

Draft Active Transportation Plan:

Comments from Workshops/Commission Meetings/Presentations in October

Virtual Open House, 10/05/22

Questions/Comments from Meeting (and the chat)

- Alameda has a number of sidewalk gaps (Tilden Way, Main Street, Grand Street, for example). The plan mentions these in a general sense but, as far as I can tell, does not map them, enumerate them or outline a plan to fill them. Could it do so?
- Many Alameda intersections have four or more legal crosswalks, but many of them (or all of them) are unmarked. Could the plan make marking all legal crosswalks a design standard, or at least encourage it?
- How does a "neighborhood greenway" differ from a "bike route" other than a green paint on the street? What is class iii vs class ii?
- Will vehicular through-traffic be allowed on Neighborhood Greenways?
- Participant feels peds/cyclists wearing dark clothing and should be educated. Feels this Plan vision is forced on others because not many people are in attendance compared to the population of Alameda. Lives on street recommended to be Neighborhood Greenway and doesn't understand why because there "aren't many accidents."
- Lives on neighborhood connector street and traffic on street is fast. Street is not proposed as Neighborhood Greenway; will other traffic calming treatments be considered?
- Participant recommends targeted education to show people how to get to low-stress routes.
- How to make High St safer?
- Class II and Class III differences?
- Will vehicular through-traffic be allowed on Neighborhood Greenways?
- Most speeds are at 25mph but in reality people drive up to 40mph. How will Neighborhood Greenways address this?
- Narrowing Central Ave to single lane of traffic each way: is that still planned?
- 9th Street and other streets cross major streets and crossing them at night is scary. This will require a lot of attention to mitigate traffic.
- Did you do any surveys questions on if people were willing to have less parking for pedestrian improvements? Or bike improvements? That seems to be quite the sticking point with some.
- Dissuade single-occupancy cars and remove slow streets – what is the benefit to walkers/bikers and what message we are sending? Participant lives on slow street and sees it as a major amenity.
- Is this Plan a state requirement like GP Housing Element?
- If you don't implement Housing Element, there are legal ramifications. Council rejection of Grand St (which is in Plan) begs the question- will in the future there be legal ramifications for not implementing ATPs?

- Plan for delivery vehicles? Number seems to be increasing on some streets. Plan for double-parking?
- Right now, most streets in Alameda are at 25 MPH but in reality, the actual traffic speeds are ranging closer to 35-40MPH. How will a difference of 5MPH be meaningfully enforced if we are trying to create a comfortable non-car scenario on neighborhood greenways?
- What exactly changes to turn a slow street into a greenway? serious traffic calming?
- When we say we are trying to dissuade single occupancy cars, and then remove slow streets...what is the benefit to walkers and bikers and most importantly, what message does this send? I live on a slow street and view this as a major amenity.
- Does the city have any plans to enforce no parking cars in the buffered bike lanes? People park in them daily near schools such as on Auginbaugh causing bikers to have to go into the traffic lanes
- I am confused. Gibbons Drive is LOVED by many visitors from other cities and other states. Making Gibbons Drive a "we discourage through traffic" will make outsiders HATE Alameda Government for taking away from their lovely visit to Alameda.
- On the Lincoln bicycle street, the plans show a connection to Pacific via Park. Are there plans to make it a low stress/easy connection? Right now it's quite difficult to cross Park on Lincoln and get to Pacific.
- Every plan promoting carbon friendly methods of transit will come with a compromise at the cost of drivers. Does Alameda have a sense for the compromises residents are willing to make?
- Any plans for custom signage for neighborhood green ways to better designate those streets?

Planning Board, 10/10/22

- Public Comment
 - Cyndy Johnson:
 - Would like more concrete, specific performance measures.
 - Mode shift goals – Transportation Choices Plan is 5 years old and didn't call out active transportation. Also, shouldn't just be commute focused.
 - Minneapolis – 33% bike mode share by 2030!
 - Show current and future targets
 - Make things measurable, if can't be measured currently.

