

Central Avenue Workshop #4 Comments: Workshop and Email (November 2018 – January 2019)

Webster Street Area

1. Let me start that I am a homeowner at 804 Central as well as a cyclist so I know the area of Central between 8th and Webster intimately. My thoughts are mostly concerned with the intersection of Central & 8th.

Traveling eastbound on Central I would advocate for a right turn arrow turning on to 8th St. This intersection often backs up with a high volume of cars waiting to turn right on to 8th St. heading towards Shoreline. Given the existing light pattern a right turn arrow would help move more cars through that intersection quickly. I would also recommend that arrow flash yellow when a pedestrian presses a crosswalk button. Currently, cars turning right on that green light often don't yield to pedestrians crossing 8th heading to/from Washington Park. A flashing yellow right turn arrow cued by a pedestrian would be a stronger visual cue to use caution.

That intersection and the right turn traffic backup often happens during the evening commute hours. One could extend the right turn lane from Central on to southbound 8th St. by converting some of the parking spots along the south edge of Central in to **peak hour** no parking zones.

That said, I am also very concerned about the loss of parking in the Washington Park area along Central. During the summer months and softball season parking is at a premium. The current recommendation is to install a bulb out at the SE corner of Central & 8th. Big mistake in my opinion. That area doesn't need the bulb out and the loss of parking would impact the surrounding neighborhood.

I also think that the impacts of slowing traffic on Central also need to consider Burbank which has become an escape route for summer traffic that backs up on 8th St. as people are waiting to turn on to Central.

Finally, I the intersection at Central & Page desperately needs a bulb out and blinking crosswalk. Central feels particularly wide there and there are blind/poorly lit corners at that intersection. Several others in my neighborhood have commented about that crosswalk being particularly dangerous. -Rachel


2. Thanks for sharing this info with me and hearing my comments. It's great to know that an interim fix is on the way for Page St.

I reviewed the slides that you shared and I **strongly** oppose the protected bike lane option as envisioned in the final slide of your deck. If a car were to need to park in those diagonal spots, and Central Ave. is reduced to one lane of traffic travelling east bound it would completely block all traffic at a very busy and already congested area. It also appears that the bus stop would completely block that right turn

lane. Again, slowing traffic. **This option would be a bad idea for both the residents, park visitors, and nearby commercial area.**

Has there been thought of moving the bus stop at Central & 8th (adjacent to Washington Park) to 8th & Portola where there's a natural widening of the street?

Thank you, Rachel

3. It is mind boggling that out of all the crosswalks on the island, THIS ONE lacks the system that allows you to press a button and make lights flash, signaling for drivers to stop and let pedestrians cross. I understand that there is an extremely busy intersection on each side of this and drivers don't want to wait for a lousy pedestrian to cross when they just sat through a long light, but think of who uses this crosswalk. This crosswalk services the center for disabled and autistic adults, which is located right next to Spritzers. It has serviced generations of Alamedan families as they've walked to and from Washington Park. It's also connected to McDonald's, which produces a lot of foot traffic in its own right. Joggers, dog owners on their way to the dog park, teens traveling to and from Encinal, and many others use this crosswalk all the time and nobody wants to stop for them. To make matters worse, if you're crossing from the Washington Park side over to the McDonald's side, you're practically invisible to drivers coming from the Webster intersection, as you're hidden behind cars parked in front of Spritzer's. I've seen so many crosswalks have the pedestrian signaling system installed within the last several years, and I can honestly say that none of them need it more than this one. Which city council members do I need to stand in front of and read this post to so this dangerous game of Frogger can finally come to an end? — feeling frustrated.

4. Compiled From Workshop Roll Plots: Visual simulation requested for Webster intersection – help to understand how it will work with delivery trucks, people bicycling, etc.

