it to suit your needs.

Like · 1 · May 5 at 10:55pm



Cat Napolitano

Michelle, myself or my clients would not be interested in winning you over. I'm a behavior analyst for children with autism . I see children all over alameda and contra costa county. I travel with toys, files and often a laptop. Fortunately for me, man... [See More](#)

Like · 2 · May 6 at 7:09am



Kaveh Astaneh

There is no denying the city will be better served if more bike friendly .. Healthier residents, less car death and injuries and more money for local businesses .. It's been proven time and time again the more cycling is a good thing .. Peer reviewed s... [See More](#)

Like · 2 · May 6 at 7:53am



Julie Kaipolani Dickens

That's not what's being said at all...but I get called a "gas guzzler" and a polluter because I can't physically ride a bike?? How is that fair? Alameda is VERY biker friendly as it is. Central is ALREADY parking deprived as it is, and now they want... [See More](#)

Like · May 6 at 8:32am



Kaveh Astaneh

My grandmother has lived in alameda for nearly forty years and cannot drive a car due to physical and mental handicaps .. But biking has given her the freedom to get outside and exercise and has drastically improved her quality of life .. She often tal... [See More](#)

Like · 1 · May 6 at 9:35am



Julie Kaipolani Dickens That is awesome...the part that she is able to get out there, I mean. Scary the other part. We all have to share the road. I drive 7 minutes to work...and I swear to you, damn near every day I see a bicyclist break the law. There are bad drivers and there are bad cyclists. I'm not pointing fingers at any one person or group...I'm saying what I see. I physically can not ride a bike. That's the bottom line.

Like · May 6 at 9:43am



Cat Napolitano

Kaveh that's awesome for your mom. I honestly don't take a stand either way. I share the road and drive respectfully . I'm also a runner and walk mostly when I am home. What upsets me the most is why so called progressive , enlightened folk automatical... [See More](#)

Like · 1 · May 6 at 12:22pm



Write a reply...

**John Funk**

A neighbor just handed me a petition and asked me to sign or do it online. I have total empathy for their family parking problem since they have three people that drive to work and live in a two bedroom apartment and are only allocated one parking space... [See More](#)

Like · Reply · 5 · April 28 at 8:22pm

**Terry Mazurkiewicz**

I live far enough where this wouldn't effect me but to say it only effects those in central would be silly. All the side streets around there that people park on are already packed. If the shoreline thing were to happen over there those people would need to park somewhere. The shortage of parking on all the streets off central would only grow worse. The cars need to park somewhere.

Like · Reply · 3 · April 30 at 12:37pm

**Rens ten Holt** or they could sell their cars and get a bike...

Like · 5 · May 5 at 8:14pm

**Greg Simpson**

There's no shortage of bicycle parking, the island is flat and small - perfect for biking, and BART's nearby. Bicycles scale with population density; cars do not. The city's going to continue to grow in density, so it's reasonable to expect the parking problem to grow worse for cars - my current car is almost certainly the last one I'll own while I live in Alameda! This island rocks!

Like · 3 · May 5 at 8:27pm

**John Briggs**

How lame is it for people to say I don't need a car so therefore you don't need one without knowing their situation .

Like · 2 · May 6 at 6:59am

**Cat Napolitano**

That assumes the arrogant and often incorrect assumption that all have jobs that can be biked or bartoed to. I work with children with autism . I drive all over alameda and contra costa county to clients homes. I often have a boatload of toys as well as... [See More](#)

Like · 3 · May 6 at 7:02am

**Julie Kaipolani Dickens**

Or you all could stop assuming that everyone and everything can be handled by a bicycle. Or at the very list...educate the cyclist to stop at stop signs, and follow the drivers rules that they are suppose to. Guess I'll change my license plate to Gas Guzzler.

Like · May 6 at 8:55am



Write a reply...

**Carla Lopez**

Parking is a BIG problem for many on Central Ave.

Like · Reply · 2 · April 27 at 9:09pm

**Michelle Rowe**

Can't relate as I'm off pumping fossil fuels into vehicles for 8 years now

Like · 1 · May 5 at 10:12pm

**John Briggs**

Well don't worry Michelle because 2000 or more units are about to be built and at least 2000 more cars will be taking your place .

Like · May 6 at 7:20am



Write a reply...

**Jason Schabert**

Petition signed. If it happens to central it can happen to ALL streets.

Like · Reply · 2 · April 30 at 4:16pm

**John Briggs**

There are too many cars and not enough places to park , so let's take away parking and driving lanes while adding 2000 cars to the mix .

