

Report: Central Avenue Complete Street Project (“Central Project”)- Community Workshop #2 -
Date: Thursday, June 4; Time: 6:30 pm

Dear Crown Harbor Board,

I attended the subject Workshop. Key points of the meeting:

1. The meeting was attended by at least 100 people. Crown Harbor was well represented, 20+ attendees.
2. City presented equivalent information as was presented at last week’s Transportation Commission meeting. See my report below and on line info:
(<http://www.crownharbor.org/central.html>)
3. The City presentations clarified a couple of points:
 - a. The Central Project includes 200+ entrances/exits from Central Ave, like for example Crown Harbor. The City stated that they “could **not** model the impact of private driveways” in their planning.
 - b. The City acknowledged that with the road diet, the traffic delays and congestion at Webster and Central will be very substantial.
4. Elizabeth Phipps set the tone for the meeting. Early in the City presentations, Elizabeth asked why the City had not considered alternative streets, e.g. Pacific, Lincoln, and Santa Clara. Her question was greeted by a thunderous applause. The City response was equivalent to a “no response.”
5. The attendees were located at ~15 round tables. After the City presentation, each table formed a work group to evaluate the City’s proposal. At the end of the meeting, each work group made a short presentation to the audience.
6. My workgroup: We agreed on the following points:
 - a. Parking on Central is very important, especially parking for commercial purposes.
 - b. Parking design should consider some ADA parking spots. ADA parking specifications require an 8’ width. All of the Central Project design options are a 7’ width. (In the Shoreline project, they forgot about ADA requirements, so after the fact the City designated some ADA parking on side streets.)
 - c. The safety and traffic congestion impact of the 1000s of Central Ave residents entering Central Ave must be evaluated. (e.g., Crown Harbor). A way to enhance the safety as such entrances is to not allow parking for 20’ on both sides of entrance (This is a traffic standard). Of course, considering there are 200+ entrances, the 20’ standard would significantly reduce available parking.
 - d. Central Ave is a Truck/Transit road. Our work group did not believe the impact of this type of traffic on a road diet for Central Ave. had been properly studied. Study should include the impact of UPS/Fed-Ex, etc. delivery trucks.
 - e. The growth in the Ferry and Alameda Point traffic will increase the traffic on Central. Our work group did not believe the impact of this type of traffic on a road diet for Central Ave. had been properly studied.
 - f. The City should evaluate other street options (e.g. Lincoln, Pacific, Santa Clara) before proceeding with the Central Project.
 - g. The City should study the results of the Shoreline road diet for some period of time before proceeding with another project. (There were many comments from the audience reflecting disappointment with the Shoreline road diet.)

7. Burny Mathews' work group.
 - a. Burny made a terrific presentation.
 - b. He noted the limitations in the City's traffic analysis and interpretation of the speeding statistics, as an ex-Police Chief could do.
8. Shoreline work group. The majority of this group lived on Shoreline. Some comments:
 - a. The parking width is so narrow that moving vehicles crash into the vehicle doors of the parked vehicles on the driver's side and bikes run into car doors of the parked vehicles on the non-driver's side.
 - b. Great concern about emergency response access.
 - c. Their motto for the Central Project: "Don't Shoreline it."
9. The City Assistant Manager encouraged the audience to actively participate since "nothing was in stone." However, the City participants gave no indication they would consider other options besides the location of the bike lane on the street.
10. The City's next public event will be Community Workshop #3, September 17, when the City will present to the public their recommendation for the Central Project.
11. Next Steps: Board to arrange for a member of the City Council (e.g., Frank Matarrese), or the Transportation Commission (e.g., Jesus Vargas) to discuss the Central Project.

Don Gibson
6/5/2015