

Please note that within the WABA business district, we value our customers that prefer bicycling for their form of transportation. However, on-street parking is a critical element in the preservation of local business.

The agenda item in question, 6a, 2020-7761, that parking be identified as the lowest priority suggests the business districts and the local businesses are a low priority. Particularly when we will be post Corona Virus time, business revenues will be down, to reduce street parking hits businesses even more.

To remove parking would be a large hit for small business in the area. Parking preservation should be noted as a priority not as a dismissed item.

## IRMA Glidden

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**From:** Linda Asbury <linda@westalamedabusiness.com>  
**Sent:** Tuesday, April 21, 2020 6:36 PM  
**To:** LARA WEISIGER  
**Subject:** Item 6a-2020-7761  
**Attachments:** April21Parkingcomments.docx

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Lara, please consider this is a public comment request for item 6-a from Linda Asbury, Executive Director, West Alameda Business Association. Thanks. Linda

Linda Asbury  
Executive Director  
West Alameda Business Association  
[linda@westalamedabusiness.com](mailto:linda@westalamedabusiness.com)  
510.523.5955

## IRMA Glidden

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**From:** vwguy@comcast.net  
**Sent:** Wednesday, April 22, 2020 6:25 PM  
**To:** City Clerk  
**Subject:** Agenda Item 6A

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Madam Mayor, Council members, and City Staff,

As commercial and residential property owners in Alameda we would like to express deep concerns of providing "vision" and/or "plan" language with in resolution item 6A, which may/will be utilized to eliminate on-street parking. The city utilized similar language of "vision", and/or "plan" to place the current plans being developed involving the arterial roads of Central Ave., and Webster St. and its intersection in development, at an approximate cost of 12 million dollars. The outcome of this language and idea may/will push traffic away from the business districts and towards the city owned developing property at the old Naval Air Station by lane reduction or on-street parking elimination on the arterial roads of Alameda without any serious development consideration as to removal of on-street parking and its affects on homeowners, businesses and the business districts is a large mistake.

During anytime the business community and property owners who have contributed investment dollars, tax dollars, sweat, blood, and tears seem to be being left out of consideration by the elimination of on-street parking without as much as a study as to what each parking spot lost equates to within a business district or on a residential street. Parking loss means loss to home values, loss to business, which means lost staff, and a loss of ROI. The return on investment is what Mom and Pops are counting on in their retirement, and from their real property investment. Presenting parking as the "lowest priority" denigrates the business districts, small business (which rely on local parking), and each and every real property owner. Hurting the financial position of property owners does not do anyone any good. You must protect on-street parking so residents, businesses and the business districts can survive long term.

In a business shut down like we have now, more than ever, on-street parking preservation needs to occur, and needs to be a high consideration. Having on-street parking saves business, saves lives, and saves cities.

N. Echeverri

## IRMA Glidden

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**From:** jlucey@peninsulaneighborhoods.com  
**Sent:** Wednesday, April 22, 2020 6:38 PM  
**To:** City Clerk  
**Subject:** Item 6A

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Madam Mayor, Council members, and City Staff,

As long time property owners in Alameda we are surprised that this item is before the Council at this time. The perspective of parking preservation for on-street parking remains the same as with the Webster St. and Central Ave. intersection. Within the business district on-street parking is a critical element in the preservation of local businesses. Resolution item 6A presents that on-street parking be noted as the lowest priority suggesting the business districts and the local businesses are a low priority. Business districts are critical to the City, the Residents, and Real Property Owners.

It would make a lot of sense for the City Council and its staff to openly discuss this topic with the City's business associations, local businesses, and Property Owners on an upcoming agenda. On-street parking preservation should be noted as a priority. Hurting the financial position of business, and property owners only denigrates the city. The Council must protect on-street parking so residents, businesses and the business districts can thrive. Lets preserve On-street parking for the future.

J. Lucey

## IRMA Glidden

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**From:** Jim Strehlow <jimhstrehlow@gmail.com>  
**Sent:** Wednesday, April 22, 2020 6:40 PM  
**To:** City Clerk  
**Subject:** item 6-a

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From Jim Strehlow, life-long resident.

Deaths and injuries are just statistics. **Accidents happen.** We need to drill down into fault factors. Was the pedestrian or bicyclist or driver distracted (e.g. cell phone) or both of them? Was the accident caused by poor lighting, fog, or dark clothing worn? Was either person "under the influence"?

Travel Lane Widths: **Narrower (10 foot) road lanes can lead to more** head-on collisions which would send crashed vehicles into striped bike lanes making bicycling **more dangerous** instead of less dangerous. Delivery trucks and moving vans on narrower streets create an even **more hazardous** passing situation. Needing 3 1/2 feet to clear a bike, a 6 1/2 foot wide average vehicle width means **zero inches** as vehicles pass each other on the roadway. HOW SAFE IS THAT on the streets?

Not all Alameda streets are straight. Streets that curve have to allow for a truck's "swept width" where a truck travels inside the curve or outside the curve of a roadway. Are you allowing for the AASHTO's swept width path recommendations?

The **Transportation Commission** was concerned about enforcement (Police understaffed), and policy versus guiding principles where the Commission argued **against** the details of 10 foot lane widths and using bollards ... since your policy should just be **general strategies**.

**There is no mention anywhere of Safety for the Evacuation of the Island. Narrowing lanes reduces the width of many streets necessary for the safe evacuation of the island in an emergency. For "convenience" of a VERY LIMITED FEW BICYCLISTS versus the "necessary safety" of a MAJORITY POPULATION in Alameda are misguided priorities.**

In the policy is: "Accepting these priorities necessarily de-prioritizes the preservation of on-street parking. Adoption of this resolution will result in less space in the public right-of-way for the short- and long-term storage of private vehicles." **Taking away parking spaces from businesses at a time when businesses need all the business that they can muster** is again the **wrong priority for this City**.

Thank you.

## IRMA Glidden

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**From:** Susannah Hufstader <susannah.hufstader@gmail.com>  
**Sent:** Wednesday, April 22, 2020 6:40 PM  
**To:** City Clerk  
**Subject:** Public comment for item 6-A

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**Pronunciation of my last name: Hufstader, rhymes with puff-ladder**

Mayor Ezzy Ashcraft and City Councilmembers,

My name is Susie Hufstader, and I am both a constituent and Advocacy Manager with Bike East Bay. I have already submitted comments to you via email, and I'd like to add a comment for the public meeting to repeat my thanks to our excellent staff team in transportation planning and public works for developing excellent standards for transportation safety in our city. As Mr. Thomas said, we have had an unfortunate sequence of tragic crashes on our streets in the past few months. The standards you are reviewing today are a first step in a more robust revamp of our standard designs that will take place during the process of the Vision Zero Action Plan and Active Transportation Plan. The standards ensure that new projects coming online during repaving and redevelopment will be as safe as possible, reducing traffic speeds and making our city safer for the most vulnerable road users. Thank you in advance for your support of street safety.