Like · Reply · 1 · May 6 at 7:02am

**Jessi Boo**

I drive and ride my bike. Alameda is fine just as it is. When I ride my bike I stay off the busy roads and ride on the more peaceful residential streets. Shoreline is a complete mess let's not mess up the rest of Alameda. And part of the charm of Cleme... [See More](#)

Like · Reply · 1 · April 30 at 7:46pm

**Cat Napolitano**

Clement is an E ticket ride lol. Actually so is Lincoln now

Like · 1 · May 6 at 1:08pm

**Jessi Boo**

What does that mean Cat? E ticket ride?

Like · May 6 at 1:13pm

**Cat Napolitano**

Hahaha ! I think you are too young to remember. I grew up in Southern California and went to Disneyland when they

had ticket books. E tickets were for the wildest rides. At the time, I think the Matterhorn was it

Like · 2 · May 6 at 1:51pm



Write a reply...



Denyse Trepanier Seriously? You're upset that the percentage of infrastructure dedicated to cars is dropping from 99% to 98%? Boo fucking hoo!! Must be nice to be so ignorantly entitled.

Like · Reply · 1 · May 9 at 6:10pm



Nick Coldwater Cage

You do realize how silly a Driver Advocacy Group is, right? It's so silly Portlandia did a skit about it. You're all part of the reality that a satirical sketch comedy show made fun of over a year ago. Thanks for the laughs. If you want to see ... [See More](#)

Like · Reply · 3 · May 8 at 4:28pm



Kevis Brownson So Broadway went through this transition several years ago and there isn't a congestion or parking problem.

Like · Reply · May 15 at 11:14pm



Joe Johnston If they wanted to fix something for the car people they'd raise the speed limit from 25. Because the whole island has become a speed trap and an excuse to go after drivers who drink or use drugs. Why even complain about central ave when the traffic and parking is going to be a problem either way?

Like · Reply · May 7 at 7:05am



Florence Erlenmeyer So sad that so many of the anti-car "yuppies" just want all the elderly and disabled to disappear from Alameda. They are thinking only of themselves.

Like · Reply · May 9 at 2:33pm


[Write a comment...](#)

EARLIER IN 2015

HIGHLIGHTS ▼

Appendix B.2 Facebook Posts

Posts To Page

**Aaron Delloiacono Thies** · I Drive Alameda
May 6 at 6:57pm · 🌐

Do you have a link to the proposal that you are mentioning on this page? What is the proposal specifically?

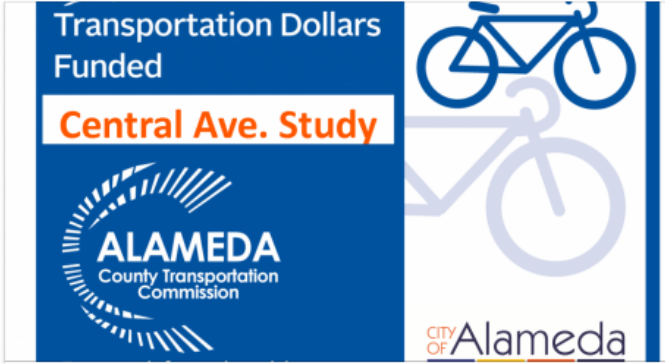
If you are going to say that the proposal is to "reduce travel lanes and remove parking" and you start a petition based on that, I think you should reference the proposal.

I mean, is what you're saying about the "proposal" even the truth? Here is a link to the City of Alameda's page about it:
<http://alamedaca.gov/public-.../central-avenue-complete-street>

The City of Alameda page actually says, "The reduction of motor vehicle travel lane(s) - also known as a "road diet" - will be considered in that it provides the opportunity to reallocate space for other uses such as a bikeway, left-turn lanes and additional parking."

That contradicts what you are saying on this website.

Show me the proposal!!!!



Transportation Dollars Funded
Central Ave. Study

ALAMEDA
County Transportation Commission

CITY OF Alameda

Central Avenue Complete Street | City of Alameda

tabber2Overview The City has funding to develop a concept of potential improvements for Central Avenue between Pacific Avenue and Sherman Street. Purpose: This concept proposal will include an outreach process,...

ALAMEDACA.GOV

Like · Comment · Share

**Todd Edelman** · I Drive Alameda
May 6 at 12:21am · 🌐

I used to play in the street in front of my house. My grand-kids asked me about it and at first I refused to give them an answer -- the problem started when I told them they couldn't go to the park by themselves.

Finally I gave in and told them the truth, about how cars slowly took over our lovely little island. We cried together for a long time, and now I'm really depressed.

