

LARA WEISIGER

From: Sharine Thenard <sharine.thenard@gmail.com>
Sent: Wednesday, February 17, 2016 12:10 PM
To: City Clerk
Subject: Comments for Central Ave. Project

Good afternoon,

Please see my comments below and ensure they become public record.

As a homeowner on Central Ave. with a small dog and two very young children, I have felt in danger numerous times as I crossed Central Ave. in the designated cross walk due to very fast motorists zipping down Central Ave.

Likewise, I have to constantly scan the street when I enter and exit my car so that a driver who may not be paying attention doesn't hit me or my car door. I get very nervous when I have to bring my infant into or out of my car since many motorists do not honor the 25 mph speed limit on Central Ave.

The stop lights on Sherman and Central are also very troublesome, as cars driving on Sherman and making turns are often confused as how to go about doing so.

The stop light on Sherman for pedestrians is ridiculously short, and I am not sure how any children or elderly people can make it across without waiting for two cycles of the light.

In short, I am fully in support of the proposed modifications to Central Ave.

It is very overdue, and quite appropriate considering the area is near an elementary school and park.

Alameda is a safe and comfortable community. Central Ave, our street, should be the same.

Thank you,
Sharine Thenard

LARA WEISIGER

From: Grae Wallace <info@bikewalkalameda.org>
Sent: Wednesday, February 17, 2016 12:26 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Grae Wallace .

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Hello, please give Alameda cyclists safe access along Central Ave. by implementing bike lanes there. The bike lanes on Broadway are a big success and using Broadways bike lanes as a template for Central Ave, between 8th. St. and Sherman will slow traffic down to the posted speed limit and allow cyclists safe access to their destinations. I own a retail business at 1000 Central Ave. and I have no reservations over the proposed Central Ave. Bike Lanes.
Sincerely, Grae Wallace

Thank you for your support.

Sincerely,

Grae Wallace

5104231080

graester@hotmail.com

Weber St.

LARA WEISIGER

From: Kevin Connolly <info@bikewalkalameda.org>
Sent: Wednesday, February 17, 2016 11:08 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Kevin Connolly.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I commute by bicycle and use this stretch of Central everyday coming from the Main Street Ferry Terminal and headed home to the east end. Due to a lack of bus service at the Ferry for the foreseeable future, bicycling is the best alternative way to connect to this valuable regional transit facility. Safety improvements such as those proposed for Central will make travel for experienced and inexperienced bicyclists alike better.

Thank you for your support.

Sincerely,

Kevin Connolly

kevvvvvvv@gmail.com

High/Encinal

LARA WEISIGER

From: Cyndy Johnsen <info@bikewalkalameda.org>
Sent: Wednesday, February 17, 2016 10:46 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Cyndy Johnsen.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I won't be able to attend the meeting, but wanted to be sure my support for the Central Avenue concept plan was registered. It's not a perfect plan, but it's a great leap in the right direction for our community.

Thank you for your support.

Sincerely,

Cyndy Johnsen

510.337.0707

cyndyjohnsen@yahoo.com

9th Street

LARA WEISIGER

From: Lance Kincaid <info@bikewalkalameda.org>
Sent: Wednesday, February 17, 2016 10:35 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Lance Kincaid.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Alameda ranks 8th out of 103 similarly sized California cities for most pedestrian injuries and deaths.

Alameda also ranks 8th out of 103 similarly sized California cities for most bicyclist injuries and deaths.

You can find the data here:

http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp

Is this an acceptable state of affairs to this Mayor and City Council? Your vote on Feb 24 will answer this question

Thank you for your support.

Sincerely,

Lance Kincaid

lancekincaid@gmail.com

8th and Lincoln

LARA WEISIGER

From: Julie-Ann Cesareo <info@bikewalkalameda.org>
Sent: Wednesday, February 17, 2016 10:03 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Julie-Ann Cesareo.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I have two daughters who are approaching the ages where they will be able to bike on their own around town to get to their after school activities.

It would give me such peace of mind to know that there are many safe and accessible bike routes for them to take.

Thank you for your support.

Sincerely,

Julie-Ann Cesareo

5108648997

jacesareo@gmail.com

High St.

LARA WEISIGER

From: Gail Payne
Sent: Wednesday, February 17, 2016 9:50 AM
To: Julialarsen
Cc: Jennifer Ott; City Clerk
Subject: RE: Central Ave. Plans

Ms. Larsen,

As for the traffic analysis, the recommended concept minimizes motor vehicle delays by keeping four lanes at parts of the Eighth and Webster Street intersections to ensure the predominant motor vehicle flows still can occur between Eighth and Webster.

As for alternative corridors, Santa Clara Avenue is the closest parallel route. Santa Clara Avenue would not be considered a better alternative because it is narrower, does not have a center turn lane, is a major route for AC Transit, is not part of the San Francisco Bay Trail and would not provide a cross island bikeway.

For the majority of the study area, the staff/consultant team recommends a motor vehicle travel lane reduction from four lanes to three lanes with bike lanes and a center lane, which is similar to the mid-section of Broadway and not similar to the Shoreline bikeway project. The Shoreline bikeway project is not as comparable to Central Avenue as the Fernside Blvd project. Shore Line Drive and Westline Drive are significantly narrower streets than Central Avenue at 48 feet width compared to Central Avenue at 56 feet for much of the study area. The Shoreline bikeway project reduced motor vehicle travel lanes from four to three or two lanes depending on the street section whereas the Central Avenue concept recommends only a four to three lane reduction.

Thank you for your correspondence. Please let me know if you have any further questions. I am copying the City Clerk staff on this email so that they can include it into the official correspondence for this project.

Regards,
Gail Payne

Gail Payne, Transportation Coordinator
City of Alameda Community Development Dept
510-747-6892 - gpayne@alamedaca.gov

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

From: Julialarsen [mailto:julialarsen@comcast.net]
Sent: Tuesday, February 16, 2016 10:09 AM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: Central Ave. Plans

Dear Gail,

I am very concerned about the proposal to change traffic flow on Central Ave for several reasons:

- a traffic analysis was done several months ago that clearly described that the proposed changes would have a dramatic negative impact on traffic flow over the next several years. Why is this data being ignored?
- Central is a major artery in Alameda. It seems inappropriate to encourage bicyclists to use a major artery when there are several existing streets that run parallel to Central that already have bike lanes, less traffic, and would likely be much

safer. It would seem much better use of money to educate the public on these existing streets for bicycle traffic, or direct them to Shoreline Drive and use the waterfront crab cove paths which are beautiful.

- I would hate to see a repeat of Shoreline drive. It has become a dangerous drive now due to narrow lanes, nowhere to take evasive action, and an eyesore with parked cars obstructing what once was a gorgeous drive.

Thank you,
Julia Larsen
Ballena Blvd.

LARA WEISIGER

From: Marilyn Schumacher <info@bikewalkalameda.org>
Sent: Wednesday, February 17, 2016 9:27 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Marilyn Schumacher.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I support the changes on Central Ave, that will make it safer for bike riders and car drivers as well. Change is hard...but the research seems to support the changes.

Thank you for your support.

Sincerely,

Marilyn Schumacher

5109089021

marilynschu@gmail.com

Clinton and Grand

LARA WEISIGER

From: john a piziali <info@bikewalkalameda.org>
Sent: Wednesday, February 17, 2016 8:25 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from john a piziali.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I live in the three hundred block of Taylor Ave. I can see the intersection of Central and third from my house, We desperately need this project to make Central from Webster to the Point safe for everyone.

Thank you for your support.

Sincerely,

john a piziali

5105227217

jpbullit@comcast.net

3rd & Central

LARA WEISIGER

From: Jenna <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 11:12 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Jenna.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

More bike lanes in Alameda please. Let's make this town a great place to bike!

Thank you for your support.

Sincerely,

Jenna

5106930208

paynejenna@yahoo.com

webster and central

February 16, 2016

From: Eugene L. McDermott; 590 Kings Road, Alameda, CA.

To: Members of the Alameda City Council
Members of the Planning Department

Copy To: Members of the Board of Directors, Crown Harbor Home Owners Association
Gail Payne; City Planning

Dear Members,

I am not able to attend the Council Meeting on Feb 24th where they will hear presentations on this topic. However, I do have some concerns with the proposed course of action to change the traffic patterns on Main Street and Central Avenue. My concerns fall into the following categories.

Purpose: The presentation shows a Table of Content that lists "Overview and Purpose" as the first section. However, when you go to that section, there is no semblance of "Purpose" of what the project is intended to achieve. There is no stated goal or purpose. The section simply presents the perceived benefits offered by the presented plan. It's a rosy story but doesn't link results to goals. What did or do we really expect this "improvement" to do for us; the residence of Alameda? It never says.

There is no doubt in my mind and I'm sure in yours, that more motorists transverse part or all of this route in any given day than pedestrians and bicyclists combined. In fact, I'm sure more vehicles pass by the schools than there are total people in all of the schools combined. I fully understand the need to provide for the safety of our children, anywhere in the City, not just in school zones. Improving the safety of those walking on the sidewalks and crosswalks is extremely important. I think the installation of the light at Third Street and multiple high visibility crosswalks will do that. However, I'm appalled that of the 7 items listed in the overview, the general "motorist" doesn't appear until number six. Even then, it's to "minimize delay to motorists", not to enhance or improve anything for them. Don't we motorists pay taxes too? Why would anyone think it is more important to provide a continuous bikeway, Bay Trail connections or to implement the General and Bike Plan than it is to keep the vehicle traffic flowing on a very busy public street?

Cause: Lacking the presentation of any specific GOAL or NEED in the presentation, as one reads through, it appears the prime reason to do this is to get access to the CALTRANS and County funding. It seems the fact that we can get the money is more important than what we use it for or why we even need to do anything.

The presentation of some statistics would lead a reader to think maybe there is a serious safety issue in this particular area. Having lived in the Crown Harbor Community for over 20 years and in the West End for more than 30, I do see some "safety issues". However, I'm sure my interpretation of cause greatly differs from that of the presenters.

The data shows 2/3 of the pedestrian injuries between 2004 and 2013 occurred at 6th, Webster and 8th Streets. However, since 2013, the City has changed (I'll say

improved) the pedestrian crossing pattern at Webster and 8th. How have these improvements changed the data? What are the statistics for the last 3 years? With the already implemented changes, have we already resolved 66% of this problem? The proposed high visibility crossing at 6th will further improve this situation. Maybe we're trying to solve a problem that no longer exists. The data doesn't tell us.

The data also shows a full 33%; 7 of 22 bicycle injuries occurred at Encinal High School; 5 of 7 occur during "Pick-Up and Drop Off" times. That, in itself, tells us something. However, the new traffic light at Third Street should help resolve this, right? Sure it will, as long as the bicyclists choose to abide by the traffic regulations and WALK their bikes through the intersection in the crosswalks. What are the chances of that? In my opinion, until you get the bicycling community to recognize and abide by the standard rules of the road - like stopping at red lights and stop signs, driving on the right hand side of the road and, if they're on the sidewalk like pedestrians, walking their bicycles through intersections, you're not going to solve this problem. Instead of holding the offending parties responsible for their actions, we seem to be making it the motorists problem (#6 of 7 on the list) that the bicyclists, skateboarders and roller skaters who motivate in the traffic lane choose NOT to abide by the traffic laws. As I said earlier, MY interpretation of the cause of the safety issue seems to differ from that of the Contractor, the Planning Committee and quite possibly the Council.

Outreach: All of the results presented are based on less than 130 responses. How many family units or apartments are located along the proposed area? How many of these were surveyed? How many outreach questionnaires were sent out and who, or what demographic were asked for response?

There are 76 family units in Crown Harbor and as far as I can tell, none of these were asked or surveyed. Do we not have the right to respond?

I fully agree with the current allegation that the contractor and Planning Department did not properly and thoroughly conduct the required research and outreach to the community.

Before making this seemingly pre-determined decision, I challenge you to do three things:

First, go park your car in the Main Street Ferry Terminal until the 5:20 PM ferry arrives; about 5:40. Wait a few minutes, until the riders have a chance to disembark and then make the drive up Main to Central and up through Sherman. While doing this, take particular note of both the traffic pattern and the behavior of the bicyclists. Count how many misdemeanor traffic violations you see. I will warn you, be especially careful of the bicyclists who cut out of the traffic lane to the sidewalk at the last driveway break before an intersection, blow through the stop sign by riding in the crosswalk and then darting back out into traffic at the next driveway. Watching the spastic, unpredictable antics of these cyclists, it's not surprising they suffer the high rate of injuries.

Second, come to Crown Drive and park in the City defined Shore side Access Parking area. Again, wait until about 5:50 PM, when the traffic from the 5:20 ferry peaks on Central. Then, try to enter the traffic lane; better still, try to make a left turn. Notice, while waiting back off of the sidewalk looking left, the line of sight to the eastbound traffic is severely limited by the parked vehicles. As you inch your way out, you'll notice

that by the time you can see the traffic bolting off of the 5th Street stop sign, you're already into one lane of traffic. Now, if you can't see the motor vehicle traffic, how easy will it to be to see the bicyclists screaming up the newly proposed bicycle lane. I see nothing in the current proposal that addresses, or improves this issue. As much as it saddens me to say so, at least if the bicyclists are on the sidewalk, you can see them. By the way, if and when you implement these bicycle lanes, will you ban bicycle riding on the sidewalks? If you're taking traffic lanes away from the motorists to provide for the bicyclists, why would you not require them to use their 'special' lane?

Third, do an experiment; a trial. Pick a typical afternoon/evening and block one lane in each direction for the proposed route. Then, with all traffic squeezed into one lane each way, measure the time duration between the vehicles as they pass between intersections, say between 5th and 6th at the peak of rush hour. This would indicate the window of opportunity for the many residents of the single and multi-family complexes to enter or cross the traffic lane. Is this time really sufficient, or are you condemning these residents to staying in their homes during rush hours?

Here's the bottom line, folks. This proposal appears to be a self-serving money grab intended to gain access to county and state funding by recommending a plan known to have their support, regardless of the affect on the City or it's residents. The proposal, under the guise of the safety of our children, appears to significantly benefit the bicycling community at the total expense of the thousands of motorists that use this particular route. The presentation shows the contractor hired to do the study regurgitated the desires of the planners, threw some old data together in an attempt to justify the desired solution and will walk away with a large sum of our City taxpayers money that they did absolutely nothing to earn.

We, the people of Alameda, elected you to the City Council positions to protect and support the best interest of the whole of the community, not the special interest groups. We fully expect you to do so.

As the Alameda City Council, please deny acceptance of this plan and send the Planning Board and the contractor back to the drawing board. Set specific and appropriate goals and objectives for the project. Direct them to research the issues, do their homework thoroughly and in great detail, use recent and pertinent data, develop a detailed and original solutions to address the specific goals and then, and only then, come back to the Board and Council with their proposal. Do what's best for the entire community. If it doesn't qualify for the State and County funding, so be it.

Thank you for your continued dedication to the residents of Alameda and for taking my thoughts into your consideration.

Eugene L. McDermott

LARA WEISIGER

From: Edmund Ma <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 8:44 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Edmund Ma.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

My daughter will be biking to Encinal High School starting this September. It will be great to make us as safe as we can be.

Thank you for your support.

Sincerely,

Edmund Ma

5107698869

edmundlma@gmail.com

Pacific and Paru

LARA WEISIGER

From: Bruce Kibby <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 5:06 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Bruce Kibby.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

As a bicyclist, I strongly support the Central Avenue Complete Streets plan.

However, I think its essential benefit is student and pedestrian safety.
Please adopt this plan.

Thank you for your support.

Sincerely,

Bruce Kibby

748-0712

wulf9@mac.com

Santa Clara & Cottage

LARA WEISIGER

From: Nicole Cavanaugh <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 4:54 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Nicole Cavanaugh.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Nicole Cavanaugh

nicole.cav2@gmail.com

Central & Fernside

LARA WEISIGER

From: Julie Robbins Kim <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 4:05 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Julie Robbins Kim.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for considering this request.

Thank you for your support.

Sincerely,

Julie Robbins Kim

415-373-8598

Julierobbins7@yahoo.com

Central and Chestnut

LARA WEISIGER

From: Nicole Loeffler-Siu <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 3:57 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Nicole Loeffler-Siu.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

We live on the east end and bike daily. I always worry a little because even though there are a number of cyclists in the city, we don't have dedicated bike blvds like Berkeley and Oakland do which makes biking much safer.

Thank you for your support.

Sincerely,

Nicole Loeffler-Siu

3096069472

nicole.loeffler@gmail.com

eastshore/fernside

LARA WEISIGER

From: Ann Naffziger <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 3:46 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Ann Naffziger.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I bike daily throughout Alameda with my two school-aged daughters as we try to "spare the air" every day that we can. My girls often notice and point out all the bikers they see and applaud them for being on bikes or on foot instead of in cars. We would love to have more safe, accessible streets in our town so that biking and walking can become more of the norm when going places in our great town.

Thank you for your support.

Sincerely,

Ann Naffziger

5105218011

ann@paulandann.org

Versailles Ave/Encinal Ave.

LARA WEISIGER

From: AUDREY LORD-HAUSMAN <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 3:28 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from AUDREY LORD-HAUSMAN.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Central Ave is currently difficult to cross, particularly as a pedestrian. It can be a very busy vehicle thoroughfare and it is scary for kids walking or bicycling to/from school. I support thoughtful redesign to ensure a more accessible and safe avenue of travel for all.

Thank you for your support.

Sincerely,

AUDREY LORD-HAUSMAN

5105224651

alordhausman@att.net

LARA WEISIGER

From: Chad thompson <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 3:28 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Chad thompson.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

As a husband and father of two small children we would love safer streets to bike and walk more of alameda!

Thank you for your support.

Sincerely,

Chad thompson

415-240-9822

Chadchadchad@hotmail.com

Morton / Lincoln

LARA WEISIGER

From: Juli Goldstein <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 3:01 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Juli Goldstein .

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

We have a family of small children and would like them to be able to get healthy physical activity while being safe. This would be HUGE for the family and community.

Thank you for your support.

Sincerely,

Juli Goldstein

510-599-6502

Juli.Goldstein@gmail.com

Powell and Laurel

LARA WEISIGER

From: Jeff Thomas <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 1:57 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Jeff Thomas.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I'm very pleased to hear that all of the communities hard work in this matter is coming to fruition and I urge you to continue your support for safe accessible bike lanes across the island. Please approve this milestone project.

Thank you.

Thank you for your support.

Sincerely,

Jeff Thomas

5106462145

hobbydreamer@gmail.com

Oak Street and Clinton Avenue

LARA WEISIGER

From: Ada & Bruce King <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 1:32 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Ada & Bruce King.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

We have been living at 3273 Central Ave. for 24 years, and have always felt that Central Ave., especially the 3200 block to be narrow and dangerous for drivers and cyclists. It's used as a crossover by cars to get from High to Fernside (to Bay Farm) and back.

Thank you for your support.

Sincerely,

Ada & Bruce King

5105230209

adaking88@sbcglobal.net

Central at Fernside

LARA WEISIGER

From: Kate Pryor <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 1:03 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Kate Pryor.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

This is a very important project for the safety of Alamedans of all ages.
Please support it.

Thank you for your support.

Sincerely,

Kate Pryor

kate@tuckersicecream.com

LARA WEISIGER

From: Nancy Balassi <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 12:51 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Nancy Balassi.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Nancy Balassi

nbalassi@aol.com

LARA WEISIGER

From: Mason Curry <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 12:38 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Mason Curry.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

One of the main reasons I moved to Alameda is for a great place to ride bikes with my kids, currently 5 and 2 years old. When I was growing up, I rode my bike to school and out to a restaurant for the first time when I was just 8 years old, and I want Alameda to be that kind of place for my kids.

Thank you for your support.

Sincerely,

Mason Curry

650-799-4667

mason1@gmail.com

Laurel St at Powell St

LARA WEISIGER

From: Neil Gilfedder <info@bikewalkalameda.org>
Sent: Tuesday, February 16, 2016 11:20 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Neil Gilfedder.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I rode this stretch of Central, to get from Shoreline to Webster, yesterday, and it's rather scary on a bike. Cars came very close indeed, and seemed annoyed that a bike was in their way. Please approve this and make Alameda a less car-centric city.

Thank you for your support.

Sincerely,

Neil Gilfedder

5104991971

ngilfedder@yahoo.com

BV and Lafayette

LARA WEISIGER

From: Gail Payne
Sent: Tuesday, February 16, 2016 10:27 AM
To: hayward teacher
Cc: City Clerk; Jennifer Ott
Subject: RE: central ave, etc.

Dear D Sarver,

Thank you for your input. The center lane proposed in the Central Avenue study area is only meant to be a two-way left-turn lane, not a through motor vehicle travel lane. About San Jose/Park, the city has not received any plan for that property.

I am copying the city clerk staff so they can add your comment to the official correspondence for the Central Avenue concept.

Thank you.

Regards,
Gail Payne

Gail Payne, Transportation Coordinator
City of Alameda Community Development Dept
510-747-6892 - gpayne@alamedaca.gov

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

From: hayward teacher [mailto:haywardteacher@hotmail.com]
Sent: Saturday, February 13, 2016 4:52 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: central ave, etc.

Re: Central. Three lane roads only work if the center lane is not used as a traffic lane, which is what people are doing on Broadway. It's only a matter of time before someone gets killed. There need to be more traffic controls at crossings too.

What's the plan for San Jose and Park now that Big O is moving too? The Party store is covered with Graffiti.

d sarver
Sent from my iPad

Dear Mayor and City Council members,

In addition to signing Bike Walk Alameda's letter urging you to approve the Central Avenue Complete Street plan, I wanted to write my own letter to address the misconception that bike lanes would be bad for Webster Street businesses. Study after study demonstrates the opposite is true.

The Atlantic's Citylab website [posted an article](#) listing a dozen studies analyzing the impact bike lanes had on businesses in cities around the world following a similar debate over protected bike lanes proposed for San Francisco's Polk Street shopping district. Study after study showed that bike lanes are, in fact, good for business.

One study I found particularly interesting on the Citylab site was [an analysis of the impact of bike lanes in Portland](#). It showed that cyclists spent more money at bars, restaurants and convenience stores – the same types of businesses that dominate Webster Street.

Even the paper of record for the nation's businesses – *The Wall Street Journal* – [carried a story](#) touting a New York City study on the positive impact bike lanes and pedestrian improvements had on businesses in one shopping district where they were installed.

Business owners across the country routinely express concerns about proposals that improve street access for people who walk and bike. But there is no evidence that these safety and accessibility improvements, when implemented, caused the problems businesses feared they would – even in cases where parking is removed (something the Central Avenue plan doesn't contemplate on or near Webster Street).

On the contrary, the bicycle and pedestrian improvements being proposed for Central will provide a critical link between the Webster Street shopping district and thousands of new Alameda residents moving to Alameda Landing and Alameda Point – access that does not currently exist, for residents who are expected to eschew cars in favor of other modes of transport.

I know each of you is carefully considering your vote on this proposal in the context of city policy, the information city staff is providing you and a diverse array of community opinions. Based on all the evidence I have reviewed, I strongly believe that this proposal makes Central Avenue safer and more accessible for everyone while strengthening West End businesses, and I urge you to vote to approve it on February 24.

Sincerely,

Michele Ellson



CITYFIXER

The Complete Business Case for Converting Street Parking Into Bike Lanes

An annotated, chart-filled review of 12 studies from around the world.

ERIC JAFFE |  @e_jaffe | Mar 13, 2015 |  183 Comments



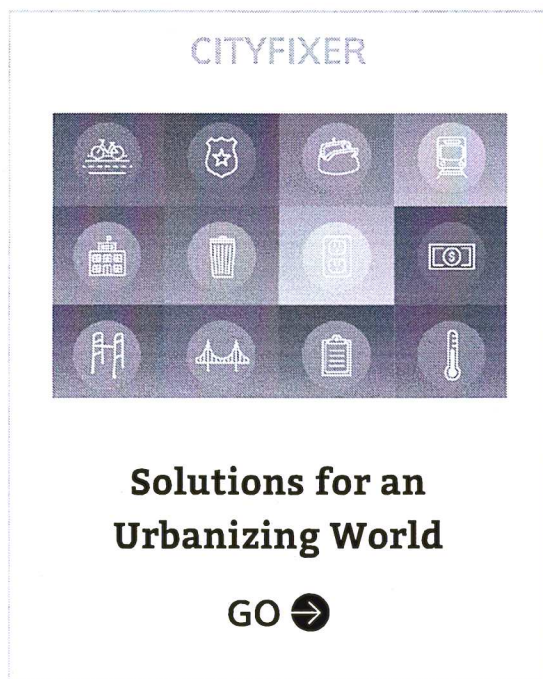
[acme08 / flickr](#)

San Francisco is moving forward with a plan to add protected bike lanes on Polk Street, one of the busiest cycling corridors in the city, but the decision didn't come easy. The [San Francisco Examiner reports](#) that the plan endured about 2.5 years of debate. At the center of the dispute was an objection to the

loss of on-street parking spaces by local merchants (our emphasis):

Some business owners had argued that a proposed loss of 140 parking spaces in the area would lead to financial losses, and they had pushed hard for **studies on possible economic impacts** in order to pause construction of the bike lane.

It's perhaps natural for a shop owner to fear that losing a parking space means losing revenue. Drivers tend to be wealthier than alternative transport users, and cars have big trunks to hold lots of stuff. Cities can add a bike lane and still keep street parking by bumping out spots from the curb (a common practice in New York), but generally speaking more road space for cyclists means less for cars.



