

Central Avenue Safety Project Survey

Please provide your input on the Central Avenue concept for the Webster Street area and for the San Francisco Bay Trail area between Paden School and McKay Avenue.

Summary Of Responses

Topic Registration Type: No registration

As of January 6, 2019, 4:36 PM, this forum had:	Topic Start	Topic End
Attendees: 449	December 7, 2018, 1:35 PM	December 31, 2018, 4:26 PM
Responses: 367		
Hours of Public Comment: 18.4		

QUESTION 1

Are there adjustments or additional options to study in the Webster Street Area?

Answered	70
Skipped	297

alameda all also area ave **bike** bikes bikeway business cars central current do from intersection lane lanes left like make more need only option other **protected** right s safety see st street study t **traffic** turn two very way webster

QUESTION 2

Do you agree that the City should extend the two-way protected bikeway from Paden School to McKay Avenue, which is the Bay Trail section, instead of the current bike lane concept?

	%	Count
Yes	68.6%	247
No	27.5%	99
Unsure, need more information and analysis	4.2%	15

Central Avenue Safety Project

Survey Results to Open-ended Questions (December 2018)

Are there adjustments or additional options to study in the Webster Street Area? (Answered = 70)

Take bike lanes from Webster to Taylor between Sixth and Eighth. Removing lanes will back up traffic at this intersection, both on Central and on Webster, and result in even more traffic being diverted into adjacent residential neighborhoods.

It is clear to everyone that traffic congestion is already terrible on this island. Bike lanes will not assist in getting traffic to move swiftly and safely on and off the island. Money should first fund infrastructure to open up access for new ways to improve vehicle traffic on and off this island. With the massive fire vehicles Alameda has, vehicle traffic is further impeded by limited street space. Bike lanes are a luxury, not a cure for vehicle traffic. Fix the larger problem FIRST.

It's really important to avoid situations where turning cars might turn into the bike lane causing an accident. Pretty worried that will happen in the top two designs as the car traffic will be parallel to the bikes until reaching the intersection. Perhaps sequence the lights to give pedestrians and bikes some time to cross if they are present.

You need to improve access on and off the island before you start working on any major thoroughfares. Traffic getting to and leaving Alameda is atrocious, and the new stoplights at the end of Park Street did nothing but make that worse. My friends and I who have lived here for years don't even want GO to Park or Webster because of this, which I am sure impacts business. And you will not attract outside dollars to come into Alameda if it remains so difficult and time-consuming to do so.

Divert bikes off central altogether. There is existing bike/walking path which runs behind Paden through crab cove. From there cyclists can go down Otis, continue on existing path to shoreline, or travel a very short distance along central to Sherman

Leave Central Avenue UNCHANGED.

These are great alternatives. Glad it isn't just the sharrow option.

Please pursue the protected bike lanes. This stretch of road is absolutely one of the most dangerous for pedestrians and cyclists. The crosswalk at Spritzers continues to be extremely dangerous for pedestrians crossing Webster and I absolutely 100% of the time ride my bike on the sidewalk through this stretch as cars race to turn off Webster and head towards 8th. There is lots of congestion, commercial driveways, residential drive ways, and parked cars also limiting driver's visibility and requiring a heightened level of alertness which most drivers generally lack.

No way would a bike lane give me any additional confidence in the safety of riding my bike on the actual street in this stretch - I would say if bike lanes are the solution, don't even bother, as I'm not the only one who will continue to ride on the sidewalk in such event. A protected bike lane is the only way to go with pedestrian light for crossings at Spritzers long overdue. When designing, please make sure there is a proper loading zone area for delivery trucks.

When I went on a tour of the two way bikeway option, there was concern that the section from Central to 8th would have to be narrower than the Shoreline 2 way cycle track. That is a concern as bikes would be more likely to feel cramped and ride on the edge of the lane closer to traffic, or even in the traffic lane when meeting another bicycle. Drawings in the study should clearly illustrate the width of all bike lanes, one- or two-way and how their width compares to the Shoreline cycle track.

I don't see the actual question and choices anywhere, just the pictures. I select the two-way bikeway option, as it is the safest for bicycles and doesn't seem to take away traffic room more than the other options.

Consider that all the times I bike in the area, there are cars double parked with warnings on. Those cars would have to be doubled parked on the bike lane option and this would create a very unsafe situation, defeating the whole purpose of having a bike lane.

I know those cars should not be there but they are and will not magically go away unless there is a solution for them.

The other consideration is who bikes there. I bike from park street to the ferry building, a bike biker very aware of surroundings. I see many kids biking to school in the area. The bike lane option is good enough for me, the protected lane is better for kids. Kids don't fill the online survey so your response will have to accommodate to hear them or weight the response more to their favor.

I bike but don't let my kids bike in Alameda because there are few protected bike lanes. Therefore I drive them, exacerbating the traffic issue. I would like to see Alameda be bike friendly with real policies, incentives, enforcement, and values for biking.

Left turn lane for cars turning onto Webster!!!!!! Or staggered lights, it is hell during rush hour with people turning left and people just going around them without looking.