- Sharrows needed to show motorists that it is still alright for cyclists to use traffic lane.
- As a cyclist, sharrows are useless. Might as well paint happy faces on pavement. Sharrows are dangerous. Bikes think they are in a safe zone. Cars ignore!
- Dynamic speed bump.
- Need residential parking permits to alleviate some of the parking load in this area.
- Neptune Plaza: Westbound left turn into Neptune Plaza west of Webster and at Central/Webster? Businesses around Central/Webster traffic from businesses crossing bike lanes safe? Night conditions with all these options.
- West of Webster: Traffic back log going westbound.
- North side of the street west of Webster: Preserve parking spaces, drainage problems and flooding and want more trees. Anticipate delivery trucks parking here regardless of configuration option. Want delivery loading zone instead of parking. Delivery trucks block the single lane here.
- East of Webster: Traffic back log going eastbound. McDonalds entrance is east of exit. People stop and wait to turn left into McDonalds. Handicapped access at Golden House? No sharrows – bikes

presume they are a safe zone but cars ignore – not safe. Webster left onto Central currently is two lanes – new plans to one lane? What happens to traffic backup?

- Central/Page: my biggest concern is safety for pedestrians crossing Central. Can we add speed bumps or flashing lights?
- How will turns be clear for bikes to Webster? Bike box?
- Bike Lane Option: People will ride west on sidewalk rather than cross the street. Left turn going eastbound at Central/Eighth will create a backup. The eastbound right turn lane will be too congested. Confusing at Webster Street and not as safe for bikes going west. Keep bikes on the water side to keep traffic moving.
- Two-way Bikeway Option: Many bikes come from Shoreline/Westline/Eighth. Best to keep them on south side of Central as in this two-way bikeway option. Yes! Really like this one! This one is great! Do it! Really like the two-way protected bike lane – safer for bikes and cars.
- Central/Eighth: This two-way bikeway option transition from bike lane to cycle track is better than the bike lane option. It keeps bikes more separate from pedestrians crossing.
- Central/Eighth: Close to half of the traffic turns right from Central to Eighth at this intersection. With this design, people will almost never be able to turn right on red so will have to sit and spew emissions waiting for the light.
- Central/Eighth: Northbound cars back up.

5. I don't have an answer for the space from McKay to Webster. But a possible option for the block between 8th and Webster is to take a cue from the Golden Gate Bridge and have a moveable barrier. They can still have three lanes with bike lanes. But for certain hours—e.g., 5 a.m. till 4 pm—there will be two lanes on the north side, as there is now, and one lane on the south side. Then before evening commute, switch so that there are two lanes on the Washington Park side and one lane on the 1400 side. Hopefully by 4:00 they will have had all their deliveries. Then move the barrier back by 5 a.m. or whatever hours make the most sense. If this isn't clear—it's getting late and I'm very tired—let me know and I can more easily explain tomorrow. My phone number is 418-8323 (5 and dime area code.) - Susan Holt

6. I will be out of town for most of December but I wanted to express my concern about the intersection of Central and Webster. I live nearby in Ballena Isle and often travel through that intersection. My suggestion is for a left-hand turn signal on Central for turning north on Webster while traveling east on Central. At busy traffic times, often only 1 car is able to make the turn from Central onto Webster before the signal turns red again because of oncoming traffic. -Scott Roth

7. Hi, I'd like to voice support for the proposed Central Avenue Complete Street Plan, including bike lane improvements. This new leg of bike lanes is needed for connectivity around our island, including to/from Paden Elementary. As a parent with a family that likes to bike around the island, we specifically look for safe streets with bike lanes to use. And as Alameda's population continues to grow, it's critical to build infrastructure to support alternative modes of transportation. Please approve this plan! -Ashley Rogers



8.

9. I regret that I am now unable to make the Community Workshop on Weds. - but wanted you to know that my personal preference is that Central Avenue become a three lane street with bike lanes in each direction. Thank you for your work on this - it will be a tremendous improvement to have the traffic slowed and hopefully reduced on Central Avenue, allowing pedestrians to cross the street more safely and for bicyclists to operate more safely - and for the neighborhoods to either side of the street to be better connected. The relatively minimal impact to motorists in terms of their commute time and the fact that we have parallel streets that can absorb additional traffic makes a strong case for reducing the present 4 lanes of traffic down to 3. - Jennifer Bowles

10. I am not available for the workshop tomorrow evening, but would like to submit a public comment. I think it's imperative the City install extend the two-way protected bikeway for the Webster street area.

A two-way protected bikeway will facilitate biking to the Webster street commercial area, and relieve vehicle congestion and parking issues. Now that my older son is 7 and recently learned to ride his bike, we love biking on the local trails, and recently purchased a trailer cycle for our daughter who is 4.