Commission on Persons with Disabilities, 10/12/22

- Public Comment
 - Karen Miller:
 - Grand St – neighbor of the area. Accessible parking areas limited in proposed plan. Blocks are long. Parking is being taken away. Urge you to look at plan. ADA spaces are around corner on side streets.
 - This plan will do this elsewhere, including top part of Grand St.
 - Unconscionable when looking at from perspective of disabilities.
 - Active Transportation Plan is not for people with disabilities.
 - Not a viable plan.
 - Grand is great for pedestrians
 - Bike lanes are wide as they are.

- Plan Survey – 31% said traffic was biggest concern. Only 7% said bike safety was a concern. Renters not accurately represented.
- Carol Gottstein
 - This Plan destroys visit-ability of homes on Grand St, and others.
 - Supports Karen Miller.
 - Hit by car 25 years ago – spine surgery. Needs shortest distance from front door to car. Can't bike.
 - Grand St – important to work on what neighbors need.
 - Wants to hear directly from ADA consultant for Grand St.
 - Bikes aren't best solution for everyone.
 - Surveys are online – not everyone can do this.
 - Low Stress is only for those in the bike lane – high stress for peds, people pushing walkers.
 - Confusion as to where each mode belongs, and how interface with people using mobility scooters.
 - Exhibit B of May City Council talks about public outreach for ADA Transition Plan. Has this been done? Hasn't seen it.
- Commissioners
 - Amanda Bugge:
 - How was the network developed? How were streets chosen?
 - Katy Beehler
 - Rolling: Wheelchair users. How do they use streets? Pedestrian area (sidewalk) or bike lanes? And what about when crossing the pathways.
 - Crossings at Grand, others – not many stop signs. Can be a hazard. Was that considered?
 - Chair Allison Mullings
 - Nearby parking for Grand. And Accessible parking.
 - What are city requirements for parking?
 - Jane Schmitz
 - Concern around wheelchairs and mobility scooters on sidewalks. They can't use the sidewalks. Can they operate more safely in the street? Get around damaged, aging sidewalk skirts, need to plan for this.
 - Wheelchairs and bikes don't belong in same space.
 - Katy Beehler
 - Echo what Schmitz said
 - Lisa Hall
 - Has three-wheeled bike – add photos of them!
 - Shoreline is a nightmare, so is Grand and Otis. Bike riders feel entitled – bad behavior. What did to Shoreline is so sad. Grand/Otis – people don't know what to do. Has made things worse.
 - Know we want to reduce our emissions. Sounds good in theory,
 - Shoreline – people can't get out of their house, park anywhere.
 - Bicyclists are over zealous, too much “green”, gets colluded.

Active Transportation Plan Community Advisory Group, 10/13/22

- Staff presentation + Comments:
 - Vision:
 - Add semi-colon to second sentence.
 - Goals:
 - Equity – What are these areas? How decided? Need a map to show where they are.
 - Pedestrian Strategy:
 - Could be good to normalize Pedestrian Street Types with [General Plan] Streets Classifications.
 - Bikeway Network:
 - Trails – create a lot of connectivity. And Marina Village. Lots of stress issues – trails need maintenance!
 - City can't maintain trails in HOA's
 - Need clarity on who owns what trail and how to maintain. If not maintained, need a separate bike facility.
 - Seems like Bay Farm Island is pretty low stress overall, because have lower traffic volumes and trails.
 - Water crossings:
 - West End bridge is critical.
 - In emergency – Coast Guard needs to get through.
 - Shoreline to Sea view bridge:
 - What are miles saved with new bridge?
 - Very appealing!
 - Cuts out heading into the wind.
 - Current bridge connection is less safe, with young children.
 - May have boater push back – New Year's Day event during high tide to circle the island.
 - Projects & Programs
 - To encourage more biking add a program for maintenance of bikes.
 - Park St/Oak St bikeway proposal: This doesn't include parklets, and build outs we've become accustomed to. So, bikes on Park St may not be the best place. But getting people to Park St is a priority. Use places like Alameda Ave to get there, and park. Want to get folks to district, but not necessarily on Park St.
 - Looks great! Kids will be able to safely bike/walk. Has changed so much in a generation!
 - Looks great! Excited to see the data too – “interested but concerned” is exciting – lots of potential.
 - Agrees. Has significant visual impairment. Network looks like it will work well.

