

## Central Avenue Comments from the Virtual Open House (February-March 2021)

Topic	Response	Response Date
<b>Schedule</b>		
	The sooner the better	2021-03-11 17:50:37
	Can you expedite this?	2021-02-12 01:40:13
	Get it done faster!	2021-02-11 19:24:02
	Looks long and drawn out but you probably knew that already and can't make it go any quicker.	2021-02-11 05:43:26
	More seriously, I will say that it's very unfortunate that at least one pedestrian has been killed on this stretch of road while these improvements have been under consideration. That's a very unfortunate sign of the priorities of American transportation planning and engineering practices overall.	
<b>Project Components</b>		
	I like the project!	2021-03-11 17:50:37
	Am I reading correctly that cars will be crossing into bike lanes between 8th and Sherman to street park? If so, why not keep the street/car parking next to traffic lane as it is between Main and 8th? Thanks for clarifying.	2021-03-08 15:08:59
	Creating lots of bike lanes which have minimal usage and will not convert result in residents switching from autos to bike. Furthermore, most of the changes so far along south shore, park avenue, and your other experiments serve only to add further congestion and traffic hazards for vehicle operators. You are wasting a lot of money. It does not make any difference if Alameda's share is small percentage of total dollars to access state and federal funds. Money that could be used for better purposes instead of wasted.	2021-02-25 01:26:03
	This looks great! Finally, Alameda is catching up with modern street design that allows for less of an emphasis on cars and encourages bike and pedestrian usage. In particular, I am excited about the inclusion of new roundabouts. Alameda would greatly benefit from them and their planned locations on central seem great.	2021-02-18 15:39:37
	I am really excited to see the proposed improvements for Central, all of which will make this stretch of road much safer for all road users. The protected cycle track in particular is far superior safety-wise to a bike lane next to car traffic.	2021-02-18 01:54:26
	There is a proposed AC bus stop right in front of 725 Central Ave which is an apartment building with a drive way that leads to the back parking area for the residents. I'm concerned having a bus stop on Central right in front of the building could create a hazard for the building residents leaving and entering the back parking lot. Also wouldn't it be more advantageous to have the bus stop on Webster where the shops and restaurants are? I don't think it's a good idea to put it right in front of a residential building. As a resident of the building I'm very concerned about this location.	2021-02-17 02:57:21
	I would like the bike path along the roundabouts to be more smooth. On central south of pacific two right turns are planned toward the right of the drawing. Those could easily be made straight to make it more comfortable for cyclists. The path along the intersection at third is very nice. At fourth, the bike path follows the curve right down ballena some then gets to cross and come back to central. Could that section be smoothed out so that it is more like the intersection at third? As a cyclists that frequently takes that route, those three intersections are very problematic. The roundabouts will be a huge improvement. Thank you.	2021-02-17 00:57:32
	Round abouts are not a safer cross section, look at rock ridge, even in smaller residential streets no one knows how to behave. Central doesn't have a lot of accidents and not a lot of riders on it ( there are better paths for bikes)	2021-02-16 04:42:29
	Although I am highly in favor of the roundabout proposal, as a neighborhood resident, I also highly object to closing off Sherman Street. Doing so will create a safety hazard for the area in an emergency evacuation. The ability to evacuate will already be greatly impacted by reducing the number of traffic lanes on Central Avenue.	2021-02-15 22:38:28
	This is a vitally important project for improving pedestrian and bicyclist safety, encouraging active transportation and achieving the City's traffic and sustainability goals.	2021-02-15 21:23:38

