



**Board of Directors**

April 28, 2025

Denyse Trepanier  
*President*

**RE: Item 6-A: [Discuss and Provide Comments on Transportation Projects to be Included in the Capital Budget for FY 2025-2026 & 2026-2027](#)**

Brian Fowler  
*Treasurer*

Dear Transportation Commissioners and Staff,

Tim Beloney  
*Secretary*

We have a few comments on this item that we hope you will consider and discuss at this meeting.

Cyndy Johnsen  
*Board Member*

First, we strongly support the FY 25/26 funding request for **converting Slow Streets to Neighborhood Greenways**. This work was originally scheduled for completion in 2024 but has been delayed due to resource constraints. The requested funding should help prevent further delay. We also support the FY 26/27 funding request to construct an additional mile of Neighborhood Greenways – though we view this as a *minimum*. The Active Transportation Plan called for completing *all* Neighborhood Greenways by 2025. We encourage staff to develop a cost estimate for the full buildout and request funding accordingly.

Maria Piper  
*Board Member*

Second, we understand that the **Grand Street Safety Improvements and Pavement Resurfacing project** (between Otis and Encinal) may be facing higher-than-anticipated costs. However, on page 12 of the staff report presentation, it's listed as an ongoing project with no additional capital funding requested. Given the importance of this project – now delayed by a year – we urge staff to confirm whether additional funding is needed and, if so, ensure it's secured. If further funding is also required for planning the segment north of Encinal, that should be included as well.

Lucy Gigli  
*Founder, non-voting*

Finally, with only five years remaining until 2030, we recommend cross-referencing the Active Transportation Plan (ATP) to confirm that priority projects – particularly those on the **2030 Low-Stress Backbone Network** – are on track. Larger, more complex projects likely to take several years to complete should be getting underway soon. The Webster and Park Street corridors, for example, come to mind. Please ensure adequate funding is allocated to initiate these critical projects. The 2030 Low-Stress Backbone Network map is on page 65 of the ATP. A screenshot of it is on the next page for your convenience.

Funding these projects honors the commitments made in plans endorsed by this Commission and adopted by our Council to achieve important goals for street safety and mode shift. Failing to adequately fund them would compromise those commitments, mostly recently reaffirmed in the Climate Action and Resiliency Plan Update.

Thank you for your consideration.

Bike Walk Alameda Board

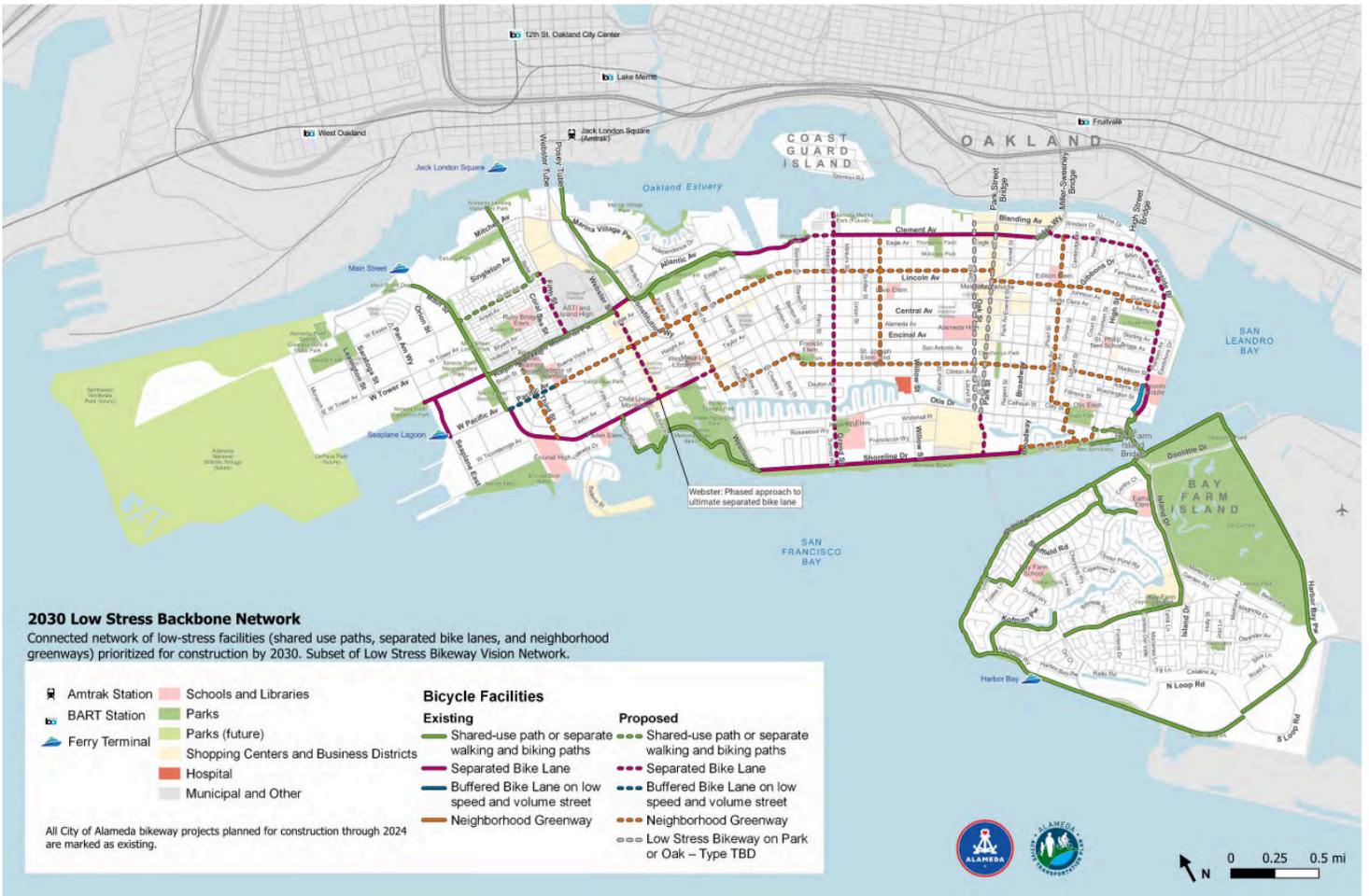


Figure 10. 2030 Low Stress Backbone Network