We currently drive to the commercial areas, but I would love to bike instead! I'm personally not that comfortable riding on the street, even with bike lanes. But I would definitely bike if there was a two-way protected bikeway. Please also consider installing more bike racks, or even bike lockers at the corner of Webster and Central Ave.

Thank you for hearing my comment and I hope we don't miss out on this opportunity to make biking (on flat Alameda) more accessible to families. -Betty Seto

11. Sharrows (A and C) – West Alameda Business Association (WABA) Comments

- road diet reduces to one lane west of Webster. May not legally pass an unloading truck (ups, Amazon, garbage truck, FedEx)
- while on Central westbound west of Webster, may no longer make a left turn into Neptune Plaza
- so westbound traffic MUST turn south onto Webster to get into Neptune Plaza. With no separate left turn lane, westbound drivers must wait in line
- large delivery trucks must currently enter Neptune Plaza from Central Ave due to the plaza's design
- if lights get timing changed, westbound traffic will regularly back up along Central Ave blocking entry into McDonald's. Design should include a "keep clear" marking in front of both McDonald's entrance and exit

Bike Lane (B and D) – WABA Comments

- road diet reduces to one lane west of Central. May not legally pass an unloading truck (ups, Amazon, garbage truck, FedEx)
- while on Central westbound west of Webster, may no longer make a left turn into Neptune Plaza
- so westbound traffic MUST turn south onto Webster to get into Neptune Plaza. With no separate left turn lane, westbound drivers must wait in line
- large delivery trucks must currently enter Neptune Plaza from Central Ave due to the plaza's design
- if lights get timing changed, westbound traffic will regularly back up along Central Ave blocking entry into McDonald's. Design should include a "keep clear" marking in front of both McDonald's entrance and exit
- road diet reduces to one eastbound lane east of Webster. May not legally pass an unloading truck (ups, Amazon, garbage truck, FedEx). New pedestrian crossing at Page St. can stop the one lane traffic back to Webster St. Gridlock.

Cycle Track (E) – WABA Comments (detrimental to Neptune Plaza and Golden House Adult School)

- road diets reduce to one lane both west and east of Webster. May not legally pass an unloading truck (ups, Amazon, garbage truck, FedEx)
- while on Central westbound west of Webster, may no longer make a left turn into Neptune Plaza
- large delivery trucks must currently enter Neptune Plaza from Central Ave due to the plaza's design
- the westbound Central hours restricted left turn prevents UPS, Postal Service, FedEx etc. deliveries when they should have access all hours
- road diet reduces to one eastbound lane east of Webster. May not legally pass an unloading truck (ups, Amazon, garbage truck, FedEx). New pedestrian crossing at Page St. can stop the one lane traffic back to Webster St. Gridlock.

- cycle track blocks Golden House Adult School at 730 Central Ave from their A.D.A. compliant passenger drop off/pick up area

- road design makes leaving more difficult from McDonald's for an eastbound left turn from McDonald's

Sharrows (West Alameda Business Association, "4th option") (5th option is "no change")

- no road diet. Two lanes each direction. Sharrows in the rightmost lane each direction.

- it is the lowest cost solution

- it facilitates City of Alameda emergency routes

- for northbound vehicles escaping from a southern Alameda disaster emergency travelling north on Eighth Street heading to Webster Street or the ferries at Alameda Point

- for West Alameda evacuees heading eastbound along Central Avenue heading toward Bay Farm Island

- **WABA Comments:**

Wednesday, December 5th, 6:30pm, the City of Alameda Transportation Commission will have a workshop to discuss Central/Webster Bicycle Safety project. The workshop format will be a presentation to communicate work done to date and to explain the draft alternatives. After a Q&A to answer clarifying questions, we then will break-out into three different groups and rooms in an open house style where community members will informally mill about to view the draft alternatives on large print-outs. Community members will be able to provide comments 1) verbally to note takers or 2) by completing the comment card.

The Central/Webster Bicycle Safety project committee comprised of WABA Board Members, several residents and business owners convened last Friday to prepare for this meeting. By consensus it was decided that before any recommendations are presented to the City Council for review we are asking for the following **impact studies** to be completed.

☐ Business, to include loss of access and parking.

☐ Safety, to include emergency vehicles.

☐ Traffic, to include traffic calming measures.