We would like to see the current conditions with Sharrows.

As a bicyclist, I find the protected cycle track seems to be the best option. The regular bike lanes shown do not seem to be wide enough to provide adequate protection from car doors (there needs to be special marked no-mans door zone area); therefore I wouldn't be able to safely use those lanes except on garbage day when there are no parked cars. However, the cycle track needs to have clear and obvious signaling and signage specific for bicyclists. For example, how do bicyclists turn onto Webster street from the cycle track? This isn't clear from

the provided diagrams. Do we get special traffic light signals? Special marked crossings? Don't leave it to guesswork.

What kind of plan do you have in place for emergency evacuations? Will you be changing the signals to have turn arrows from Central to Webster? It's always a problem making the left turn. How will this impact our current traffic problem if she shrink down lanes?

Leaving it alone. Leave it as is.

We need more protection for our kids biking to school - 2-way protected is the closest to what is needed.

No

Personal preference is to limit changes in bike lane types. Whichever type will be used more extensively throughout the rest of the project, standard bike lane or protected bike lane, should be continued through this section. My preference is for standard bike lanes however, I see the merits of both types.

100% for protected bike lines.

The addition of bike racks along business sections for whichever plan is chosen.

Need more traffic survey. Much congestion on Webster & Central, especially in regards to left turns. Why not improve the existing bike lanes on Santa Clara.

Protected bike lanes are the way to go. There is no safe cycling route west of Webster. This could be it.

The two way protected bike lane will be great for Webster St. and hopefully spread to other parts of Alameda

I like the protected bikeway and bike lane options best. I fear cars will pay no attention to sharrows, and sharrows give bicyclists a false sense of security. Any plan implemented should include safety improvements to the crosswalk at Central/Page as well. Also, please keep in mind the timing of lights at Central/Eighth--adjustments might need to be made to avoid back-ups in that intersection once the bike lanes are added. Whatever design is chosen, please also include plans to deal with unintended consequences. My fear (and that of neighbors I have spoken to) is that impatient drivers will speed down Taylor Ave to avoid Central once bike lanes are put on Central. Some neighbors are against the bike lanes for this very reason. You'll have to put speed bumps on Taylor and/or possibly roundabouts/four-way stops with crosswalks in intersections affected (such as Taylor/Page) to discourage this behavior and slow people down. Thank you.

No.

The turns off and on to Webster from Central CANNOT offers to lose lanes here. Remove bulb out in front of 1400 and move the bus stop to in front of US Bank. This will help alleviate some congestion at the turn.

Add Bikes may use full lane signs and put Sharrows in the center of the outside lanes. Door zone bikes lanes are dangerous and two way bike lanes are worse. Neither is acceptable.

Are the images correctly labeled? I'm seeing sharrows improperly place. (in the door zone and in right turn only lanes) I also see bike lanes to the right of right turn lanes; are you planning on separate bike lane signals from the main traffic lanes?

No. Protected bike lane is the right option.

The two-way protected option is preferred. Safer for bikes and peds.

No

Consider moving bus stop forward 100' in front of Mountain Mike's in order to preserve a second receiving lane from Webster with a short merge.

having the corners stick out so much is a driving hazard.

Looks like enough options for Webster street area. With the amount of folks turning onto Webster in vehicles today, I would only consider the 2 way bike lane. The other options put bikes in harm's way (in front of turning vehicles).

I love the idea of a 2-way protected bikeway along Washington park. My only suggestion is to make sure the Pacific, Lincoln, & Santa Clara @ Webster traffic lights have sufficient left arrow cycles to preempt the back-up that will inevitably happen when there is only one left lane turning onto Central instead of two. Let's use Alameda's road grid to our advantage. Residents will know to turn earlier to avoid the Central Ave bottle neck, which will help alleviate congestion there.

I attended the community work shop held on Dec. 5th regarding the Webster St & Central Ave intersection. I urge those responsible for this project to consider investing in a traffic simulation study using current traffic loads at different times of the day along with different days of the week. I asked multiple representatives if they looked into this type of study/service and the response was: That's a great point / We have not done a traffic simulation / This type of study is too expensive. I was actually surprised to hear these responses as I believe it's a no brainer that a traffic simulator would go hand in hand when it came to reconfiguring a major street/highway. Additionally, a dedicated turning light is much needed in this intersection and it's not found on these proposals.

I believe this is a vital step that we need to make prior to adapting a complete change in road configuration of a highly congested intersection as it is with 4 lanes on either street. This would allow the proposers, along with the public to get a good grasp of what these different proposals

would look like in a real world situation. I believe this is a fair request as this project has already started receiving funding and grants.

The renderings are absolutely beautiful and innovative - there's no doubt about that. However, without seeing a simulation on how these different configurations would handle current traffic loads is working backwards. Like starting a business, a well put together pro forma is an important piece inside a business plan. Traffic counts have been done, bus routes are in place, deliveries of supplies for neighboring businesses are active as we speak etc etc.. Lets take this data and maximize it to develop a traffic configuration that will improve what we currently have and not make it worse. Also, conceptual drawings/renders should be available from all angles of the Webster St/Central Intersection. Currently, we only see Central Ave looking East.