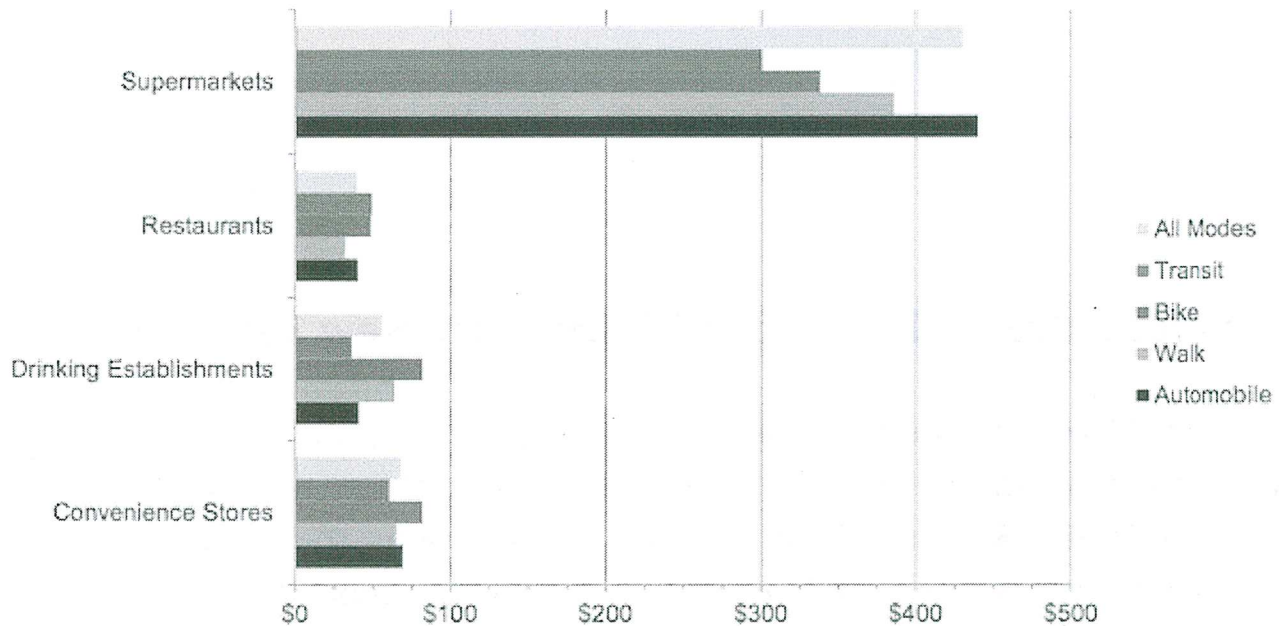
But here's the thing about the "studies on possible economic impacts" requested by retailers on Polk Street, or really wherever bike-lane plans emerge—they've been done. And done. And done again. And they all reach a similar conclusion: replacing on-street parking with a bike lane has little to no impact on local business, and in some cases might even *increase* business. While cyclists tend to spend less per shopping trip than drivers, they also tend to make more trips, pumping more total money into the local economy over time.

So to put these debates to rest we've compiled an annotated, chart-filled guide to every major study we know of conducted on the subject to date. Here they are, in no particular order, for your public meeting pleasure.

Portland, Oregon

An analysis of 78 businesses in metropolitan Portland found that non-drivers, including cyclists, are "competitive consumers, spending similar amounts or more, on average, than their counterparts using automobiles." So over the course of a given month, cyclists spent less than drivers on grocery trips, but more at restaurants, bars, and convenience stores. The common theme emerged: cyclists spend less per trip, but they make more trips.

Key chart:

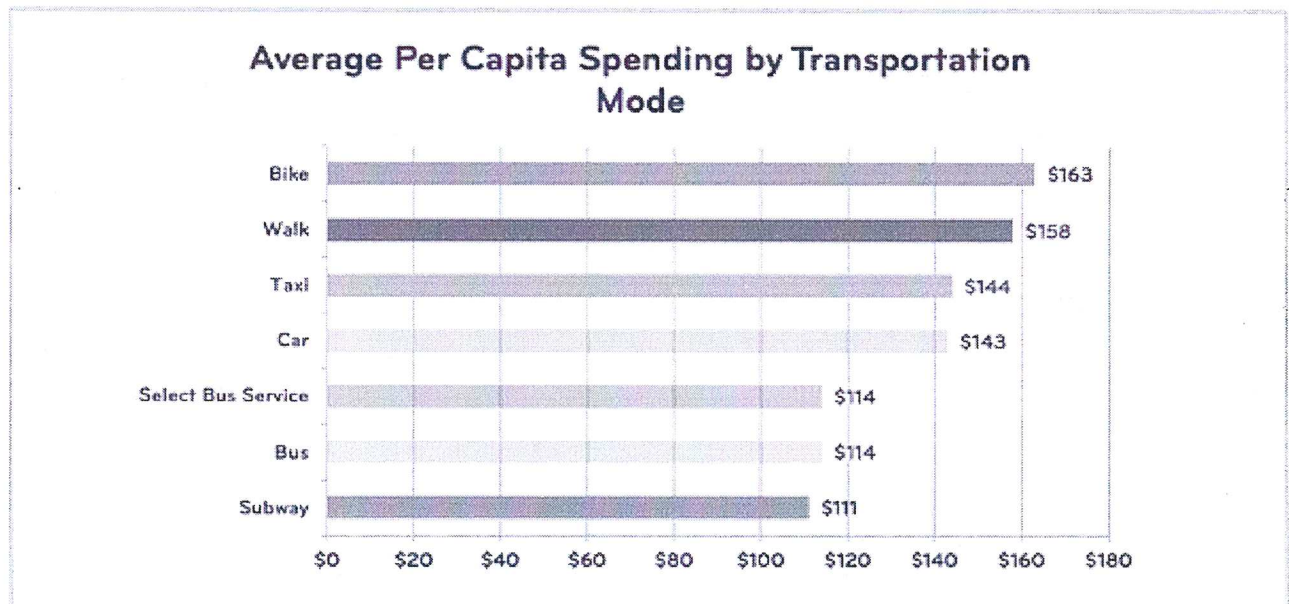


Clifton et al

East Village, New York City

A neighborhood survey of 420 people on First and Second avenues in Manhattan's East Village, home to protected bike lanes, found that aggregate spending by non-drivers accounted for 95 percent of all retail spending in the area. That's not too surprising in New York, given the great transit infrastructure, but the figures remain impressive. Cyclists spent about \$163 per week on average, compared to \$143 among drivers.

Key chart:



Transportation Alternatives

Auckland, Christchurch, and Wellington, New Zealand

A survey of 1,744 shoppers and 144 retailers in nine shopping areas in these three New Zealand cities found that drivers did spend more money per trip than non-drivers, \$47 to \$34. But in central city locations, the gap between drivers and cyclists was only \$4 per trip (\$47 to \$43, respectively). And non-drivers also spent more time in the shopping areas, suggesting that "the longer-term spending by sustainable users is likely to be higher than that of private vehicle users."

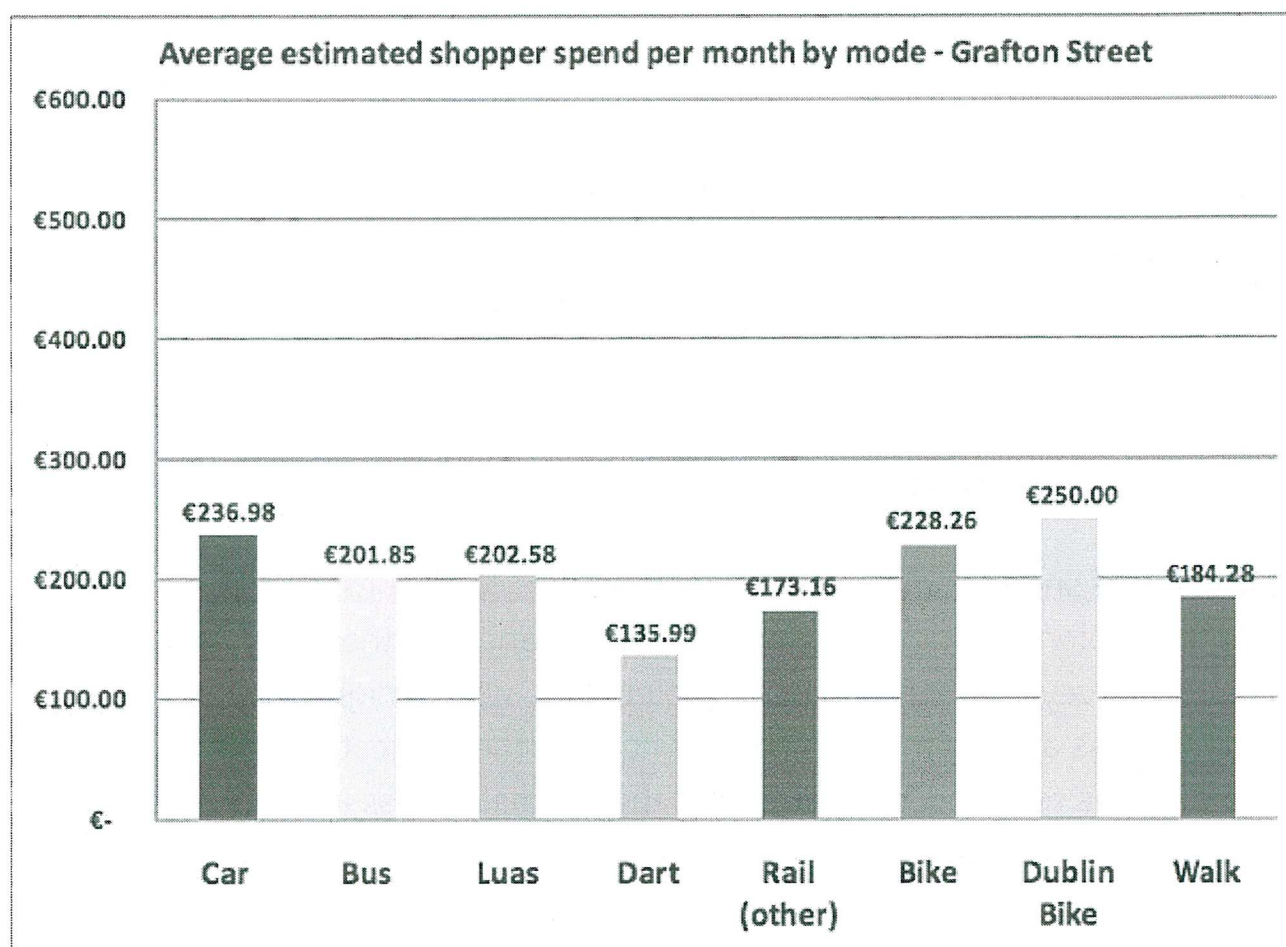
Key line:

This suggests that, in many cases, the benefit of encouraging more sustainable transport journeys to shopping centres outweighs the cost of reallocating space and improving the urban design in shopping centres.

Dublin, Ireland

Consumer behavior was studied along two shopping avenues in Dublin: Grafton Street and Henry Street. Merchants overestimated how many of their customers arrived by car—they guessed 13 percent on Grafton (it was actually 10 percent) and 19 percent on Henry (it was actually 9 percent)—and underestimated bicycle patrons. On Grafton Street, with better bike infrastructure, monthly cyclist spending was nearly even with driver spending: 228 to 237 euros.

Key chart:



O'Connor et al

Los Angeles, California

Business data was collected along York Avenue in Los Angeles before and after a road diet that replaced car lanes with bike lanes. The change was found to have "little effect on surrounding businesses, property values, and customer shopping patterns." Sales tax revenue, a proxy for business success, was higher

on the section of York with the new bike lane than the section without it, \$1,116,745 to \$574,778 (though revenues rose post-road diet in both sections).

Key chart:

	Road Diet	Non-Road Diet
Pre-road diet implementation	\$727,937	\$344,623
Post-road diet implementation	\$1,116,745	\$574,778
Absolute growth	\$388,808	\$230,155
Percent change	53%	67%

Cullen McCormick

Vancouver, Canada

This study of shops in downtown Vancouver did find a net decrease in sales after the implementation of a separated bike lane. But the analysis relied on business surveys, rather than actual sales data, which might have led to a response bias among the merchants who took the biggest hit. The little sales data that was received "indicated that the estimated loss in sales was not as high as reported in the surveys."

Key line:

Despite efforts to increase response with follow-up telephone calls, there is some degree of uncertainty about the randomness of the results obtained.

Toronto, Canada

Surveys were conducted with 61 merchants and 538 patrons on Bloor Street in Toronto. It was found that only 10 percent of patrons drove to the shopping area, and that those arriving by foot and bicycle spent the most money per month. Report authors concluded that converting street parking into a bike lane in the area was "unlikely" to have a negative impact on business and that, on the contrary, "this change will likely increase commercial activity."

Key chart:

	Live or work in the area (294)	Live and work outside the area (242)	Walk (246)	Bicycle (64)	Public Transit (171)	Car (55)	Total (536)
< \$25	6%	31%	8%	11%	29%	24%	17%
\$25-\$99	21%	35%	16%	39%	37%	37%	27%
\$100-\$499	50%	29%	52%	42%	28%	30%	41%
\$500-\$999	14%	5%	17%	3%	3%	4%	10%
> \$1,000	9%	0%	7%	5%	3%	5%	5%

Clean Air Partnership

San Francisco, California

A few years ago, as San Francisco considered a congestion pricing scheme, merchants objected that the impact on driving would hurt their businesses. But a survey of 1,187 shoppers in major retail centers found that a majority of the consumers (60 percent) arrived by transit, walking, or cycling. In line with other studies, the researchers here also found that non-driving shoppers spent more per month than drivers because they visited the area more often.

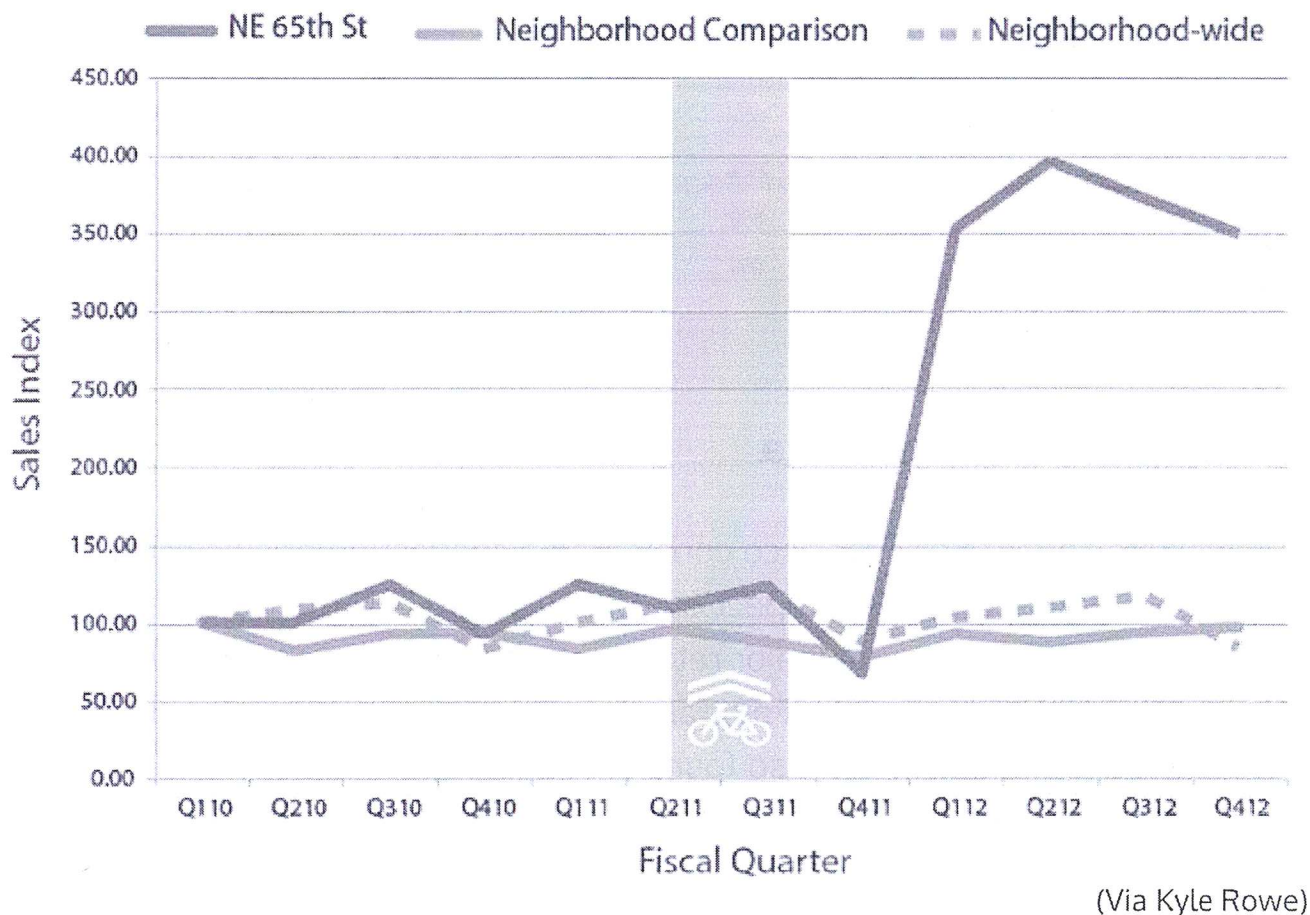
Key line:

The belief that recreational customers predominantly travel by car and spend more than transit riders is not reflected in the data, nor is this belief consistent with similar observations in other cities.

Seattle, Washington

University of Washington researcher Kyle Rowe [collected retail sales data](#) before and after a bike lane absorbed 12 street-parking spaces on 65th Street in Seattle. The sales index on 65th Street skyrocketed after the lane was put in place, especially compared with the index in the rest of the neighborhood. Business didn't spike around a new bike lane in the Greenwood district, but neither did it fall, leading Rowe to conclude that cycling infrastructure had no "negative impact."

Key chart:



Davis, California

A [very recent study](#), from UC-Davis scholars Natalie Popovich and Susan Handy, analyzed nearly 1,900 shopping trips to downtown Davis made after

the opening of a new Target store. Cyclists not only took slightly more trips than drivers did, but spent more per trip—leading to a monthly total spending of roughly \$250 for cyclists to \$180 for drivers. The results were especially impressive considering they only reflect spending on the type of goods available at Target, not food or services.

Key line:

According to the extrapolated frequencies and per-trip spending—even without accounting for spending on food, drink, and services—study results indicate that the customers who travel by bike to shop downtown spend as much money as their car-driving counterparts or more each month.

Bristol, England & Graz, Austria

U.K. researchers recently surveyed 840 customers and 126 merchants in Bristol, England. The retailers thought their customers lived farther away than they really did, underscoring another misperception: that 41 percent drove to the shops, when in fact only 22 percent did. (Meanwhile, merchants guessed only 6 percent of customers rode a bike, when it was actually 10 percent.) Those numbers lined up well with similar travel mode misperceptions in a Graz, Austria, business district.

Key chart:

City	Walk Actual	Walk Estimated	Cycle Actual	Cycle Estimated	Bus Actual	Bus Estimated	Car Actual	Car Estimated
Graz	44%	25%	8%	5%	16%	12%	32%	58%
Bristol	55%	42%	10%	6%	13%	11%	22%	41%

Via Sustrans

Melbourne, Australia

The award for best infographic goes to research conducted on the shopping behavior of cyclists and drivers [in Melbourne, Australia](#). Researcher Alison Lee found that drivers spent more per hour than cyclists, about \$27 to \$16.20. But because six bikes can fit into a single automobile parking space—for a total hourly spending of \$97.20—Lee argued there would be an economic gain to using that space for bicycles instead.

Key infographic:



Figure 30 Retail spend per hour generated by one car parking space allocated to car parking in Lygon Street, Carlton, where the car park is fully utilised at all times by a car.



Figure 31 Retail spend per hour generated by one car parking space allocated to six bike parking spaces in Lygon Street, Carlton, where the car park is fully utilised at all times by six bikes.

Alison Lee

About the Author

Eric Jaffe is CityLab's New York bureau chief. He writes about transportation, behavior, and history, and has a general interest in



the science of city life. He's the author of *A Curious Madness* (2014) and *The King's Best Highway* (2010), and lives in New York.


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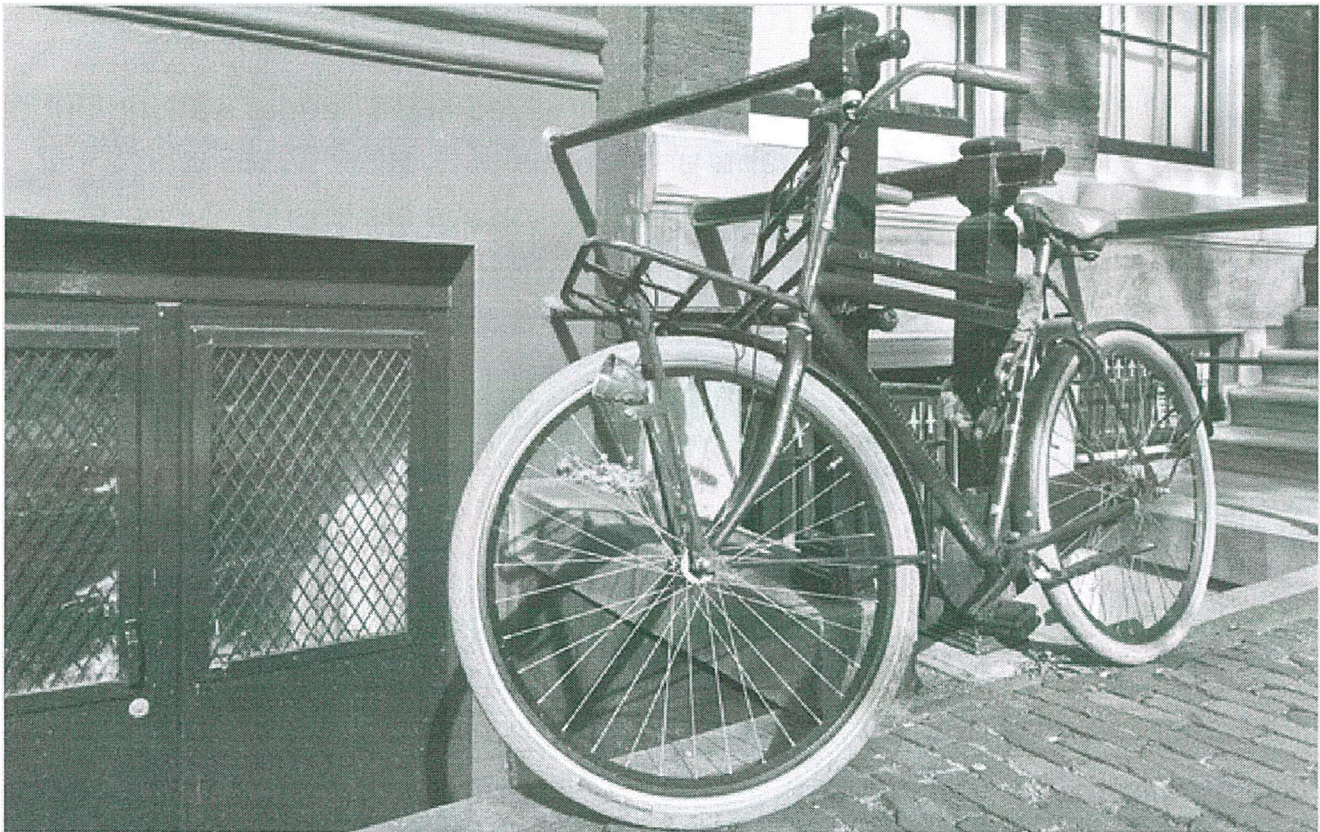
From The Atlantic

CITYLAB

Cyclists and Pedestrians Can End Up Spending More Each Month Than Drivers

They may buy less per visit. But over the course of a month, bikers out-consumed drivers at bars, restaurants and convenience stores.

EMILY BADGER | Dec 5, 2012 |  17 Comments



Shutterstock

Kelly Clifton has heard this stereotype a number of times: "Cyclists are just a bunch of kids who don't have any money," says the professor of civil and environmental engineering at Portland State University. "They ride their bikes to a coffee shop, they sit there for four hours with their Macintoshes, they're not really spending any money."

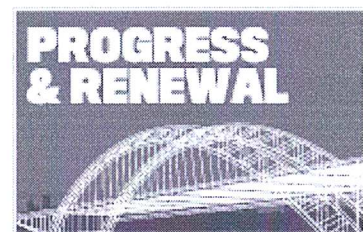
If you're a shopkeeper with such suspicions, you're probably not on board with any plan that would cut down on parking right outside your door. Cyclists are

the ones with time to kill; drivers are the ones with money.

This perception is problematic in a place like Portland, where the bike-friendly city government is now looking to extend the reach of bike infrastructure – and the appeal of bikes themselves – to newer riders and neighborhoods farther afield from the urban core. "As we move out beyond those areas into more auto-oriented areas," Clifton says, "we start to see businesses say, 'Hey, wait a minute. You're taking away on-street parking to put in bike lanes, you're taking away the one parking spot in front of my store to put in a bike corral. I don't see many bikers around here. So what does this mean for me?'"

Until now there hasn't been much empirical evidence to allay such concerns. Clifton and several colleagues have attempted to fill that research gap in a project for the [Oregon Transportation Research and Education Consortium](#) (read a PDF of the draft report [here](#)). They surveyed 1,884 people walking out of area convenience stores, restaurants and bars, and another 19,653 who'd just done their supermarket shopping. Some of the results are unsurprising: Drivers still make up a plurality of customers to all of these businesses. And, with greater trunk capacity, they far outspend people who travel to the grocery store by foot, bike or transit.

But for all of the other business types examined, bikers actually out-consumed drivers over the course of a month. True, they often spent less *per visit*. But cyclists and pedestrians in particular made more frequent trips (by their own estimation) to these restaurants, bars and convenience stores, and those receipts added up. This finding is logical: It's a lot easier to make an impulse pizza stop if you're passing by an aromatic restaurant on foot or bike instead of in a passing car at 35 miles an hour. Such frequent visits are part of the walkable culture. Compare European communities – where it's common to hit the bakery, butcher and fish market on the way home from work – to U.S. communities where the weekly drive to Walmart's supermarket requires an hour of dedicated planning.