And convene a community work shop at the site at the Central/Webster impact area. How do we improve the position of sharing lanes, limiting the impact to business and residents alike.

Other Considerations:

☐ Don't build as an option.....no lanes changes, add traffic calming measures. No elimination of lanes 200 feet with shared bike/car share rows.

☐ Traffic calming equals safety initiatives.

☐ Collaboration.....let's make this work!

Golden House Adult School, 730 Central Ave, has 3-5 pick-up/deliveries for disabled individuals daily. The Golden House services individuals with learning disabilities, including those with Development Disabilities, this requires total ADA compliance.

-WABA

West End

1. I am very unhappy with the Central Avenue plan which was approved in spite of the wishes of many of us. It is going to be impossible to exit from Crown Harbor when schools let out at 3 pm. Also moving vans often park in the right lane. Another problem: even with 2 lanes it is impossible to turn left onto Webster from Central- going East- starting at 3 pm. I am dreading your plan. - Diane Mosier

2. One more thing. We like the idea of the traffic signals as shown especially in the morning at 5th St but worry as to the impact on traffic if they run as red yellow green all day. I believe that at Fifth and Central and Third and Central you may want to do a study after they are in operation for a while to see if there are times when it would be better to just be flashing red. What we have noticed with the light at 5th and Lincoln near our home is that some drivers on 5th St will accelerate to make to light speeding for blocks to get it green. -Jerry Serventi

3. Compiled From Workshop Roll Plots:

- Two-way bikeway not ideal if you only want to bike a couple blocks.
- Wherever there is a two-way bikeway (Shoreline and Central), put sharrows on road so that it's safer for faster cyclists to use the lane.
- Faster cyclists do not find the two-way bikeway suitable because of interaction with cyclists of slower speeds.
- Central/Main/Pacific: Love this!
- Central/Lincoln: Install speed humps on side streets connecting Lincoln to Central to slow down cars cutting through and driving fast.
- Central/Lincoln: Flooding issues in northwest corner on north side of the street.
- Central/Third: Too tight? for buses in the future (10 feet wide travel lane) west of intersection at eastbound right-turn lane into Third Street.
- Central/Ballena Blvd: Add curb bulb-outs across Ballena Blvd to shrink this crosswalk plus square crossings to shorten crossing and the signal phase.
- Central/Fourth: New rain garden area must be regularly maintained to avoid rats and mosquitos. Install rain gardens similar to the ones at Alameda Landing/Target to ensure that water filters quickly so as to discourage mosquitos.
- Central/Paden: Paden School pick-up in the afternoon blocks one lane of travel in the eastbound direction. Paden to keep the pick-up/drop-off area open for u-turns. High parking demand area. Flooding issues on the north side of the street.
- Central/Fifth Two-way Bikeway Option: Provide curb cut and green striped paint for people bicycling northbound west of marked crosswalk on the east side of intersection similar to the bike lane concept.

- Central/Fifth: How about green infrastructure in the median east of this intersection? A raised median and only one lane of traffic will create a traffic plug if there is an ACI truck or stopped delivery vehicle.
- Central/Sixth: opportunity for green infrastructure.
- Central/McKay: Please add trees like on the Eastern section of Central for shade in summer.
- Bike Lane Option at Crown Drive: Is problematic for biking to ferry, base and schools because have to cross from Crown Drive trail to north side of Central for the westbound bike lane.
- Two-way Bikeway Option at Crown Drive: Good solution for end of Crown Drive path; very helpful for bicycling to Encinal High School, ferry and base because left turn is safe, which is a huge problem currently. Agree!
- Two-way Bikeway Option: Best option for safety. The protected bike lane should connect the bay trail to shoreline to bay farm. This condition will be 1) recreational; 2) transportation; and 3) safe for students. There is already unprotected bike lane to travel across Alameda on Santa Clara. I prefer the cycle track option need to continue bay trail to schools! Hard scape option #1 choice for the protected bike path.

4. My name is Christina Hanson, and I live in/own the house at 461 Central. I was planning to attend tonight's workshop, but had a fall yesterday and will not be able to attend due to injury.

I wanted to pass on a few comments that I hope you can share tonight, if possible. I will try to be brief.