For the record, I am not opposing this project. In fact, I'm proud that the city that I love dearly is making the investment to better the community. I believe that my request for this type of study will contribute greatly in a positive way. As a business owner (Neptune's restaurant & Cookiebar Creamery) located in this intersection, 32-year, life long resident and homeowner in the West End, I am in this area everyday either for work or out walking with my wife and 2 kids. Safety is my number 1 priority and common sense is common sense. Please consider conducting a traffic simulator with these different proposals based on our current traffic loads and real world scenarios. I've heard multiple times that a traffic simulator is costly. I honestly believe that the cost is irrelevant given the magnitude of this project. Therefore, this type of study must be done in order to ensure this initiative will indeed improve the overall quality of life. Thank you.

Nope. Just do as much bike-friendly infrastructure as possible, please. I live on St. Charles between Central and San Antonio and commute to the ferry via bicycle every day. Would love to have a safe option as I remove a car from the daily commute in Alameda.

The protected two lane bikeway is the best possible option to ensure safety for pedestrian, bikers, and cars. I would love to bike more with my children if there were more protected bike lanes and rely less on my vehicle while on the island.

Yes. Consider not gaming the survey towards a pre-determined decision.

Looking at the photo for the 'sharrow' option, I can't see any lane markings. The effect, which I presume is intended, is that the 'sharrow' option looks like doing nothing, and makes it look like a non-option.

Bike Lane option looks good.

Existing Conditions are listed. Great. But leaving the existing conditions "as is" should be included as an Option.

No

No. Each study option should include traffic simulations.

A protected bikeway option is the only way to ensure safety and provide a facility that accommodates cyclists of all ages and abilities.

No, I like the two way protected option

1) ALL of the Class 2 bike lane options need to route the WB Central Avenue bike lane to the LEFT of the curbside RH turn lane for autos (and bikes) at Webster (Croll's/1400 Bat & Grill side). Asking straight-through cyclists to ride to the right of RH-turning autos is NOT best practices: the straight-through Class 2 lane should be adjacent to other through-traffic lanes. Removing parking on Central at that corner would help.

2) What happens to the current Central Avenue parking lot entrance to O'Reilly Auto Parts in the "Two Way Protected Bikeway Option"? I LIKE the transit island in this option but not the two-way cycle track. (FAR too much confusion at this intersection will result unless -- perhaps -- bikes have their own signals and phases, which will slow down auto traffic considerably.)

n/a

These seem sufficient

Take the minimum area out of the street for bikes. There are not that many bicycle users and it is a busy area. It is disastrous to continue to narrow streets to automobile traffic for non-existent bicycle users.

No.

Where is the safety analysis and comparison to standards? Who was the Professional Civil Engineer in responsible charge of these very detailed plans, as required by law? The public should not be placed in the position of evaluating safety without this input! There is no point in doing the other sections if Webster / Central cannot be done very safely. Where is an alternative that takes right of way to enlarge the intersection? (This could be in conjunction with redevelopment of the parcels on the south side of the intersection)

Yes. If you widen Central, more people will drive on Central instead of side streets. This may cause excess traffic in front of Encinal High and be more dangerous. Agree with person who asked for traffic study that our city has not done. The offered proposals may make safety worse!

For two-way protected bikeway, reduce the driveways at the floating bus island

I live very close to this Webster Street Area and for years have found it to be congested and unsafe for bicycling. The proposed solutions appear to be visually confusing to auto drivers and bicyclists both. I suggest making Taylor Street a bikeway. Protected bikeways are what we need, and limited on street parking to allow safer bicycling.

Webster Street Bike Lane Option: have the parked cars be the barrier for the bike lane. So curb, bike lane, parked cars, traffic cars both ways, parked cars, bike lane, curb.

- My wife and I prefer the the bike lane option at Webster street. Though it may loose a couple of parking spaces next to 1400 it makes the most sense from a traffic stand point with the left and right turn pockets west bound on Central and And the left hand turn pocket east bound. It also protects riders.

- The Two way protected bike-way has too big an impact on traffic here.

- Since Central: Webster to Eighth is still unresolved pending the Webster decision we would recommend the bike lane option with a modification that the bike lane go next to the curb as it approaches Eighth St where the right turn lane is now shown and be protected it with lane markers. This would give the buses and larger vehicles a greater turn radius as they turn on to Eighth st south. Currently buses tend to cheat wide left already and still have a hard time making the turn. Between Page and Eighth do not forget that people will want to turn into their driveways when going east bound on Central. I would put the turn lane back in and give the travel lane a little more space.

Also when striping in the bike lane use paint and not thermal plastic. I hate the bumps that the plastic cause. The bikes should not wear out the paint as fast as cars

do. In the barrier space thermal plastic makes sense.

Traffic calming and speed dampening methods are what the Central Freeway needs more than anything. Two-way bikeways are dangerous and should never be considered. Bike Lanes are okay.