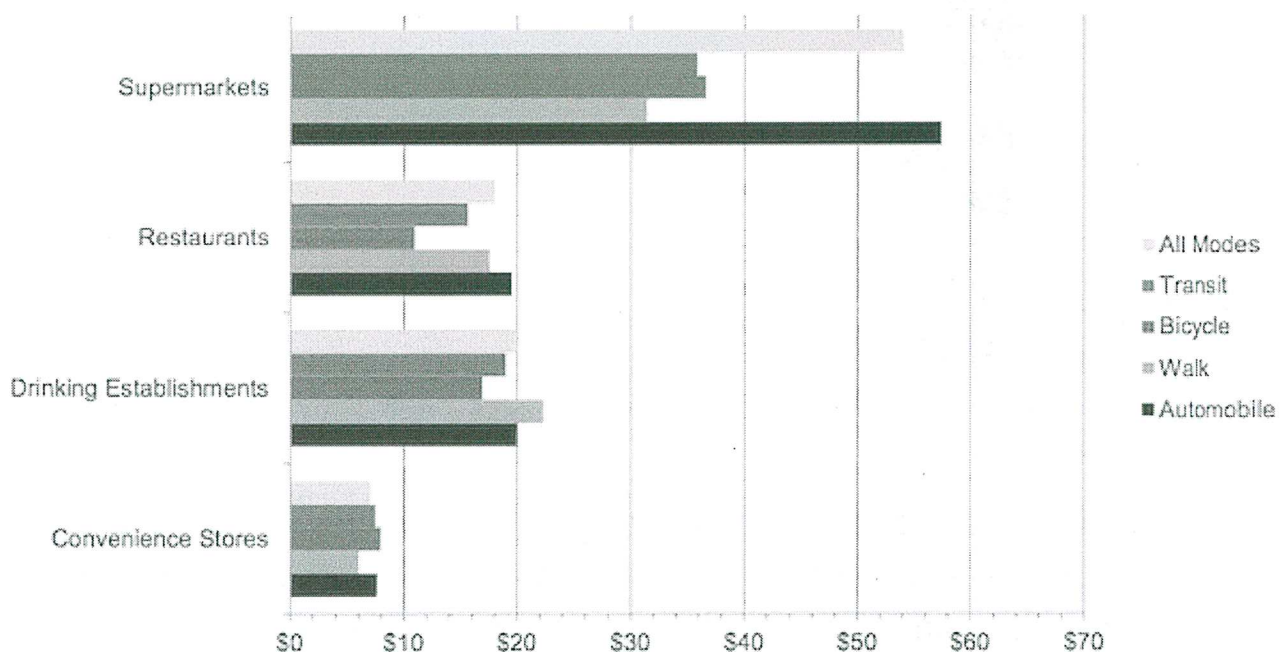
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"It's not just a phenomenon born of the need to carry things," Clifton says.

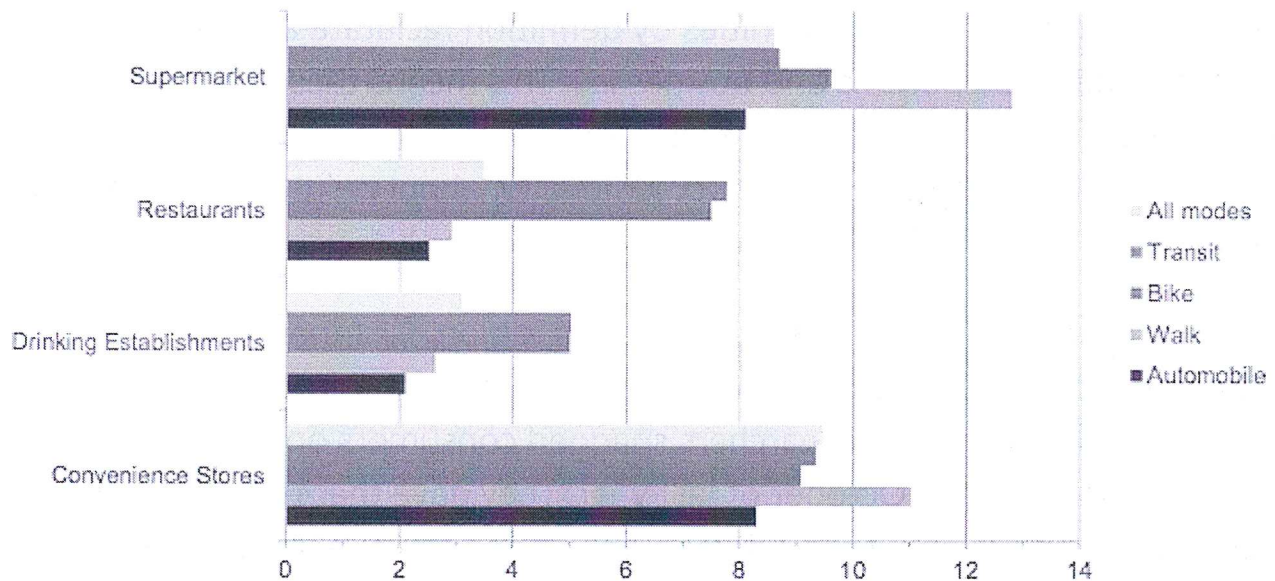
Walkable (and bikeable) communities by definition facilitate a more frequent interaction between patrons and businesses. This means these bikers and pedestrians are also more regular customers. "That also says something about marketing," Clifton says, "about customer loyalty, about neighborhood-based businesses."

The study examined 89 businesses across the region, 11 of them grocery stores. At the bars, convenience stores and restaurants (all high-turnover sit-down pizza and Mexican spots), researchers snagged consumers on their way out between June and early October of last year. They gave them a 5-to-10 minute tablet questionnaire about their demographics and travel behavior, how they'd traveled that day, what they'd spent, and how often they estimated they visited the business each month. The researchers coordinated with a local grocery store chain to survey customers there during a single week this April.

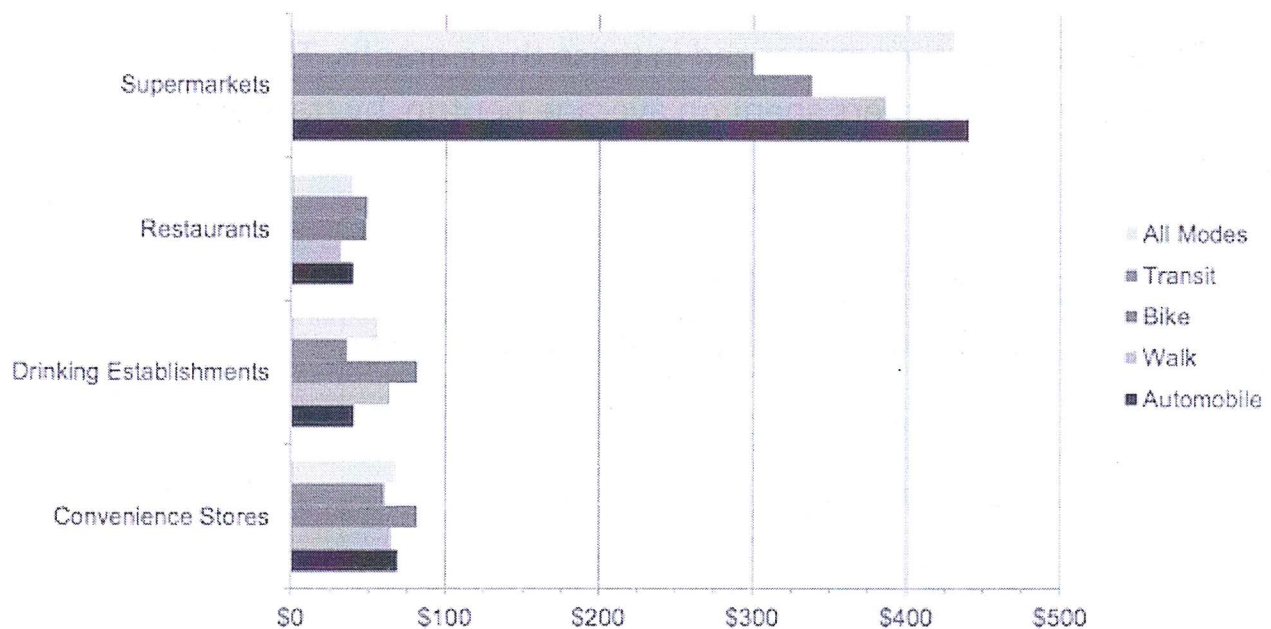
Their findings are neatly summarized in these three graphs. This first one shows how much consumers spent on average per trip, by transportation mode:



Here, people estimated how many trips they took per month:



And this is the total estimate of consumer spending per month:



There are obviously some other factors at play here. Families with cars are less likely to eat out than single young professionals on a bike. And we'd all prefer that drivers run up smaller bar tabs than pedestrians. Clifton also raises another possibility (although this particular study can't verify it): "Does Portland have a green dividend?" she asks, citing a [concept coined by economist Joe Cortright](#). Cars are costly. And Portland's green infrastructure means many people don't have to foot that expense. "Do we then have more money in our pockets," Clifton asks, "to spend on other things?"

As Portland begins to make tougher decisions about bike infrastructure, this is an intriguing point. The "young and fearless," as Clifton calls them, are already biking there. These are the riders who will happily dodge cars and thunderstorms without much dedicated infrastructure. Now the city needs to coax what Clifton calls the "interested but concerned." These are the people who will require a higher level of accommodation – separated bike lanes, actual bike parking – and therefore some tougher conversations about what that might mean for scarce resources and roadway (and for the drivers who might be impacted by reallocating them).

"If only we had asked these questions when we invested in the automobile," Clifton says. "On the one hand, we're asking the right questions. But we're also holding non-motorized modes up to a different standard than we have held the automobile."

Top image: [TonyV3112 / Shutterstock.com](#)

About the Author

Emily Badger is a former staff writer at CityLab. Her work has previously appeared in *Pacific Standard*, *GOOD*, *The Christian Science Monitor*, and *The New York Times*. She lives in the Washington, D.C. area.

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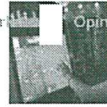
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METROPOLIS

Report: Bike Lanes, Pedestrian Plazas Good for Businesses

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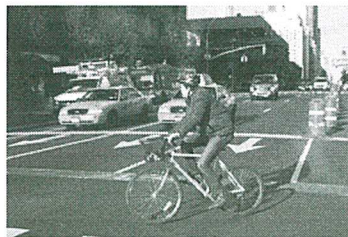
COMMENTS (3)

BICYCLES BIKE LANES DEPARTMENT OF TRANSPORTATION JANETTE SADIK-KHAN



By TED MANN

City officials are fond of asserting that their changes to the New York streetscape are making pedestrians, cyclists and drivers safer. Now they are debuting a new ream of statistics to make a related point: those bike lanes, pedestrian plazas and slow zones have been good for business, too.



— Philip Montgomery for The Wall Street Journal A cyclist waits in the middle of the street on 2nd Avenue and 58th St during a ride.

In a new report released Wednesday, the city Department of Transportation analyzed the retail activity around some of the first of its major street projects, like the protected bike lanes on 8th and 9th Avenues, rearrangement and enlargement of the north side of Union Square and addition of curbside seating areas in lower Manhattan.

The result, the DOT contends, has been a boom in retail activity, seemingly linked to the way its experts have tried to improve the city streets.

Using data from the city's Department of Finance, the DOT found an increase of as much as 49% in retail sales at "locally based businesses" on 9th Avenue from 23rd to 31st Streets since the bike lane was initiated in the fall of 2007. In that time, retail sales increased only 3% in the rest of Manhattan.

The DOT data was compiled using sales tax collection records, Commissioner Janette Sadik-Khan said, and excludes chain stores and other non-retail businesses.

The DOT reported a drop of commercial vacancies of 49% in the area around the new pedestrian plazas and reconfigured traffic flow at Union Square, and a jump of 71% in retail sales along Fordham Road in the Bronx, where the city has launched Select Bus Service, cutting travel times and boosting ridership even as citywide bus usage has slowed significantly.

The report is part of a slow-motion hard sell from Sadik-Khan and Mayor Michael Bloomberg for the streetscape changes, which have been criticized by some would-be mayoral successors, journalists and others. The pair rarely miss an opportunity to mention the city's sharply declining rates of traffic fatalities and have argued that demand is strong in the city's neighborhoods for traffic-calming devices, bike lanes and select bus lines.

"I think you're starting to see the cumulative effects here," Sadik-Khan said, having already seen the changes provide "the safest streets for a hundred years."

"Now you're starting to see the cumulative effects for economic development," she said.

The DOT report shows a correlation between the investments like the Manhattan bike lanes and Pearl Street seating plaza and a rise in retail activity. It is not clear from the

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data presented by DOT that the street improvements are the cause of that jump, but Sadik-Khan believes that is the case.

"I think what we're finding is they work," she said. "They make the streets work better."

Sadik-Khan, who is also president of the National Association of City Transportation Officials, will continue to press that case this week at a three-day conference on street design at New York University's Kimmel Center, where U.S. Transportation Secretary Ray LaHood will speak Wednesday morning.

Bloomberg will follow with a keynote address on Friday.

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5:29 am October 23, 2012

Read wrote:

It is a great thing having a complete city, and it makes sense that sales and business is going up, slower cars and safer streets for people to actually walk down. I love that the 2 previous comments have nothing to do with the article except "bikers are dangerous" and that is funny because so many cyclist kill drivers every year.

3:03 pm October 24, 2012

NO wrote:

Bicycle and scooter riders are dangers to themselves and others.

The city needs to enforce traffic laws that these riders flout by riding on sidewalks, going against traffic and running through red lights.

The article's author should have done a better job of analyzing the city's statistics, instead of parroting the report. I think the city is misusing statistics and using the "new math".

1:56 pm October 24, 2012

yeah wrote:

Yeah its good for business, good for tort lawyers. Bad for auto insurance companies. Bad for traffic and for businesses affected by the traffic. Good for Hot Dog vendors.

5

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www.bikewalkalameda.org

(510)595-4690

PO BOX 2732

ALAMEDA, CA 94501

February 15, 2016

Alameda City Council

RE: Central Avenue Complete Street plan

Dear Mayor and City Council members,

I am writing to urge you to approve the Central Avenue Complete Street plan before you on February 24. Bike Walk Alameda supports this common-sense conceptual plan, which provides a critical piece of a much-needed Island-wide network of bicycle and pedestrian paths and makes Central Avenue safer for people who walk and bike.

In voting to approve the Central Avenue Complete Street plan, you would be advancing an important city policy: The plan has listed pedestrian and bicycle improvements to Central Avenue as a high-priority project since 1999.

Over the past several years, the Alameda Unified School District has put in place a network of choice schools that has seen students who once attended neighborhood-serving schools traveling all over the Island. Approving this plan would provide a safe place for some **4,500 schoolchildren** – many of whom now face a forbidding walk or bike commute – to travel to and from school each day.

Separating people who walk, bike and drive on Central Avenue – and reducing the number of car travel lanes on portions of Central to two one-way lanes and a center turn lane – will reduce car speeds to the Island limit and **reduce the number of collisions**. It will ease access for everyone by giving people using all modes of transit a safe space to get where they're going.

The changes are similar to ones already made on Alameda's East End – changes that have increased the number of people who use East End streets to walk and bike, without causing traffic gridlock.

In addition to giving West End residents who walk and bike the same access to the road as their East End neighbors, the fixes are good for business: Studies show that people who walk and bike [spend more money](#) than those who drive. These improvements will also provide critical access to Webster Street for new West End residents who are expected to eschew cars in favor of other modes of travel.

The proposal also has widespread support: The Transportation Commission recommended it with a unanimous vote after a list of groups and agencies, including Bike Walk Alameda, the Alameda Unified School District, Caltrans and the San Francisco Bay Trail gave it the thumb's

up, along with hundreds of Alameda residents who have written you to urge you to vote yes. The Alameda Police Department has said it has no problem with this plan.

Nearly 60 percent of the Alamedans who participated in a recent city-sponsored poll said they believe building more bike lanes on the Island is at least somewhat important, while an overwhelming majority – 86 percent – said they want Alameda's streets to be safer for people who walk and bike.

Thank you for your consideration of these critically important safety and accessibility improvements. We are hopeful you will move them forward by voting yes on February 24.

Sincerely,

Board of Directors
Bike Walk Alameda

LARA WEISIGER

From: Gail Payne
Sent: Tuesday, February 16, 2016 9:05 AM
To: Sacnala@aol.com
Cc: City Clerk
Subject: RE: Central Avenue Changes

Ms. Cunningham,

Thank you for your correspondence. I am copying the city clerk staff so they can add it to the official correspondence.

Regards,
Gail Payne

Gail Payne, Transportation Coordinator
City of Alameda Community Development Dept
510-747-6892 - gpayne@alamedaca.gov

From: Sacnala@aol.com [mailto:Sacnala@aol.com]
Sent: Friday, February 12, 2016 2:04 PM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: Central Avenue Changes

Hello,

I am a long-time Alameda resident. I've reviewed the drawings showing the changes to Central Avenue and know there are several options being proposed.

Whatever you do to Central Avenue, please do not repeat the mistakes made on Shoreline Drive, most specifically adding a two-way bike lane at the curb with parked cars acting as a buffer between the bike lane and two-way traffic. I am very concerned that whenever I drive that street that it is no longer safe for motorists, or for that matter pedestrians who dart out between the parked cars and bicyclists who do the same. The street is now very narrow and with cars parked so close to the traffic lane-- I think it is just a matter of time until someone exiting their car on the driver's side will be hit by a passing car.

I'm OK with the roadway solution on Fernside. It is a very busy street and I think the parking lane, bike lanes on either side of the street, two-way traffic with a center turn lane works out well for everyone.

Best regards,
Sylvia Cunningham

LARA WEISIGER

From: Suzanne Allison <info@bikewalkalameda.org>
Sent: Monday, February 15, 2016 4:41 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Suzanne Allison.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

We all know that Alamedans need to get out and walk, cycle or use public transit for both healthier bodies and a healthier planet; however, with the threat that speeding, distracted and intoxicated drivers pose we also need to increase the safety of pedestrians and cyclists.

My family commuted for six years on the Bay Trail from Crown Beach to Central Avenue in order to get our children to school at their west end charter schools. Creating a continuum for the Bay trail where it ends at Central will make commuting by foot and bike through that area vastly safer for people of all ages but especially for so many children and families who are commuting to school.

An extended bicycle facility will also make that route easier for drivers to share the road with pedestrians and cyclists--a win for everyone.

Thank you for your support.

Sincerely,

Suzanne Allison

4154252846

suzanne_allison@hotmail.com

Shoreline/Grand

LARA WEISIGER

From: Josephine Weisner <info@bikewalkalameda.org>
Sent: Monday, February 15, 2016 3:42 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Josephine Weisner.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Josephine Weisner

josiweisner@yahoo.com

Paru St.

LARA WEISIGER

From: Derek Hajny <info@bikewalkalameda.org>
Sent: Monday, February 15, 2016 2:22 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Derek Hajny.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Derek Hajny

872 Walnut St.

LARA WEISIGER

From: Elizabeth Alexander <info@bikewalkalameda.org>
Sent: Saturday, February 13, 2016 4:39 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Elizabeth Alexander.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Elizabeth Alexander

5109182285

lizbythebay@gmail.com

Bridgeview Isle & Peach St.

LARA WEISIGER

From: Elizabeth Uyehara <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 6:55 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Elizabeth Uyehara.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

It would be wonderful if the bike lane on Central would continue all the way to the West End. It's so frustrating that the bike lane ends. The lane continuing all the way to the other end of the island would make cycling across the island a much more viable option.

Thanks

Thank you for your support.

Sincerely,

Elizabeth Uyehara

5102276439

lizuyehara@att.net

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:39 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Eve Abrahams Shutt received on February 9, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Please approve the bikeways on the East and West Ends of Alameda. Our family rides bicycles in Alameda whenever possible to limit car use. Our son attends both Encinal and ACLC High Schools and rides his bike along Central 5 days/week. 2 nights ago I saw 3 bicycles in car lanes, waiting for the light to change at 8th and Central. It was dark and there were countless cars around. A bicycle -friendly Alameda would make it safer for everyone and promote it as a family-friendly and safe place to live. PLEASE approve this project. Thank you for your consideration.

Thank you for your support.

Sincerely,

Eve Abrahams Shutt

510-501-6231

openshutt@icloud.com

Weber and Central

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:39 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Lindsay Kemp received on February 9, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Lindsay Kemp

2064374183

lindsayakemp@gmail.com

Bay and San Antonio

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:38 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Heather Cunningham received on February 9, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Heather Cunningham

510-295-9456

heatheremily12@yahoo.com

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:38 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from david pepper received on February 9, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

My daughter lives just off Central (on Haight), and having a safe route for bicycles in this area would be a great addition to the expanding Bike Safe Alameda. Thanks for considering it.

Thank you for your support.

Sincerely,

david pepper

theairdoctor@gmail.com

Haight/Webster

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:38 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Alex Cortez received on February 9, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Alex Cortez

510-205-3708

stripes@gmail.com

Park & Clement

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:37 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from David Esposito received on February 6, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I commute east along Central in the evening and would welcome a safer way to do that.

Thank you for your support.

Sincerely,

David Esposito

510-629-4847

winkcom@gmail.com

Island Dr. and Fir.

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:37 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Jack Mingo received on February 6, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Safety for all! Slower, narrower streets are safer for drivers as well as bikers, walkers and runners. Not to exclude wildlife and pets.

Thank you for your support.

Sincerely,

Jack Mingo

jack.mingo@comcast.net

LARA WEISIGER

From: Bike Walk Alameda <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 4:36 PM
To: Tony Daysog; Frank Matarrese; LARA WEISIGER; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Nuriye N Karacaylak received on February 6, 2016.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I am 60 years old and my only way of commuting is my bike. I do not have a car and do not feel the need of having a car in Alameda, since I work and live here on the west end of Central Avenue.

Thank you for your support.

Sincerely,

Nuriye N Karacaylak

nkaracaylak@hotmail.com

LARA WEISIGER

From: Gail Payne
Sent: Thursday, February 11, 2016 4:35 PM
To: LARA WEISIGER
Cc: Jennifer Ott
Subject: FW: Central Ave. bicycle support

Lara,

Please see below for another email to add to your correspondence PDF.

Thank you for all your work on this one!

Regards,
Gail Payne

Gail Payne, Transportation Coordinator
City of Alameda Community Development Dept
510-747-6892 - gpayne@alamedaca.gov

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

From: Daniel Hoy [mailto:dhoyaia@earthlink.net]
Sent: Thursday, February 11, 2016 2:59 PM
To: Trish Spencer <TSpencer@alamedaca.gov>; Frank Matarrese <FMatarrese@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Jim Oddie <JOddie@alamedaca.gov>
Subject: Central Ave. bicycle support

Mayor Spencer and members of the City Council, I would like to encourage you to support the bike lane proposal at the Feb 24th meeting. My family has been in the West End for 20 years and my place of business has been in the West End for 10 years. The dynamic and need of the West End has been changing, and will continue to change.

Bikes are becoming a more popular, desirable and necessary, mode of transit. There is enough evidence to suggest that reduced speeds, with bike friendly corridors through a district, provide a better residential and business environment. I believe this is the future of the district, and Alameda in general, and my family and I support that future.

Also, the character of the West End has been long associated with a transitory reputation, when in fact businesses and residents have been in place for years and decades. The addition of bike lanes would help establish an additional layer of welcoming and permanency to the West End that is needed.

In addition, the redevelopment proposal for Alameda Point has substantial amenities for a bike friendly environment. The Central Avenue bike lane plan will help new residents and businesses of Alameda Point navigate safely through the West End as they travel from the Alameda Point development to other City of Alameda locations.

I hope you will support the proposal and help bring the West End closer to a safer, richer future.

Please feel free to contact me with any questions or if I can provide further information.
Best regards,
Daniel

--

Daniel Hoy, AIA
Architect
Architecture + Project Management
1551 Webster Street Suite B1
Alameda California 94501
T 510.520.6528
F 510.864.1183
DanielHoyArch.com



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AEC Living

DEBBIE POTTER
Ex Officio
City of Alameda

MARK SORENSEN
Executive Director

Marketing/Membership

February 5, 2016

Council Members
Alameda City Council
City of Alameda
2263 Santa Clara Avenue
Alameda, California 94501

Re: City Council meeting on 2/24/16
Agenda item: Central Avenue Complete Street Project

Dear Council Member:

The board of directors of the Alameda Chamber of Commerce would like to submit written comments for the Central Avenue Complete Street Project, which is an agenda item at your City Council meeting on 2/24/16.

We would like to state the following facts on which we are basing our position:

- Webster Street is an arterial road for motorists driving in and out of Alameda through the tubes. It has also become an important road for residents of West Alameda to access the new Alameda Landing shopping center.
- Central Avenue is an arterial road connecting Alameda's motorists from and to Alameda's East and West sides.
- Webster Street (including commercial parcels and businesses on side streets such as on Central Ave.) is a commercial district with businesses that depend on motorists from Alameda as well as surrounding cities who shop, dine and visit on a regular basis.
- The businesses in the Webster Street business district, including those on Central Avenue, need parking and access for business owners, visitors, commercial delivery vehicles as well as emergency vehicles on a daily basis.
- Lane reductions on any streets intersecting with Webster Street will create a slow down for motorists passing through the district and discourage them from driving through the district.
- Businesses and property owners in the Webster Street business district will be negatively impacted as a result of less motorists (shoppers, diners & visitors) passing through the district.
- Santa Clara Avenue, intersecting Webster Street, currently services bicyclists visiting the Webster Street Business district.
- The proposed elimination of one west bound lane on Central Ave. will make it unsafe for motorists, pedestrians and bicyclists to travel through the Central/Webster intersection.

We feel that any effort to increase visitors riding bikes to our district, at the expense of those driving cars, will reduce the total number of visitors to our district and negatively impact our property owners and businesses. Bicyclists can always use Santa Clara Ave. to visit our business district.

At the WABA board meeting on 10/21/15, Gail Payne from the city's Public Works department stated that the concept being presented did not include any lane reductions for motorists traveling in either direction on Central Avenue, from Eight Street to 200 feet west of Webster Street.

However, the proposed concept in the staff report, which was presented to the Transportation Commission at their meeting on 11/18/15, included the reduction of one west bound lane on Central Avenue near Page Street and also starting the intersection at Webster Street.

The lane reductions on Central Avenue beginning at Eight Street and past Webster Street, as proposed in the staff report, will have a negative impact on the traffic flow to and from the Webster Street business district and make is unsafe for motorists, pedestrians and bicyclists to travel along Central Avenue. We are therefore stating our opposition to the concept as being presented by city staff at your meeting on 2/24/16 and we urge you to vote against this proposal.

Sincerely,

Board of Directors

Board of Directors

Alameda Chamber of Commerce

Phone: (510) 522-0414



February 8, 2016

2015/16 Board

Tony Kuttner
President

Phil Holt
Vice President

Doug Waite
Treasurer

Kathy Moehring
Secretary

Natalie Gelman
Director

Ginger Schuler
Director

Jane Watson
Director

Lorre Zuppan
Director

Dear Councilmember,

The Board of Directors of the Greater Alameda Business Association shares with many the growing concern over increased traffic congestion in Alameda, as well as the wish to reduce the consumption of fossil fuels and solo automobile use.

