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**Subject:** Euclid Ave/Court: Proposal to change from eastbound to westbound  
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April 25, 2018

### **Comments on proposal to change Euclid Avenue/Court from one-way eastbound to one-way westbound**

I'm sending these comments to the City, School and BRT officials for the area involved.

In my opinion, changing Euclid Avenue/Court from one-way Eastbound to one-way Westbound would have negative effects on parking for East 14<sup>th</sup> Street businesses; parent/student access to Washington Elementary; AT&T service vehicle traffic; and traffic on neighboring streets such as Georgia Way and Cherrywood/Lafayette.

East 14<sup>th</sup> is losing several parking spaces near Euclid Avenue due to the BRT stations. Most E.14<sup>th</sup> businesses do not have offstreet parking. The existing 2-hour spaces on Euclid adjacent to E.14<sup>th</sup> are heavily used by customers of these businesses. However, if Euclid became one-way westbound, it would be extremely difficult for customers to reach those parking spaces (they would have to drive down E.14<sup>th</sup> to Dutton, down Dutton to Euclid Court, and then drive the entire length of Euclid Court and Avenue). This double reduction of easy parking access (BRT stations and Euclid reversal) will drive business customers away. It's also likely that some business customers who need parking for "just a minute" (to pick up a Bluebird pizza-to-go, or pay their MetroPCS bill, etc.) will double-park in the BRT station instead of driving around the block, causing BRT service disruptions. Maintaining easy access to the 2-hour parking spaces on Euclid adjacent to E.14<sup>th</sup> is vital. Also note, these Euclid 2-hour parking spaces are adjacent to the sides of E.14<sup>th</sup> businesses (Bluebird Pizza and the rear storage area of Gaitan Upholstery on the north and the AT&T service vehicle parking on the south), so customers parking in these Euclid spaces do not reduce residential parking further down Euclid.

Eastbound Euclid is the easiest access route to Washington Elementary for residents of Trustee Area 1 (west of E.14<sup>th</sup>), and will be even better with the new signal at Euclid and E.14<sup>th</sup>. (Even though Washington is in Trustee Area 2, it draws students from both Areas.) Other school access routes from the west are less desirable: Georgia Way is a dead-end street, so every additional car has to drive the entire street twice, and Sunnyside leads into the massive schooltime congestion on Breed. The continued role of Euclid as the main access to Washington from the west should be assisted by adding a dedicated drop-off area on Euclid Avenue. Adding a sidewalk on the east side of Euclid Court does not make sense since it's on the wrong side of cars (the driver's side, not the passenger's side). Speed bumps would make Euclid safer for schoolchildren.

Several months ago, a prohibition on left turns from Euclid Court onto Dutton was instituted during school hours. This reduces short-cutting by commuters heading to Interstate 580, but does not impair Area 1 parents turning right to head back home after student dropoff/pickup. So this left-turn prohibition should be continued (and speed bumps would further reduce short-

cutting). Area 1 parents who want to drop off their children and then continue to 580, should take Dutton instead of Euclid, and drop their students by the crossing guard at Dutton and Maple Court.

Switching Euclid to be one-way westbound would actually increase cut-through traffic on Euclid. Currently, westbound Dutton traffic backs up from E.14<sup>th</sup> to Euclid Court (and beyond), because vehicles waiting to turn left (southbound) from Dutton to E.14<sup>th</sup> block vehicles trying to continue ahead onto Best, or turn right (northbound) onto E.14<sup>th</sup>. If Euclid is switched to westbound, vehicles will cut over onto Euclid to avoid the Dutton backup, particularly with the new signal at Euclid and E.14<sup>th</sup>, significantly increasing speeding traffic on Euclid. Vehicles continuing west (towards San Leandro Blvd.) will go onto Cherrywood and then turn left on Lafayette to Best. The intersection of Lafayette and Best is tricky, and increased traffic on Lafayette is likely to increase the number of collisions at that intersection. Vehicles turning right (northbound) onto E.14<sup>th</sup> will mainly choose Euclid over Dutton. There's no good way to reduce this cut-through traffic if Euclid is switched to westbound; while as discussed above, it's easy to reduce eastbound cut-through traffic on Euclid by prohibiting left turns from Euclid Court onto Dutton.

Currently, AT&T service vehicles enter their fenced and gated parking lot from Euclid, but they only travel on the "business" portion of Euclid, not the "residential/school" portion. They exit the AT&T lot onto E.14<sup>th</sup>. If Euclid is changed to westbound, then the entering service vehicles will need to travel the entire "residential/school" portion of Euclid, which does not seem to be an improvement. This can't be fixed by asking AT&T to reverse the flow of their parking lot, so the service vehicles enter from E.14<sup>th</sup>. In that case, while the service vehicles are waiting for the gate to open, they will block the E.14<sup>th</sup> sidewalk, BRT bus access to the immediately adjacent BRT stop, or both; again, not an improvement.

Euclid is not the only street to get eastbound cut-through traffic trying to avoid Dutton; Georgia Way gets that traffic too. (People simply don't pay attention to the large DEAD END signs that indicate cut-through is impossible on Georgia Way.) Once these cut-through drivers realize they're on a deadend street, they speed up to the end, turn around, and speed back to E.14<sup>th</sup>; and they're speeding a lot faster on Georgia Way than they speed on Euclid. Switching Euclid to westbound will increase the number of eastbound cut-through attempts on Georgia Way. That's not an improvement for Georgia Way residents, and as discussed above, it will simply change Euclid from eastbound cut-through to westbound cut-through.

I would be happy to discuss this further with any of you by email or phone, or at a neighborhood meeting.

Regards,

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