Provide on street bike parking (specifically on Webster) to encourage more recreational/shopping cycling.

There seems to be a disconnect on the options. There is at least one other choice where the Webster St. and Central Ave. intersection remains the same with the addition of Sharrows. As Shoreline Dr. has now had an incident, and over the last 20+ years there has only been 2 bike car incidents at this intersection leaving the intersection alone does make sense. Santa Clara is a good cycling option. From the above choices the one that makes the most sense is Webster Street Sharrow Lane Marking Option. Is the City of Alameda trying to push traffic from the business district and the arterial road, Central Ave., to the City owned new development at the cost of the business district and small business? Parking must be preserved for the small businesses at the Webster St./Central Ave. intersection as noted in the Webster Street Sharrow Lane Marking Option.

I don't really understand this question. Are we supposed to vote on which option above we like the best? If so, I vote for the Webster Street Bike Lane Option. Also, I am concerned about all the cars that line up to turn right from Central Ave onto 8th St. At rush hour (which is now

almost any time of day) there are cars lined up to turn right all the way down Central from 8th to past Washington Park. How are you going to deal that intersection to keep bikers safe from all the cars turning right? This is why I like the Webster Street Bike Lane Option cars will only encounter bikers from one direction.

Yes, where will delivery trucks park to make deliveries. This needs to be looked into further...

The city should spend its money on maintaining the streets it has (filling potholes and repaving). Additionally, traffic already moves poorly across town. This will only make it worse.

First, there is nothing wrong with central right now. So my vote is not to change anything, other than perhaps adding sharrows in the slow lanes. Second, the Webster to Sherman stretch absolutely needs to stay two lanes each way. Any change to that is not acceptable given the current and clearly increasing traffic. Third, three lanes from Webster to Encinal High could work. But here, increasing traffic given development at Alameda Point need serious consideration. Again, there is nothing wrong with the way it is now. And there is no need to "fix" a problem that does not exist.

I have a strong preference for the bike lane option. I think it will be less expensive to implement and safer. If there are only short stretches of protected two lane bike lanes then those that take those lanes will have to cross traffic frequently.

Bikes should not be using this busy, confusing intersection. Bikes should, instead use trail from Crown Cove to Crown Drive or current Santa Clara bike and sharrow lanes. Path should be continued in some fashion from Crown Cove to Encinal High School. Money saved should then be used to maintain current bike routes, i.e. repair cracked or rutted pavement, keep trails pruned and clear of vegetation, purchase a small sweeper to keep trails free of debris, adjust traffic signals to make sure bikes have time to clear all intersections, and restripe and repaint current bike lanes, i.e. in front of Will C Wood School and at estuary end of Grand Street. Priority should be given to completing Sweeney Park Trail to Atlantic, extend trail on east side of Main Street, and making trail from Encinal High School to Ferry on west side safe, i.e. remove fence obstruction at W. Oransky that prevents drivers from seeing cyclists and pedestrians. Throwing all our money at one project IS NOT THE ANSWER.

Please do not repeat the same design that became the current Shoreline Drive.

I'm unsure how to choose an option, but I like the Two-way protected bikeway option.

You messed up Shoreline Drive and are attempting to do the same on Fernside Ave. Your changes create more potential problems and congestion. Do not make any changes to Webster St. Central is a very nice street already.

My preference would be to keep bikes on Santa Clara from Sherman to 5th Street, then bikes come down 5th Street to Central, then along the south side of Central to Paden, Encinal High, and to Main Street. This would allow auto traffic to continue to use the 4 lanes of Central as a

cross-island thoroughfare. My fear is that any of the proposals will bottleneck Central Ave. auto traffic, pushing that traffic up to Lincoln and Santa Clara. Increasing auto travel times on Central will not cause people to stop driving across the island; it will just cause them to take inefficient routes as substitutes.

Do you agree that the City should extend the two-way protected bikeway from Paden School to McKay Avenue, which is the Bay Trail section, instead of the current bike lane concept?

Responses

Yes: 68.6% 247 responses

No: 27.5% 99 responses

Unsure, need more information and analysis: 4.2% 15 responses

Comments: Answered - 142

Let's do everything we can to encourage folks to bike and walk on the West End

There are so many driveways along that stretch of road - people turning into and out of the shopping center on corner, apartment buildings, etc. It will be completely unsafe.

It seems that public funds would be better spent in creating a solution of the massive problem Alameda has of GETTING TRAFFIC ON AND OFF THE ISLAND. Perhaps when that issue is solved, you could worry about bike lanes.

This seems like it's the safest and best for our youngest community members AND our drivers (who aren't driving as bike safe as in big biking cities)

Yes, please do the protected bikeway option. This is the only way it is safe to bike around Alameda. I refuse to take my kids out on bikes and have them ride in the street. I have them ride on the sidewalk, which is not a great option but I want to stay out of the car as much as possible.