That said, **GABA is strongly opposed to any plan that attempts to address those issues at the expense of current and future businesses in our community.** For that reason, GABA urges you not to approve any portion of the Central Avenue Complete Street plan that would eliminate any traffic lanes or parking on Central Avenue between 4th Street and 8th Street.

The businesses on Webster Street and on the adjacent above-mentioned blocks of Central Avenue serve both residents and visitors to our island, and generate much-needed revenue for our city. These businesses would suffer unduly from the elimination of traffic lanes and parking.

Eliminating a lane of traffic while also eliminating parking would create a significant hindrance to emergency vehicles and delivery trucks servicing that neighborhood, and would add to congestion, making it a less desirable destination for those who wish to shop and dine in Alameda.

GABA is very pleased with the City's efforts to make Alameda more bike-friendly, particularly with the bike lanes added to Shoreline Drive. But please keep in mind that Shoreline, unlike Central, is not an arterial road, and has no retail that is not already served by off-street parking.

Furthermore, there is already an east-west bike route with bike lanes two blocks north of Central Avenue on Santa Clara Avenue.

Thank you for your consideration,
The GABA Board

LARA WEISIGER

From: michelle morgan <info@bikewalkalameda.org>
Sent: Thursday, February 11, 2016 12:24 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from michelle morgan.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

michelle morgan

5103686346

upcyclemichelle@gmail.com

Benton/Central

LARA WEISIGER

From: Daniel Sheeter <info@bikewalkalameda.org>
Sent: Wednesday, February 10, 2016 8:44 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Daniel Sheeter.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I live at 5th and Central and would love better bicycling and pedestrian facilities along the entire corridor. The space is too automobile focused currently. Walkers and bikers should feel safe using the street.

Thank you for your support.

Sincerely,

Daniel Sheeter

sheeter@gmail.com

5th and Central

LARA WEISIGER

From: Lucy Gigli <lucy@bikewalkalameda.org>
Sent: Tuesday, February 09, 2016 12:18 PM
To: Tony Daysog; Frank Matarrese; Marilyn Ezzy Ashcraft; Jim Oddie; Trish Spencer
Cc: LARA WEISIGER; City Clerk
Subject: Central Avenue Complete Street Concept supported by recent poll

Mayor and Council members,

As you are aware, the city did a poll in December to inform your potential tax/fee discussion. City staff included three policy questions regarding bicycle and pedestrian safety.

We're thrilled to see that the citizens of Alameda support the years-long work of multiple city councils with **86% saying that safer streets for people who walk and bike is important to them** and **58% saying that increasing bike lanes is at least somewhat important** for the city to do.

Over the past eight years, council after council, and each of you, have shown their support for more livable, safer neighborhoods. Each of you has played a part in getting us this far. Some examples are:

- Council members Matarrese and Daysog and their strong support for our Bicycle Master Plan in 2008 which highlighted the **Central Avenue project as a priority** Matarrese voted for this in 1999, Daysog in 2010.
- Council Member Ezzy Ashcraft's leadership on **safe street designs** as Planning Board president
- Mayor Spencer's call for the city to sign onto the USDOT Secretary Foxx's **Mayors' Challenge** for Safer People, Safer Streets, which was also championed by Councilmember Oddie and approved unanimously.

The poll numbers are a striking support for the city's past and present work.

The fact that nearly 60% of respondents support increasing the number of bike lanes on the Island is a huge thing.

It's clear that Alamedans want better bike lanes. The majority and supports your work.

We look forward to discussing the Central Avenue project with you in person soon.

Sincerely,
Lucy

L. Gigli (pronounced "jeel-yee")
President and Director of Advocacy, Bike Walk Alameda
<http://www.bikewalkalameda.org>
510-595-4690

Want safer crosswalks and a better bikeway along Central Avenue?
Sign the postcard:
<http://www.bikewalkalameda.org/advocacy/central-avenue>

Preserving the Planet for Future Generations by Creating a safe and enjoyable place to walk and bike.
Shoreline Cycletrack, Cross Alameda Trail, more Central Ave bike lanes.

LARA WEISIGER

From: Trish Spencer
Sent: Tuesday, February 09, 2016 4:02 PM
To: Jennifer Ott; Gail Payne; Liz Warmerdam; LARA WEISIGER
Subject: Fwd: WABA's letter to oppose the Central Ave. Street Project

FYI

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Sandip Jariwala <1sjariwala@gmail.com>
Date: 02/09/2016 8:29 AM (GMT-08:00)
To: Frank Matarrese <FMatarrese@alamedaca.gov>, Jim Oddie <JOddie@alamedaca.gov>, Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>, Tony Daysog <TDaysog@alamedaca.gov>, Trish Spencer <TSpencer@alamedaca.gov>
Cc: Michelle Berner <waba@westalamedabusiness.com>
Subject: WABA's letter to oppose the Central Ave. Street Project

Council Members

City Council of Alameda

2263 Santa Clara Avenue

Alameda, CA-94501

Re: City Council meeting on 2/24/16

Agenda item: Central Avenue Complete Street Project

Dear Council Members:

The board of directors of the West Alameda Business Association would like to submit written comments regarding the Central Avenue Complete Street Project, which is an agenda item at your City Council meeting on 2/24/16.

We would like to state the following facts on which we are basing our position:

- Webster Street is an arterial road for motorists driving in and out of Alameda through the tubes. It has also become an important road for residents of West Alameda to access the new Alameda Landing shopping center.
- Central Avenue is an arterial road connecting Alameda's motorists from and to Alameda's East and West sides.
- Webster Street (including commercial parcels and businesses on side streets such as on Central Ave.) is a commercial district with businesses that depend on motorists from Alameda as well as surrounding cities who shop, dine and visit on a regular basis.
- The businesses in the Webster Street business district, including those on Central Avenue, need parking and access for business owners, visitors, commercial delivery vehicles as well as emergency vehicles on a daily basis.
- Lane reductions on any streets intersecting with Webster Street will create a slow down for motorists passing through the district and discourage them from driving through the district.
- Businesses and property owners in the Webster Street business district will be negatively impacted as a result of fewer motorists (shoppers, diners & visitors) passing through the district.
- Santa Clara Avenue, intersecting Webster Street, currently services bicyclists visiting the Webster Street Business district.
- The proposed elimination of one westbound lane on Central Ave. will make it unsafe for motorists, pedestrians, and bicyclists to travel through the Central/Webster intersection.

We feel that any effort to increase visitors riding bikes to our district, at the expense of those driving cars, will reduce the total number of visitors to our district and negatively impact our property owners and businesses. Bicyclists can always use Santa Clara Ave. to visit our business district.

At the WABA board meeting on 10/21/15, Gail Payne from the city's Public Works department stated that the concept being presented did not include any lane reductions for motorists traveling in either direction on Central Avenue, from Eight Street to 200 feet west of Webster Street.

However, the proposed concept in the staff report, which was presented to the Transportation Commission at their meeting on 11/18/15, included the reduction of one west bound lane on Central Avenue near Page Street and also starting at the intersection at Webster Street.

The lane reductions on Central Avenue beginning at Eight Street and past Webster Street, as proposed in the staff report, will have a negative impact on the traffic flow to and from the Webster Street business district and will make it unsafe for motorists, pedestrians, and bicyclists to travel along Central Avenue.

We are therefore stating our opposition to the concept as being presented by city staff at your meeting on 2/24/16 and we urge you to vote against this proposal.

Sincerely,

Sandip Jariwala

President

West Alameda Business Association

LARA WEISIGER

From: Kathryn Boyle <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 1:24 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Kathryn Boyle.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Both of my children, ages 11 and 13, ride their bikes from Central and Benton to the Alameda Community Learning Center.

My husband also uses this route as part of his daily commute as well.

This improvement would give me great comfort knowing that my family is safe and protected in ways that other routes do not allow.

Please vote yes!!

Thank you for your support.

Sincerely,

Kathryn Boyle

kboyle63@hotmail.com

Central and Benton

LARA WEISIGER

From: Skylar Herrera-Ross <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 3:53 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Skylar Herrera-Ross.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Skylar Herrera-Ross

Zzkkyy@gmail.com

LARA WEISIGER

From: Peter Grosser <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 7:46 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Peter Grosser.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Peter Grosser

4159483523

Pgrosser@me.com

Otis/westline

LARA WEISIGER

From: John Zenner <info@bikewalkalameda.org>
Sent: Wednesday, February 10, 2016 6:07 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from John Zenner.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Now is the time to invest in the infrastructure that will serve the growing biking community of Alameda.

Thank you for your support.

Sincerely,

John Zenner

510-823-9070

Jihn_zenner@yahoo.com

Encinal and Grand

LARA WEISIGER

From: Nerissa Mendoza <info@bikewalkalameda.org>
Sent: Thursday, February 04, 2016 1:04 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Nerissa Mendoza.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

It's hard to believe that we do not have yet a safe and buffered path along the west end of Central for children to bicycle to school amongst all the cars driving off the island during their commute.

Thank you for your support.

Sincerely,

Nerissa Mendoza

nerism@yahoo.com

Encinal and Benton

LARA WEISIGER

From: Therese Bataclan <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 12:34 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Therese Bataclan.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Therese Bataclan

thereselovesyou@gmail.com

Central and Grand

LARA WEISIGER

From: Diana Simon <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 8:18 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Diana Simon.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I have a business on Central at Weber, and I support this. Parking and traffic would not be adversely impacted, and the street would be safer for all.

Thank you for your support.

Sincerely,

Diana Simon

510-387-7815

Simonsaysd1@yahoo.com

Weber at Central

LARA WEISIGER

From: Richard Hausman <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 10:45 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Richard Hausman.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Richard Hausman

rmhausman@att.net

LARA WEISIGER

From: Georgianna Lear <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 7:21 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Georgianna Lear.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Georgianna Lear

510-414-3278

geolear@yahoo.com

Willow and San Jose Ave.

LARA WEISIGER

From: Eve Abrahams Shutt <info@bikewalkalameda.org>
Sent: Tuesday, February 09, 2016 11:11 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Eve Abrahams Shutt.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Please approve the bikeways on the East and West Ends of Alameda. Our family rides bicycles in Alameda whenever possible to limit car use. Our son attends both Encinal and ACLC High Schools and rides his bike along Central 5 days/week. 2 nights ago I saw 3 bicycles in car lanes, waiting for the light to change at 8th and Central. It was dark and there were countless cars around. A bicycle -friendly Alameda would make it safer for everyone and promote it as a family-friendly and safe place to live. PLEASE approve this project. Thank you for your consideration.

Thank you for your support.

Sincerely,

Eve Abrahams Shutt

510-501-6231

openshutt@icloud.com

Weber and Central

LARA WEISIGER

From: Lindsay Kemp <info@bikewalkalameda.org>
Sent: Tuesday, February 09, 2016 8:47 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Lindsay Kemp.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Lindsay Kemp

2064374183

lindsayakemp@gmail.com

Bay and San Antonio

LARA WEISIGER

From: Jack Mingo <info@bikewalkalameda.org>
Sent: Sunday, February 07, 2016 10:20 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Jack Mingo.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Safety for all! Slower, narrower streets are safer for drivers as well as bikers, walkers and runners. Not to exclude wildlife and pets.

Thank you for your support.

Sincerely,

Jack Mingo

jack.mingo@comcast.net

LARA WEISIGER

From: Teresa matazzoni <info@bikewalkalameda.org>
Sent: Thursday, February 04, 2016 11:15 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Teresa matazzoni.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Teresa matazzoni

Tmatazzoni@yahoo.com

LARA WEISIGER

From: Laura West <info@bikewalkalameda.org>
Sent: Thursday, February 04, 2016 12:49 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Laura West.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

As a longtime resident of Alameda and an avid biker, safer streets are important to me. I often bike on alternate streets because streets such as Otis terrify me.

Thank you for your support.

Sincerely,

Laura West

laurawest730@gmail.com

LARA WEISIGER

From: david pepper <info@bikewalkalameda.org>
Sent: Tuesday, February 09, 2016 12:52 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from david pepper.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

My daughter lives just off Central (on Haight), and having a safe route for bicycles in this area would be a great addition to the expanding Bike Safe Alameda. Thanks for considering it.

Thank you for your support.

Sincerely,

david pepper

theairdoctor@gmail.com

Haight/Webster

LARA WEISIGER

From: Sarah Feldman <info@bikewalkalameda.org>
Sent: Wednesday, February 10, 2016 8:28 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Sarah Feldman.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Sarah Feldman

510-325-6523

defying99gravity@yahoo.com

Haight and 8th

LARA WEISIGER

From: Richard Oelerich <info@bikewalkalameda.org>
Sent: Wednesday, February 10, 2016 10:34 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Richard Oelerich.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

As a family cyclist and newer property owner; cycling infrastructure is one of the top reasons we chose to make Alameda our home. Please vote to approve the bicycle lane on Central. This key addition to the Island's cycling network will vastly improve riding on the west end and help make Alameda a safer more beautiful place to live and work. Please vote in favor of the bike lane on Central

Thank you for your support.

Sincerely,

Richard Oelerich

15109122279

Oelerich@gmail.com

LARA WEISIGER

From: Alex Cortez <info@bikewalkalameda.org>
Sent: Tuesday, February 09, 2016 12:45 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Alex Cortez.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Alex Cortez

510-205-3708

stripes@gmail.com

Park & Clement

LARA WEISIGER

From: David Esposito <info@bikewalkalameda.org>
Sent: Monday, February 08, 2016 12:25 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from David Esposito.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I commute east along Central in the evening and would welcome a safer way to do that.

Thank you for your support.

Sincerely,

David Esposito

510-629-4847

winkcom@gmail.com

Island Dr. and Fir.

LARA WEISIGER

From: Heather Cunningham <info@bikewalkalameda.org>
Sent: Tuesday, February 09, 2016 1:08 PM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Heather Cunningham.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Thank you for your support.

Sincerely,

Heather Cunningham

510-295-9456

heatheremily12@yahoo.com

LARA WEISIGER

From: Elissa Vinson <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 9:53 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Elissa Vinson.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

Please unanimously vote for safe transportation for bikers, walkers and drivers at your February 24, 2016 City Council Meeting. Children should always feel safe on their walks to and from schools, or biking to and from schools. It also prove safer for adults who drop off and pick up children at schools.

Thank you for your immediate consideration.

Thank you for your support.

Sincerely,

Elissa Vinson

assilev@aol.com

Central Ave. and Webster

LARA WEISIGER

From: Solana Henneberry <info@bikewalkalameda.org>
Sent: Friday, February 05, 2016 6:48 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Solana Henneberry .

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

It's not only about more bike lanes, it's about making our streets safer and slowing traffic down. We have a speed limit of 25 mph that used to be unforced, no longer. It's about quality of life.

Thank you for your support.

Sincerely,

Solana Henneberry

510-524-7528

Solanahenneberry@gmail.com

Mound & Otis

LARA WEISIGER

From: Nuriye N Karacaylak <info@bikewalkalameda.org>
Sent: Saturday, February 06, 2016 11:40 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from Nuriye N Karacaylak.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

I am 60 years old and my only way of commuting is my bike. I do not have a car and do not feel the need of having a car in Alameda, since I work and live here on the west end of Central Avenue.

Thank you for your support.

Sincerely,

Nuriye N Karacaylak

nkaracaylak@hotmail.com

LARA WEISIGER

From: David Nielsen <info@bikewalkalameda.org>
Sent: Wednesday, February 10, 2016 7:47 AM
To: City Clerk
Cc: info@bikewalkalameda.org
Subject: Please support a safer and more accessible Central Avenue

Please accept the following message from David Nielsen.

Dear Mayor and City Council members,

I want safe and accessible streets for people who walk and bike in my community. Please vote YES on the Central Avenue concept plan.

On February 9 (yesterday) there was another accident on my corner of Central and St. Charles. Three cars involved, multiple air bags were deployed, fortunately it did not appear that there were any serious injuries. This plan is needed! I believe the adoption of this plan will not only provide for safer biking and walking along Central Ave, but by calming traffic and providing better sight lines it is likely that accidents of this type can be avoided and/or the damage reduced due to lower speeds.

Thank you for your support.

Sincerely,

David Nielsen

510 521-4438

dave@dkntech.com

Central & St. Charles

LARA WEISIGER

From: Kristen Kitts <info@bikewalkalameda.org>
Sent: Thursday, November 19, 2015 9:58 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; kristenannlee@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Kristen Kitts.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I live one block off Central and find crossing Central very dangerous due to speed and having to get all four lanes to stop for you. I support changing the configuration to make Central safer for pedestrians.

Thank you for your support.

Sincerely,

Kristen Kitts

kristenannlee@yahoo.com

Weber St & Central

LARA WEISIGER

From: Caterina Meyers <meyerscat@gmail.com>
Sent: Wednesday, November 18, 2015 8:57 PM
To: LARA WEISIGER
Subject: CENTRAL AVE WALKING AND BIKING

Dear Transportation Committee,

I am a proud Alameda citizen and home owner. I live one half block from Central Avenue on Caroline Street. We have two young children in our family and we walk, bike and drive on Central Avenue multiple times every day on our way to school, work, the park, the beach, grocery shopping, visiting friends, etc. We have had many close brushes with injury and possible death trying to safely cross Central Avenue with strollers and toddlers in hand. Visibility is not good at many of the intersections and we regularly witness cars speeding, driving recklessly, driving distracted and otherwise inattentive to pedestrians and cyclists. This is a very big issue for us and we feel very strongly that it is a critical issue for Alameda to address. Our neighborhood is residential and very walkable/bikeable. This is what makes Alameda a wonderful place to live and grow up. We need to think of the safety of the many young children, elders and pets that use this street. Please be forward thinking and plan for the future of our beautiful city- that means more people walking and cycling and using the safe streets to access our many resources.

Thank you for your time and attention to this important issue.

Caterina Meyers
1419 Caroline St
Alameda, CA 94501
(510) 206-1700

LARA WEISIGER

From: Edward Kenna <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 6:08 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jepapote@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Edward Kenna.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please be polite to the curmudgeons, but allow Central to have a wonderful community building, safe and enjoyable, bike lane.

Thank you for your support.

Sincerely,

Edward Kenna

510.521.3126

jepapote@gmail.com

Broadway

LARA WEISIGER

From: Paul Ashby <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 5:29 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; pashby@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Paul Ashby.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Hi, I live in bayport and cycling frequently around Alameda. Central is always on my route. I would greatly appreciate having a designated bike lane on the west end.

Sincerely,
Paul Ashby

Thank you for your support.

Sincerely,

Paul Ashby

5103331071

pashby@gmail.com

Central/Pacific

LARA WEISIGER

From: Ron Whittaker <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 5:13 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ron.whittaker.625@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Ron Whittaker.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Ron Whittaker

ron.whittaker.625@gmail.com

Main & Stargell

LARA WEISIGER

From: Brian Pierce <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 4:46 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; brianpierce@mac.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Brian Pierce.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Brian Pierce

510-882-9906

brianpierce@mac.com

Grand & Lincoln

LARA WEISIGER

From: Daniel Sheeter <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 4:42 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; sheeter@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Daniel Sheeter.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Hi, I am a transportation planner in San Francisco and an Alameda resident.

Overall, I am very much in favor of the road diet and significant improvements to the bicycle and pedestrian facilities along the corridor.

However, I do have a few comments regarding the design. Please see below:

1. Maximize the width of the painted buffer for the 2-way bikeway when it is adjacent to parked cars. 2' buffer is not enough. 3' is the minimum recommended by NACTO. 2' buffer puts cyclists in the door zone of parked cars. Reduce parking widths to 7' to enable this.
2. Increase the painted buffer on Boat Ramp Road to 3' min. Included soft hit posts or some other physical separator.
3. Provide bike boxes for 3rd and 4th Streets so cyclists can get ahead of cars and access the 2-way bikeway.
4. Increase width of raised buffer between 4th and Paden to 3' min. Reduce parking widths to 7' to enable this.
5. Provide a bike ramp between 2-way bikeway and Paden bike parking so cyclists don't use the mid-block pedestrian ramp. It is awkward to just have the bikeway dead end at the mid-block crossing.
6. What are the center turn lane volumes from Paden School to Sherman? It would be great to eliminate the center turn lane for mid-block segments so that a painted buffer can be added to the standard Class 2 bike lanes. A higher quality facility on this segment of the corridor will enable a broader range of cyclists to feel safe and comfortable next to moving vehicles.
7. Continue green hash striping all the way through Sherman/Encinal intersection for EB cyclists.
8. Paint the bike lanes green along the entire corridor.

Please contact me if you have any questions. Thank you.

Thank you for your support.

Sincerely,

Daniel Sheeter

559-232-2532

sheeter@gmail.com

LARA WEISIGER

From: Sam Featherstone <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 4:26 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; featherstones@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Sam Featherstone.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I have kids who bike on Central every day to get to school.

Don't let the complainers (the same crew who thought that the sky was falling when we made Shoreline more bike-friendly) influence your decision.
Do this!

Thank you for your support.

Sincerely,

Sam Featherstone

4158606659

featherstones@gmail.com

St. Charles

LARA WEISIGER

From: Francis McIlveen <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 3:46 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; fmcilveen@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Francis McIlveen.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I strongly support the transportation/street plan as proposed. I live at the corner of 5th & Central, and feel that this will greatly improve the quality of life in the area.

Thank you for your support.

Sincerely,

Francis McIlveen

fmcilveen@yahoo.com

5th St & Central

LARA WEISIGER

From: Nancy Walker <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 3:05 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Nancy@walker.camp
Subject: Please support a Safer Central Avenue

Please accept the following message from Nancy Walker.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Nancy Walker

Nancy@walker.camp

LARA WEISIGER

From: Jesse Adams <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 2:45 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jesse.m.adams@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Jesse Adams.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I bike all over the island. It's part of the reason I moved here. I'd love to see bike safety improvements on Central.

Thank you for your support.

Sincerely,

Jesse Adams

619-252-6194

jesse.m.adams@gmail.com

Pacific

LARA WEISIGER

From: Ramil Capito <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 2:00 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Ramil@webdebut.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Ramil Capito .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Ramil Capito

408-926-3657

Ramil@webdebut.com

Carolina & fair oaks

LARA WEISIGER

From: Rafael Pineda <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 1:39 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Rafa.7272@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Rafael Pineda.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Rafael Pineda

Rafa.7272@gmail.com

Morton x Central

LARA WEISIGER

From: Jackie JacksonDaley <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 1:35 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; passionateproducts@hotmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Jackie JacksonDaley.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Jackie JacksonDaley

5105083617

passionateproducts@hotmail.com

san jose and mound

LARA WEISIGER

From: Amy Gorman <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 1:29 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Amylgorman@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Amy Gorman.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Our community needs this bike lane!

Thank you!

Amy

Thank you for your support.

Sincerely,

Amy Gorman

5102897955

Amylgorman@gmail.com

Pearl/central

LARA WEISIGER

From: Heather Cunningham <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 1:10 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; heatheremily12@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Heather Cunningham.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

While I don't currently live in Alameda, I come to Alameda every week for work and recreation. It's important to me that all modes of transportation are safe and accessible. I walk, drive and bike in this community. And, I am in support of this project. I ask you to do the same.

Thank you for your support.

Sincerely,

Heather Cunningham

510-295-9456

heatheremily12@gmail.com

Richmond

LARA WEISIGER

From: Tatiana Stollman <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 12:30 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; tsstollman@sbcglobal.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Tatiana Stollman.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please make this happen!!! I am an innate and avid biker who also teaches yoga around our beautiful island city. Let's learn from cities like Amsterdam! We can do so much with this our beautiful city. Let's give our kids the opportunity to grow up biking and exercising! More bike lanes that connect to public transportation will certainly bring more people to leave their cars parked due to its convenience. Plus, we are helping the environment! Let's make this happen.

I want to be involved. Please contact me.

Thanks!
Tatiana Stollman

Thank you for your support.

Sincerely,

Tatiana Stollman

4159905282

tsstollman@sbcglobal.net

LARA WEISIGER

From: Kate Schnoebelen <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 12:29 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; cloudnkate@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Kate Schnoebelen.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Kate Schnoebelen

cloudnkate@yahoo.com

LARA WEISIGER

From: Diana Pace <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 12:28 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Paces@hotmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Diana Pace.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Agreed - I have three kids who bike to school - one of whom has already been hit by a car

Thank you for your support.

Sincerely,

Diana Pace

510-599-5810

Paces@hotmail.com

Central/versailles

LARA WEISIGER

From: Sandy Baldonado <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 11:46 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Sandy_baldonado@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Sandy Baldonado.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Sandy Baldonado

Sandy_baldonado@yahoo.com

Versailles/fernside

LARA WEISIGER

From: Annette Kiewietdejonge <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 11:37 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; vanellusx2@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Annette Kiewietdejonge .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please keep Alameda safe and accessible to all modes of transportation, not just those on four wheels. I have both bike and car, and would love to see bike access improved. Thank you for your consideration.

Thank you for your support.

Sincerely,

Annette Kiewietdejonge

(510) 521-3126

vanellusx2@gmail.com

Noble and Broadway

LARA WEISIGER

From: Lissa Merit <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 11:13 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Lissamerit@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Lissa Merit.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your consideration on this important matter that will help Alameda be safer for bikers, cars, and pedestrians.

Thank you for your support.

Sincerely,

Lissa Merit

5204995943

Lissamerit@gmail.com

Central & Fountain

LARA WEISIGER

From: Donna Chang <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 11:08 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; donna726@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Donna Chang.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Donna Chang

510-610-9609

donna726@gmail.com

Central/ Lafayette (most frequently used intersection)

LARA WEISIGER

From: Blanche Kim <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 11:03 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; blanchekim@comcast.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Blanche Kim.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Students traveling from the point to Encinal, Paden and Wood Schools need a safer, more bike-friendly way to travel.

Thank you for your support.

Sincerely,

Blanche Kim

5104734067

blanchekim@comcast.net

Grand

LARA WEISIGER

From: Elizabeth Alexander <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 10:53 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; lizbythebay@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Elizabeth Alexander.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I'm 70 years old and ride my bike all over Alameda on errands and for fun and fitness. After riding to Crab Cove I seldom go farther than the adjacent residential complex because the traffic on Central past the schools to Ballena Blvd. is too intimidating. These traffic changes are certainly needed for safety of the kids who bike to school, all the other cyclists who need bike access to all of Alameda, and anyone needing to cross Central Avenue on foot.

Thank you for your support.