My utmost concern is parking. My house was built in 1912 and does not have parking. I own one car, and have no other choice but to park on the street. I support bike lanes in the traditional configuration (3 car lanes, and bike lanes on both sides of the street) as long as we do not lose ANY parking spots. As it is, if I arrive home after 9 pm, I usually have to park at least two blocks away.

I support public transportation, and regularly use my bicycle, the ferry, buses, and BART. I do not support bike lanes configured like the ones at Lincoln school or along Shoreline drive. In my experience, they do not improve safety, nor do they increase use of bike lanes. They are unsightly, and a waste of money.

As I have lived at my house for 14 years, I was under the impression that this issues was decided a couple years ago, with the standard configuration (in use on Broadway) already decided on. Why is this being revisited? I previously attended meetings and wrote letters, and feel it is unfair to try and change that decision.

Thank you for the opportunity to express my concerns. Please email or call me at 510-387-1000 if you have any questions.

5. I'm writing you in case I can't make it to the Community Workshop this evening. I own and live in the home at 163 Central Ave. I'm very excited to see the street improve in the next couple of years! I have one question, is adequate draining being taken into account in the street remodel? Ever winter our corner of the street floods, I have submitted multiple fix it tickets every year and the city is usually able to clear the blockage. It's so severe that sometimes I can't get into my front door without getting my

feet wet! Sandbags are mostly useless because the flood area spans so wide across the side walk. Can you tell me if improving the drainage is on the to-do list?-Heather

6. As a lifelong resident of Alameda and former councilmember, I strongly oppose the proposed West End bike lanes. If approved it will create a huge negative impact on traffic flow in order to serve a minority group of bike riders and disrupt the neighboring homes. There will never be enough people biking to their workplace to justify the expense or impact to business and residents. - Dr. Richard Sherratt

7. Hi, my name is Nicole Zimmermann. I missed the community meeting last night about the proposed bike lane on Central. I live on Shoreline and bike my kids to Paden Elementary every morning and CAN NOT wait for the bike lanes to be put in. It is so necessary!!!! I know there are a lot of people against it, as there were against the bike lanes on Shoreline but I think they have been a great addition to Shoreline. I drive, bike, run and walk that area and I have to say, it's so much safer! I think bike lanes on Central will make the road less busy. More people will have a safe and easy way to walk and bike to school. Please let me know if there is anything I can do to help this along!

8. I am the property at 631, 633, 635 and 637 Central and I RIDE MY BIKE TO WORK EVERYDAY TO 635 Central Avenue. I am OPPOSED to a full on bike path like the one on Fernside Blvd (OVER DOING IT AND NOT NEEDED). I would like to retain all existing street parking on the corner of Webster and Central because the business trucks are often DOUBLE PARKED EVERYDAY and we need to keep the 4 lanes. I would recommend just simple paint bright GREEN marking with tall rubber dividers. We need to spend more of the funds creating other bike routes on multiple streets so that they are all connected and not just END in unsafe places. - Rosalinda Fortuna Corvi

East End – Gold Coast Area

1. Compiled From Workshop Roll Plots:

- Sharrows instead of bike lanes are needed here. 5.5 foot bike lane in door zone is unsafe.
- Place two-way protected bike lanes on south side of street – this plan already has one lane of bike traffic crossing all driveways; two lanes offer much better protection to cyclists.
- I want protected bike lanes for safety and kids, etc.
- Make two-way bike lanes and raised lanes where there are driveways.
- Extend the two-way protected bike lane past Webster to Park/Fernside.
- Have two-way protected bike lane from Eighth to Sherman.
- Add speed bumps to north/south streets between Eighth and Sherman – Ninth, Caroline, St. Charles and Bay – to avoid spillover. Also, road diet to Lincoln!
- Yes, add speed bumps! Ditto!
- Keep mature sycamore trees on the corridor.
- Central/Caroline: Please, please, keep this crossing central as a pedestrian now is terrifying!
- Central/Sherman: I can see how to cross east to west but not how to cross west to east.
- Central/Sherman: Yay! I like this change – easier to understand traffic flow.
- Central/Sherman: Going eastbound into Encinal Avenue, need a light or stop sign to allow for pedestrian crossing Central.
- Central/Bay: I do not want a bus to hit a biker at the eastbound bus stop. Examine how bus stops interact with bike lanes.
- Central/Bay: Bikes going straight should merge with straight traffic. Bike lane should turn into right turn lane leading up to corner.
- Central/Ninth: Large trucks stop for long periods at the catering business on Central west of the intersection in the westbound direction of travel.
- Central/Burbank: Burbank is used as a short cut by cars skipping Eighth Street stop light.