A protected bikeway on this section will allow bikers to avoid conflicts from double parked cars/delivery vans and the turning movements and rapid acceleration at 5th & Central. This also allows some extra space for students and others when walking to and from Paden. The narrow sidewalks get very crowded at times. The protected lanes will also make exiting Crown Drive and the apartment driveways safer by improving sightlines from driveways.

This is going to be a popular correspondence for bikes and pedestrians due to the schools and ferry access. The intersections are also busy for cars and better daylighting is needed to avoid accidents in the bike lane option.

This is by far the safest option. I can cycle with cars, but how can we expect youth to enjoy the Bay Trail if they are putting their lives at risk in order to do so.

Thank you for working on this. Is so important that we keep our kids on bikes safe. That HAS to be our top priority!

You need to improve access on and off the island before you start working on any major thoroughfares. Traffic getting to and leaving Alameda is atrocious, and the new stoplights at the end of Park Street did nothing but make that worse. My friends and I who have lived here for years don't even want GO to Park or Webster because of this, which I am sure impacts business. And you will not attract outside dollars to come into Alameda if it remains so difficult and time-consuming to do so.

The streets are narrow enough as it is. Don't make them worse for no reason. This same plan was done to Shoreline Dr and part of Fernside. Neither of which have much in the way of actual bike traffic. Shoreline is a mess because of it.

A bike path already exists along the water. That's a safer option as it is away from traffic

There should be no change to existing conditions. Traffic has increased and visibility has decreased.

Protected bike lanes are the only truly safe option! With so many schools and families riding bikes in the area, it is absolutely vital that we use best practice in regards to safety for bikers. Two way bike lanes with the protection they provide is a better long term solution to transportation on our island.

Leave Central street unchanged. It would be a traffic nightmare to install a bike lane. I live on Central Avenue between Ballena and McKay. It is a congested street with many cars stopping. There are delivery and moving vans as well. Leave Central Avenue alone. Ride your bike on Santa Clara. Lincoln. Otis. Shoreline. Leave Central Avenue Alone. The bike lane on Shoreline is a disaster. Most people ride on Otis and now avoid Shoreline because it is so bad.

Alameda needs a bike lane that goes from one end of the island to the other. The current switching from Central Ave to Santa Clara is annoying.

Your consideration should always be safety first for the cyclist and car driver.

My comments regarding Webster Street crossing apply here as well. The proposed bike lanes do not provide adequate protection from parked car doors. However the cycle track needs clear signage and signaling and markings for how to turn to/from Fifth Street.

Sharrows are useless and dangerous

Protected Bikeway all the way!

I think a one-lane bike lane is fine and still allows car parking on that side of the street. Please also consider continuing the one-lane bikeway on Central/Main St from Encinal HS through to the Ferry Terminal since there are so many bikers at commute times.

You did this on Shoreline and made the area less safe overall. Do not make the same mistake. I bike in the city and drive, best option is for the shared streets to be designed as listed: sidewalk, then parked cars, then bike lane, then vehicle lane. No "protected" lanes.

This is not Amsterdam. We do not have many bikes. We have a few walkers. We have many cars. Social Engineering alone Hippy Earth Mother guidelines is worse for more people than it is an improvement. Change without clear and predictable improvements is a bad idea. More Government action is less public freedom.

I like The two-way concept but it looks like it would eliminate the parking on that side of the street. I think we need that parking. (BTW, I am an avid bicyclist.)

Extending the 2-way bikelane makes a lot more sense; without it, cyclists would have to switch from northern side of Central to southern side of Central at 5th St (when biking towards Encinal); which is dangerous and confusing, especially for students.

(Thanks for seeking public input, Gayle!). We need more protection for our kids biking to school - 2-way protected is the closest to what is needed.

Why are you trying to change Alameda to one big bike lane? There are Senior citizen and others who DO NOT ride bikes. You certainly did a horrible change to Shoreline Dr.

I think the two-way protected bikeway is the safest option. I strongly approve of it.

Protected bike lanes should be implemented to make Alameda safer and more accessible for cyclists

Continue the protected bikeway through the dangerous Webster intersection.

My 2 children and I take the bay trail to get to Paden daily. Due to the traffic congestion we can't ride in the street. A protected bike path will definitely help make biking to school safe. The second thing that is needed is a turn lane into Paden's parking lot.

If the two way protected lane continues to main St, I think it should continue to Webster and beyond

Having a lane turn right across a bike lane, even if it's only during peak hours, is going to get someone killed rather quickly.

Thank you for bringing protected bike lanes so my kids can get to school safely (which also means one less car dropping off kids)

We're not going to make any progress on our climate change goals unless we provide a SAFE alternative for people to get out of their cars.

Yes! So dangerous right now near the school, and would help so much with traffic congestion from school and Crab Cove traffic.

Safety for students comes first. Provides a seamless, protected route from Southshore to

This cannot happen soon enough. Other cities with much more complicated traffic patterns figure out how to safely legitimize and encourage multiple transportation modalities. Let's do this!

We need safer routes to school and work. We need BART too!

Protected bike lanes are the safest option for kids on our family friendly island!

I'm answering yes, though I think any of the bike lane improvements would be welcome.