Sincerely,

Elizabeth Alexander

lizbythebay@gmail.com

Bridgeview & Peach

LARA WEISIGER

From: Ruth Schrager <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 10:55 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ruthierap@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Ruth Schrager.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Ruth Schrager

510-523-2872

ruthierap@yahoo.com

Central at Court

LARA WEISIGER

From: Elaine Gin Louie <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 10:49 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; elaineglouie@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Elaine Gin Louie.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Last year, my 13 year old daughter and her two friends walked daily across town to and from the Academy of Alameda. This year they are biking and sharing the road with fast moving cars.

Next year, they, their friends and other students in the Encinal designated district along the way will be biking and walking daily to and from Encinal High School.

It is essential that there is a continuous clear and safe lanes for all bikers and pedestrians.

Thank you for your support.

Sincerely,

Elaine Gin Louie

510-693-3998

elaineglouie@gmail.com

pacific/paru

LARA WEISIGER

From: Amy Garcia <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 8:44 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; amyj33@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Amy Garcia.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

For the sake of my children, who bike from central Alameda to public schools on the West End, please make safe routes to school truly safe.

Thank you for your support.

Sincerely,

Amy Garcia

510-523-1180

amyj33@yahoo.com

San Antonio & Union

LARA WEISIGER

From: Scott <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 8:30 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Powers5500@aol.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Scott.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a part of this project I would like to see new street trees along this corridor with a focus on drought tolerant native trees such as the *Quercus agrifolia* (Coast Live Oak). The Coast Live Oak is native to the area and therefore requires less watering and maintenance than other types of non native trees.

Thank you for your support.

Sincerely,

Scott

Powers5500@aol.com

LARA WEISIGER

From: John McKeon <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 7:54 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Jmckeon@me.com
Subject: Please support a Safer Central Avenue

Please accept the following message from John McKeon .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

If one of the most car centric cities in the nation can make accommodations for pedestrians and cyclists, certainly Alameda can strive to do the same. Please read the linked short story of success in Indianapolis below.
<https://www.takepart.com/article/2015/10/28/indianapolis-ditches-car-bikes-and-walking>

Thank you for your support.

Sincerely,

John McKeon

Jmckeon@me.com

Broadway and Central

LARA WEISIGER

From: Paul Stuart <info@bikewalkalameda.org>
Sent: Wednesday, November 18, 2015 6:49 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; pauleyphonic@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Paul Stuart.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Paul Stuart

5108649898

pauleyphonic@gmail.com

Alameda Ave & Grand

LARA WEISIGER

From: Dina Hondrogen <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 11:58 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; dina_hondrogen@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Dina Hondrogen.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

We always go by bike to Washington Park and Crab cove from mid-Island. It is tricky to maneuver the cars, lack of bike lanes and the speed of traffic on that street as a family of 4. It isn't safe as it is now. Also my 9 year old son rides his bike from Maya Lin School (8th and Taylor) to meet us at Franklin Park on some days after school. He must ride on the sidewalk on Central (not ideal). Otherwise, I would have to go drive to pick him up, which is crazy to put more cars on the street on this small and bikeable island! There are many kids who live around Maya Lin who walk and bike to school every day, this street needs to be safer.

Thank you for your support.

Sincerely,

Dina Hondrogen

4154240431

dina_hondrogen@yahoo.com

Sherman and Pacific

LARA WEISIGER

From: Pat stewart <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 11:01 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Eystenstewart@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Pat stewart.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

We need to encourage more people to ride bikes in alameda. It's healthy and good for the environment. But we need to make sure the roads are safe for bidders with designated bike lanes.

Thank you for your support.

Sincerely,

Pat stewart

51020788652

Eystenstewart@gmail.com

High st

LARA WEISIGER

From: Michael Sullivan <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 10:14 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; michaelsullivan@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Michael Sullivan.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Michael Sullivan

5103370707

michaelsullivan@yahoo.com

Buena Vista

LARA WEISIGER

From: jimray20@comcast.net
Sent: Tuesday, November 17, 2015 10:02 PM
To: LARA WEISIGER
Subject: Central Ave. Street Design

Dear Elected Official,

I have been a life resident of the City of Alameda for 68 years and currently reside on the 1300 block of Bay Street since 1979 (36 years). Before you is an issue concerning the design of Central Ave. and the desire of the Public Works Dept. of Alameda to make radical changes to this historic street that I feel would not be in the interest of the local neighborhoods or the citizens of Alameda.

As you are aware the Public Works wants to change the efficient traffic pattern along Central Ave. from four lanes to only two lanes and a center lane that can only be accessed by cars desiring to turn left. The existing street pattern has been in existence for over a hundred years and has moved traffic both auto, bicycle and pedestrian with great efficiency. The new design will decrease the efficiency of the movability of traffic. In the study performed by Kittelson and Associates, Inc, dated June 16, 2015 and put on the City of Alameda web site, on page 7, states that the current end to end traffic time from Alameda Point to Sherman Street Eastbound during morning peak hours is 8.4 and 8.9 minutes Westbound. The evening peak time is 9.1 minutes Eastbound and 10.7 minutes Westbound. They have concluded and stated that the morning Eastbound traffic would rise to 9.4 minutes and the Westbound traffic would increase to 22.4 minutes. In the afternoon Eastbound traffic would increase from 9.1 to 20.0 minutes and Westbound from 10.7 to 14.5 minutes. Net effect would be to reduce the efficiency of traffic flow from east to west and west to east. This will not create a safe environment for any of the users of Central Ave. or adjacent secondary streets.

Additionally where I live they intend to reduce the number of pedestrian crossing locations from two to a single stripped crossing at Bay and Central. This will simply not work creating an unsafe crossing pattern for those citizens that will simply ignore the stripped pattern.

The new plan also calls for new wider stripped bicycle lanes that take away from the auto lanes. Currently Santa Clara has stripped bicycle lanes that more than adequately accommodates bicycle needs along this section of the island. Even at the last public meeting a bicyclist got up and expressed his opinion at the ill conceived logic of putting another bicycle lane along Central. As he stated this would discourage the use of the current bicycle lanes on Santa Clara that can move bicycle traffic from Webster Street to High Street.

The proposed plan by the Public Works also has a new left turn lane at Sherman that if more than two cars wish to turn left all the traffic behind them will be held up creating a long and slow traffic congestion.

The city has produced a graph indicating that there have been 89 traffic incidents along this roadway in the period of 2004 to 2013. However if you study their numbers you see that almost half or 47% are in the two block area that will not be changed (Webster to 8th). Their reports also do not indicate when during that period these so called incidents occurred or who was to blame.

The Public Works Dept. does not take into account that when these changes are put in place, the traffic to secondary streets will increase significantly and cause new and more serious safety issues. It is only logical that when there is traffic congestion at the intersection of Sherman, frustrated drivers will turn right on Caroline, St. Charles and Bay St. and speed down to San Antonio and turn left to get to Grand Street. We have an elementary School and park at Franklin that is the destination of many young families and children. This park is heavily used. The increase of auto traffic along this stretch of the road, due to the reduction of lanes along Central will put the safety of these young children in jeopardy. San Antonio is heavily used by pedestrians, children walking to school and many older people walking dogs. It would only be a matter of time before something tragic will happen. A quiet street will be transformed into a major secondary artery. We along Bay Street already see that happening with both auto and pedestrian traffic.

It is for these and other reasons, not even mentioned, that I implore you to reject the plan of the Public Works Dept. to change the current traffic pattern along Central Ave. Central Ave. is and has been a majestic street to both walk down and drive long for over a hundred years. Please do not make the same mistake that was recently done along Shoreline to accommodate a small minority within the city. It appears that while the Public Works Dept. professes to work to create a safer environment, all they appear to be doing, is bowing to a small but vocal element of bicyclist and are reducing the quality of life within this great City. One only needs to look at all the uproar that has occurred from the development of the ill conceived traffic pattern along Shoreline Drive, the large back up of traffic in the Fernside area, the heavy traffic along both Grand and Broadway due to the reduction of traffic lanes.

Respectfully,

Jim Ray
1320 Bay Street
510-865-6154

LARA WEISIGER

From: John Ericson <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 10:02 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; john.ericson@sbcglobal.net
Subject: Please support a Safer Central Avenue

Please accept the following message from John Ericson.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a resident on Hawthorne Street I drive on central every day and I am in full support of this project! It will make it easier and safer for my daughter to ride to school and create easier access to Alameda Point.

I hope we can count on you to help move this project forward.

Thank you for your support.

Sincerely,

John Ericson

510-865-1436

john.ericson@sbcglobal.net

Caroline and Central

LARA WEISIGER

From: Renée Bornstein <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 7:35 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; renee@emf.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Renée Bornstein.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please don't have city buses go down Central Ave though. As it is now, the bike lanes on Santa Clara are quite dangerous when the bus pulls over to a stop, and the biker has to move into the traffic lane to get around it. It doesn't make sense to have bike lanes on the same streets as the bus routes.

Other than that, this sounds like a wonderful upgrade, and I'm very grateful that Alameda is willing to help pedestrians and bikers use their bodies more often than their automobiles.

Thank you for your support.

Sincerely,

Renée Bornstein

510-749-8418

renee@emf.net

Central & Benton

LARA WEISIGER

From: William Bexton <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 7:05 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; bexton@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from William Bexton.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a home owner, tax payer, and parent living in Alameda, I urge you to improve Central Avenue with these bike and pedestrian safety measures.

Thank you for your support.

Sincerely,

William Bexton

4155711272

bexton@gmail.com

Buena Vista and Entrance

LARA WEISIGER

From: Victoria Klum <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 7:01 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; vicstermail@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Victoria Klum.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Central Avenue is a beautiful roadway, but it is also very dangerous for bicyclists and pedestrians. The proposed lane is a long overdue dedicated link for bicyclists and pedestrians to travel safely from the Park Street shopping district to the up-and-coming Webster Street shopping district (and, yes, I frequently bicycle or from the West End to the East End). I hope you will approve this proposal! Thank you.

Thank you for your support.

Sincerely,

Victoria Klum

vicstermail@gmail.com

8th/Central

LARA WEISIGER

From: Kathryn Boyle <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 6:56 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; kboyle63@hotmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Kathryn Boyle.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My children, and many others, use Central Avenue to commute by bike to school. These improvements will increase their safety, and my peace of mind, tremendously. There are plenty of roads across town, Santa Clara, and Lincoln that can handle the traffic from the reduced traffic lanes.

Alameda has been recognized as being a bike friendly city, please uphold that standard!

Thank you for your support.

Sincerely,

Kathryn Boyle

kboyle63@hotmail.com

Alameda Aveat Benton

LARA WEISIGER

From: Victor Carnahan <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 6:24 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; carnahanvictor@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Victor Carnahan.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Victor Carnahan

carnahanvictor@gmail.com

LARA WEISIGER

From: John Carnahan <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 6:24 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; john.carnahan@prospectmtg.com
Subject: Please support a Safer Central Avenue

Please accept the following message from John Carnahan.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

John Carnahan

john.carnahan@prospectmtg.com

LARA WEISIGER

From: Martha Simonds <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 6:18 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; msimonds@sbcglobal.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Martha Simonds.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please continue to make Alameda safe for bikes

Thank you for your support.

Sincerely,

Martha Simonds

510-864-1929

msimonds@sbcglobal.net

Central

LARA WEISIGER

From: laure carnahan <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 6:23 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; laurepcarnahan@mac.com
Subject: Please support a Safer Central Avenue

Please accept the following message from laure carnahan.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

laure carnahan

laurepcarnahan@mac.com

LARA WEISIGER

From: jenny johnson <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 4:17 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jennynmn@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from jenny johnson.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I strongly support the Central Avenue project to increase SAFETY for pedestrians and cyclists!

As a parent, I WISH I felt more confident allowing my children to ride their bicycles in/around Alameda.

Thank you for your support.

Sincerely,

jenny johnson

5105065752

jennynmn@yahoo.com

Central and Caroline or St. Charles

LARA WEISIGER

From: Sonia Urzua <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 4:15 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; soniaurzua@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Sonia Urzua.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I strongly support the Central Avenue Project. My family lives adjacent to Central Avenue, between St. Charles and Caroline. My children and I use our bikes on a regular basis. We are looking forward to riding our bikes safely between High Street to the Point.

Thank you for your support.

Sincerely,

Sonia Urzua

5103379653

soniaurzua@yahoo.com

Central and St. Charles

LARA WEISIGER

From: Shalom Bruhn <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 4:10 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; shalombythebay@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Shalom Bruhn.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

With the continued growth of Alameda, it is important that there is a strong precedent of Bike and Pedestrian Safety. Having almost been hit several times crossing Sherman (at Santa Clara) and recognizing that this kind of frightening occurrence is happening more and more all over Alameda, we need to take steps to create a safe biking and walking environment.

Thank you for your support.

Sincerely,

Shalom Bruhn

4153363328

shalombythebay@gmail.com

Morton and Santa Clara

LARA WEISIGER

From: David Stranz <david_stranz@MassSpec.com>
Sent: Tuesday, November 17, 2015 1:37 PM
To: Trish Spencer
Cc: LARA WEISIGER; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie
Subject: Opposition to Central Avenue project

Dear Honorable Mayor Spencer and Council Members,

I wish to register my opposition to moving forward on the proposed Central Avenue safety improvements project now under consideration by the Transportation Commission. As I understand it, the Commission is leaning in favor of recommending that this project move forward, despite the lack of studies on the impact of the proposed changes on traffic on neighboring streets or on whether the proposed bike lanes will actually receive the usage envisioned.

I am particularly concerned about the reduction in traffic lanes from four to two on the section of Central Avenue between the Central / Encinal / Sherman intersection and 8th Street. This section is a major emergency vehicle artery for police and the fire department on Park and Encinal to respond to emergencies on the West End. Loss of two traffic lanes will unavoidably increase traffic density at peak times and hinder the ability of emergency vehicles to traverse the area. Living three houses away from Central, I can attest that peak traffic times often seem to coincide with peak emergency times - traffic accidents, fires, and medical emergencies occur when people are home or driving to work, not during midday and low traffic density.

The concept study promotes the improvements to pedestrian and bicyclist safety expected as a result of the changes, yet the study's own numbers show that only two of the 18 pedestrian injuries and four of the 22 bicycle injuries occurred on the Sherman to 8th Street section during the 9-year period that was examined. How can a major realignment of traffic flow be considered an improvement to safety when there is no safety issue in the first place? If anything, the numbers show that the Sherman - 8th section of Central Avenue is far safer. The negative effects of restrictions to emergency vehicle access more than outweigh the dubious increase in bicycle and pedestrian safety.

Finally, the Outreach Survey seems to have been deliberately conducted so as to bias opinion in favor of the recommendations. The concept area covers the 1.7 miles between Pacific / Main and the Central / Sherman intersections. However, the survey divided this into a few block section between Pacific and Third, a one block section between Third and Fourth, and then lumped the entire remainder of the concept area between Fourth and Sherman into a single group. Of course one should expect that those first two segments, with schools and their high pedestrian and bicycle traffic, would be in favor. The opinion of the remainder is decidedly mixed, with more than 50% of the respondents having a neutral to negative ranking. Had the survey been less biased and considered the opinions of those residents in the Sherman to 8th Street separately, I have no doubt that the results would have been highly negative.

I would request that no action be taken on moving this plan forward until the following information is in hand:

- 1 - Results of a study of the impact of reduced traffic lanes and higher traffic density on Central between 8th and Sherman on traffic diverting to surrounding residential streets in that area to avoid congestion.
- 2 - Results of a study of whether the changes proposed would have any statistically meaningful impact on pedestrian and bicycle safety in the 8th to Sherman section.
- 3 - Results of a study to determine whether reduction in traffic lanes in the 8th to Sherman section would have an effect on emergency vehicle traversal of that section during peak traffic times.

4 - Results of a new survey of resident opinion that more equally samples all of the sections of the study that would be impacted by the changes.

Thank you for your consideration.

With best regards,

David Stranz

David Stranz

1338 Bay Street
Alameda, CA 94501

510-523-7014

LARA WEISIGER

From: James Murray <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 1:41 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jamesmurray@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from James Murray.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

We need safer streets on which our children commute to school. More bike lanes and traffic calming are essential to that goal.

Thank you for your support.

Sincerely,

James Murray

5105224222

jamesmurray@gmail.com

Sherman at Central

LARA WEISIGER

From: Sean McPhetridge, Superintendent <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 12:56 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; smcphetridge@alameda.k12.ca.us
Subject: Please support a Safer Central Avenue

Please accept the following message from Sean McPhetridge, Superintendent.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please know I appreciate how City of Alameda staff have worked closely with AUSD district office staff as well as with Paden Elementary School's principal Katherine Barr and Encinal Jr./Sr. High School's principal Kirsten Zazo to ensure that the planning included our interests in this planning. Thus, please note AUSD endorses the project as it will provide for safer biking and walking to school.

Thank you for your support.

Sincerely,

Sean McPhetridge, Superintendent

510 337 7060

smcphetridge@alameda.k12.ca.us

LARA WEISIGER

From: Stewart Wilson <swilson_us@yahoo.com>
Sent: Tuesday, November 17, 2015 11:44 AM
To: LARA WEISIGER
Subject: Central Ave plans look great!

Lara,

I just wanted to send a quick note to express my extreme pleasure at seeing the new "road diet" plans for Central Ave. Overall, the proposal is excellent, and I believe will make it safer for pedestrians, bikers, and vehicles alike, with little negative impact on traffic flow or on neighboring houses.

Such an improvement to our streets is long overdue, and it is good to see how much thought and care has been put into this Central Ave proposal.

I really hope the council supports this plan. Please pass this along.

thank you!
Stewart Wilson
1502 Grand St
510-521-4126

LARA WEISIGER

From: cheryl@ceraunavolta.us
Sent: Tuesday, November 17, 2015 11:28 AM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER
Subject: I OPPOSE Central Ave bike lane proposal

Subject:
No 2 Central Ave Project

Body of email:
Dear Mayor and City Council,

We are not in support of the Central Avenue "Complete Streets" Project. The project poses adverse impacts to daily life on Central Avenue for residents and businesses. Many of our concerns have not been properly addressed.

Too Soon

It is premature to move forward with a road diet project without completely understanding how it will affect our unique transportation system. The Shoreline PILOT project is still under review. No road diet project should even be considered until the review of the Shoreline project has been completed.

Parking

There are many multi-unit properties in the area. Residents have to park 2 or 3 blocks away from their home. City staff has proposed to remove parking in order to "daylight" the intersection. There is not enough parking; and residents and businesses cannot afford to lose parking for any reason.

Resident Access onto Central Avenue

It is already difficult for motorists to exit driveways and side streets on Central. Halving the lanes will significantly reduce the gaps in traffic, thus, making it increasingly difficult.

Truck and Bus Access

The subject section is a truck route and a bus route. For streets that serve either mode, it is common to provide a minimum 12 feet for travel lanes, if not wider. Staff has proposed 11 feet for travel lanes, which is insufficient.

Central also provides access to boat ramps as well as Alameda Point, which has many facilities/services for boats. The proposed lane width is not appropriate for wide load boats. Providing substandard lane widths is not an improvement for any mode.

ADA Access

Specific options show improper lane widths for parking (per ADA standards). ADA standards require 8 feet for parking. Public infrastructure needs to be designed in a fashion that is usable by ALL persons. Providing facilities that are inappropriate to any person is unjust. Providing ADA parking elsewhere is not an appropriate option. It removes the possibility of direct access to the desired location.

Additionally, some options show a bike lane between the parking and the curb, with no sidewalk access. The lack of sidewalk access would be in violation of ADA standards.

Falsely Identified Data

Staff continues to depict existing parking as 7 feet wide. There are no parking demarcations on the street, and 8 foot parking lanes are actually standard. The street design of Central FAR pre-exists the recent movement to provide 7 foot parking lanes. It is absolutely incorrect to assume that the current parking spaces are 7 feet wide. Providing substandard parking is discrimination against any motorist who does not drive a compact or small sedan. This includes most family vans and SUV's. Staff's false presentation of data is deceiving and dishonest. They should be unbiased in their presentations and reviews.

Irrational Allocation of Resources

Specific options reduce vehicle travel lanes but give bicyclists FOUR USABLE LANES. This is absurd and improper allocation. Bicyclists do not need more than 2 usable lanes.

Disregarded Needs of the Neighborhood

Out of 9 project goals, minimum disruption to motorists is #8. This "goal" has been created as a catch all of various residents concerns and has not been taken seriously. Meanwhile, 'encouraging bicycling and walking' and 'safety' (for pedestrians and bicyclists) are #1 and #2. Although those goals are important, this is a prime example of this bicycle project being masked as a "Complete Streets" project. A true complete streets project would evaluate the street (without bias) based on the type of usage and weigh improvements accordingly.

Based on the rankings, it is strikingly apparent that this is a project for people that don't even live in this area. Even 'improve the streetscape' is ranked as #3. The actual usage of the street by the dominate mode and the concerns of the immediate residents and businesses are obviously being disregarded. How can you continue to ignore their needs?

Shoreline "Improvement"?

Attached are documents, provided by your staff, that show ongoing concerns for Shoreline Drive, a ONE MILLION DOLLAR project. This money could have went to improving our children's education, programs for our growing senior population, or actually fixing our roads. Do not waste our money on another mistake.

Response

We challenge you, the Mayor, City Council, to provide a response. We challenge you to not defer this responsibility to biased staff, who have decided to move forward with this project, regardless of feedback, and continue to overlook the people of this area. We challenge you to become involved in these costly, inequitable projects that will diminish our neighborhoods.

Attachment

http://www.mediafire.com/download/l6066yo3aflb5od/shoreline_comments.rar

shoreline comments.rar MediaFire is a simple to use free service that lets you put all your photos, documents, music, and video in a single place so you can access them anywhere and share them everywhere.

mediafire.com

Cheryl Principato

C'era Una Volta, Ristorante Italiano

510.769.4828 restaurant

510.769.8148 catering/office

510.769.2158 fax

LARA WEISIGER

From: Lindsay Kemp Bruckstein <lindsayakemp@gmail.com>
Sent: Tuesday, November 17, 2015 11:30 AM
To: LARA WEISIGER
Cc: WEISIGER@alamedaca.gov; VIRENDRA PATEL
Subject: Favor of Central Avenue Safety Improvements!

My husband and I purchased our home on Bay Street at San Antonio this past July. We are new to Alameda and have quickly started going from a driver of a car to a rider of a bike to get around town!

We strongly support the safety improvement proposal on Central Avenue.

Thank you!
Lindsay Kemp Bruckstein

LARA WEISIGER

From: Eric Johnson <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 10:00 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; author.ejohnson@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Eric Johnson.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Safety first for a growing city: I call Central the Alameda Speedway. There was a time in Alameda where you didn't dare drive over 25. That has changed. With the population increase and the added pressure of commuter traffic to get off the island, people are driving faster and running more lights. Accommodations need to be made for children, bicyclists, and pedestrians to provide them with safe passage across our city streets. This is a great plan that is long over due in it's enactment.

Thank you for your support.

Sincerely,

Eric Johnson

510-333-9287

author.ejohnson@yahoo.com

St, Charles

LARA WEISIGER

From: Kristen <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 9:14 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; kristenstoller@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Kristen.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I am an Alameda resident and mother of two school aged children. I fully support the Central Avenue project as well as any project meant to make biking or walking in our community safer. My middle-school daughter has recently participated in a bicycle safety class and has been using her bike more and more to get places on her own. Even though I feel confident in her skills, there is always the part of me that worries about the vehicular traffic that is sharing the road with her. Having separate travel lanes and safer routes across the island would be an ideal solution. Having safer routes for pedestrians and bicyclists would also encourage me to choose my bike over my car, which has huge benefits not only to my health, but to the environment as well. This is a win-win situation and I strongly support this project!

Thank you for your support.

Sincerely,

Kristen

kristenstoller@gmail.com

High/Garfield

LARA WEISIGER

From: Cheri Corfey <info@bikewalkalameda.org>
Sent: Tuesday, November 17, 2015 9:08 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ccorfeymail@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Cheri Corfey.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I have a 12 year old who has taken bike safety classes to help keep him safe. Now I ask our City Council to their part to help ensure the safety of our children who are encouraged to bike safely to and from schools in Alameda.

Thank you for your support.

Sincerely,

Cheri Corfey

510-846-4627

ccorfeymail@gmail.com

Gibbons/Lincoln

LARA WEISIGER

From: Lisa Ginardi <info@bikewalkalameda.org>
Sent: Monday, November 16, 2015 6:39 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; lginardi@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Lisa Ginardi.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Lisa Ginardi

lginardi@gmail.com

9th & Central

LARA WEISIGER

From: Mary Caplice <info@bikewalkalameda.org>
Sent: Monday, November 16, 2015 6:02 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Mcaplice@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Mary Caplice .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

We need more bike-dedicated lanes in Alameda!

Thank you for your support.

Sincerely,

Mary Caplice

769.7525

Mcaplice@yahoo.com

Grand

LARA WEISIGER

From: Aaron D Thies <info@bikewalkalameda.org>
Sent: Monday, November 16, 2015 3:46 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; athies@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Aaron D Thies.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I support the plan to implement the "complete streets" road design on Central Ave., in Alameda, CA, because it makes it safer for pedestrians to cross. I support removal of parking to achieve better and safer travel for all users.

Thank you for your support.

Sincerely,

Aaron D Thies

4153173753

athies@yahoo.com

9th and San Antonio aVe.

LARA WEISIGER

From: Shawn Connick <info@bikewalkalameda.org>
Sent: Monday, November 16, 2015 11:19 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; connick@comcast.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Shawn Connick.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As an Alameda resident that lives just down the street from Central Ave., I strongly support the new design of Central Ave. My son's regularly cross Central at St. Charles St. and often find it difficult to be seen by automobiles and get them to stop at the existing cross walk. I usually cross Central at St. Charles by automobile several times a day and often find it difficult to cross Central Ave safely with the current configuration. I believe the new configuration will be safer for, automobiles, pedestrians, and bicycles.

Thank you for your support.

Sincerely,

Shawn Connick

415-716-8104

connick@comcast.net

St. Charles St.

LARA WEISIGER

From: Emily Dimig <info@bikewalkalameda.org>
Sent: Monday, November 16, 2015 9:37 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Mose.wagner@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Emily Dimig .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Emily Dimig

Mose.wagner@gmail.com

Walnut

LARA WEISIGER

From: Jay Cooke <info@bikewalkalameda.org>
Sent: Monday, November 16, 2015 9:28 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jaycookesf@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Jay Cooke.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Not only would this create a safer community, but it will go a long way toward helping the businesses along Webster Street. As a mid-island resident with two kids, we live closer to Webster yet go to Park Street more, largely because the bike ride there is more safe.

