

## **Comments – Part 1:**

### **5B. Central Avenue Complete Street Proposal**

Fri 5/22/2015 9:41 PM

Donna Eyestone < >

Please forward this email to Transportation Commission members.  
Transportation Commission:

Alamedans deserve the best bike network. Clement and Central Ave are critical streets in the bikeway network to get people who bike across the island.

I urge you to demand thorough traffic and parking data. This should not be a political decision. Please consider the impacts to traffic and parking along with the extreme benefits to walking and biking. Our streets ought to be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus.

Central Ave:

The next phase of the Central Ave project will be to study the impacts of a road diet on various street sections and intersections. We urge you to keep all bikeway options for study in the next phase. The impacts of changes to the street need to be analyzed along with the benefits that those changes will have for people using the street. Protected bike lanes have already been eliminated from staff's recommendation before the traffic impact studies have been assessed!

I ask the TC to reduce four lanes of traffic to two or three to create a safer street - keeping vehicular traffic to the speed limit, making it safer for pedestrians to cross the street and making room to install a safe bikeway for kids and parents riding to Paden and Encinal HS and ferry commuters.

There will be impacts to traffic with a road diet. There will also be benefits to people biking and walking. Please use the traffic data to assess the benefits and impacts of changes to the road.

We love the protected bike lanes along Shoreline Drive. They provide a safety corridor for my family to ride. We would ride even more and so would others if there were more streets with protected bike lanes. Protected bike lanes Central Ave west of 8th Street would benefit Paden and Encinal High Schools and connect to the proposed protected lanes at Alameda Point.

Sincerely,  
Donna Eyestone

Tue 5/26/2015 8:37 AM

Chuck Myers < >

Please consider the traffic tie up one presently experiences on Central near Encinal HS just before and after school. In addition, as a resident of Crown Harbor it is already difficult to turn from Crown Drive either way on Central, and that is pretty much true of McKay and 5th as well. Reducing lanes is not a solution to the traffic issues and it is hard to see how it would help with the Bay Area Trail.

As traffic to the old NAS and the Hornet should increase over the years, and Central is one corridor to those areas, that should also present some caution with regard to lane reduction.

Charles K. Myers

Tue 5/26/2015 12:06 PM  
David Johnson < >

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Sincerely,

Dave Johnson

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Tue 5/26/2015 1:01 PM  
Aaron DelloIacono Thies < >

Dear Ms. Payne,

I am writing to support the Complete Streets project in Alameda, to make travel and street crossings on Central Ave. and Clement St. safer for ALL transportation modes, especially people walking and people biking. I am also requesting that Central Ave. go through a "road diet" to convert it from 4 auto travel lanes to 2 auto travel lanes with a 3rd left turn lane and protected bike lanes on outside of the auto travel lanes.

My main concern is for children and families crossing Central Ave. Central Ave. is a major crossing point for schoolchildren and, soon, for all users of the new Jean Sweeney Open Space Park. Without improved safety on Central Ave., for pedestrians and bikers who want to go to school and go to the park, this crossing will continue to be dangerous for pedestrians and bicyclists, and the risk of collision and injury will remain high.

Last week as I crossed Central Ave. with my family, a driver in one lane stopped for us at an unprotected crosswalk (8th and Central), so that we could cross. A car came up behind the stopped car, swerved around it into the other lane and proceeded to drive through the crosswalk without even seeing us crossing in front of the stopped car. This situation is completely dangerous and unacceptable. There should only be 1 auto travel lane in each direction to avoid this dangerous street crossing situation.

Please consider the following items when creating the Alameda complete streets projects:

- Please make crossing Central Ave. safer by "daylighting" intersections by removing parking spaces adjacent to curbs and crosswalks. Auto drivers cannot see pedestrians entering crosswalks when cars are parked right up the crosswalk, which blocks the line of sight.
- Please keep all bikeway options for study in the next phase and do not remove protected bike lanes from consideration. The impacts of changes to the street need to be analyzed along with the benefits that those changes will have for people using the street.
- Please reduce auto travel on Central Ave, from four lanes to two lanes of auto travel, along with a center turning lane and protected bike lanes on each side.

Thank you for considering my viewpoints on the complete streets project in Alameda.

sincerely,

Aaron D Thies

Tue 5/26/2015 2:23 PM

Dear Ms. Payne,

Please add my voice to those who are opposed to the City of Alameda spending any more of my tax dollars on expensive, hideous, and unnecessary curbed-off bicycle lanes. I don't know who is responsible for the design of that debacle at Shoreline Drive, but he/she should be run out of town. Shoreline as it now exists after the "re-do" is a serious safety hazard and an aesthetic nightmare.

In order to satisfy the desires of a tiny minority of individuals with a major sense of entitlement, the City of Alameda has now turned what was a beautiful roadway along the beachfront into a path that is largely inaccessible to a huge percentage of citizens and taxpayers (including my husband, a disabled veteran, who used to enjoy an occasional drive along the beachfront on the weekend but now cannot do so).

I ride a bike occasionally, and I also drive, and I find the existing bike lanes to be more than satisfactory. The problem with riding a bicycle in Alameda is not the cars. The problem is the bicyclists. They have no respect for drivers, and no respect for senior citizens and other disabled people trying to walk on the sidewalks.

In addition, it is so rare for me to see a single bicyclist stop at a red light or stop at a stop sign, that when I do see this happen, my jaw literally drops. Bicyclists remove the element of predictability from the flow of traffic, because they all think that it should be left to their judgment to determine whether it is or is not "safe" to blow through a red light or a stop sign. The only time I ever see bicyclists obey the law is if there is an adult riding with a group of children.

I am so fed up with hearing those bicyclists spouting off about how I "need to get out of my car" and how Alameda "needs to go on a road diet" and how people in Alameda should not expect to park on city streets "for free." All I can figure out is that they are not employed and do not have family responsibilities, and that they have all the time in the world to ride bicycles and meander around town, without a care in the world. I do not have time (or the inclination) to ride a bike to work in Oakland, where I work at a job that requires my presence 10 hours a day, and I most certainly do not have time to run errands on a bike on a regular basis.

I urge the members of the Commission to not recommend any changes to the existing bike lanes in the City of Alameda.

Thank you, REQUESTED NAME TO BE REMOVED.

P.S. I would prefer that my name not be made public, as I do not want to be blasted on the Bicyclists' Facebook page and blogs, as has happened to others in Alameda who have opposed them.