We need more parking on the west end, not less. This is going to cause much more traffic in the future by gutting lanes as well.

More bike Lanes = better

2-way bikeways cause serious safety issues at driveways and intersections, also inconvenient for cyclists going opposite direction who have to cross the street to get to the bikeway.

What is the current bike lane concept? But if it's a question of two way protected versus getting doored by parked cars and kids having to cross the street to get to the lane, then yes.

The west end is making too many changes without proper analysis of impact on the existing

Being an adult cyclist, the current design seems underprotected. A double lane will be more visible and much safer. This is a dangerous section and more safety is necessary.

2-way bikeways cause serious safety issues at driveways and intersections, also inconvenient for cyclists going opposite direction who have to cross the street to get to the bikeway.

More protected bike lanes all over Alameda will have less people in cars and more on bikes. A walkable city like Alameda should be less car friendly and more bike and pedestrian friendly!

Two way protected bike lanes lack protection at intersections (like driveways and other access points). Drivers taking a right turn will not see cyclists coming in other direction before pulling out. For example: https://www.youtube.com/watch?v=4k6-AI_X1qE

Yes! Make Central safer for all levels of cyclists.

But if we don't have the funds, would rather have the second option with the green visibility paint, than nothing. This is a very harrowing area to bike in currently, there's plenty of space to put the road on a diet and get some clarity on bike and car lanes. Thanks for considering multiple options! They're all great.

Messed up shoreline drive. Don't do that again!

This will encourage parents with young children to bike. It will also improve safety afterschool.

It will slow down traffic flow

Should extend at least to Washington Park.

Try a two way at night with headlights.

Make Alameda safe for bicycling!

Two way bikeways are never protected at intersections and very dangerous at the these intersections, especially when a bicyclist is riding against the normal flow of traffic.

Two way "protected" bike lanes are dangerous, and I don't understand why they're now trendy in America. In Copenhagen they are discouraged.

<http://www.copenhagenize.com/2014/06/explaining-bi-directional-cycle-track.html> The one recently installed in Columbus Ohio had VERY bad results, MANY more car-bike crashes.

Thanks for improving conditions for cyclists heading to the ferry and kids heading to school!

We need to make cross island booking as safe as possible. Only the protected bikeway accomplishes this.

The protected bike lane is the only truly safe option at this intersection. It is imperative to implement this solution if we truly want to promote cycling on Central, especially for kids going to school.

The traffic is bad enough in this area. taking away lanes means that traffic would be completely backed up behind buses. There should be a better way. I am a biker and love the bike lanes, but reducing this corridor to one lane of traffic each way is not the solution

The two-way bike option provides greater safety through separation.

I prefer the two way protected bike lane project, similar to Southshore Drive, which I think works very well.

We need protected lanes in this area if we want people to drive less.

I would like to see new street trees installed as a part of any project.

The added cost seems to much but a nice marked bike lane seems like a good Idea.

Bay Trail can use existing bike lane along shoreline and continue through Crown Park. The next best option is a one lane bike lane.

It looks like the two way protected bike lane includes a safe zone for bicyclists coming from the shore trail, which is a common bike route.

I think a 2-way protected extension here might make things more dangerous, given that the people exiting the apartment complexes will need to cross over them, partially block the lanes while looking for a turning opportunity, and also cross almost blind on entry if cars are parked

alongside the lanes. The bike lane option gives more visibility to drivers and signals to the cyclists that they need to be more on guard.

Personally, I think we should extend protected bike lanes all the way across town, but this is a start.

We need as many protected bikes lanes as possible

Worry about parked car doors causing issues for bike riders. However, humans should be capable of learning new habits. Protecting riders from moving cars is worth the re-education.

As stated above, we need to see a traffic simulator based on current traffic loads at different times of the day on different days of the week. Apply this data to these different configuration proposals to really get an idea on how it would look. Simply looking at renders of empty streets is not a effective way to approach such project. I dont want to make my decision based on what I think is the most attractive. Instead, I want the data and studies speak for themselves and I will then base my decision on that.

Protected bikeways are necessary because people drive and text all the time and it's dangerous out there on a bike.

Yes, the island has endured a general increase in vehicle speeds. We need infratructure and proper traffic engineering to slow cars down. I believe this project as a whole especially extending protected lanes will do this, making it easier for children to bike to school without fear and adults.

The simple inclusion of this question, and its framing, makes it clear that this is the pre-determined, desired response, regardless of what survey participants say.

I think having apartment driveways along that stretch makes it incredibly dangerous to add a protected bike lane. The other ones in town are all along stretches of road without driveways. It will be hard to see over the parked cars to turn in to a driveway, and cats exiting will nose into the lane in order to see. A protected two lane bike path, using a line of cars as protection, will a much more dangerous option

I like the Bike Lane option that connects to the bay trail

We absolutely need to start giving safe options for people who want to make climate change choices.

Paden gets a great deal of traffic in the morning when parents drop off their students.

It is a main route for cars. it will cause much more congestion on the streets..