2. I am a very proud mom to a new kindergartener at Maya Lin (Go wolves!) and homeowner nearby at Weber and Central.

My son is having a wonderful experience at school however we are now crossing Central twice a day on foot and it is quite harrowing! Even with the new caution signage and freshly painted crosswalks (thank you!), the crossing remains quite dangerous and we have already had several "close calls" in just these first few weeks of school. In addition to people completely disregarding the crosswalk and speeding through, cars and trucks parked along Central limit the line of sight so severely that I have to walk halfway into the crosswalk (leaving my child behind

alone on the sidewalk) to make myself visible enough to (hopefully) stop the cars so we can cross.

Jill (cc'd) and I corresponded earlier this year about this topic and she advised me to reach out to you and the Police Chief. I raised this issue to the Maya Lin PTA and Principal Goodwin (cc'd), who advised me to contact you. Just this morning, I spoke with three other Maya Lin families who are also crossing Central and are similarly very concerned. I know the district is encouraging walking/rolling to school and we are all trying to do this as opposed to adding to the car traffic.

Please let me know how we can address this safety issue for Maya Lin families. Thank you very much! -Lauren Davis

3. I oppose the current plan for dedicated bike lanes on Central Ave for the following reasons:

It will create huge traffic jams. I have been in a business on Central at Weber when garbage trucks are stopping to empty cans on both sides of the street at the same time and only one lane is available in each direction for cars. I have also seen Central Ave be impacted when the trees are trimmed to where one lane is closed. If you install the bike lanes and reduce the lanes to one in either direction, how are you going to manage the traffic? What happens when an ambulance or fire truck needs to pass? This is now true on Shoreline. I have been backed up for buses stopping and for cars parallel parking. No one moves.

If you compare the use of bikes to cars on Shoreline, there is no comparison. On week days you see maybe one or 2 bikes the entire length. The street was too narrow to reconfigure it like it was. My driver's side mirror has been hit by an AC bus and according to the bus driver, I am not alone. Central is even a busier street than Shoreline.

I understand that it's better for the planet but not everyone can ride a bike. Bike riders do not pay for roads through fuel taxes nor through licensing fees but drivers do. Traffic is one of the greatest concerns for Alamedans and it is not just on the bridges and the Tubes. Making it harder for drivers, which are the majority of residents, is not right.

Installing bike lanes and reducing car lanes on Central will just divert traffic to the neighborhood streets.

Central, Santa Clara, Lincoln and Buena Vista are the main arteries that run East to West. Only Central and Lincoln are 2 lanes in each direction. We should learn from the Camp Fire that in an emergency, we may need those escape routes.

I understand the concerns of the parents whose children ride bikes to school but there needs to be another solution. San Antonio parallels Central until 9th St. Taylor parallels Central from 9th to the West End. These are residential streets with little traffic where a dedicated bike lane would not be necessary. A signal could be placed at the intersection of Central and 9th allowing the bike riders to cross Central. Thank you for your consideration. Karen Miller

Central Avenue Community Workshop #4 (Wed, Dec. 5, 2018) - Comment Cards Summary

Total = 35; Yes, agree with two-way bikeway extension = 26 (67%); No, do not agree with two-way bikeway extension to McKay Avenue = 9 (23%)