Thank you for your support.

Sincerely,

Jay Cooke

jaycookesf@gmail.com

Central & Sherman

LARA WEISIGER

From: Maggie Jacobs <info@bikewalkalameda.org>
Sent: Monday, November 16, 2015 8:30 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; pyke6plan@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Maggie Jacobs.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I feel like any opportunity we have to inspire people to walk and ride their bikes instead of drive, is one we should take as a town. Think of the possibilities!

Thank you for your support.

Sincerely,

Maggie Jacobs

pyke6plan@gmail.com

LARA WEISIGER

From: Jeff Thomas <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 9:16 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; hobbydreamer@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Jeff Thomas.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I am an avid recreational road cyclist and also bike with my children. With the increased vehicle congestion in Alameda over the past several years, I have witnessed an increase in the number of cyclists commuting to work and to school. Safety is a huge concern for where bikes and cars meet. I strongly support and urge the City Council and Transportation Commissioners to support roadway improvements that manage traffic flow and make cycling safer and more accessible in Alameda.

Thank you for your support.

Sincerely,

Jeff Thomas

510-646-2145

hobbydreamer@gmail.com

Oak Street

From: Scott Milsten <scottkmilsten@yahoo.com>
Sent: Sunday, November 15, 2015 8:40 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER; Gull
Subject: Opposition to central street 3 lane plane

I would like to register my opposition to the central street plan as proposed. This plan seems predicated on notions of idyllic streetscapes and a two-wheeled community, and ignores the realities of a growing community (pro growth initiatives abound - buena vista, alameda point etc) of folks who work off the island and are already hitting congestion tipping points around Alameda.

One of my biggest concerns is the traffic summary on the project website. It indicates 1 minute of increased commute time in 2035 based on this plan. Can you please direct me to the support for that figure? The Kittleson memo appears to paint a very different picture of over-capacity conditions. Further, I'm not clear how a "go/no go" decision can be made when that memo itself is preliminary in nature and calls for additional work to be done.

Another point of concern is that there seems to have been little work done to analyze the impacts of drivers using central street parallels for east/west travel if the plan is implemented. Some of those streets - for example, San Antonio - are frequented by children who currently enjoy the slow pace of traffic to walk, bike and play. I fear this plan will divert traffic onto these safe streets, which will pose safety concerns for our community.

Finally, I think the characterization of strong support at community meetings is overstated. Having attended the most recent meeting, there were plenty of dissenters. I look forward to your updates.

Scott M.
Bay Street.

Sent from my iPhone

LARA WEISIGER

From: Georgianna Lear <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 7:41 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; geolear@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Georgianna Lear.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Georgianna Lear

510-414-3278

geolear@yahoo.com

Willow and San Jose Ave.

LARA WEISIGER

From: Juelle-Ann Boyer <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 4:57 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Juelleannboyer@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Juelle-Ann Boyer.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Despite the advertised outreach, the opposition is building. Your leadership can provide for a safer transportation environment for Alameda.

Thank you for your support.

Sincerely,

Juelle-Ann Boyer

Juelleannboyer@gmail.com

Mecartney & Island

LARA WEISIGER

From: Eric Strimling <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 12:55 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Estrimling@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Eric Strimling .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

In order to facilitate development we need to move away from cars. Making our Island bicycle friendly will be a huge step forward.

Thank you for your support.

Sincerely,

Eric Strimling

Estrimling@yahoo.com

Haight and Fourth

LARA WEISIGER

From: Linda Weinstock <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 12:10 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Lindaweinstock@comcast.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Linda Weinstock .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

You have done such a great job insuring the safety of our neighbors along westline and shoreline. With the exception of lowering the speed limit. I know that will happen soon. Let's build on the model that has proven to save lives and build community. After suffering a major epileptic seizure 10 days ago, I will not be driving for 6 months. I need to feel safe as I walk my community. The proposed design for Central Ave is a perfect balance. Please support it.

Thank you for your support.

Sincerely,

Linda Weinstock

9092260334

Lindaweinstock@comcast.net

Shoreline and westline

LARA WEISIGER

From: Lance Kincaid <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 9:53 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; lancekincaid@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Lance Kincaid.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I support increased biking and pedestrian infrastructure on Central Avenue.

The area as it stands is very dangerous to pedestrians and cyclists, especially children and seniors.

I'm an Alameda resident, property tax-payer, and I vote.

Thank you for your support.

Sincerely,

Lance Kincaid

510-861-1844

lancekincaid@gmail.com

8th and Lincoln

LARA WEISIGER

From: Shaun Reid <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 9:11 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Trailrider@mindspring.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Shaun Reid.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Shaun Reid

Trailrider@mindspring.com

LARA WEISIGER

From: Chuck Kapelke <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 9:01 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ckapelke@comcast.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Chuck Kapelke.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Alameda has potential to be one of the world's great bicycling cities. As my kids get older, I want to see them biking more - but I am always concerned about their safety. I am excited about the Central Avenue project as it will create a safe bike corridor across the heart of the island.

Please support this project!

Thank you for your support.

Sincerely,

Chuck Kapelke

415-336-5038

ckapelke@comcast.net

Encinal/Regent

LARA WEISIGER

From: Lauren Do <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 8:52 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; lauren@laurendo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Lauren Do.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please make this road safer for pedestrians, bikers, and cars.

Thank you for your support.

Sincerely,

Lauren Do

lauren@laurendo.com

Mosley & Robert L. Stevenson

LARA WEISIGER

From: Kevis Brownson <info@bikewalkalameda.org>
Sent: Sunday, November 15, 2015 8:47 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; kevis.brownson@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Kevis Brownson.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

One of the offices where I work is at Mariner Square Loop, and I bike from the East End to get there. This reconfiguration will be a huge assistance to be able to continue my ride on Central rather than moving over to Santa Clara with the buses. I live near Broadway, which made this transition with no trouble years ago. Please vote for the safety traffic plan!

Thank you for your support.

Sincerely,

Kevis Brownson

5105224966

kevis.brownson@gmail.com

Everett & Santa Clara

LARA WEISIGER

From: Tracy Wyman <tracy.wyman@gmail.com>
Sent: Saturday, November 14, 2015 11:54 PM
To: LARA WEISIGER
Subject: Bike-friendly Alameda

Dear Ms. Weisiger,

We have just moved to the Bay Area and have decided to settle in Alameda. One of the main factors in our decision was the city's clear commitment to bike paths and trails. My husband bikes to and from the ferry daily, and I cycle with our children to and from school. We love the trail along the shore and look forward to other paths the city has planned that will help us all be healthier and less reliant on our cars.

It would be wonderful to see a protected bike lane along one of the central corridors that connect the east and west sides of the island. Since housing is a little more affordable on the west side, I'm sure I'm not alone in longing for safe and easy bicycle access to all the east side has to offer.

I applaud the city's efforts and appreciate the work of the city council, the transportation committee, and all of the city staff.

With best regards,

Tracy Wyman

New resident

Sent using [CloudMagic Email](#)

LARA WEISIGER

From: Anthony DiSalvo <info@bikewalkalameda.org>
Sent: Saturday, November 14, 2015 6:06 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; adisalvo@cyberdude.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Anthony DiSalvo.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Anthony DiSalvo

adisalvo@cyberdude.com

LARA WEISIGER

From: Donna Eyestone <info@bikewalkalameda.org>
Sent: Friday, November 13, 2015 6:49 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; deyestone@mac.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Donna Eyestone.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Making it safer to bike and walk will enable more people to choose this option on a more regular basis. A route that is safe, direct and close to where business, schools and other locations are means less trips in the car for me and my family.

Thank you for your support.

Sincerely,

Donna Eyestone

deyestone@mac.com

Clinton/Oak

LARA WEISIGER

From: Elissa Vinson <info@bikewalkalameda.org>
Sent: Friday, November 13, 2015 10:56 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; assilev@aol.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Elissa Vinson.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My granddaughter rides her bike to Encinal High from Grand St. along Central Ave. It is extremely dangerous for lack of a continued bike lane. Please make Central Ave. a much safer place for bikers, walkers and drivers.

Thank you for your support.

Sincerely,

Elissa Vinson

assilev@aol.com

LARA WEISIGER

From: Kevin Fitzpatrick <kfitzpatrick@perforce.com>
Sent: Friday, November 13, 2015 10:39 AM
To: LARA WEISIGER
Subject: Comment in support of Central Ave changes

Hi Lara,

Could you please forward my comments to the appropriate people on the Transportation Commission and the City Council or let me know where their addresses are so I can?

I urge the Transportation Commission and the City Council to go forward with plans to improve Central Avenue with a reduction in lanes, and improved pedestrian crossings and bike lanes. I am a bike commuter who works on and lives in Alameda. As an avid rider who rides over 5000 miles a year I have seen how cities with good bike infrastructure become better and more livable for everyone; drivers, pedestrians, and bike riders alike. I have two girls 12 and 14 years old who are trying out their new freedoms and I worry about them on Alameda roads and crossings. Having a recognized bike corridor with the proper infrastructure will help everyone stay safe.

Thank you!

Kevin Fitzpatrick

--
Kevin Fitzpatrick
Manager, Escalations and Technical Account Services
support@perforce.com
North America (Pacific Time)
+1 510-864-7400

LARA WEISIGER

From: John Corbally <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 6:40 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; bulsaraman@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from John Corbally.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

It is petrifying to consider my kids, aged 8 and 11, riding these streets as is. It's wild out here. Thank you.

Thank you for your support.

Sincerely,

John Corbally

5102056960

bulsaraman@gmail.com

6th & Lincoln

LARA WEISIGER

From: Inbal <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 6:37 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; inbalgraham11@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Inbal.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a mother of two children who are now riding around town, I ask that you add safety measures to Central, to keep everyone safer and to help with Safe Routes to School.

Thank you for your support.

Sincerely,

Inbal

inbalgraham11@gmail.com

High St.

LARA WEISIGER

From: Neil Gilfedder <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 5:39 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ngilfedder@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Neil Gilfedder.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I bike around the city as my primary means of transport. The section of Central is very nasty to bike on--I use it when taking my dogs to the park (in bike trailer). Many drivers seem unaware that bikes can take a full lane and come very close. Alameda is a perfect city for biking and we should do whatever we can to make it safe and appealing.

Thank you for your support.

Sincerely,

Neil Gilfedder

5104991971

ngilfedder@yahoo.com

BV and Lafayette

LARA WEISIGER

From: Cyndy Johnsen <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 4:47 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; cyndyjohnsen@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Cyndy Johnsen.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Bicycling west along Central, I always have to cut off at Sherman and take alternate routes because Central gets a little scary west of Sherman. The proposed changes are welcome and long overdue. Thanks for supporting these -- and other -- bike/ped friendly upgrades in Alameda!

Thank you for your support.

Sincerely,

Cyndy Johnsen

510.337.0707

cyndyjohnsen@yahoo.com

Buena Vista/Nason

LARA WEISIGER

From: Randy Potter <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 3:27 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; randy_potter@hotmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Randy Potter.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a Central Avenue resident I FULLY support this project!!!!!!!!!!!!!!!!!!!!!!

Thank you for your support.

Sincerely,

Randy Potter

randy_potter@hotmail.com

8th St.

LARA WEISIGER

From: Jenny Berggren <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 3:02 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jennyberggren@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Jenny Berggren.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My family loves to bike, and we want it to be as safe as possible! We lived in NYC for many years, and were heartened to see the city adding protected bike lanes in recent years. Alameda should do the same!!

Thank you for your support.

Sincerely,

Jenny Berggren

jennyberggren@gmail.com

Buena Vista and Webster

LARA WEISIGER

From: Andrea Leal <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 1:56 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; teamleal@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Andrea Leal.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Children riding their bikes to school need a safe, protected biking route around town. All bicyclists will benefit from this improved access, but I am primarily concerned for the safety of our youth in Alameda who do not have the luxury of a car and need to bike around the island.

Thank you for your support.

Sincerely,

Andrea Leal

510-337-9264

teamleal@gmail.com

High & Otis Streets

LARA WEISIGER

From: John Corbally <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 1:53 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; bulsaraman@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from John Corbally.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

It is petrifying to consider my kids, aged 8 and 11, riding these streets as is. It's wild out here. Thank you.

Thank you for your support.

Sincerely,

John Corbally

5102056960

bulsaraman@gmail.com

6th & Lincoln

LARA WEISIGER

From: Bonnie Wehmann <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 11:50 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; bonniewehmann@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Bonnie Wehmann.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I teach bicycle safety to adults and children in Alameda and Alameda County. My son rides everyday from the East end to AOA. I've taught him and his friends to follow the rules of the road, wear a helmet and bright vest, communicate with car drivers and be courteous.

They do not receive the same behavior from people driving cars everyday. They are told over and over again to get on the sidewalk. They are honked at in the bike lane and even more so when they ride on Central where there is no bike lane.

Families and kids ride on Shoreline because they feel it's safe to do so, they use the path by Crown beach and Crab Cove for the same reason. When they follow it out to Central from Crown Drive. There is no logical or safe option to continue West. Ride on the narrow sidewalk? Ride against traffic? Ride across four fast moving lanes of traffic not expecting to see kids pop out from the side?

They ride themselves to school and to soccer practice at the base. Practice ends at 5:30 in the dark. Its alarming how vulnerable the boys are even with lights and reflective gear riding in the road with speeding and impatient evening commute traffic until they can get to Crab Cove because Crown Drive will have locked its gates to bike access.

None of us want more cars on the road creating traffic than necessary. All the other parents drive across the island to pick up their 12 and 13 year old kids. Help create a safe option for kids to bike to and from school and practices on their own to reduce car traffic, pollution and create a physically healthy lifestyle for kids growing up in Alameda.

Thank you for your support.

Sincerely,

Bonnie Wehmann

510-748-9117

bonniewehmann@yahoo.com

Central and High

LARA WEISIGER

From: Francesca Puccini <info@bikewalkalameda.org> :
Sent: Thursday, November 12, 2015 11:10 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Ceccapuccini@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Francesca Puccini .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Francesca Puccini

Ceccapuccini@gmail.com

High and Thompson

LARA WEISIGER

From: Guy Cutting <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 10:48 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; guycutting169@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Guy Cutting.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I have lived at 1019 Central ave since 2006, right in the middle of the proposed plan, and have two school age kids. I have seen first hand how cars zoom down central and basically ignore the cross walks. many parents that live on the wrong side of central walk their kids across central and then let them walk the rest of the way to Frankin Ele as no parent would let their kids cross central alone with the way it is now. I now have a kids going to Encinal HS and am worried that there is no real bike lane to the HS and none at all past Webster. Please pass this plan and bring the traffic speeds down and promote biking as a form of transportation.

Thank you for your support.

Sincerely,

Guy Cutting

925-785-7753

guycutting169@gmail.com

St. Charles

LARA WEISIGER

From: Jeanine <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 10:30 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; j9listy@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Jeanine.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I would love to have designated bike lanes than connect to get all around the island, from one end to another. I often drive instead of ride because of bike lanes that disappear along my route. I generally have a trailer for my child behind my bike making sidewalk riding a terrible idea and sharing the lane more nerve wracking. Thanks.

Thank you for your support.

Sincerely,

Jeanine

j9listy@gmail.com

Shoreline and Grand

LARA WEISIGER

From: Andrea Ruport <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 10:03 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; andrearuport@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Andrea Ruport.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please protect our children by making our streets more safe for bicycling.

Thank you for your support.

Sincerely,

Andrea Ruport

(510) 213-4169

andrearuport@yahoo.com

otis/park ave

LARA WEISIGER

From: Lilli <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 9:25 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; lilli@keinaenen.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Lilli.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

The bike lanes on Central are a no-brainer: drivers would need to slow down (it's insanity now), which would be safer for the kiddos. Less traffic, because kids could now safely bike to school. We don't need multi-lane "highways" in Alameda!

Thank you for your support.

Sincerely,

Lilli

4154898223

lilli@keinaenen.com

Walnut and Central

LARA WEISIGER

From: Tim Wear <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 8:18 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; timwear55@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Tim Wear.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Living on Fair Oaks and being both a pedestrian and biker in my neighborhood, I fully support the proposed improvements to Central Avenue.

They will make Central a much safer street and the project provides Alameda yet another opportunity to make it one of the best places to live in the bay area.

Thank you for your support.

Sincerely,

Tim Wear

864-0816

timwear55@gmail.com

Central & St. Charles

LARA WEISIGER

From: Heather Beales <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 7:16 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; bealesfamily@sbcglobal.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Heather Beales.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I have 3 children who bike, walk, and sometimes get a ride to school. One of my biggest fear sending them off to school on their bike is crossing Central Avenue (even if I am with them). I am writing this note to support the proposed new bike and walking safety design on Central Avenue.

Thank you for your support.

Sincerely,

Heather Beales

510-915-2567

bealesfamily@sbcglobal.net

Buena Vista

LARA WEISIGER

From: Ethan Rafferty <info@bikewalkalameda.org>
Sent: Thursday, November 12, 2015 12:22 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; e_tractor@hotmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Ethan Rafferty.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please support the 3 lane config on Central Ave.. My kids ride bikes on and cross Central Ave and it is currently very dangerous.

Thank you for your support.

Sincerely,

Ethan Rafferty

e_tractor@hotmail.com

Sherman

LARA WEISIGER

From: Steve Ellson <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 10:34 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; sellson@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Steve Ellson.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I think this project is important for provide the same level of safe biking routes for the west end as exist on the east end for our children to ride to school.

Thank you for your support.

Sincerely,

Steve Ellson

5107691686

sellson@yahoo.com

St. Charles

LARA WEISIGER

From: Alain McLaughlin <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 10:20 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; alain@alainmclaughlin.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Alain McLaughlin.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for working and voting to make Alameda's streets safe for all modes of transportation. Biking is a healthy and even joyous way to get around our lovely town - thx!

Thank you for your support.

Sincerely,

Alain McLaughlin

415 517 6033

alain@alainmclaughlin.com

Santa Clara and Versailles AVE

LARA WEISIGER

From: Janet Collins <jan@janetanncollins.com>
Sent: Wednesday, November 11, 2015 9:13 PM
To: LARA WEISIGER
Subject: Central Avenue

I no longer live in Alameda, but my kids do and my grandson rides his bike from eight St to ACLC. I'm concerned about his safety and hope you'll approve the project to make Central Avenue safe for pedestrians and people - especially kids - on bikes.

Thank you.

Janet Ann Collins
www.janetanncollins.com

LARA WEISIGER

From: Leonard Harris <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 7:57 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; lharris@pacbell.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Leonard Harris.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

For the past year, I've been using my bicycle almost every day. From Park ST, riding west on Central, the bike lane was well designed and less stressful to ride than using Santa Clara west of Grand ST. Adding bike lanes west of the Central-Encinal junction at Sherman ST would provide a much safer route for those continuing west toward Main ST and the Ferry terminal, including Encinal High. Also a safer link to the Shoreline bike path would be appreciated without having to disturb pedestrians on shared paths.

Thank you for your support.

Sincerely,

Leonard Harris

510 521-8706

lharris@pacbell.net

4th ST.-Taylor Ave.

LARA WEISIGER

From: Sara Zehnder <zehngal@yahoo.com>
Sent: Wednesday, November 11, 2015 7:45 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER
Subject: I do NOT support changes to the Central Avenue Project

I know you have to spend the money; find another location. A repeat of anything close to Shoreline is a huge mistake for everyone and once you implement it, this is FOREVER.
Putting fewer cars on Central means more....where???? Side street cutoffs, no doubt.
And HIRE a permanent position within the City as Transportation Commissioner. Someone with a degree in Traffic Management or the like.
This "rule by voter" is tiresome. And ill-conceived.

LARA WEISIGER

From: Jeremy Saum <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 7:51 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jsaum@post.harvard.edu
Subject: Please support a Safer Central Avenue

Please accept the following message from Jeremy Saum.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a parent I am so much more comfortable riding with my son on streets with dedicated bike lanes and slower traffic. I love that he is growing up in a place where bikes can get him so many places, and I truly appreciate the work the city is doing to make our island safer and more livable.

Thank you for your support.

Sincerely,

Jeremy Saum

4157106266

jsaum@post.harvard.edu

Buena Vista and Broadway

LARA WEISIGER

From: Deborah White <drdebowwhite@gmail.com>
Sent: Wednesday, November 11, 2015 7:35 PM
To: LARA WEISIGER
Subject: Central Avenue complete streets project

Dear Ms. Weisiger,

I am writing in support of the Central Avenue complete streets project. My family and I love living in Alameda. We appreciate how the city maintains a small-town atmosphere alongside the sophistication of a larger city. We are, however, frequently concerned by the number of traffic accidents and overuse of cars on the island. We live near Lincoln Middle School and are appalled at the lack of concern demonstrated by motorists for children biking to school. Our own daughter bicycles to Alameda Community Learning Center each day. My son also rides his bicycle to his Kung Fu studio on Park Street. We all use the Central Avenue bike lanes, which are helpful. The fact that the Central Avenue bike lanes do not connect to Third Street is problematic for my daughter. She cannot take the most direct route to school because it is not safe for her to ride that way. Similarly, when the family attempts to bike across the island it is difficult to connect from the Shoreline bike lanes to those that completely cross the island. I encourage the Transportation Commission to adopt the Central Avenue project, which will provide a much safer environment for bicyclists in Alameda.

Thank you,
The Reverend Deborah White, Ph.D.
3373 Washington Ct.
Alameda

LARA WEISIGER

From: Ann Naffziger <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 7:04 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ann@paulandann.org
Subject: Please support a Safer Central Avenue

Please accept the following message from Ann Naffziger.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I bike around town with my grade school girls regularly to run errands, get to school and various other activities, and for recreation. They are safer riding on the street in dedicated bike lanes than on the sidewalks where pedestrians have the right of way or on streets without bike lanes. We would be thrilled to have extended bike lanes on Central Avenue for our bicycling transportation.

Thank you for your support.

Sincerely,

Ann Naffziger

5105218011

ann@paulandann.org

Versailles Ave/Encinal Ave.

LARA WEISIGER

From: Helene Onaga <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 6:07 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; helene.onaga@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Helene Onaga.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My family of 5 rides frequently, and we would like safe routes - especially for the kids.

Thank you for your support.

Sincerely,

Helene Onaga

5108463908

helene.onaga@gmail.com

LARA WEISIGER

From: Jonathan MacMillan <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 5:49 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jmacmillan@dvhigh.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Jonathan MacMillan.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Hello, I frequently cross Central avenue with my dog and one year old to get to Washington Park. People drive very quickly and don't pay attention to pedestrians. Even when someone slows so that we can cross in the crosswalk, others zip past that car. Something really needs to be done to slow people down.

Thank you.

Thank you for your support.

Sincerely,

Jonathan MacMillan

9096335653

jmacmillan@dvhigh.net

Page/Central

LARA WEISIGER

From: Wendy Moorhouse <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 5:21 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; mrschillyb@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Wendy Moorhouse.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As the parent of an ACLC student, I urge you to support all efforts that increase safety for students and others who bike in Alameda. Schools on the west end are increasingly drawing students from the island's east end. Bus service is mediocre at best. We can all jump in our cars and add to the growing congestion, or you can make our city an example of a place that supports walking, biking, exercise and clean air. New developments are adding more residents and even more congestion. Let's get ahead of the curve and make Alameda safe for our students and encourage more people to get out of their vehicles.

Thank you for your support.

Sincerely,

Wendy Moorhouse

510 390 1604

mrschillyb@gmail.com

High and Garfield

LARA WEISIGER

From: John Corbally <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 5:20 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; bulsaraman@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from John Corbally.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

It is petrifying to consider my kids, aged 8 and 11, riding these streets as is. It's wild out here. Thank you.

Thank you for your support.

Sincerely,

John Corbally

5102056960

bulsaraman@gmail.com

6th & Lincoln

LARA WEISIGER

From: Laura Kuhlemann <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 4:21 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; lkuhlemann@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Laura Kuhlemann.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a homeowner in Central Alameda, driver, cyclist, pedestrian, and mother, I fully support the proposal to make Central Avenue more bike and pedestrian friendly. I am not comfortable biking on Central between Sherman and Main with the current configuration and am guilty of biking on the sidewalk to get around the vehicular chaos between 8th and Webster. I

would never let my child ride a bike there absent a protected bike lane.

This limits our ability to take bike trips as a family to the West end of the island and encourages more car travel.

I welcome a connected bike path across the island, a safe and efficient way to bike to Pagano's and the Webster commercial district, and a fluid connection for bikes between the waterfront and the Main Street bike path.

As a ferry commuter, a dedicated bike lane that can take me from my home to the ferry terminal would be much better than the Santa Clara route which has too many stop signs past Webster and which causes one to constantly jockey with the O and 51A during commute times.

As a working mother, I am unlikely to attend the meeting on the 18th.

Please consider this email and the voices of those in support of the Central Alameda project in lieu of my attendance.

Thank you.

P.S. Please also give careful consideration to the AC Transit proposal to run buses down Central/Encinal. I support expanded bus service however if the bus routes change, those factors need to be considered in the overall plan. Limiting buses to Santa Clara, and not allowing them on Central (except where they currently run), is clearly preferable if the master plan for Central is to create a tranquil street that is safe for pedestrians, cyclists, and local residents alike. Buses and bicycles are not a good mix and the current route on Santa Clara is only 1 block away. There is also inadequate lighting on Central Avenue through the Central Avenue stretch for bus riders who will scurry across the street to catch their buses (or go home) in the evenings. I sincerely hope the city and AC transit are closely coordinating on this point.

Thank you for your support.

Sincerely,

Laura Kuhlemann

lkuhlemann@gmail.com

Morton & San Antonio

LARA WEISIGER

From: Matt Brotze <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 4:05 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Mattbrotze@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Matt Brotze.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

This project will positively serve our community by promoting and fostering healthy lifestyles, local recreation options and safe bike/walking for our families. It's a must for our unique island setting and needed for the continued west end expansion.

Thank you for your support.

Sincerely,

Matt Brotze

Mattbrotze@yahoo.com

LARA WEISIGER

From: The Wismar Family <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 3:56 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; thewismarfamily@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from The Wismar Family.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Safe bike lanes will allow and encourage more Alamedans to bike to school and other short trips. This is a family friendly town and this will make it more so.