Separated bikeways are always the best idea.

Your question involves Paden and McKay, neither of which are labeled on the two diagrams. The question also uses the term "current bike lane concept," a term not demonstrated by a diagram. Hence, more information is required.

It is critical to provide a protected facility to provide a safe bikeway to children, women and seniors who may not feel comfortable riding unprotected next to traffic in a bike lane

We need a protected bikeway for this critical corridor.

Why not steer bicycles over to Taylor Street where there is less traffic? A pedestrian signal is already in use at Taylor/Webster.

Cycle tracks are too dangerous on urban residential streets where driveways, side streets, and "complicated" auto traffic patterns exist. I strongly favor Class 2 lanes because cyclists are then leaving like other traffic and not going "the wrong way" at driveways and intersections. The large apartment building driveways, in particular, will be high-risk "intersections."

I don't think having to cross at 5th Ave. to get to the 2 way bikeway is a viable option. Terrible to say, but realistically kids will ride across that intersection on their bikes. I have a well trained (many bike education classes) middle schooler who I fear would do that on their way to EHS or Jr. Jets or Paden. More people are coming to live on this Island, let's separate the bikes from the cars to make all safe!

I find protected bikeways superior for bikers, drivers, and walkers.

Extending bike protected bike lanes is always a preferred solution to me. We need to make the streets safer for biking and more accessible to all.

The entire concept that if one makes it impossible for automobile traffic to navigate areas that people will, instead, ride bicycles is a flawed one. All you do is add to congestion. We've lived with this idea in Oakland and few use the paths at great expense to traffic mobility.

Two-way cycle track concept looks great!

If bicyclists would use the lanes as intended, I would be open to improvements, but many bicyclists ignore bike lanes and get in the way of motor vehicles. It also encourages the use of electric scooters, which are also a driving hazard. If we are to spend that kind of money, then the people who benefit most should have to contribute, perhaps by licensing anyone over 16 who rides a bike.

Class II bike lanes aren't safe enough, will just get blocked by double parkers making the situation worse.

It is not safe for bicyclists to commingle with automobiles on the street. If we cannot provide physical protection from autos (more than the standard bicycle lane), we need to allow all cyclists to ride their bikes on the sidewalks.

This needs to be addressed as this is a difficult to bike area.

My preference is separation of bicycle and automotive traffic. It's safer, and the only drawback is minor loss of parking and perhaps a lane. I would much rather prioritize and encourage bicycle traffic over automotive, esp. for intra-island traffic, such as going to Webster restaurants and stores.

No one has discussed or shown us a certified test of the pollution that may become airborne by digging up near where the base was. Shouldn't there be a full environmental investigation before we discuss possibilities? . What about the no change option? We cannot make an informed vote until we know all the facts.

It's safer on one side of the street :sunglasses:

The wo-way protected bikeway

Don't think we have enough information to know if it will help or make it worse. The current system works. Why fix something that isn't broken.

Having a short segment in which bicyclists need to cross over the street, and then cross back over (bike lane option) risks noncompliance, as many bicyclists will continue against the flow of traffic despite the intended path of travel

I live directly across from Paden, so I, along with my neighbors, will be directly affected by these new plans. Most of us do not have driveways and must park on the street. It is already challenging to pull into the street when there are a long line of cars heading down Central to drop off their kids at Paden, or Encinal. Either plan will make it more challenging. Having said this, I am in full support of either option, which ever keeps the kids on their bikes safe. Hopefully, these new bike lanes will encourage more kids to bike instead of drive!

Leave Central Unchanged. No bike lanes.

This benefits 1% of the city residents and disadvantages the rest. Making Central essentially a one lane street ignores things like school dropoffs and the preponderance of apartment buildings from Webster West. It also ignores the delivery trucks near Webster and Central blocking one lane, as well as the moving vans blocking a lane for the apartment residents.

Just do it!

see comments above

This would make me feel much more safe getting to school

Again, use parked cars as barrier for bike lane.

Protected bike lanes are necessary for the safety of people who ride bikes.

Considering the traffic Alameda is experiencing and how it will only increase, I strongly believe its time for Alameda to become proactive and consider the longterm advantages of a two-way extended bike lane. I own Westside Joes Bikes at 1000 Central Ave. Parents frequently express their concerns regarding the need for a safe bike route for their children attending Paden and Encinal High School. This year alone, I have personally repaired the bikes of several children who were hit by vehicles and sustained injuries riding to school on Central Ave. As a side note, I am eagerly awaiting the implementation of bicycle lanes from Sherman Street. to Webster Street. There are so many vehicles speeding along Central Ave, it's currently not a safe environment for anyone who wishes to ride their bicycle in the street.

Yes!!!!!! A thousand times yes!