Are there adjustments or options to study in the Webster Street Area?		Do you agree that the City should extend the two-way more protected bikeway from Paden School to McKay Avenue, which is the Bay Trail section, instead of the current bike lane?	
		Yes	No
1	Only if a few more parking spaces can be removed from Central, especially around Webster	Keep it continuous all through every segment of the project.	
2	Strongly encourage two-way protected bike lane from 8th to Main. Webster is clearer and safer for everyone if bike riders stay protected on the water side. How will bike riders make left turns from Central to Webster?	X	
3	I would like two-way protected bike lanes from Encinal High School to Sherman	Sherman of at a minimum 8th street	
4		Given existing congestion, biking, and pending development on the base, it's criticized that we connect this area with the Bay Trail Base in a safe and protected way. My family will use this heavily. I also think day trip tourists from SF would use it biking to/from the ferry, which would boom the economy.	
5	"Protected" bike lanes lull riders into a false sense of security. Traditional bike lanes feel less safe, but actually offer more visibility and room to maneuver around obstacles and hazards		Two-way cycle tracks create dangerous transitions and the design should be avoided. If implemented, at least leave room for the cyclist who don't want to cross the road to use the 2-way track.
6	Be business friendly. Cycle track is not friendly to business needs. Cycle tracks endanger the safety of the islands needs for emergency evacuation. Bicycle literature strongly mentions to avoid truck routes. Central Avenue is truck route and highway.		Not business friendly. See what Castro Valley blvd did with Sharrows
7	Any reduction in traffic lanes causes gravel concern for evacuation of the Island, particularly Park Webster residents and patients of proposed medical respite facilities. A truck route should not be diminished, we need to plan for the safety and common welfare of all of us residents		For aforementioned reasons.
8	Need 2-way protected bike lanes through Webster and beyond to Park/Fernside. Include raised bike lanes wherever there are commercial driveways	Very important to protect our kids and make it safe to bike to school. Extending the Bay Trail and getting people out of cars.	
9	Sounds like staff is headed in the right direction. We need to protect the kids on the roads. The raised bike ways at driveways is a good idea. Don't make bike share a lane with cars.	2-way protected bike ways should be extended as far as possible. All the way to Park street.	

Are there adjustments or options to study in the Webster Street Area?		Do you agree that the City should extend the two-way more protected bikeway from Paden School to McKay Avenue, which is the Bay Trail section, instead of the current bike lane?	
		Yes	No
10	As commerical property owners, we would like to see all the parking preserved on Webster and west of Webster on Central on the small businesses in the Webster/Central intersection area. Of all the city presented opting to do nothing is the best option. Of the offer the city preseneted options Sharrow (A & C) is the second choice. Parking must be preserved.		X
11	Yes, can't wait to see how bike lanes will work around 8th and Webster crossing. Why not use Atlantic for bike lanes then the park areas along Main street.		Central ave is a bad choice for bike lanes
12	Major concern traffic forced off the main corridor onto side street		
13	None at this time	X	
14	A traffic study? All plans except Sharrow lane practically reduce car traffic flow. Grid lock from Encial High School to Sherman is lively. Please don't say it will add 1 car per hour		Redue dependency as cars? Punish car drivers, Highway 61 can't become a bike path without hurting traffic. Don't be evasive
15		The more separated lanes you can do, the better	
16		Two way protected lane continuing to 8th would be better. However, at the very least, we should ensure cyclists can ride the full Bay Trail without needing to cross Central	
17	Consider growth on west and of both residence and business traffic from Alameda Point using Central, more trucks more vehicles. Consider after school activities and traffic at night safety.	I think, but I want to confirm that this would divert cyclists down McKay vs. through Webster intersection	
18		Very important. 2 way bikeway at least to McKay, since sidewalks from McKay to Paden is too narrow and congested fo bike use.	
19			Do not like the two way bike lanes similar to Shoreline
20	Is there any design element to get drivers to stop speeding and drive the 25 mph speed limit? Speed humps? Flashing lights at crosswalk?	X	
21	No, the protected 2 way bikeway is the best option for overall safety. Traffic has become increasingly wose and we cannot alwaysr rely on law enforcement to reinforce the 25mph speed limit. In fact, APD uses the Solomm Curve which determines its speed limit on 85th percentile speeds. Which means sometimes police will not stop a car going 35 mph. The only way to change this is create an infrastructure and engineer traffic to naturally slow down. Protect bike lanes are the excellent way to do this	I am huge proponent of improving on the city infrastructure and traffic engineering to accommodate pedestrians, cyclists, and general slowing down of streets	
22	I live next to R.A.G.S laundry. It's a commerical zone and I would like it to be made aware of the west Alameda Business Association meeting regarding the segment of proposed changes. Can I attend these meetings given where I live?		