Recreation and Parks Commission, 10/13/22

- Commissioner Comment
 - Alice Nguyen:
 - Great!

Comments from Workshops/Commission Meetings/Presentations in October

- How was SeeClickFix community input incorporated into this?
 - Slow Streets: how to get them? How decided which ones to remove?
- Philly Jones:
 - How do you deal with North/South streets? Narrower.
- Adrienne Alexander, Vice Chair:
 - Educate people on how to stay in bike lanes (like on Shoreline). Is education a component?
- Tara Navarro, Chair:
 - Family is “Interested by Concerned” category.
 - Happy to see what’s going on.
 - Current daylighting and separated bike lanes projects – what plans/policies do these come from?
 - If Plan not adopted as is, could it be modified and adopted?
- Public Comment
 - Participant:
 - If association thinks they need stop signs, etc. but told NO by City, how can they get them? Eastshore needs them, near Lincoln school. Don’t want speed humps, but people race down the street.

In Person Open House, 10/16/22

- *See following spreadsheet*

**Public Comments from Draft Active Transportation Plan
In-Person Open House (10/16/22) + Farmers Market (10/18/22)**

Where	Comment	Street (if any)
In person workshop - Map	Promote and expand free shuttle to Webster & Park and Bike racks	
In person workshop	I love all this! I would advocate more for separate streets prioritized for bikes/walking vs cars than having everyone on the same street. Thank you for your work. Also speed bumps! Just a few on Fernside would be great. People drive really fast at night.	Fernside
In person workshop	The Shoreline Bike path for bicycles is very dangerous. 1) clean up sand that otherwise creates slippage & loss of control when turning 2) prevent cars from driving on it and opening doors.	Shoreline
In person workshop	Taylor Ave is a good interim bike street until Central is complete.	Taylor
In person workshop	"Sharrows" never seem to do anything but allow a city to say they've done something. I suspect they send a message to drivers that other streets should not allow bikes and encourage unsafe driving.	
In person workshop	I'm really excited about the future of biking in Alameda. I appreciate moving away from Sharrows & signage, which don't really work. I think to separate facilities for bikes. Please keep adding bike racks at shopping areas as well.	
In person workshop - Map	Are there stop signs for traffic to stop on cross streets so cyclist keep rolling? (Atlantic Ave)	Atlantic Ave
In person workshop - Map	Currently an awkward bike intersection - have to stop and press button and wait for crossing (Jean sweeney)	Atlantic/Constitution(
In person workshop - Map	Otis and Broadway can be dangerous intersection for bike/ped	Broadway/Otis
In person workshop - Map	Central between regent & park st is chaotic - right of way is unclear, pedestrians in cross walk are at risk, cars turning often, Kaiser lot exit obstructed view.	Central
In person workshop - Map	Central and High - merge bike lane sign or safer merge for bikes.	Central
In person workshop	construction workers using bike lanes	Clement
In person workshop	need to block cars from bike lane. Saw a truck with a boat	Clement
In person workshop	put temporary guidance for bikers at last stop sign before it drops off.	Clement
In person workshop - Map	Why stop signs for bikeway? Stop for drivers! (Clement Ave)	Clement Ave
In person workshop - Map	Traffic calming needed on new stretch of Clement behind Del Monte. Its currently a drag strip and dangerous.	Del Monte
In person workshop - Map	Fernside between High & Tilden is a Freeway! Turn late just 60, it's a hazard	Fernside
In person workshop - Map	People on bikes have to make a dangerous crossing on Fernside to stay in bike lanes south of lincoln middle and north of otis	Fernside
In person workshop - Map	Traffic calming on Fernside and Central at 4 way stop, many drivers either don't stop or briefly stop but not let ped cross	Fernside/Central
In person workshop	dangerous intersection now. Traffic light or RRFB, people blow the stop sign	Fernside/Garfield
In person workshop	Eliminate turn lane (Fernside)	Fernside/Garfield
In person workshop	Fernside needs to be slowed way down!	Fernside/Garfield