Thank you for your support.

Sincerely,

The Wismar Family

510-759-3480

thewismarfamily@yahoo.com

3rd

LARA WEISIGER

From: Julie-Ann Cesareo <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 1:00 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; jacesareo@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Julie-Ann Cesareo.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My kids are entering their teen years where they will be doing a lot of biking their own. I would like the streets safer for them to freely get around town.

Thank you for your support.

Sincerely,

Julie-Ann Cesareo

510-864-8997

jacesareo@gmail.com

High St.

LARA WEISIGER

From: Fabian Herrera <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 12:11 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; fherrera@mcgarchitecture.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Fabian Herrera.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As long time Alameda residents, our family enjoys biking all over the island. Our kids bike to school using Central Ave daily and are looking forward to safer streets. This keeps us from driving them to school and cuts down traffic. When we retire, we are hoping to have more options to have a healthier lifestyle by biking and walking all over town.

Thank you for your support.

Sincerely,

Fabian Herrera

5107499766

fherrera@mcgarchitecture.com

Broadway and Bayview Dr

LARA WEISIGER

From: Bara Waters <barawaters@gmail.com>
Sent: Wednesday, November 11, 2015 11:05 AM
To: LARA WEISIGER
Subject: I Support a Safer Central Avenue

Dear Transportation Commission:

I am writing in support of the Central Ave Complete Streets Project. As an avid walker and cyclist in Alameda, I travel these routes frequently.

With Alameda's increasing development and the inevitable increase in car traffic, we need to do everything possible to encourage alternate modes of transportation, as well as protect those using these alternate transportation modes. This is wise policy from a public safety standpoint, an environmental sustainability standpoint and a livability standpoint.

Please vote YES to the Central Ave Complete Streets Project to protect our walkers and riders, as well as help reduce overall traffic and the speeds traveled on these roads.

Thank you very much,

Bara Waters
824 Haight Ave
Alameda CA 94501

LARA WEISIGER

From: Michael H Chae <info@bikewalkalameda.org>
Sent: Wednesday, November 11, 2015 8:21 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; mchae#@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Michael H Chae.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I appreciate your consideration of measures that will encourage more walking and biking and protect our children who use both as a primary means of transportation.

Thank you for your support.

Sincerely,

Michael H Chae

mchae#@gmail.com

LARA WEISIGER

From: Brooke Briggance <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 11:05 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; brooke.briggance@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Brooke Briggance.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I think one of the things citizens love most about Alameda is that it feels like a safe community - a safe haven in the midst of the Bay Area.

Anything we can do to protect our children while promoting their exercise and well-being contributes significantly to what we love most about our town. Thank you!

Thank you for your support.

Sincerely,

Brooke Briggance

brooke.briggance@gmail.com

LARA WEISIGER

From: Renee tripp <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 10:09 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Renee@cairdea.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Renee tripp.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Renee tripp

Renee@cairdea.com

High and central

LARA WEISIGER

From: Matt humphrey <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 9:14 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Matthewthumphrey@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Matt humphrey.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Matt humphrey

Matthewthumphrey@yahoo.com

LARA WEISIGER

From: Gayle Thomas <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 9:13 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; blaze00031@aol.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Gayle Thomas.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

I would love to be able to bike with my children to access paths to the water by use of Central, to Webster for dinner and to the winery (or brewery) on the base. At this time, it just isn't safe for my children to bike on the same roads as the cars on Central. And so we don't. Sidewalk bicycling is problematic too with walkers, dogs, cars pulling in and our driveways...so we don't use that either.

Please give us West ends the opportunity to safety bicycle in our neighborhood. My children beg me to let them bicycle. So I DRIVE to Shoreline so we then can. Isn't that silly?!!!

Thank you for your support.

Sincerely,

Gayle Thomas

510-289-1268

blaze00031@aol.com

Haight & 3rd

LARA WEISIGER

From: Ashley Rogers <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 8:51 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; agrogers@hotmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Ashley Rogers.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a parent of two young children, we frequently ride bikes in Alameda and pull our kids in a bike trailer. We LOVE the new cycle track on Shoreline and use it frequently. (Incidentally, I also run along the Shoreline ped path three times a week.) We live on Sherman Street and would love to have a safe route to ride our bikes to Webster Street and even to Alameda Point (we belong to Bladium). The western segment of Central Ave is not currently bike-friendly, especially for young kids, so we hope you'll vote for the new design. Our kids will be lucky to have a safe bike route when they eventually go to Encinal High. Please support safer streets for pedestrians and bicyclists!

Thank you for your support.

Sincerely,

Ashley Rogers

510-239-4655

agrogers@hotmail.com

Sherman Street

LARA WEISIGER

From: Chris Clark <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 8:15 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Chris.Clark@actian.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Chris Clark.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Chris Clark

Chris.Clark@actian.com

LARA WEISIGER

From: Mitch Rudeen <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 7:31 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; mdrudeen@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Mitch Rudeen.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Mitch Rudeen

4087441011

mdrudeen@gmail.com

Central 8th

LARA WEISIGER

From: Michelle Labrador <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 6:13 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; mlaborador321@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Michelle Labrador.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Michelle Labrador

510.842.6322

mlaborador321@yahoo.com

LARA WEISIGER

From: Ryan Ross <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 5:05 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ryanaross@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Ryan Ross.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Biking and Alameda are a perfect fit. With bike lanes spanning the entirety of Central Avenue, the entire island will be easily bikeable under a canopy of beautiful trees. Its a wonderful way to get around town.

A road diet on Central is critical to making this happen though. Why do we need passing lanes when the speed limit is already a safe 25 mph? Lets promote Alameda as a haven and destination for biking and walking!

Thank you for your support.

Sincerely,

Ryan Ross

7073605760

ryanaross@gmail.com

Union and Pacific

LARA WEISIGER

From: MARIA SANCHEZ
Sent: Tuesday, November 10, 2015 4:30 PM
Cc: Bob Haun; VIRENDRA PATEL; LARA WEISIGER
Subject: Emails Regarding Central Ave Concept
Attachments: Emails re Central Ave Concept.pdf

Good Afternoon Members of the Transportation Commission,

Attached please find emails that the City has received regarding the Central Avenue Concept.

*Maria Sanchez
City of Alameda
Public Works Department
950 W. Mall Square #110
Alameda, CA 94501
Ph: 510-747-7935*

LARA WEISIGER

From: Sydney zarembo <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 3:12 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Sydney_zarembo@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Sydney zarembo .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My daughter rides her bike across town to get to AoA and needs a safe route.

Thank you for your support.

Sincerely,

Sydney zarembo

5108649898

Sydney_zarembo@yahoo.com

Grand and central

LARA WEISIGER

From: Tim Rumrill <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 12:19 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Rumbike@aol.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Tim Rumrill.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My family of five ride bicycles on Alamedas streets daily. We have cars, we choose to leave our cars at home as much as possible. I can get anywhere on the island within fifteen minutes by bicycle. The bicycle is a viable and sustainable form of transportation in Alameda. Too many automobile operators are very confused about how to operate around bicycles. This creates a very unsafe climate for bicyclists. To do nothing on this section of Central Avenue would be a show of Alameda not caring about pedestrian and bicycle safety. It would show that Alameda is not really trying to solve its traffic issues and not really trying to find sustainable solutions. I use all streets of Alameda regardless of bike accommodations.

I am a person people look to for bicycling advice. I hear people's concerns about safety for them and their children. To create safe accommodations for bicycles and pedestrians throughout Alameda will take more cars than you can imagine off of our streets. Saving lives at the same time. Fix the streets or educate the drivers. Fixing the streets is easier and more effective. Alameda is paradise to long term residents. New developments in Alameda have brought hundreds of additional cars to our streets. With the additional planned developments coming in the near future and no solid plan for the increased traffic, Alameda is falling far behind. The Central Avenue project is just a tiny piece of of the full picture. Alameda is geographically a perfect place for pedestrian and bicycle transportation. Alameda should be a leader in our country for pedestrian and bicycle transit. Embrace the alternatives, develop and redevelop smart!

Thank you for your support.

Sincerely,

Tim Rumrill

Rumbike@aol.com

Buena Vista and Chapin

LARA WEISIGER

From: Hilary Woo <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 11:02 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; ewookid@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Hilary Woo.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

In a town like Alameda, it makes total sense to support bike use and bike safety. We can take cars off the road, encourage healthy transportation and safer roads. After such a tragic accident a few short years ago, why wouldn't you want to support such a plan as making the streets safer for bicycles? Let's avoid any more horrible accidents and be smart about this, as well as making it healthy and smart for the Alameda community.

Thank you for your support.

Sincerely,

Hilary Woo

510-337-9667

ewookid@yahoo.com

LARA WEISIGER

From: Denyse Trepanier <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 10:21 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; denyse@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Denyse Trepanier.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

It's critical that Alameda begin treating bicycling as a viable transportation alternative, and not just a recreational activity. To that end, we must have safe passage along our major travel corridors such as Central avenue, as well as develop a COMPLETE cross alameda trail at the northern end of the island. It is irresponsible to continue to prioritize car travel over other travel modes given the climate crisis, health crises, and congestion crises our island faces. Thank you for your consideration.

Thank you for your support.

Sincerely,

Denyse Trepanier

12157402765

denyse@gmail.com

Eagle / Atlantic

LARA WEISIGER

From: Robert Stebbins <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 8:16 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; furioustzzz@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Robert Stebbins.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Robert Stebbins

furioustzzz@gmail.com

LARA WEISIGER

From: Alexandra O'Pecko <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 7:48 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; aopecko13@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Alexandra O'Pecko.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Alexandra O'Pecko

5109958625

aopecko13@yahoo.com

Fernside & Central

LARA WEISIGER

From: Suzanne Spong <info@bikewalkalameda.org>
Sent: Tuesday, November 10, 2015 6:51 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; suspong@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Suzanne Spong.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Suzanne Spong

415 336 5433

suspong@gmail.com

Cambridge and Buena Vista

LARA WEISIGER

From: Aimee Samford <info@bikewalkalameda.org>
Sent: Monday, November 09, 2015 10:42 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; asamford@comcast.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Aimee Samford.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My son is among many of the young Alamedans biking across town to get himself to school and back every day. I am proud they we live in a community where he can do that safely but believe that more can be done to increase the road safety for cyclists and pedestrians.

Thank you for your support.

Sincerely,

Aimee Samford

asamford@comcast.net

Central Ave & High St

LARA WEISIGER

From: Kelly Johnston <info@bikewalkalameda.org>
Sent: Monday, November 09, 2015 10:29 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; The.Johnstons@comcast.net
Subject: Please support a Safer Central Avenue

Please accept the following message from Kelly Johnston.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Alameda is a family friendly community and should continue to promote this by providing safe routes for families to bike the island.

All the new construction in town is bringing more young professionals and families to Alameda, which increases congestion. Creating a safe place for people to bike to school, work, or for leisure will keep car congestion down and will help us to maintain the family friendly atmosphere we have enjoyed for so many years.

Thank you for your support.

Sincerely,

Kelly Johnston

510-523-9528

The.Johnstons@comcast.net

Otis

LARA WEISIGER

From: Abby Rauber <info@bikewalkalameda.org>
Sent: Monday, November 09, 2015 10:17 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Abbyaway04@hotmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Abby Rauber.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Please make it safe and add bike paths. I would bike way more if it wasn't so scary.

Thank you for your support.

Sincerely,

Abby Rauber

312-810-5074

Abbyaway04@hotmail.com

central and Court

LARA WEISIGER

From: Anita Sulimanovic Mandic <info@bikewalkalameda.org>
Sent: Monday, November 09, 2015 9:04 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Studiosuli@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Anita Sulimanovic Mandic.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Anita Sulimanovic Mandic

714 797 6587

Studiosuli@gmail.com

Broadway/Encinal

LARA WEISIGER

From: Sarah Olaes <info@bikewalkalameda.org>
Sent: Monday, November 09, 2015 6:52 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Saolaes@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Sarah Olaes.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Don't give in to people who don't put children's safety first. We need bike lanes! How will you feel if a child is killed on this stretch of road and you didn't approve the bike lanes.

Thank you for your support.

Sincerely,

Sarah Olaes

Saolaes@gmail.com

Encinal and Broadway

LARA WEISIGER

From: Iris Ann Fraser <info@bikewalkalameda.org>
Sent: Monday, November 09, 2015 6:35 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Jafraser100@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Iris Ann Fraser.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As I will not be available to attend the City Council meeting on November 18, I am writing to express my concern for bike riders in Alameda and to express my support for bike and pedestrian lanes to achieve safer travels of bikers and pedestrians and a lesser worry for drivers of cars as they travel the same direction.

The bicycle lanes on Shoreline Drive have made my walks along the same much more pleasant and safe.

Thank you for accepting my comments in support of the proposed bike lanes.

Thank you for your support.

Sincerely,

Iris Ann Fraser

Jafraser100@gmail.com

Central and Union

LARA WEISIGER

From: Jane Pimentel <info@bikewalkalameda.org>
Sent: Monday, November 09, 2015 6:08 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; pimenteljane@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Jane Pimentel.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My kids ride their bikes up and down Central to school.

Thank you for your support.

Sincerely,

Jane Pimentel

5109287114

pimenteljane@gmail.com

LARA WEISIGER

From: Hannah Arthur <info@bikewalkalameda.org>
Sent: Sunday, November 08, 2015 11:22 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Gail Payne; Hannaharthur729@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Hannah Arthur .

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

It would be great to slow traffic on central as there are so many people who bike and walk.

Thank you for your support.

Sincerely,

Hannah Arthur

Hannaharthur729@gmail.com

Central and 8th

LARA WEISIGER

From: Lisa Foster <lisafoster25@gmail.com>
Sent: Saturday, November 07, 2015 1:49 PM
To: LARA WEISIGER
Cc: Gail Payne
Subject: I support a safer Central Avenue

Dear City Council members and Transportation Commissioners,

I am writing to express my strong support for the Central Avenue project. It will improve safety and livability for Alamedans who live and travel through this area, including my family.

We bike down Central Ave regularly with our two small children, heading from our central Alameda home to places like Bladium, Washington Park, the West End Library, or the restaurants on Webster Street. Right now Central becomes far too scary for biking once we hit Sherman Street, and we are forced to switch over to Santa Clara Ave. Biking with the buses and faster cars on Santa Clara between Sherman and Webster Streets is the most nerve-wracking part of the ride. I don't mind taking the lane on Santa Clara Ave west of Webster, when the street becomes quiet and narrow; but I'm guessing the people who have to drive into the opposite lane to pass me would prefer it if I could ride in a designated bicycle lane nearby.

I hope each of you will support the Central Avenue project. As the project website states, "the purpose of this planning process is to make Central Avenue safer for Alamedans in cars, on bikes and walking along this study area." The proposed design is a big step in the right direction.

Best regards,

Lisa Foster
2121 Alameda Avenue

P.S. It is difficult for me and my spouse to make it to evening meetings because of our childrens' bedtimes. Please keep our perspective -- and those of other people who can't be at meetings in person -- as you cast your vote.

LARA WEISIGER

From: Dan Wood <info@bikewalkalameda.org>
Sent: Saturday, November 07, 2015 9:18 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; dan@gigliwood.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Dan Wood.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

The recent Fernside and Shoreline projects have been big successes, and I would like to see this important East-to-West transportation corridor improved for people like me and my children.

Thank you for your support.

Sincerely,

Dan Wood

510 931 5869

dan@gigliwood.com

Clinton & Laurel

LARA WEISIGER

From: Rachel kuenzi <info@bikewalkalameda.org>
Sent: Saturday, November 07, 2015 8:24 AM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; rkuenzi83@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Rachel kuenzi.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Thank you for your support.

Sincerely,

Rachel kuenzi

414-313-0810

rkuenzi83@gmail.com

6th and central

LARA WEISIGER

From: Sharon Phillips <info@bikewalkalameda.org>
Sent: Friday, November 06, 2015 10:51 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Shayphurray@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Sharon Phillips.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Our children need safer roads with designated bike lanes to use for school.

Thank you for your support.

Sincerely,

Sharon Phillips

Shayphurray@gmail.com

LARA WEISIGER

From: John Zenner <info@bikewalkalameda.org>
Sent: Friday, November 06, 2015 3:01 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; john_zenner@yahoo.com
Subject: Please support a Safer Central Avenue

Please accept the following message from John Zenner.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As a parent, bike rider, and long term Alameda resident I urge the council to move ahead with a progressive vision of what Alameda can be in the future with intelligent road redesign. This will be to the benefits of our existing population, and the growth to come.

Thank you for your support.

Sincerely,

John Zenner

5108239070

john_zenner@yahoo.com

dayton/grand

LARA WEISIGER

From: Wesley Bexton <info@bikewalkalameda.org>
Sent: Friday, November 06, 2015 9:59 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; bexton@gmail.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Wesley Bexton.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

As an Alameda home owner, father, and commuter on Central by both bike and car, I believe that improving bike safety and access across our island, and reducing car lanes on Central, will improve traffic traffic, as well as vehicular, bike, and pedestrian safety. I hope you'll see past the vocal car-only minority that can't see how their ease of travel would improve if more Alamedans felt safe enough to bike more and drive less. I have seen kids crossing Central nearly hit numerous times by drivers attempting to pass in travel lanes adjacent to another stopped driver. This has got to stop! Please get rid of the unnecessary extra lanes on Central before somebody dies.

Thank you for your support.

Sincerely,

Wesley Bexton

4155711272

bexton@gmail.com

Buena Vista and Entrance

LARA WEISIGER

From: Pete Grosser <info@bikewalkalameda.org>
Sent: Friday, November 06, 2015 4:09 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Pgrosser@me.com
Subject: Please support a Safer Central Avenue

Please accept the following message from Pete Grosser.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

Bike lanes benefit everyone...not just those riding bikes.

Thank you for your support.

Sincerely,

Pete Grosser

4159483524

Pgrosser@me.com

Otis/Westline

LARA WEISIGER

From: Heather Little <info@bikewalkalameda.org>
Sent: Friday, November 06, 2015 3:31 PM
To: LARA WEISIGER
Cc: info@bikewalkalameda.org; Heather_little@senecacenter.org
Subject: Please support a Safer Central Avenue

Please accept the following message from Heather Little.

Dear City Council members and Transportation Commissioners,

I want to be able to walk and bike safely on Central Avenue. Please support the Central Avenue project.

The proposed design has multiple benefits for people walking and biking on Central, including fewer travel lanes for pedestrians to cross; separate travel lanes for people who walk, bike and drive; and a reduction in driving speeds that would bring drivers closer to the Island limit.

My family and I cycle all over our city and would feel safer with a clear bike lane along this currently inaccessible (to bikes) part of the island.

Thank you for your support.

Sincerely,

Heather Little

415.760.1647

Heather_little@senecacenter.org

Morton/Central

LARA WEISIGER

From: Conner, Julie <j1conner@ucsd.edu>
Sent: Friday, November 06, 2015 11:16 AM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER; Gull
Subject: Central Ave Complete Streets Project

Dear Mayor and City Council Members:

I email to request your that you postpone and reconsider moving forward with the "Complete Streets Project" until we can better understand the impact of increased development on the West End traffic flow.

My husband has attended meetings regarding this project and believes that many local residents are of the same opinion as we are: that reducing traffic flow on Central Ave between 8th and Sherman is a mistake. It will undoubtedly increase traffic on the side streets and reduce the flow at a time when those of us who commute off the island for work and our other life commitments are already experiencing an increase in congestion. I live on Bay Street and already find it difficult to cross Central, let alone if the lanes were reduced. My personal experience with the South Shore project colors my opinion here—I no longer drive on that street unless I have to do so because the flow has slowed significantly.

I have written to Gail on multiple occasions asking whether there has been a study of how reduced lanes would impact the traffic on side streets, such as San Antonio and Santa Clara. On both occasions, she has replied that a traffic study would come at later time. I don't understand how doing this later when the decisions are moving forward allows you as the city's leaders to make a well-informed decision.

Thank you for considering my opinion and for all the time and thought you put into running our town.

Respectfully,
Julie Conner

LARA WEISIGER

From: Ed Stavnezer <edstavnezer@gmail.com>
Sent: Monday, November 02, 2015 12:42 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER
Subject: Central Avenue Plan

Dear Mayor and City Council,

I am opposed to the Central Avenue "Complete Streets" Project. The project poses adverse impacts to daily life on Central Avenue for residents and businesses.

Too Soon

It is premature to move forward with a road diet project without completely understanding how it will affect our unique transportation system. The Shoreline PILOT project is still under review. No road diet project should even be considered until the review of the Shoreline project has been completed.

Parking

There are many multi-unit properties in the area. Residents have to park 2 or 3 blocks away from their home. City staff has proposed to remove parking in order to "daylight" the intersection. There is not enough parking; and residents and businesses cannot afford to lose parking for any reason.

Resident Access onto Central Avenue

It is already difficult for motorists to exit driveways and side streets on Central. Halving the lanes will significantly reduce the gaps in traffic, thus, making it increasingly difficult.

Truck and Bus Access

The subject section is a truck route and a bus route. For streets that serve either mode, it is common to provide a minimum 12 feet for travel lanes, if not wider. Staff has proposed 11 feet for travel lanes, which is insufficient.

Central also provides access to boat ramps as well as Alameda Point, which has many facilities/services for boats. The proposed lane width is not appropriate for wide load boats. Providing substandard lane widths is not an improvement for any mode.

ADA Access

Specific options show improper lane widths for parking (per ADA standards). ADA standards require 8 feet for parking. Public infrastructure needs to be designed in a fashion that is usable by ALL persons. Providing facilities that are inappropriate to any person is unjust. Providing ADA parking elsewhere is not an appropriate option. It removes the possibility of direct access to the desired location.

Additionally, some options show a bike lane between the parking and the curb, with no sidewalk access. The lack of sidewalk access would be in violation of ADA standards.

Falsely Identified Data

Staff continues to depict existing parking as 7 feet wide. There are no parking demarcations on the street, and 8 foot parking lanes are actually standard. The street design of Central FAR pre-exists the recent movement to provide 7 foot parking lanes. It is absolutely incorrect to assume that the current parking spaces are 7 feet wide. Providing substandard parking is discrimination against any motorist who does not drive a compact or small

sedan. This includes most family vans and SUV's. Staff's false presentation of data is deceiving and dishonest. They should be unbiased in their presentations and reviews.

Irrational Allocation of Resources

Specific options reduce vehicle travel lanes but give bicyclists **FOUR USABLE LANES**. This is absurd and improper allocation. Bicyclists do not need more than 2 usable lanes.

Disregarded Needs of the Neighborhood

Out of 9 project goals, minimum disruption to motorists is #8. This "goal" has been created as a catch all of various residents concerns and has not been taken seriously. Meanwhile, 'encouraging bicycling and walking' and 'safety' (for pedestrians and bicyclists) are #1 and #2. Although those goals are important, this is a prime example of this bicycle project being masked as a "Complete Streets" project. A true complete streets project would evaluate the street (without bias) based on the type of usage and weigh improvements accordingly.

Finally, alternative routes such as the relatively underused but wide Lincoln Avenue have been proposed. These have apparently been ignored but should be reconsidered.

Respectfully,

Ed Stavnezer

547 Kings Rd., Crown Harbor

LARA WEISIGER

From: IDrive Alameda <idrivealameda@gmail.com>
Sent: Sunday, November 01, 2015 7:39 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER
Subject: No 2 Central Ave Project
Attachments: shoreline comments.rar

Dear Mayor and City Council,

We are not in support of the Central Avenue "Complete Streets" Project. The project poses adverse impacts to daily life on Central Avenue for residents and businesses. Many of our concerns have not been properly addressed.

Too Soon

It is premature to move forward with a road diet project without completely understanding how it will affect our unique transportation system. The Shoreline PILOT project is still under review. No road diet project should even be considered until the review of the Shoreline project has been completed.

Parking

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Specific options reduce vehicle travel lanes but give bicyclists FOUR USABLE LANES. This is absurd and improper allocation. Bicyclists do not need more than 2 usable lanes.

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Out of 9 project goals, minimum disruption to motorists is #8. This "goal" has been created as a catch all of various residents concerns and has not been taken seriously. Meanwhile, 'encouraging bicycling and walking' and 'safety' (for pedestrians and bicyclists) are #1 and #2. Although those goals are important, this is a prime example of this bicycle project being masked as a "Complete Streets" project. A true complete streets project would evaluate the street (without bias) based on the type of usage and weigh improvements accordingly.

Based on the rankings, it is strikingly apparent that this is a project for people that don't even live in this area. Even 'improve the streetscape' is ranked as #3. The actual usage of the street by the dominate mode and the concerns of the immediate residents and businesses are obviously being disregarded. How can you continue to ignore their needs?

Shoreline "Improvement"?

Attached are documents, provided by your staff, that show ongoing concerns for Shoreline Drive, a ONE MILLION DOLLAR project. This money could have went to improving our children's education, programs for our growing senior population, or actually fixing our roads. Do not waste our money on another mistake.

Response

We challenge you, the Mayor, City Council, to provide a response. We challenge you to not defer this responsibility to biased staff, who have decided to move forward with this project, regardless of feedback, and continue to overlook the people of this area. We challenge you to become involved in these costly, inequitable projects that will diminish our neighborhoods.

Attachment Link

In the instance that the attached file is too large for your inbox, you may download the attachment at the following link:

http://www.mediafire.com/download/l6066yo3aflb5od/shoreline_comments.rar

Alameda letters: Shoreline traffic changes not done democratically, not wanted by most

Alameda Journal

POSTED: 03/11/2015 05:28:15 PM PDT | UPDATED: 4 DAYS AGO

0 COMMENTS

Shoreline change not done democratically

Regarding the changes on Shoreline Drive: The drastic alteration of a useful and scenic road into an unmitigated maze of signs, dividers, color codes, reflectors and yellow zones too small for delivery trucks cost a few bucks short of \$1 million. I didn't vote for Alameda to put up half -- \$500,000. Local residents did not want or relentlessly lobby for it.

Thousands of Shoreline residents are working class with little time to attend meetings announced by small placards with small print on local intersections. The community meetings were controlled affairs like the coloring sheets for kids in a restaurant. I attended the meetings to object but was told to put my comments on the information sheets on the tables.