Like · Comment · Share · 🍊 2

**David Coldiron** ▶ I Drive Alameda

May 5 at 9:36pm · 🌐

<http://www.theguardian.com/.../amsterdam-bicycle-capital-worl...>

Like · Comment · Share · 🍷 3

**Greg Simpson** ▶ I Drive Alameda

May 5 at 8:29pm · 🌐

Nice twitter spam you've got going on there - tagging many of the local businesses to increase your own visibility and associate your name with theirs?

Like · Comment · Share · 🍷 3

**JoanAnn Radu-Sinaiko** ▶ I Drive Alameda

May 3 at 10:20pm · 🌐

I signed this. I am sharing this with my FB page

Unlike · Comment · Share · 🍷 1



Rob Siltanen ▶ I Drive Alameda

May 2 at 8:22am · Alameda, CA · 🌐

Discussion and decisions about this Central Ave project should focus on how it would work or not work in the specific places that would be affected.

It should not be a general discussion of whether biking is good. (It is.) It should not be a replay of discussions of the Shoreline cycle track. Although there are some similar issues in each place, Central and the areas around it have particular characteristics that make it different from Shoreline (including the fact that on Shoreline there was no existing housing on the side of the street where the cycle track was built).

The core challenge here seems to be that that most elements of this Central Ave project appear impossible to do without having significant negative effects, including negative effects:

(a) on West End schools (Paden and Encinal) and on the specific issues at those schools school (e.g., Paden's community-building Opening Ceremony every day for which many families park cars behind the school by going in and out a narrow driveway; Encinal's extensive construction/renovation scheduled for coming years; the fact that there are already only two lanes on Central in front of Encinal High School past the sign and the Jet; etc.)

(b) on driveway access for many residents (e.g., if there were to be a cycle track built)

(c) on reduced parking for residents along Central

(d) via spillover traffic on other narrower nearby neighborhood streets if, for example, a Central Ave "road diet" moves significant cars off of Central as some seem to want.

There are a lot of other concerns too (e.g., the direct cost and opportunity cost of doing this).

Like · Comment · Share · 🍷 3 💬 1



👍 Linda Rivero Gilchrist, Kerri Gilchrist Lonergan and Ruby Siltanen like this.



Write a comment...



Press Enter to post.



Lucy Gigli This comment will probably get deleted, like my other comments based on facts and research that I have posted, but I will try again. Road diets do no reduce through traffic capacity. See this link and other research from FEDERAL and STATE agencies:
<http://www.fhwa.dot.gov/publications/research/safety/10053/>
Discussions about changes to Central Ave should be based on facts, not fear. 30MPH is too fast for a street with lots of people living on it and several schools.



Evaluation of Lane Reduction "Road Diet" Measures on Crashes - FHWA-



Diet" Measures on Crashes - FHWA-HRT-10-053

FHWA.DOT.GOV

Like · Reply · Remove Preview · May 3 at 2:14pm



Rob Siltanen Of course discussions should be based on facts.

The extent to which road diets divert traffic is separate from and not responsive to issues (a), (b), and (c) that I mentioned above, i.e., how this may negatively effect Paden School and Encinal High, driveway access, and parking.

On the question of whether/how a road diet on Central Ave might move cars onto narrower nearby neighborhood streets, the study cited is unpersuasive.

The focus of the study is on the possible safety benefits of road diets, not on diversions. Moreover, where the document cited (briefly) mentions diversions it actually acknowledges that in some circumstances road diets do cause diversions. In other words, whether road diets cause diversions is not a binary question with a black and white/yes or no answer.

The real issue re diversions in this case is a question of degree/extent to which they might occur. In economics, one might call this concept "elasticity."

Like · 2 · May 3 at 5:20pm



Write a reply...



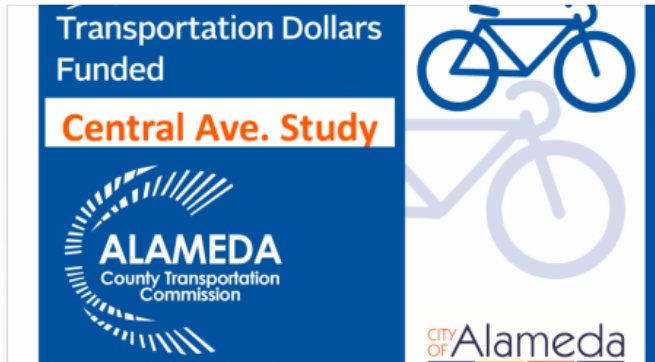


John Klein ▸ I Drive Alameda

April 30 at 4:29pm · Alameda, CA · 🌐

The proposal for Central Avenue is called 'Central Avenue Complete Street. There will be three community meetings, one of which has already taken place.