In person workshop	Larger bike lanes (Fernside)	Fernside/Garfield
In person workshop	Maybe traffic circles (Fernside)	Fernside/Garfield
In person workshop - Map	Garfield and Fernside intersection is very dangerous, many near missies and actual pedestrian vs vehicle accidents, Needs rumble strips flashing lights, etc	Fernside/Garfield
In person workshop - Map	Its time for a light or lighted crossing at Fernside and Garfield	Fernside/Garfield
In person workshop - Map	Crossing Arterals (?) Central, Encinal, Lincoln is crucial for neighborhood greenways routes. Need bike/ped first priority, No BEG BUTTONS!	Greenways
In person workshop - Map	Keep sharrows on neighborhood Greenways to keep cyclist out of door zones.	Greenways
In person workshop - Map	Harbor Bay Parkway & Doolittle intersections is ped unfriendly, feels dangerous.	Harbor Bay PKWY
In person workshop - Map	Need to broaden little ramp to cross from Mariana Vill Park to shopping center @ marina vill.	Marina Village PKWY
In person workshop - Map	Drivers tend to speed (>30mph!) on Otis west of bridge	Otis
In person workshop - Map	All four way stop signs to all intersections on Pacific	Pacific
In person workshop - Map	How will pedestrians & bikes cross Grand at Pacific? Please reduce car traffic on San Antonio - kids on bikes to Franklin park/school	Pacific San Antonio
In person workshop - Map	Visibility to turn onto Shoreline from side streets is very poor. Extended corner red zones would help improve safety.	Shoreline
In person workshop - Map	Add stops signs (Staton)	Stanton St (at Clement?)
In person workshop	Yes to raised crossings, we need drainage for storms thought.	Stanton Lincoln Pacific Buena Vista
Farmers Mkt	Webster has been squeezed down TOO MUCH! Traffic between Santa Clara ave and Atlantic gridlocks and this leads to crazed drivers taking very dangerous chances, ie driving the wrong way risking a head on collision, pedestrians put even more at risk as cars run red lights, etc. Bikes are great for many reasons but decisions like this are ridiculous, out of touch with reality and not thought out well. I live on Central off Webster. Please don't apply this "planning" to Central. Get a clue....	Webster
In person workshop	Consider timed lights on main thoroughfares to give cars a reason to use them instead of the bike/walk focused streets? (Think Franklin St in SF)	
In person workshop	Why keep "blue" traditional bike lanes? What treatment can eliminate parking/stopping in them? ie Broadway/Singleton/Central	
In person workshop - Map	When do bilke loop detectors work at trail at Constitution and Webster?	
In person workshop - Map	Wind River parking lot needs a tiny bike way to connect with Jean Sweeney	
In person workshop	Need education and enforcement for kids & adults about bike safety - specifically not endangering pedestrians in the sidewalk and not endangering themselves by speeding from the sidewalk into intersections (and risk getting hit by turning cars)	
In person workshop - Map	Repave dangerous bumpy bike path	Bay Farm
In person workshop - Map	Shared use path needs regrading (tree roots) & repaving on Harbor Bay PW all the way around N Loop Rd	Bay Farm