The bike lane supporters want to get you out of your cars to make the world greener. In Amsterdam this would be an elegant, synergistic solution for a quaint city of narrow roads. Selecting Shoreline/Westline by the two-wheel advocates was an exercise in power. I did a survey of Westline/Shoreline between 7:15 to 8:30 a.m. and 3:15 to 4:30 p.m. March 3: Cars/trucks = 1187. Bikes = 50. So \$1 million for four percent of users? Major negatives include:

1. Pristine views of our bay obstructed by concrete abutments, traffic signs, bike racks, parked cars, etc.
2. Weekend congestion choked into two lanes instead of four.
3. Emergency vehicles obstructed from their job.
4. Complete transformation of a quiet and peaceful environment into a puzzle of lane markers, reflectors, dividers, etc.

The bike lane is 8 feet wide; so is the pedestrian lane along the dunes. They could have put these two lanes alongside each other. Considering the money spent, I guess the bike is the new elite transportation method that demands our capitulation.

Dave Duffin

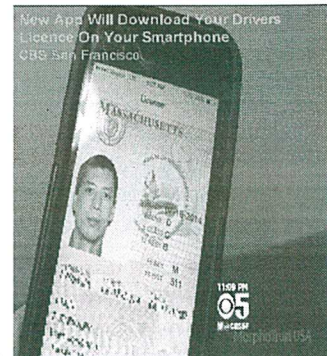
former Alameda Film Commission chair

Not liking new setup for Shoreline traffic

I echo recent sentiments regarding the new South Shore bike lane fiasco in the fullest measure. This project has been an unmitigated disaster. I am a frequent biker and, even before this project began, I have never seen a multitude of bikes along this thoroughfare; what I have seen are an abundance of cars.

I am in utter amazement that this endeavor was ever approved. The expense, the inconvenience, the lack of artistry in design or function just boggle the imagination. Even with the heavy amounts of traffic, Shoreline and Westline drives were scenic routes along this shoreline. Now we have a hodgepodge of confusion and ugliness.

Cars appear to be parked in the middle of the street, lanes are constricted and minimized into dangerous proportions, and an environment that in the past at least gave the semblance of beachfront leisure and beauty now evokes a choked and freeway-like feeling of congestion and mess.



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Alameda has had so many opportunities to display the beauty and uniqueness of our location and our charm. This project has, unfortunately, again diminished those chances for this lovely place to shine.

C. Perry

Promoting Shoreline cycling a good move

I'm writing to tell how much my family and I enjoy the new protected bike lanes. We love that we live in a city where cycling is encouraged. In a time where pollution and obesity are both serious concerns, cycling has the potential to help alleviate both problems.

The protected bike lanes also have the potential to build community. I love that we live in a city where I feel safe allowing my children to bike to their friends' homes. My children's friends can safely bike to our home as well. If they relied on me to drive them for playdates, it just wouldn't happen.

Also, if children get into the habit of riding bikes from a young age, they will more likely ride bikes as an adult. Cyclists make better drivers, because they experience the road from a cycling and a driver's perspective. The more people cycle, the safer the streets become for everyone. This bike lane is a wonderful investment in the future health of our community.

The Shoreline bikeway has made the beachfront much safer and enjoyable for pedestrians, cyclists and motorists. Previously, cyclists were either forced to ride on the walking path or ride in the road. This created a dangerous situation for pedestrians, cyclists and motorists. If cyclists rode on the path, they would have to ride slowly to avoid walkers and joggers. It was stressful to ride in the road because the motorists would routinely speed. The traffic calming effect of the new bike lane makes it safer to ride bikes and for pedestrians to cross the street. The new protected bike lane feels much safer.

Anything to encourage people to get out of their cars and take their bikes is welcome. I think our community will benefit for generations to come with less car traffic, healthier residents, less pollution and a beautiful calm beachfront to enjoy. I am often amazed at the forward thinking of European countries regarding bicycle infrastructure. I think Alameda has the opportunity to be a leading city in the States where bicycle culture is concerned. The bike lane is a move in the right direction.

We need more bicycle infrastructure, not less. The north side of the island could use a dedicated bike lane as well. I think it would be fantastic if Alameda became known as the Amsterdam of the United States.

Elizabeth Uyehara

Bravo to AMP for its LED encouragement

What a great surprise when I recently found two free LED bulbs from Alameda Municipal Power in the mail. Alameda Municipal Power sent these to all Alameda households to provide us with firsthand experience of the energy-conserving LED technology.

LEDs reduce energy consumption by about 90 percent compared to traditional incandescent light bulbs and by about 50 percent compared to CFLs. Furthermore, LEDs barely heat up, they turn on instantly, contain no mercury and last five to 40 times longer than traditional bulbs (pretty neat, especially in those hard-to-reach places).

I used AMP's LED rebate program a couple years ago to replace most of the bulbs in my home with LEDs. The free bulbs reminded me to now also replace the stragglers. I was excited to find that technology has caught up with my more advanced-use cases — bulbs for fully enclosed ceiling lights, small candelabra bulbs and 100-watt equivalents are all readily available. An easy investment that pays off quickly -- environmentally and financially. Thank you, AMP, for your environmental leadership.

Mark Theiding

Bibi for president

I wish Israeli Prime Minister Benjamin Netanyahu were our president. No, I am not Jewish.

Ed Mirzaian

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On Mon, Sep 21, 2015 at 1:53 PM, Gail Payne <AlamedaAccess@ci.alameda.ca.us> wrote:
Mr. Howard,

Thank you for your correspondence. As I mentioned on Thursday evening, there were no disabled parking spaces on Shore Line Drive or Westline Drive before the bikeway project.

Thank you.

Regards,
Gail Payne

Original Request

THIS IS A PUBLIC RECORDS REQUEST UNDER CALIFORNIA LAW

I'd like to know how many disabled/accessible parking spaces were on Shore Line Drive / West Line Drive from Broadway through to Otis BEFORE the changes were made to support the cycle track.

thx.

There is nothing more that I can say, except that I should have gone to one of your meetings. How can you possibly say it is safe, when the lanes are so close, there are trucks parked there, unavoidable to circumvent, people getting out of cars, also, I do not see that many cyclists. Everyone I have spoken to agrees that this was one horrible mistake that the City of Alameda made. When I drive down Shoreline, just looking at the mess you people made makes my pressure go up to 600. Gosh, now I feel better after getting it off my chest.

From: Gail Payne [<mailto:AlamedaAccess@ci.alameda.ca.us>]

Sent: Tuesday, September 15, 2015 11:31 AM

To: helenkutin@comcast.net

Cc: jott@alamedaca.gov; gcarlson@alamedaca.gov; lgarland@alamedaca.gov

Subject: Shore Line Drive

Dear Ms. Kutin,

Thank you for your input about the changes on Shoreline Drive. I want to ensure you that the City proceeded with this project after much City staff and public debate, which included three public meetings, three Transportation Committee meetings and several City Council meetings for various approvals. There were numerous discussions regarding the public safety considerations for the project. These concerns included lane widths, loading zones, parking restrictions, pedestrian and bicycle safety zones and other considerations. Police officers were given plenty of opportunity to provide input to ensure safety. One of the early benefits of the reconfiguration has been the reduction of the speed of traffic on Shoreline Drive. While it does slow down the traffic, it is now safer for motorists, bicyclists and pedestrians.

I hope my response is helpful to you even if you are unhappy with the result. Please let me

know if there is anything else I can do to answer your questions.

Thank you.

Regards,
Gail Payne

Gail Payne, Transportation Coordinator
City of Alameda Community Development Dept
510-747-6892 - gpayne@alamedaca.gov

Original Request

This has been on my mind since your so-called renovation of Shoreline Drive. I have been a resident of Alameda since 1973 and am thoroughly disgusted with your so-called plans to make safe and beautify the streets of Alameda. I realize what you have done to Shoreline Drive cannot be undone. Do you realize that cutting down lanes, is a horrible accident waiting to happen. So if you plan to do any more of your so-called remodeling, please forget it. You are spending money that can be used for other purposes. If you feel you are making streets safer, forget it, Shoreline is now very unsafe, let alone JUST PLAIN UGLY.

An Alameda Resident

Ms. Calzada,

The project cost was almost \$1 million. For details about the analysis, please refer to the project web page under the "Schedule" tab, which shows the presentations and staff reports: <http://alamedaca.gov/public-works/shore-line-drivewestline-drive-cycle-track>

Public Works staff will be doing a comprehensive analysis in spring 2016. Police officers have reported lower speeds, which was one of the desired results, and we are not experiencing anything out of the ordinary for collisions along this corridor.

Thank you.

Regards,
Gail Payne

Gail Payne, Transportation Coordinator
City of Alameda Community Development Dept
510-747-6892 - gpayne@alamedaca.gov

From: Monica Rocio Calzada [mailto:calzada_monica@yahoo.com]
Sent: Thursday, September 10, 2015 11:47 AM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: Question about Shoreline bike lane

Hi,

I was hoping you could provide me information on where I can find stats about the new bike lane that was installed on Shoreline drive.

Specifically, I want to know:

- 1.) What the project cost?
- 2.) What factors or studies were done prior to the install?
- 3.) Has bike ridership increased since the install?
- 4.) On average how many people are now using the bike lane versus prior to install?
- 5.) How this install has impacted traffic conditions for drivers?
- 6.) Has there been an increase or decrease in accidents or near accident since install?

Thanks,
Monica (Alameda Resident)

 Anyone who thinks the art of conversation is dead ought to tell a child to go to bed. 

From: Tom Burns [<mailto:tomburns29@sbcglobal.net>]

Sent: Wednesday, June 10, 2015 1:18 PM

To: PAUL ROLLERI

Subject: Re: Shoreline Drive Reconfiguration.

Chief Rolleri,

Thank you for your timely and detailed response to my concerns regarding Shoreline Drive. I have lived in Alameda for 35 years, and have always admired the good work the Police Dept. has done, and continues to do. The fact that your Department participated in the planning process is a comforting aspect for me.

Whether or not I like the change in the ambiance of the drive is of little consequence. I have no problem with a safe bicycle lane, and I still enjoy the occasional drive on Shoreline. However, my experience over the past two weeks is the parking of cars on the bay side next to a narrow car lane is a danger to the drivers and passengers exiting those cars. I have twice witnessed drivers opening there car doors and getting out of there cars and into traffic. Both were near misses . Also,a child of about seven exiting a car and walking around the car taking one step into traffic. Might I mention the possibilities of head on collisions? My guess is not everyone will be lucky, and your Department may have to get involved.

This is probably one of those hope for the best, but prepare for the worst situations.

Good Luck,

Tom Burns.

On Tuesday, June 9, 2015 4:21 PM, PAUL ROLLERI <PROLLERI@alamedaca.gov> wrote:

Mr. Burns,

Thank you for your inquiry about the Shoreline Drive reconfiguration. I did not personally attend the public meetings on the project, but the police department was consulted and had a representative at several of the meetings. Specifically, they were attended by Lieutenant Ron Simmons, who was our Traffic Unit Commander at the time. The City Council and City Manager's office were also represented at various meetings.

Lt. Simmons informed me that the Public Works Department organized at least 5-7 public meetings. Lt. Simmons personally attended three community workshops, a Transportation Committee meeting, and the City Council meeting in which the project was approved. He reported there were numerous discussions regarding the public safety considerations for the project. These concerns included lane widths, loading zones, parking restrictions, pedestrian and bicycle safety zones, and other considerations. We were given plenty of opportunity to provide input, and we did.

I respect the opinions of those who disagree with the final product, but I assure you that the process was public and inclusive. One of the early benefits of the reconfiguration has been the reduction of the speed of traffic on Shoreline Drive. While it does slow down the traffic, that's not a bad thing in this case. It is now safer for bicyclists and pedestrians, and had caused some vehicle traffic to divert to Otis Drive. As you probably know, Otis Drive is a much larger street and is better suited for much of the traffic that formerly used Shoreline Drive.

I hope my response is helpful to you even if you are unhappy with the result. Please let me know if there is anything else I can do to answer your questions.

Best Regards,

Paul J. Rolleri
Chief of Police
Alameda Police Department
1555 Oak St., Alameda, CA 94501
[510-337-8300](tel:510-337-8300) (office)
prolleri@alamedaca.gov

From: Tom Burns [<mailto:tomburns29@sbcglobal.net>]
Sent: Monday, June 08, 2015 3:04 PM
To: PAUL ROLLER
Subject: Shoreline Drive Reconfiguration.

I have a few questions about the changes made to Shoreline regarding safety

Was the Police department consulted prior to City Council approving, and going forward with such a complex and hazzardess project?

Have any Police Officers voiced concerns over the tight lanes, and the danger of head on collisions, or the danger to people parking on the bay side of the Drive and stepping out of there cars right into traffic. Including children?

Just wondering,
Tom Burns.

Gail Payne, Transportation Coordinator
City of Alameda Community Development Dept
510-747-6892 - gpayne@alamedaca.gov

RECEIVED

JUN 02 2015

PUBLIC WORKS
CITY OF ALAMEDA

1857 Melvin Road
Oakland, CA 94602
(510) 531-6351
May 28, 2015

Ms. Gail Payne, Transportation Coordinator, Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Dear Ms. Payne,

Not having engaged in a conversation via phone at this writing, I am contacting you via letter re my concern about the Shore Line Drive. Reading the many "letters to the editor" printed in the local newspapers, I do not think that I am alone in my concern. I am enclosing a recent article by Dawn Plants for your perusal. Although my husband and I do not live in Alameda, we do shop in this town as well as participate in many activities offered to its residents. Included among those are the many hours through the years we have spent walking along the shore on Shore Line Drive. It has always been a wonderful, freeing experience to find a place—the walk along Crown Memorial Beach—encapsulating nature by enjoying the bay, its birds, flowers and sometimes animals, with the accompanying feeling of being away from the "city" and all of its traffic and noise. The spectacular view of San Francisco in the distance supported this feeling.

Now, since the catastrophic change to Shore Line Drive in the last few months, I rarely drive down this street nor do I walk the walk. The entire peaceful essence of the beach has disappeared replaced by exactly what people who enjoyed the area were trying to get away from. Now we have a spacious place for a few bikers to use bordered by lines of cars parked along the shoreline on both sides of the street, a widespreading avenue narrowed down to two lanes, one going one way and the other the other way, cement barriers here and there, an obstructed view of the bay, devaluing of homes along this street and people like me who wonder just "what happened" and are incredulous that the "jewel" of Alameda Crown Memorial Beach has been destroyed.

I don't know what can be done at this point by the "powers that be" but a great solution would be to tear the whole mess up and start over!

A bewildered Alameda visitor,


Linda S. Messick

Encl: 1

Enclosure

Shoreline Drive disaster

Editor:

I lived in Alameda on Shoreline Drive for years in the 70s, and have family still living in Alameda. I recently came to visit and decided to take my favorite route down Shore Line Drive, to enjoy the beautiful view in springtime. I was horrified when I turned the bend by Crown Beach, to see this disastrous "bike lane" project!

The spacious four-lane beach-front boulevard was reduced into a narrow, congested, two-lane street! How this eyesore was allowed to happen the entire length of Shore Line Drive was devastating to see.

After research, the "community outreach" conducted by the Transportation Commission on the Project Update of Dec. 11, 2013, mentions the public outreach participants agreed on several key provisions:

- Provide more bicycling options. A minority of bicyclists get a million-dollar bike path that overtakes the entire beach access, at the tax-paying property owner's convenience?

- Minimize traffic impact. How does creating a bottleneck by reducing four lanes to two minimize traffic impact?

- Provide parking for apartments/condos. Residents would disagree, especially removing residential parking, to provide hand-capped parking and 30-foot loading zones? For a residential area?

- Reduce motor vehicle speed. It's reduced to a crawl now, because of the traffic bottleneck.

- Make the area safer. Now the auto/pedestrian situation is dangerous and inconvenient.

The safety is questionable. Now residents are forced to parallel park in short, narrow parking spaces, holding up the traffic behind them! Opening driver doors causes the traffic to stop, since drivers run the risk of slamming into opened car doors in the narrow lane.

People lucky enough to find a parking space have to run behind their cars, before they can attempt to cross the two congested lanes, just a few steps forward putting them in the path of an oncoming car. Families with small children must be vigilant.

It's only a matter of time until a serious accident happens.

The financial impact is questionable. Considering the current

ity of bicyclists get two highly traveled traffic lanes handed over on a silver platter?

I'm stunned such a terrible decision worked its way through due process. I'm sure homeowners aren't happy to see their property values sink from the loss of the unobstructed view.

I've enjoyed the area 30 years, and only saw one or two bike riders every time I did. That million dollars could have been spent on better uses, such as upgrading the public bathrooms, widening and resurfacing the existing beach path, and paint a new designated bike lane on the street.

Shore Line Drive has always been a pedestrian place. Parking was easy after 5 p.m. The view of the city skyline was breathtaking. Now visitors will be forced to park on private residential side streets, to find their way to the beach, after they cross the ridiculous bike path.

This is a classic example of bad planning and lack of common sense, with no concern for the tax paying homeowners. How does removing two major traffic lanes (out of four) on a popular thoroughfare make any sense?

I can bet in 2011, several engineers and city staff members got paid big salaries and benefits, for pretending to know what they were doing. My sympathy goes to the residents and homeowners along Shore Line Drive.

— Dawn Plants

Shore Line Drive / Westline Bikeway Suggested Refinements

Suggestion	Community Member	Email	Date Rec'd
Permanently discontinue parking along the beach side directly across from condo/apts driveway entrances (3 or 4 parking spaces long?), wide enough so that a car won't get stuck behind a car or two trying to turn left into the complexes.	Gary Barlow	gb94501@sbcglobal.net	
Keep the traffic flowing north/west bound would be to red curb the last 2 parking spots before a right turn into the complexes so there is enough room for a car going north/west to pull close to the curb to wait to turn in should there be someone exiting, they aren't holding up traffic while waiting to turn into a complex.	Gary Barlow	gb94501@sbcglobal.net	
Switch the yellow curb to the other side (South/East side) of the driveway entrance/exit's is a great way to accommodate without having to affect the quantity of parking spaces, just shifting them around from one side of the entrance /exit's to the other.	Gary Barlow	gb94501@sbcglobal.net	
If there could be a safer way to exit, it would make it much less stressful and safer for both exiting cars and shoreline traffic. Installing a convex mirror on the ocean side of shoreline might give drivers a view of traffic. With the number of lanes being reduced on shoreline with the bike lane project, it will drive even more traffic into the lane adjacent to apartment complexes, making it even more important that these multiple intersections are safe.	Ioulia Kachirskaia	kachirskaia@gmail.com	
With the reduction of vehicle traffic on shoreline, from 4 lanes to 2 lanes, is there going to be something that would eliminate parking near the street entrance and exits? As of right now, it's nearly impossible to see passed the vehicles parked on shoreline and with increased traffic in those 2 lanes, it is nearly impossible to turn out of the neighborhood.	Sean Young	Sean.P.Young@uscg.mil spytdi@gmail.com superjac@gmail.com	
Islands need reflectors - 2' x 6' - only have signs; illuminate more; Alan prefers reflectors rather than paint. Request from Police Dept.	Gene Hughes		
At 2031 Shore Line, "there is no way to pull out of a driveway without being in traffic/travel lane"	415-404-1900; Chris	chrisisar@gmail.com	
Bob – I have called parking enforcement twice this morning to report trucks double parking on Shoreline Drive, blocking traffic and making it very dicey to see and pull out around them to get out of our driveway here, now that there is only one lane of traffic in each direction. You may really need to step up parking enforcement to ticket delivery trucks on this street and tell them they have to use the new loading zones. I won't be able to serve as your de-facto parking enforcement officer from my balcony on Shoreline Drive after I move December 18th!	Julie Eldridge	eldridgeconsult@gmail.com	
Tenant move ins and outs - loading zones inadequately cover them in that it is a 30 minute window	Julie Eldridge	eldridgeconsult@gmail.com	
ped xing signs at bus islands for westbound bicyclists	Ryan Derespini	Police	
bicyclists allowed on path?	Gail Payne		
will there be wheelstops at the parking locations, so people can't back into the cycletrack? If not, I think we should consider them and watch how parking goes in those areas. (to keep night parkers from parking in the bikeway and also errant parkers from backing too far and getting into the bikeway.	John Knox White	jknoxwhite@gmail.com	
saw two people parked appropriately at the eastern end, looking forward to seeing it completed this week.			
just need to get the people to not park their cars on the bike path but instead in the designated parking space – maybe if the traffic cones were moved to the zebra striped zone the cars would get it.	Ken Carvalho	kenc@buestad.com	
I represent the residents at 301 Broadway. A handicap parking space has been added and deleted 2 viable parking spaces at Bayview and Broadway.	301 Broadway unit 108 - Nancy Branco	nbranco444@yahoo.com	
The residents here are requesting to remove the handicap and replace with a loading zone. We were all aware of the bike lane project on Shoreline however there was no mention of a handicap parking area on Broadway and Bayview.			
Your consideration and response is greatly appreciated.			
Shoreline / Westline height of signs; need for TWO "do not enter" signs	Chris Gerdes	email@chrisgerdes.com 393-6507	
Indicate where the bikeway is on approaching streets to Shore Line Drive.	Ed Sommerauer		
Kitty Hawk island needs a bikeway and arrow sign to be consistent	Lucy Gigli	lucy@bikewalkalameda.org	
Is there a possible to have the paddles put in some of the other parking buffer zones like it is closer to Westline?			
Eliminate parking spots on either side of Coral Reef Road at Shore Line Drive	Marguerite Macy	523-5964	
Communicate with FedEx, UPS to use the loading zone	3/2/15 mtg w/Police and V Patel		
Send reminders to the HOAs to obtain No Parking encroachment permit for moving trucks that exceed the length of the adjacent loading zone	3/2/15 mtg w/Police and V Patel		
If you ride at a higher speed (20 mph +) which is pretty conservative for a good road cyclist on a road bike, the ramps are pretty steep and it could throw you if you weren't expecting it (low light conditions, or riding towards the sun.) Unless it causes other problems, the solution would be to extend the ramps and make them less steep.	Howard Ashcraft	hashcraft@hansonbridgett.com	
Consider adding railing at Shore Line / Westline corner to discourage parking of trucks	Alan Ta		
Loading zone - parallel to curb - installed signs	Alan Ta		
Harbor Light Road - remove parking space on east side of street	Helen Wong	helen06wo14@att.net	
Delineators when parking exists for the entire corridor as is done adjacent to Westline	Bonnie Wehmann		

This is feedback related to the updates to Shoreline Drive. There are too many bicycle lane signs. You can see two signs ahead of you when bicycling. This many signs are not necessary for a parking protected bike lane that has green asphalt guiding the way. Also, there are too many warning cones/signs at the curve from 8th onto Shoreline. The safety record of the street does not require this many warning signs in addition to a bright blinking yellow warning light. We used to have a lovely view of the bay and sf and now all you see is black and yellow signs. Perhaps 2-3 instead of 8-9. This seems reasonable. These bicycle and warnings signs are unnecessary and unsightly. They are damaging the quality of life for residents of shoreline drive. Quality of life is one of the main reasons people live in Alameda. We pay ALOT to live on Shoreline Drive and the city should be improving the neighborhood for residents not just recreational visitors. What used to be a residential boulevard is now a thoroughfare with all the lights and signs and traffic to go with it. It is overkill that should be addressed asap.

Alameda resident - comcate request - did not state name
4/30/2015

After the updates to Shoreline Drive, we need some signs. Cars are dangerously stopping in the middle of the street to allow pedestrians to cross. This is illegal driving and causes accidents. It also causes unnecessary traffic during rush hour/commute time. The law says pedestrians have to yield to cars on a street like this. We need signs that say DONT YIELD TO PEDS or PEDS MUST YIELD TO CARS

Alameda resident - comcate request - did not state name
4/30/2015

Posted speed limit needs to change to 20 mph not the posted 25 mph speed limit signs. It is the highest speeds that is safe when have 11 foot wide travel lanes. He is a retired civil engineer. He appreciates the slower traffic. It is an unsafe situation.

Mr. Cook on 6/8/2015

522-3659

Need to provide a way to access McDonalds and the Court from South Shore Center
Requested signs be posted for bikers to caution them to be aware of pedestrian crossings at crosswalks. Also requested signs to be posted for pedestrians to watch for bikers who do not have to stop at crosswalks when cars have to stop; there are signs for cars to stop. (per Comcate request letter: case number 43845)

Mr. Cook on 6/8/2015
Mary Ann Cahill - July 30, 2015

522-3659
748-7430; 2020 Franciscan Way #208

Need to make auto wheel stops more visible to drivers. Delineators every so often?
"When I approach Shoreline on a bike on Park attempting a left turn, it requires surveying the auto traffic making the same approach starting a half block away. Once I insert myself in a legally assertive way, I again coast for a good thirty feet or more watching the cars roaring up to the four way so I can time my own arrival. It takes a fair amount of physical skill and I often see cyclists who don't have the physical strength or acumen to pull it off. Increased volumes of both auto and bike traffic make it an exponentially more challenging proposition. With the new track, bikes entering and exiting the track make that four way even more confusing, especially since the green apron at that intersection requires an east bound bike to pause in the right of way of the oncoming bike lane while they try to re-enter the traffic flow. The apron at Grand is wider because of the lane of parked cars."

Mayor Spencer
From Comment on Blogging Bayport

Jun-15
8/11/2015

Would it be possible to get a small street like Bayview Dr. with this protected configuration-- I think the street is big enough. Use only restriping that can be removed(not sure this can be done) and would connect Bayfarm to the shoreline bike track as experiment maybe??

Heike Ewert:
mailanyone@gmail.com -
emailed on 9/15/2015

Also attaching photo. Bicycles do not dismount. Sign should read: Dismount Bicycles or Bicyclists must dismount. The sign is at Otis and Westline Dr.

Heike Ewert:
mailanyone@gmail.com -
emailed on 9/15/2015
Alyssa McGovern, Alameda Sun, Letters to the Editor

9/17/2015

It seems to me beautiful Shore Line Drive will be known as "suicide alley" before long. Last Saturday, while traveling south on Shore Line, and headed to the post office, I was astounded when a car traveling on the opposite side of the street suddenly swerved in front of me. I jammed on my brakes hoping to avert a head-on collision, as there was no way to steer to the right since cars were parked there. Thankfully no collision happened. But would you believe, within a minute and a half, the same thing happened to me with two more cars? Whoever designed that street and whoever allowed it to be implemented [ought] to be sued. Tear it out.
Install R9-6, (Bikes) Yield to Peds, signs at each crosswalk along Shoreline

Virendra Patel

10/20/2015