Here's the proposal: <http://alamedaca.gov/public-.../central-avenue-complete-street>



Central Avenue Complete Street | City of Alameda

tabber2Overview The City has funding to develop a concept of potential improvements for Central Avenue between Pacific Avenue and Sherman Street. Purpose: This concept proposal will include an outreach process,...

ALAMEDACA.GOV

Like · Comment · Share



Boudicca Hot-toddy Todt ▸ I Drive Alameda

April 28 at 4:15pm · 🌐

Thank you for trying to get a voice for those of us who like to drive.

Like · Comment · Share · 🍊 1



Sara Wallace ▸ I Drive Alameda

April 28 at 11:48am · 🌐

I too am an avid cyclist and have lived and biked in Alameda for almost 50 years. I'm not liking the recent rush to convince people to leave their cars and bike instead as I don't think changing roads changes behavior. I like bike lanes but Shoreline Drive is simply poorly planned. Repeating such planning seems illogical to me. Therefore, please do keep me posted. Who is in this group, btw? Do you hold meetings, etc? I would be interested in learning more about this controversy. Thank you.

Like · Comment · Share · 🍊 4





Michelle Rowe · I Drive Alameda

April 27 at 5:46pm · Alameda, CA · 🌐

Driver advocacy group? Stop focusing on your vehicle, and start taking a bus, a ferry, walking, biking --- on our beautiful island. We need 2 lanes, less street parking and bike lanes on Central.

#FOSSILFUELSPOLLUTE #GETWALKINGALAMEDA — with Trish Herrera Spencer.

Like · Comment · Share · 6 3



Michelle Rowe, Victoria Lee, Brian R. McDonald and 3 others like this.

Top Comments ·



Write a comment...



Press Enter to post.



Jeffrey Levy It's too bad there is NO longer bus service or adequate car or bike parking at the Main Street Terminal. 😞

Like · Reply · 2 · April 28 at 8:10am



Julie K Dickens Not everyone is capable...not everyone can. Stop being selfish.

Like · Reply · April 30 at 12:19pm



Michelle Rowe Uh. Julie K Dickens. Good luck draining our earth of fossil fuels. Think differently of your "routine" & wake up.

Like · Reply · April 30 at 12:58pm

Write a comment...



Pit O'Maley · I Drive Alameda

April 26 at 4:30pm · 🌐

The latest proposal to fast-lane Central Ave. for the "hurried set" rather than reduce traffic crawl for everyone with a Doolittle/880 connection is again the folly of non-Alameda busybodies who would rather residents build their own parking garages to make way for bike lanes.

Like · Comment · Share





Scott Sheppard ▸ I Drive Alameda

April 25 at 10:39am · 🌐

We have a link to your page on our site now.

<http://crownharbor.org/central.html>



Crown Harbor Homeowners Association Central Avenue Project

Crown Harbor - a great place to live in Alameda, California.

CROWNHARBOR.ORG

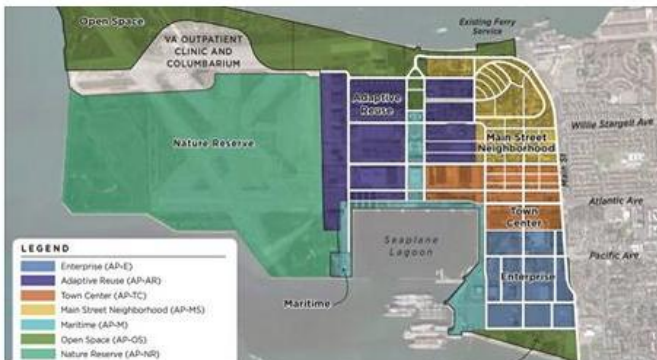
Like · Comment · Share



Scott Sheppard ▸ I Drive Alameda

April 25 at 5:41am · Alameda, CA · 🌐

Crown Harbor residents have a keen interest in what goes on at the former naval air station in addition to what happens to Central Avenue.



Crown Harbor Homeowners Association Old Naval Base

Crown Harbor - a great place to live in Alameda, California.

CROWNHARBOR.ORG

Unlike · Comment · Share · 🍌 2 💬 1



🍌 I Drive Alameda and Maria Haro like this.



Write a comment...



Press Enter to post.



I Drive Alameda Scott, thank you for sharing this and thank you for your support.

Like · Reply · April 25 at 10:42am

No more posts to show right now