Are there adjustments or options to study in the Webster Street Area?		Do you agree that the City should extend the two-way more protected bikeway from Paden School to McKay Avenue, which is the Bay Trail section, instead of the current bike lane?	
		Yes	No
23	The options look good. I think the intersection designs should incorporate bike crossing and transitions to bikeway on side streets, either with protected intersections or two stage turn opportunities	X	
24	Please prioritize safety over parking and traffic. The two way protected bikeway option is the best	Extend all the way to 8th	
25		Without question! Safety and encouraging additional bike riding!	
26	Please plant trees like we have on the other parts of Central so it's a pleasant biking and walking experience	Thank you for planning for safety first! Love the idea of biking safely across the island	
27	I think the cycle track is the best. A buffered lane with barriers would be ok.	Please do it!	
28	Speed bumps on side streets road direct to Lincoln	Will encourage more commercial activity between Alameda Point and west Alameda. Bicyclists add to the local business economy. It will make Alameda biking destination for day tourists from SF to Sausalito	
29	Have an on-site meeting on the corner of Central and Webster. The activity viewing is very different than maps!		X
30	Sharrows instead of door zone, bike lanes are needed. Look into speed bumps to reduce traffic speed		Please no 2-way protected bikeways. They require cyclists to cross traffic lanes to use in the contra flow direction. Put cyclists at risk of head on collision with other cyclists and collect leaves, which cause a traction hazard. Also,
31	Cycle track all the way	Absolutely	
32	Paint stripes are not real bike lanes! Not something I want my kids in. I want a raised bike path. Full bike separation from the other traffic is needed	I want my kids to be able to bike to school at Paden (from Burbank)	
33	Take a look at further obstructions on Central near the intersection (left turns into Neptune Plaza, trucks loading, cars waiting, for parking, etc.) Its already an issue with 2 lanes each way. I'm concerned about this intersection turning into another Park Street. (Miserable for everyone/helping no one)	There isn't much traffic there now to my knowledge and it seems like there is enough room for the improvements	
34	On west end the 2-way protected bikeway should be extended to at least the Crown Drive bike path/Shoreline path connection. I am at Washington elementary (Maya Lin) of Taylor Page. What is the safest way to get me to bicycle to the south side of Central way Webster? Regardless of Central, there needs to be an improved way to make that transition happen on bicycle	But do a thorough analysis to ensure you avoid critical vehicle boldnes which become prone to headache spots due to lane previous coneyance with AC truck deliever vehicle usage.	
35	I live in Alameda because of the 25mph speed limit. Anything else that reduces the speeding vehicles in Alameda I support. Make Alameda safe. P.S I live on Central Ave and both drive and bike this stretch of road regularly	WEST END However, we need to continue 2-way cycle track to 8th street so that it eventually can connect to westline cycle track through park lands.	

Are there adjustments or options to study in the Webster Street Area?		Do you agree that the City should extend the two-way more protected bikeway from Paden School to McKay Avenue, which is the Bay Trail section, instead of the current bike lane?	
		Yes	No
36	<p>East End 2-way protected bikeway from 8th to Sherman on Central Ave-by far the best way to protect cyclists</p>	<p>As a cyclist, I feel that 2-way protected bike lanes are the safest options for riding and would like to see more of these</p>	
37	<p>West End Just reemphasize then need to not lose any parking on Central. Especially the 400 block. It is the safety issue for seniors have to walk great distances to their residence. A lot of delivery trucks now on Central between 4th & 5th</p>	<p>As long as no parking lossm seems to make sense to extend it and be consistent to crowd access at least</p>	
38	<p>East End What about catering business at 9th and Central? They have large trucks that stop right at the corner on Central. If you're trying to turn right onto Central from 9th. There is only one regular lane, you can't see if it's safe to use the turn lane to go around the truck because the truck will block the view. We already have a terrible time with cars speeding up Burbank Street, to avoid the 8th street intersection. Anything that makes the Central corridor no move will make that worst.</p>		
39	<p>East End Intersection of Encinal, Sherman, and Central are dangerous. Traffic really is not that bad in Alameda. 2 driving lanes are going to make is a lot safer rather than cause more traffic. Closer to 8th and Webster is busier.</p> <p>West End Enders only have 2 routes to get to the other end of the island. Hard to see pedestrian, people like to the 25mph limit, crosswalk between 9th and Central very dangerous. Uncomfortable as a biker and drivers trying to turn right, fear of being right hooked by motorists as a biker. Concers ove parking, it being taken away/not having enough. What is causing accidents? Is it side swiping when tyrning? Crossing? Crossing Central as a pedestrian feels like a free for all</p>		