In person workshop - Map	Shared use path needs regrading (tree roots) & repaving on Island Drive	Bay Farm
In person workshop - Map	Re-pave path! Dangerous!	bike path at Seaview Pw Bay Farm
In person workshop - Map	This path is in need of repaving, roots make it unsafe (Harbor Bay PKWY)	Harbor Bay PKWY
In person workshop - Map	Ninth St needs correction	9th Street
In person workshop - Map	There will definitely need to be bike lanes to get to these new parks/refuge	Wildlife Refuge
In person workshop - Map	Wonderful idea! (Alameda Wildlife National refuge)	
In person workshop - Map	Protected lane on 8th between Jean Sweeney and Washington Park. Connents CAT, May Lin Ele, and South Shore path! Need safe route to school.	8th St
In person workshop - Map	Any chance of a bridge crossing between Crown Beach and Ballena BLVD?	Ballena Blvd
In person workshop - Map	Marina is a great low-stress walking route opening barrier to tilden would be great.	Marina Village PKWY
In person workshop - Map	Stairs/access btw Marina & Tilden would open walking access	Miller-Sweeney Bridge
In person workshop - Map	Would love Sherman to get an upgraded bike lane option. Several stretches are pretty dicey & a lot of people like to use as a cut through. Diciest stretches between Central & Buena Vista.	Sherman
In person workshop	What about a Greenway/Bay Trail extension on Marina (extended from eastshore)?	Marina
In person workshop	Currently many drivers ignore the "slow streets" signage and barricades along Pacific. Looking forward to more effective traffic calming techniques.	
In person workshop	Versailles slow street works well, mostly, but the crossing at Central (with Gibbons also) is currently dangerous - drivers do not know/care to stop.	
In person workshop	What kind of "traffic calming" techniques will be used? More details would help, no beg buttons please! Give bikes and ped priority!	
In person workshop	These maps should incorporate "safe routes to school map". It is lovely that we are optimizing recreational bike routes, but if we are not keeping our kids safe, we are missing an essential function of this city government. We should not promote our kids walking and biking to school if we are not prioritizing their safety. Bike lanes, speed bumps, flashing lights or stop lights at intersections, more crossing guards need to be considered on these routes. I do not see existing school routes notes on this proposals.	
In person workshop - Map	Ferry light won't turn green for bike riders. Fix!	Main Street Ferry
In person workshop	Drivers on all current slow streets do not seem to understand what they are intended for. They simply drive around the barricades and proceed at full speed. We need clarity and enforcement.	
In person workshop	Pacific works great as a slow street. Traffic calming needs to be explicit like it is there	
In person workshop	What kinds of "traffic calming" on neighborhood Greenways. Be specific and list all the tools, so we can evaluate the transition from bike blvds and slow streets to NGs.	
In person workshop - Map	Love path around the point!	Alameda Point
In person workshop - Map	Great to improve on and off Bay Farm Bike Br. Great to improve separation of Bikes & Pedestrians at Otis and Bay View.	Bay Farm Bike Bridge
In person workshop - Map	Bike/Ped bridge option would also be great! (to Oakland)	Estuary Bridge

In person workshop	Honestly, Central Alameda to Oakland bike/ped offering is my #1 priority. Especially with all the additional housing going on. People want to bike but can't safely	
In person workshop	I think a water shuttle is a good idea. Would it run all day or just commuter hours? Love to see it in action on farmer market days!	
In person workshop	Love the idea of a water shuttle!	
In person workshop	Massive support for any additional ways for non-vehicle traffic to get from Posey-Tube area to Oakland side. Vehicle traffic is only getting worse, esp at rush hour. I have tried multiple options to get from Webster to Oakland and gave up because none felt safe and or took far too long to go all the way around to East End. Strong push for running shuttle frequently at least from 7:00/7:30am. - 7:00pm	
In person workshop - Map	Yes Please! Long and overdue (Estuary Water Shuttle)	
In person workshop - Map	Every east/west major street has some bike/ped accomodations except Buena Vista. Why was this ignored?	Buena Vista
In person workshop - Map	Slow Streets - proposed Greenway on Pacific and road diet on Clement is pushing all traffic on to Buena Vista. No consideration is given to the residents there.	Buena Vista
In person workshop - Map	Encinal, Central, Lincoln, Pacific etc need to be safe and accessible to all cyclist and be ped safe	Encinal Central Lincoln Pacific
In person workshop - Map	North bound Island Dr bike lane would be great	Island Drive
In person workshop - Map	Connecting these would be awesome for extending coast path	near Lincoln middle school
In person workshop - Map	This would be lovely but first would address dangerous school routes. Priority should be given to school routes	proposed new Shoreline to Seaview bridge (?)
In person workshop - Map	There are no existing bike lanes here (near Washington Park and Central)	Washington Park
In person workshop - Map	Please close this gap and remove the bike path dead end. (West tower Ave near Bladium)	West Tower Ave
In person workshop - Map	Yes please! Willow St btw Otis and Encinal is pretty unsafe	Willow St