The bike interest groups and "more housing" peeps have taken over the city. I have lived in the west-end for 25 years and my kids went to Paden. There are more cars parking on my block and more cars on the road than ever. You cannot take away parking on Central like you did on Shoreline! There are so many apartment buildings and homes that will be impacted. I went to the first planning meeting about this concept and realized the fix was in and the city/planning board doesn't care about what the neighborhood thinks, they care about the grant money and the special interest groups. I just hope sanity will prevail. The city is going to amend an ordinance for a pot store on Webster, they wave the parking requirements for new structures on Webster. The city doesn't care about West end families they just jam through their agenda and tell us it is for the good of the community. I can tell you this would never fly if we were considering something like this on Park St.

The two-way protected bikeway would make biking safer for children, significantly reducing the interaction with moving vehicles. It would also help calm the intersection, making it safer for everyone. Thank you for working on this stretch of Central -- current conditions are unsafe.

The above plan does go all the way to McKay but stops at Crown Harbor. You need to show it going to McKay with a cross walk there that would allow bike traffic to cross into it from the north side of Central

Long overdue, let go.

Please DO create the two way fully protected bikeway option! I live in the neighborhood. I work on the other side of the island off Park and I also work in the city and would love to safely bike to the ferry or to the bay trail. Thank you!

Two-way bike lanes are the safest option and most clear for all road users.

Dedicated bike lanes from Central & Sherman to the proposed protected bikeway then connecting to a dedicated bike path to the ferry terminal is preferred.

Lincoln Ave is wider and more suitable for bike lane. The traffic priority should be getting on and off the island rather than internal modifications. This idea is a poor use of city funds.

I know the principal of Paden School Drew Serratore and he strongly believes more families would bike to school if there was a safer way to get to school.

A two-way protected bikeway is the only way to offer real protection to cyclists from cars.

Leave the street alone. If kids need a safe place to ride their bikes to school, ride on the sidewalk.

It would increase commercial activity on Webster street and make Alameda a biking destination.

More bike lanes please!!! we need a safe way to get around especially with all the cars crowding our streets. Protect us

That looks like the safest route for bicycles and pedestrians (especially because parents sometimes let smaller kids ride bikes ON the sidewalk when protected bike lanes aren't available, which is dangerous for pedestrians). I think some people will be mad about losing a driving lane, but I feel like kids' safety getting to and from school is more important than, to be quite honest, a matter of convenience.

Put comments in the free response like "you want safe bike facilities that protect bikers of all abilities from automobiles!"

I want safe bike facilities that protect bikers of all abilities from automobiles

We are avid cyclists and vote for Webster Street Bike Lane Option and Paden School to McKay Avenue Bike Lane Option. Protected bike lanes do not teach bike traffic rules when cyclists are on normal roads.

Any time car traffic has to cross a protected bike lane it is very hazardous for the cyclists. Parked cars between the protected bike lane and the car traffic makes visibility very poor for the car. They may not see cyclists coming, especially children on small bikes. For cars to enter traffic they must pull forward into the bike lanes and stop before being able to gain visibility to merge. This interrupts bike traffic. Oakland installed protected bike lanes between the curb and parked cars along Telegraph. I have found this solution very dangerous and instead prefer to ride in the car lane so that cars can see me better. I love the bike lanes along shoreline because there is never any cross traffic.

Negatively impacts businesses in that corridor

I believe there should be separate bike lanes on each side of the road and convert Central Avenue to a 3-lane road (middle lane for turning), similar to the Webster Street bike lane option above.

Do not reduce the lanes of traffic and then (as customary fellow Alamedans) complain about it. Traffic slowing measures including silent speed bumps and additional stop lights will allow for

safe bike/car share lanes. A truck route/State highway/business district (requiring deliveries on the corner of Webster & Central)/main route of egress for the island's emergency evacuation/ that is a stone's throw from proposed medical respite center with a singular entry/exit street - I think not (the comparison to Broadway is not acceptable and why aren't the recommendations of the business community proposed AS PROMISED)!! Santa Clara with artery improvements from Washington Park to Crab Cove and access to schools from a full shore front bike lane is safer/saner for the common welfare of all citizens. Including the neighboring disabled facility and my complex housing hundreds of Seniors.

Have you ever driven in the area under different circumstances that arise on central. In concept sitting in a room making plan is great but not reality based. I have lived at central and Webster since 2006 and any changes you might recommend should be drafted by the people that live in the area not a concept coordinator in a room probably not even in Alameda. Do better. Conduct a workshop of people and businesses in the area on the impact of such a plan.

Reducing the driving lanes is truly crazy. Especially with the hundreds of new apartments/condos being built in violation of Measure A. It is against human nature and practical experience to believe people will take buses or bike when they need to shop or leave the city for locations that are not busable or bikable. Traffic will be horrible. Similar changes done to Shoreline Drive has made that beautiful road absolutely terrible. In addition, but bulbs installed along Webster Street has made is more difficult to get into the parking spaces that do still exist. For sure, we don't want any more of that.

Of the proposed plans, this one makes the most sense.

Especially not a 2-way bike lane! It is awful having bikers coming towards you & not staying on their side of the lane, like on South Shore path!

I like the "Paden School to McKay Avenue: Bike Lane Option" combined with "Webster Street Bike Lane Option". Also no stop light on central and 5th. It's a perfectly functioning 3-way stop.