Topic	Response	Response Date
	I think putting bike lanes on Central Avenue is unnecessarily wasteful and disruptive to traffic. There are very nice bike lanes already on Santa Clara Avenue which is only two blocks off of Central and serves the same route. It is a nice mellow street to ride on and is underutilized in my opinion. There are also plenty of nice neighborhood streets to ride on to get across town.	2021-02-12 02:53:35
	Encinal and Central projects: Roundabout at Sherman St is needed. Current configuration is pedestrian hostile (4 signalized crossing just to cross one street) and confusing for motorists.	2021-02-11 19:24:02
	Encinal project: At Chestnut, it is critical for safety that there is a pedestrian signal in all four directions. Currently it is not, and I have personally witnessed near-misses as pedestrians cross Chestnut, as part of going to church or school or the cafes or the dance studio or the convenience store.	
	Encinal project: Could the lanes be reconfigured to have a parking-protected bike lane, instead? Currently the project proposes traditional bike lanes, which have "door zone" problems for people riding bicycles.	
	Generally looks amazing, but a couple areas of concern:	2021-02-11 14:19:57
	- some driveway gaps on 2-way bikeway, especially near 6th st, look too big. The lanes are also 11' in this section, so there's 3 extra ft that could be used to create more space for separation and narrow the barrier gaps.	
	- on the west end of the project, very concerned about the door zone bike lanes. Alameda already has some of the worst doorzone bike lanes in the East Bay, and these will be right up there, especially with only 7ft car storage lane. I think private vehicle storage should be cut from one side of the street like in other sections. Vast majority of houses have driveways and street view shows few people even storing their cars in the street.	
	- Every potential "entry"/conflict point to the 2-way bikeway should be analyzed for potential of vehicle entry, and median delineators/bollards added to mitigate. Many bikeway projects fail to account for this and the results are predictable.	
	Overall road diet looks useful. Broadway is a reasonable balance between thru traffic and other users. That said, Broadway only feels safe for pedestrians during the daylight. I would like to see Encinal and Central learn from that limitation and use bulb-outs and other features to help make pedestrian crossings more prominent, shorter, and safer.	2021-02-11 05:43:26
	For example, the rendering of Encinal at Park Ave shows the huge width of pavement. We cross there with our kids, sometimes in strollers or wagons, and it's very far across. The fact that the roadway is sloped adds more time to get off the sidewalk and into the roadway to cross. I am not seeing plans for the complete Encinal/Park Ave intersection, but I do hope that will get some width reduction to help pedestrians.	
	One more note from the Broadway road diet -- its center turn lane is an excessive use of space. Why not use turn-pockets instead on Encinal/Central?	
	My only question is: why are the bike lanes next to the traffic lanes? Given that there is a line of parked cars, wouldn't it be safer to place the bikes on the outside next to the sidewalk and have the parked cars serve as protection for the bike lane? This could also offer the benefit of reduced likelihood of "dooring" since the driver's side door opens toward traffic.	2021-02-11 02:53:29
<b>Expected Project Impacts</b>	Eliminating 112 parking spots is quite significant. How is this being mitigated? Can a parking structure or lots be build somewhere to off set this loss?	2021-03-11 16:35:42
	All good	2021-03-11 17:50:37
	More of the same messes you have already created on Alameda streets.	2021-02-25 01:26:03
	Allocating any road space for vehicle storage is inequitable and an unconscionable vehicle subsidy. Everyone can use roads by riding a bus or bike. Only a privileged few can use street parking. So why do we provide it for free?	2021-02-16 07:56:24
	Sherman's blocking will extend traffic idling from the Gold Coast neighborhood to leave island and with no other signaled intersections from Gold Coast toward Webster tube the traffic on the smaller residential streets is going to increase. At least the option to have a right turn at Sherman/central provided fir some remedy to address some of the traffic.	2021-02-16 04:42:29
	The Sherman/Central/Encinal roundabout shows a cul de sac that does not leave proper room for cars to turn around.	2021-02-16 01:56:44
	Cars trying to turn around would be shining headlights into two of the living rooms in the apartment complex on the northwest corner.	
	It also shows cars heading in one direction on both sides of the street, do we go down the street in reverse?	

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	We are a landlord, with 4 units for rent on Fifth and Taylor, near Central and Fourth. With the loss of over 100 on-street parking spaces as part of the Central Avenue redesign, we expect this to make on-street parking more difficult for the entire neighborhood. Is there anything we can do, as landlords, to incentivize tenants to reduce the number of automobiles they use? For example, could we prioritize prospective tenants who have fewer cars, or could we increase the rent amount for tenants who want to bring extra cars to the neighborhood?	2021-02-15 22:59:55
	The neighborhood has extremely few routes for egress. In the case of evacuation, the streets will become quickly gridlocked. If the intent is to slow down or reduce traffic, that could be more safely accomplished with speed bumps and/or a 4-way stop sign at the Sherman/San Antonio intersection.	2021-02-15 22:38:28
	We are very concerned about the closing of Sherman and putting in so many roundabouts. That area is a main route my family takes everyday and we add a significant amount of time and distance for our drive between our home and the West End of town.	2021-02-15 05:28:01
	Making Encinal and Central finally safe to ride will finally allow for a viable biking alternative to schools (as well as the Park St and Webster St business districts), which will mean at least one fewer car (in family's case). Placing a roundabout at Sherman St will remove a pedestrian-hostile barrier that makes it difficult to access the Mastick Senior Center and the bus stops on Santa Clara.	2021-02-11 19:24:02
	My daily drive to daycare and office takes me down this entire stretch of Encinal and Central. There is rarely enough auto traffic to fill both lanes. I do not see this making an meaningful difference in travel time. New pavement will make the drive easier, as there is a section where I switch lanes to avoid rough road. I would like to switch to an e-bike in the future for this commute, and would very much appreciate being able to ride safely along this route with a kid.	2021-02-11 05:43:26