Virtual Office Hours, 10/17/22

- Participant 1:
 - Grand St & Trip Potential map:
 - Not on the map! Low trip potential!
 - Miller Sweeney Bridge
 - Evacuation concerns with travel lane reduction. Bottleneck. Unsafe.
 - People diverting off of Otis – more traffic on Clinton now and others.
 - Grand – concerns about accessible parking spaces.
 - Doesn't use Grand now – uses Chestnut – has stops at every corner.
- Participant 2:
 - Likes west end bridge and water shuttle idea. Uses Park St Bridge now – too out of the way.
 - Water shuttle – will it be on demand?
 - San Jose from Pearl to Park:
 - Happy about Neighborhood Greenway. This stretch needs calming
 - Regent & San Jose crossings are wide open. Only one stop sign. Confusing for people. Lots of honking. Added a SeeClickFix. Need stop sign or traffic circle. Incongruent with the Chochenyo Park.
 - Not working for motorists or for bicyclists – choose one or other.
 - Lots of conflict – people pushing both directions.
 - Appreciate this – uses a lot of bike/ped friendly options.
 - Supports draft Plan – other areas to support.
- Participant 3:
 - West end bridge: Concerned about boats being able to pass under.
 - Why not use bridge money for water shuttle?
 - Concerns about re-routing of traffic from Neighborhood Greenways.
 - Need streets designed for cars, so rest of streets can be good.
 - Gibbons and Versailles are through-streets for cars – not local streets
 - Gibbons used by cars and so is Versailles.
 - Most of plan is directed to biking. Nothing for pedestrians – what is there for pedestrians East of Park St?
 - Need to prohibit bike riding on sidewalks.
 - Many new shared paths – these are not low-stress for pedestrians. Too many people together at different speeds.
 - E-bikes and e-scooters. Allowing them at RRFB's is too dangerous. Go really fast.
 - No e-bikes/e-scooters on sidewalks or pedestrian-only paths.
 - RRFBs – love them! Want more.
 - Signals – concern that signal cycle is so long, especially with new signal policy.
 - Sherman/Clement – make lump bigger/more visible.
 - Gibbons – traffic circles would be good here.
 - Like roundabouts!

Farmers' market, 10/18/22

Bicycle networks feedback

- Chestnut neighborhood greenway: worries this will cause problems for drivers, because this is an important road for the driving network, too.
- The paths through Crab Cove will need better lighting to function as part of the low-stress network. Very dark at night.
- Support neighborhood greenway on San Jose and think it should be a priority, especially for safety interventions at San Jose and Pearl. In the meantime, need "cross traffic does not stop" signs with reflectors.
- Prioritize routes to ferries.
- Low-stress backbone doesn't get me to South Shore. Otis is a problem.
- Oak should be the bikeway, not Park.
- Should get rid of parking on Park St.

Programs

- Bicycle education: need to educate parents (not just kids) that, when riding on the sidewalk, you should stop and/or dismount before riding into a crosswalk.
- Need more bicycle parking at Encinal High.
- Want bike route signage.

Other comments

- Central Ave: Need to make sure there's a drop-off plan for Paden.
- Live near Otis and love the changes.
- Happy to see new marked crosswalks on Buena Vista. Love to walk in Jean Sweeny Park and elsewhere in Alameda.

Virtual Office Hours, 10/18/22

- Participant 1:
 - Like focus on how we can be carbon neutral as fast as possible.
 - Lives on Grand – not a big fan of proposal.
 - Grand – not a good example of how we can engage with the community. People care about their streets. More open forums to just talk. Not presentations. Like did for the Climate Action and Resiliency Plan. Small groups – really good to listen and talk to each other.
 - Likes to see a range of choices – not binary options. People need to see trade-offs – what was or can be considered.
 - Don't "tell" – but involve people.
 - Roundabouts – a big fan. But bungled Otis/Grand and Clement/Sherman/Atlantic. Should have done them at these 2 locations.
 - Communicate about the challenges the City faces, like the above. Publish in the Sun. Talk about our challenges – be honest.
 - Workshops are great. Dialogue is great.

