

**From:** [Aimee Barnes](#)  
**To:** [Lara Weisiger](#)  
**Subject:** Re: [EXTERNAL] Written comments for 7/6 City Council meeting  
**Date:** Tuesday, July 6, 2021 10:15:19 AM

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Thank you Laura. I mixed up the names of Longfellow and Woodstock Park in my original message but I've fixed it below. Please use this amended version. Thank you again!

Aimee

On Jul 6, 2021, at 6:09 AM, Lara Weisiger <lweisiger@alamedaca.gov> wrote:

Hi Aimee,  
Your email will be included in the meeting record.  
Respectfully,  
Lara

Lara Weisiger, City Clerk  
City of Alameda

**From:** Aimee Barnes [mailto:aekbarnes@gmail.com]  
**Sent:** Monday, July 5, 2021 5:01 PM  
**To:** City Clerk <CLERK@alamedaca.gov>  
**Cc:** Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>; Erin Smith <ESmith@alamedaca.gov>; Nishant Joshi <njoshi@alamedaca.gov>; Eric Levitt <elevitt@alamedaca.gov>; Andrew Thomas <athomas@alamedaca.gov>; Jakub Zielkiewicz <kubusz@gmail.com>; Emily Capello <emily.capello@gmail.com>; Scott Dietrich <csdietrich@gmail.com>; Susan Serventi <susanserventi@sbcglobal.net>; Neil And Forest <bootsdadz@gmail.com>; d.dasari <dasari@gmail.com>; Wendy Baty <wendymbaty@gmail.com>; Rose Rose <rommims@gmail.com>; Sally Gimbert <sjgcarter@gmail.com>  
**Subject:** [EXTERNAL] Written comments for 7/6 City Council meeting

Please see my written comments below for tomorrow's 7/6 City Council meeting; please enter these into the official record. Thank you.

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Honorable Mayor Ashcraft and Council Members:

I was heartbroken to see another completely avoidable pedestrian fatality at the intersection of Walnut and Lincoln recently. This intersection has a longstanding problematic history and it is so frustrating that it has taken loss of life for the City

to prioritize addressing intersections in the past.

A similar issue exists at the intersection near our home, Fifth Street and Haight Avenue. Since 2019 I have repeatedly requested traffic calming measures, including a 4-way stop, roundabout, zebra striped crosswalk, etc. at the intersection of Haight Avenue and Fifth Street. Last week, a collision where both cars were totaled forced a car at high speeds into someone's home on the corner of Fifth and Haight, causing significant property damage, and evacuating residents from their homes while PG&E responded to a resulting gas leak. Previous serious collisions have occurred including one in November 2019 requiring the police and fire departments to be deployed. I attach pictures from past accidents which I would like submitted alongside these written comments for the record.

In November 2019 I emailed former Director Liam Garland requesting that this intersection be addressed, and also opened a ticket on SeeClickFix. Over a dozen neighbors co-signed this letter and multiple additional SeeClickFix requests for an all-way stop for the intersection were made. I emailed Liam once a month (Dec '19, Jan '20, Feb '20, Mar '20) and offered to host a neighborhood meeting at our house. Without notice, we were sent an automatic email through SeeClickFix in March 2020 that the ticket we had opened was closed. We did not hear back from Mr. Garland until a month later after I ran into him in person at the Cross Alameda Trail grand opening, with a vague email saying that there were "a ton of these traffic calming requests all over Alameda" and re-sharing the generic "case closure" note from SeeClickFix.

Given its location, the intersection at Fifth and Haight poses a particular risk for children, and I fear it is only a matter of time before an accident involving a child occurs here. Longfellow Park is a block away and Woodstock Park, Nea Community Learning Center, Paden Elementary, and the Academy of Alameda are all nearby and children going to and from these parks and schools use the intersection frequently. ARPD uses Fifth Street and crosses this intersection to walk kids from Paden to Longfellow Park. In the mornings during the school year, the intersection is full of kids walking, scooting, or biking to school - often on their own, without parent supervision. In the past, we crossed this intersection multiple times a week to get to Longfellow Park, and have had a number of close calls with people driving too fast, not paying attention, driving recklessly, etc.

Fifth Street has also increasingly become a thoroughfare for people wanting to speed between Lincoln and Central Avenues, especially with commutes returning to normal and people hurrying to catch the morning Ferry, and more and more people going out onto Alameda Point for work, live and play. Because there is no stop sign at the Fifth/Haight intersection, cars that hit the green light at Lincoln and Fifth can pick up significant speed before they have to stop at the intersection of Fifth/Santa Clara. With the road diet coming to Central, more drivers will be looking for ways to bypass Central to get on with where they want to go. This means a further uptick of traffic on Fifth St.

In addition, some people have used the stretch of Fifth between Central and Lincoln to drag race and otherwise drive dangerously. The intersection of Fifth and Santa Clara is often used by drivers doing donuts - often late at night. A four

way stop or roundabout would force speeders to slow down, making Fifth Street safer overall – not just at the intersection itself.

I suspect that, based on past traffic studies, the intersection has in the past not met the state warrants for a four way stop: 1) 5 or more accidents in the past year and 2) vehicle volumes. While past studies (which are likely well out of date!) may not have found the numbers justifying a four way stop or roundabout, community experience says otherwise. In addition, as outlined above, there are many reasons to believe that the number of accidents and vehicle volumes are growing and will continue to rise. Must we wait until a fatality like the one at Walnut and Lincoln until our concerns are taken seriously?

Finally, I would add that in addition to the state warrants above, other criteria the state says are to be considered include the following: "The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes" and "An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection." Both of these clearly apply to the Fifth/Haight intersection, and if we truly wish to make Alameda more friendly to walking and cycling, then something must be done to calm driver's attitudes when they come down Fifth.

Please do not delay further - install a 4-way stop, roundabout, and/or other traffic calming measures before someone is seriously injured or killed at this intersection.

Sincerely,

Aimee Barnes

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<image002.jpg>

<image003.jpg>

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