### **Other Questions or Concerns**

	Would like to be able to zoom into the plans, to small to read on a laptop.	2021-03-11 17:50:37
	As cycling ridership increases, so will collisions. Stating that collisions will decrease is rather disingenuous. Has anyone thought through the impact vehicle drop off and pick up to Paden School will affect this plan? Seems like a more thorough analysis is needed on that front.	2021-03-11 16:35:42
	I hope that intersections with lights can be given proactive bike signals. This I think was planned for the bike path at Webster and Atlantic but seems to have disappeared for some reason. Optimizing for bikes not needing to stop at intersections should be a priority! Also, I hope that a more pedestrian and biking focused lights and if possible roundabout at Central and Webster will be added. I did not see plans for this. Central and Webster has an absurd left turn priority in its light pattern often causing pedestrians to have to stand there for long periods of time while left turn signals are on and no cars are turning.	2021-02-18 15:39:37
	Four lanes is absurdly unsafe, so thanks for that at least. I'm looking forward to biking Encinal.	2021-02-16 07:56:24
	Confusing geometry at Pacific and Ballena intersections should be reconsidered. Interrupting two way bike lanes with bus stops is quite dangerous and major potential for traffic backing up behind busses. Reduction of parking in an area with many multiple unit areas is a hardship for residents	2021-02-16 04:42:29
	Why is there a Sherman/Central/Encinal roundabout if you are not going to do the roundabout this time?	2021-02-16 01:56:44
	Will this get approved the way it is for the future roundabout on the April 20, 2021 meeting?	
	As a pedestrian and cyclist I currently try to avoid both Central and Encinal because of the fast auto speeds and difficulty in crossing the overly-wide streets with few marked crosswalks. Both of these projects have the potential to make me feel safer and open up more of the City to biking. As a parent, these projects will make Central and Encinal places where I would feel safe walking or biking with my child. As a driver, I recognize that Alameda cannot meet the challenge of expected future growth and traffic without decreasing our reliance on private automobiles. Making the City safer for people walking and biking is instrumental in getting people, including me, out of our cars.	2021-02-15 21:23:38

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	<p>Closing off Sherman going south is going to cause traffic to reroute to Morton and/or Paru St which go by Franklin School and Franklin Park endangering the kids crossing the streets at those intersections. Sherman was built fairly recently as a thoroughfare when Marina Village was constructed. With the addition of Jean Sweeney Park it is even more important to keep the street as a thoroughfare. The 4 minutes that will be saved with a roundabout vs the signals in emissions will be added on with the increased time it takes to get to your destination. I live at the bottom of Paru and from the intersection of Central and Sherman there is one stop sign at San Antonio. Sherman is not parallel to Paru and is at a diagonal which shortens the distance. If I go on to Paru which I will do (not Grand St) it will take longer and I will encounter 3 stop signs which will void all the emission savings that you are trying to create. Please take a look at the map and see how many houses (cars) Sherman is currently feeding. Your traffic study shows somewhere in the range of 800 cars going south. Where do you think that they will reroute to and how many minutes will that add up to?</p>	2021-02-15 00:24:52
	<p>I'm worried about loss of parking on Central Avenue. There are other, calmer streets that are already set up for bike use. Please do not destroy Central Avenue by turning it into a bike street. Thousands of housing units are being added to the island and you keep removing parking and taking 2 lane streets and turning them into one way streets. I see this as a huge problem. Getting rid of places for cars to be won't make it so people get rid of their cars.</p>	2021-02-13 21:54:58
	<p>Love it -- my only concern is how long it's taking! Looking forward to it! ;-)            Central from 8th to 9th really needs a 2-way protected bike path, on the lagoon side of the street. Why? Because when bicycling on San Antonio towards Webster St (ending with a right turn at 9th St to get to Central Ave), it's not realistic to cross Central Ave to get to the other side of the street (towards Webster), then to make a left turn at 8th St if you want to go to Washington Park / Crab Cove / Crown Memorial Beach. So currently people ride on the sidewalk, which is a conflicting use with pedestrians.</p>	2021-02-12 01:40:13
	<p>Central from 8th to 9th really needs a 2-way protected bike path, on the lagoon side of the street. Why? Because when bicycling on San Antonio towards Webster St (ending with a right turn at 9th St to get to Central Ave), it's not realistic to cross Central Ave to get to the other side of the street (towards Webster), then to make a left turn at 8th St if you want to go to Washington Park / Crab Cove / Crown Memorial Beach. So currently people ride on the sidewalk, which is a conflicting use with pedestrians.</p> <p>Please design this road for the vehicles, bikes, and pedestrians that will use it the majority of the time. Semi trucks look very infrequent, so there's little need to overbuild just for their needs. The other day I saw two portable buildings being carried down Encinal on semi trucks, one after the other, with a "wide load" signage truck following along like a cowboy. I mention this story because they decided to drive down the exact middle of Encinal. There appeared to be more than enough space for them to stay on one side of the road, but for whatever reason they went down the middle and forced everyone else to go to the outer lanes. It was fine. Everyone was going slowly. Take this as an example of how infrequent loads will commandeer the road as they see fit and so there's no need to set aside a 12' wide center lane just for them 24 hours a day, 7 days a week. That will just be a detriment to all the other users.</p>	2021-02-11 19:24:02
	<p>Thrilled to see this project. This is the type of thing that can help Alameda become a place where families, commuters and pedestrians can take advantage of our amazing Bay Area weather and spend more time outside. Thanks for doing this!</p>	2021-02-11 05:43:26
		2021-02-11 02:53:29

**Participation in Virtual Open House**

The project location board was clicked on 1,221 times, and the Roll Plot drawings were clicked on 1,105 times.  
The below chart shows which days had the most "snaps" or clicks within the Virtual Open House portal.