Transportation Commission, 10/16/22

- Commissioners

- Geoffrey Johnson
 - Pedestrian High Injury Corridor map – hard to tell difference in the colors. Change so more visible.
- Tina Yuen, Vice Chair
 - Thanks for tremendous effort for amazingly robust plan. Represents all hard work to date. Taken to heart the multitude of comments over many years.
 - Maps:
 - Appreciate them!
 - Appendix A: Colors feel backwards. Red should be highest priority and green should be lowest.
 - Many maps – not clearly understanding the intention of the maps. Add in the caption/legend more explanation.
 - Table 5 [Pedestrian Design Matrix]:
 - How will staff use this?
 - Describe this more robustly in the plan.
 - Describe the spectrum of when used/not used. Describe the key.
 - North/South access: Grand St project. How to comment, given it's still in review?
 - Feasibility of projects/programs in 8 years: Stay the course and be aggressive to achieve the goals (CARP, Vision Zero, etc). More housing coming.
 - Chapter 8 says “no additional staff needed”. Rethink this. If needed – then put it in.
 - Evaluation metrics: Is there a way to add the amount of greenhouse gas (GGH) reductions when these project in? X bike lanes = X reduction in GGH?
 - Stargell is not a Class III now. Dangerous! Revisit calling it Class III.
 - Class III bike routes – confused about what Neighborhood Greenway is. How different from Bike route? Still have sharrows? A low stress facility would be separated or even buffered. Add more info in the plan about this.
- Rebecca Kohlstrand
 - Overall – great plan! Lots of work, over much time.
 - Goes towards more balanced use of our public right of way. That's what we're after; and addressing climate change.
 - 90-95% of the way there.
 - Biggest concern is integrating the two plans (need to work with staff on this in working committee). [other plan is Street classifications.]
 - Gateways: more consideration to what can be accommodated at these gateways and how to improve transit mode share.
 - So many capital projects are bike and ped!
 - Key areas to look at and resolve:
 - Redundancy of east/west routes. If we had unlimited money, would be okay.
 - Lincoln is the one last street that's 4 lanes. Consider for transit.
 - Main Streets and Gateways: Whether/how to accommodate all modes.
 - Especially High St.

- Gibbons – why not a Neigh Connector? Need to discuss this. Could impact whether we have a Neighborhood Greenway on Gibbons.
- Anxious about Webster and Park accommodating all modes. Particularly Park St. Happy that Oak is considered. Challenging to get all modes on Park.
- Bay Farm:
 - Will bike paths be built by developers? Who maintains?
 - Conditions are bad! On bike is awful.
- Second crossing to Bay Farm
 - Not a bad idea for long term. Low priority
- Bay Trail
 - Move to Marina and Eastshore, rather than Fernside. Closer and to connectors.
- Maps
 - Coast Guard – not in our jurisdiction to make changes on the island.
- Unpaved path – will it remain unpaved? Why? Likes it as is.
- Samantha Soules, Chair
 - Prioritization:
 - Bay Farm trails are overdue for maintenance. Seniors are walking on street. Prioritize this and make more clear.
 - Flagged but low priority (in prioritization).
 - Need connections to transit.
 - BIG list of projects!! Feasible? Be more realistic – fewer projects done well, than lots done poorly. Right size it.
 - Yes for trail improvements on Bay Farm!
 - Speeding along streets is big issue.
 - Struggled with Performance Measures – Need same level of rigor here. Liked data-driven focus of rest of this plan. See less on back end – were projects impactful with mode shift? Intra island vs off island. Don't look at all trips. Commuter vs recreational. Not specific enough. Pull all measures together.
 - Great work done!
- Alysha Nachtigall
 - Great! Many years, and lots of great work.
 - Excited by low-stress network.
 - Like Slow Streets transitioning to Neighborhood Greenways
 - Need enough north/south low stress connections – to/from Cross Alameda Trail and all greenways and schools. They have to be safe for pedestrians, wheelchairs, bikes. Get across these busy streets. Arterial streets are high stress for people walking/biking.
 - Room for more for safe crossings
 - Make sure all folks on Northern Waterfront can get across the island. And get to South shore safely.
 - Wants more north/south routes all over the place – not just Grand.
 - Neighborhood Greenway Question: 1500 car trips per day as threshold. Existing segments meet this?

- Saravana Suthanthira
 - Amazing and progressive plan!
 - Deep thoughts to make it come together for both modes. Not a small feat.
 - Just needs refinement to make it better and meet City objectives.
 - Like the Goal under community – “promote and foster community...”
 - All about internal circulation.
 - For getting off island – it’s auto only really (except transit, access to ferry). Need to acknowledge this.
 - LOTS of info! But what came across was not much for Bay Farm.
 - Disappointed that low priority.
 - Trail maintenance is majorly needed.
 - Island Drive and Maitland Drive – high stress for bike and Maitland Drive.
 - Many seniors on Bay Farm. And low income here. Two schools. Need safe facilities for all.
 - Need better access to Park and Ride, Ferry and both Schools.
 - There is right of way for trails.
 - Only some people allow kids to bike.
 - Think about adding more...Trails? Separated bike lanes? Protected bike lanes?
 - Getting to Lincoln Middle School – bus or drop off. Kid wouldn’t bike to Lincoln. Trail is SOO bad.
 - Project #11 – what is considered here? Describe more.
 - Look at access points to schools.
 - Very important for seniors/schools.
 - Access to ferry – not just Class II bike lanes on Mecartney.
 - Excited by second bridge connection.
- Public comments
 - Denyse Trepanier
 - Very excited! Thanks to all work from staff and consultants. Really good plan.
 - Neighborhood Greenways – need minimum design standards. Not just a toolbox. Like daylighting at corners. Expedite implementation. Burden of proof on those opposing not supporting the project. Create a default set of treatments.
 - McKay – need safe facility, to connect to park.
 - Gateway and Commercial Street Districts – need the safest treatments there.
 - 4 of existing East/West facilities are not low-stress bikeways.
 - Travis Morgan
 - Excellent plan!
 - Lives on Gibbons. Wants it to be a Neighborhood Greenway. Make them awesome.
 - Jim Strehlow
 - Electric bikes belong in protected bikeways.
 - Education is needed

- Versailles – highest complaints at 49% in Slow Streets survey. Ignores resident desires. Traffic diversion caused by Slow Streets.
- Fernside – Never asked for two-way protected bike lane. Only change indicated for this street. They feel overlooked – only bike needs.
- Gibbons – Neighborhood Greenway. Will be a right turn only at High Street. Shown as a Neighborhood Connector which contradicts the Neighborhood Greenway. Out of town visitors enjoy driving on Gibbons. Who on staff have authority? At whose request was this done?

West Alameda Business Association Board Meeting, 10/26/22

- Seniors and sidewalk maintenance – how addressed?
- West end Bridge and water shuttle – good for economic development
- Traffic signal improvements are needed along Webster, and at Central, for traffic.

Alameda Collaborative for Children, Youth, and their Families, 10/27/22

- Is the bike/ped bridge included? The Mayor talked about an interview she did with Encinal High School students who strongly supported the bridge idea, talking about how it would give teenagers more mobility.

Social Services and Human Relations Board, 10/27/22

- Commissioners:
 - Bernard Wolf
 - Heard about west end bridge. Are you planning it for public health or reducing emissions? Which one?
 - More housing coming! Considered?
 - Access to transit? Increase of transit with this plan?
 - Scott Means
 - 21% not biking – must be older people. Seemed high at first.
 - Bridge: would bike to work if could. Won't go through tunnel. Access equity from West end – no way except underground. Appreciate health and transportation focus.
 - Dianne Yamashiro-Omi
 - Thanks for report!
 - Love that Alameda is bikeable and walkable
 - Were there any comments on *barriers* to biking or getting a bike?
 - Gerald Bryant
 - Central Ave – Class IV: Evacuation concerns. So maybe greenways would be better – since don't take traffic lanes around. Real concern.
 - Lives at XXX/Central – major utilities right there – would be a problem.
 - Can Central Ave become Neighborhood Greenway instead?
 - Major traffic congestion, if need to move around the island, after something happens.
 - Michelle Buchholz
 - Huge undertaking! Thank you. Can't please everyone.
 - Any interaction with Oakland? Like at Fruitvale bridge?

- Safe routes to schools? Planned around schools?