

From: [Trish Spencer](#)
To: [William Niland](#)
Cc: [Lara Weisiger](#); [Yibin Shen](#)
Subject: Re: Draft Transportation Plan Response
Date: Tuesday, December 20, 2022 11:38:29 AM

Dear Mr. Niland,

Thank you for your email. For clarification, the public part of the City Council meeting tonight starts at 5 p.m. The transportation item starts at 5:00 p.m. I apologize for the confusion on the agenda.

I will consider your comments in my decisions.

Sincerely,

Trish Herrera Spencer
Councilmember

On Dec 20, 2022 11:01 AM, William Niland <wniland@comcast.net> wrote:
Mayor Ashcraft and Council Members,

I plan on listening in on the City Council meeting tonight but was unsure of the Zoom start time and wanted to weigh in on some of what I heard discussed at the Transportation Commission meeting in November.

As neighbors at Walnut and Lincoln have said before, we are fully in favor of the three lane concept proposed for the Lincoln Marshall corridor, and as far as we're concerned those changes can't happen fast enough. I would much rather the City concentrate on improving "fast" and dangerous streets than the already "slow" streets in town. In general, the designated slow streets were already slow to begin with. Directing additional resources at slow streets doesn't do anything to make fast and dangerous streets like Lincoln safer, and appears to favor some neighborhoods over others.

I noted on the Pedestrian Street Types map (Draft 10/3/22) discussed at the Transportation Commission meeting that Walnut St. is listed as a Neighborhood Street. We've mentioned before that with the Pandemic changes made to Park Street, Walnut sees a lot more auto traffic than in the past as cars use Walnut as a short cut to avoid Park and Oak to cross town. I would not be surprised if Walnut doesn't have more traffic than Willow, which is listed as a Neighborhood Connector. I've asked in the past for the traffic consultant's report on traffic on Walnut that was performed earlier this year, but don't know how Walnut's traffic numbers compare to Willow's. While I don't know the impact of these street designations, it would appear to be appropriate to list Walnut as a Neighborhood Connector in the draft plan.

I am opposed to the change in designation of Gibbons from a Neighborhood Connector to a Neighborhood Street as discussed by Mr. Thomas at the Transportation Commission meeting, and oppose what Mr. Thomas described as the ultimate goal of turning the street into a Neighborhood Greenway. On the face of it, Gibbons is a street that connects neighborhoods in Alameda to the High Street Bridge, Oakland and the freeway. It does so safely and efficiently. Gibbons is wide, dotted with many stop signs, and the street is not listed as a High Injury Corridor at any level. With all the building going on in town, I agree with Transportation Commissioner Kohlstrand that the City should be paying more attention to how people get on and off the island and believe that all neighborhoods should be pulling their weight in this regard. Turning Gibbons into a neighborhood greenway, or another slow street isn't that.

I'm also opposed to addressing more City resources to making many of the streets running east and west in town like Lincoln and Encinal into bike lanes. I'm not anti-bike. I ride one three or four times a week around the Island, and in the past have commuted by bicycle to work in Oakland over the Park Street Bridge. There are currently plenty of ways to get safely from one end of the island to the other by bike. Bike lanes are not crowded, and many of the new bike lanes proposed are on very busy streets with auto traffic travelling at very high speeds. With all of the new building going on, we're ignoring the gorilla in the room, which is potential gridlock in town particularly at commute times and in emergencies. The emphasis on getting people to ride bikes all year in all types of weather is not likely to get enough people out of their cars. Rather than spending more on bike lanes, limited City money might be better spent improving safe public transit to and from, and in and around Alameda.

Thanks for your consideration, and for the hard work the City Council and staff do.

Bill Niland, 510-227-9561

From: [Francisco Sprouse](#)
To: [CityCouncil-List](#)
Cc: [City Clerk](#)
Subject: [EXTERNAL] Active Transportation Plan - Approve with Amendments
Date: Tuesday, December 20, 2022 12:18:40 AM

Dear City Council Members,

I urge you to adopt the Active Transportation Plan with amendments.

We live on a small island. As the population grows in accordance with the state's RHNA requirements our streets will simply not be able to support every resident driving all the time. Providing alternative modes of transportation, be it walking, biking, using an electric bike/scooter, or some other alternative low speed vehicle our streets will be much better equipped to handle the increased volume of residents as these vehicles take up considerably less space.

The active transportation plan will also promote a healthier population due to decreased emissions from vehicles and increased physical activity from residents.

To me, this is a no-brainer — our population will be healthier, our roads able to handle more people, and we will be doing our part to reduce emissions and fight climate change.

The only amendments I request are that we should do more. I agree with the following proposed amendments from Bike Walk Alameda:

- **Promote 8th Street/Westline Drive between Central and Otis to the 2030 Low Stress Backbone Network** (map on page 65; Table 10, line 25 on page 63). Completing a safe north-south connection from Central to the Shoreline cycle track will be a huge step forward for connectivity that's missing in this area.
- **Upgrade Santa Clara west of Webster** from a bike route to a neighborhood greenway. It's a popular slow street that's heavily used by students getting to nearby schools. Without it, there will be no low-stress facility to serve them until Central, the proposed alternative, is rebuilt. Even then, we see little downside to having this segment traffic-calmed.
- Since these changes would represent additional work, and staff resources only cover existing projects (pg 67), please take the next opportunity to **augment staff and/or contracting resources** to ensure that these and other final "fine tuning" projects related to the plan can be done without compromising other plan elements. Ideally, consider making a greater staffing commitment in the next budget cycle, as existing staff is stretched too thin right now, and some breathing room will make successful and timely project delivery more likely. If street safety, climate, and equity are the imperatives we say they are, we need to invest in them accordingly.

Thank you for your time,
Francisco "Paco" Sprouse

From: [Doug Keen](#)
To: [CityCouncil-List](#); [City Clerk](#)
Subject: [EXTERNAL] Letter in support of Draft Active Transportation Plan
Date: Tuesday, December 20, 2022 11:21:25 AM

Dear Mayor Ashcraft and Councilmembers,

I'm writing to you in strong support of the draft Active Transportation Plan. I'm grateful to the city staff who have worked diligently on this draft, and I applaud them for the courage and creativity reflected in this ambitious plan, especially in the face of often vehement opposition from a few community members who prioritize the unsafe, unsustainable, car-centric status quo.

As a family that has moved from a two car family to a one car + cargo bikes family, this plan directly impacts our ability to shift car trips to biking/walking trips. We've also noticed a significant increase in other families making the same mode shifts as better, safer, and more comfortable walking/biking infrastructure have been built in our city. Personally, we've found that doing everyday tasks around town by biking or walking is unexpectedly energizing, even joyful. We've reached a point where we actively avoid driving as much as possible, since it just feels draining in contrast with biking or walking. I'm thrilled that the draft plan would considerably expand the range of safe and comfortable non-car trips we'd be able to make across Alameda.

That said, I would also like to express some concerns to be considered in later revisions of the plan:

* As a frequent user of the Santa Clara slow street west of Webster, I'm concerned the slow street designation would be removed before upgraded facilities are available on Central. Is it possible to make Santa Clara west of Webster a Neighborhood Greenway, or keep the slow street designation until the Central Ave improvements are complete?

* Pacific Ave as a Neighborhood Greenway would likely become one of my family's primary ways to make non-car, cross-island trips, but I'm very concerned about the crossing at Constitution Way, which has poor visibility and lacks any traffic controls along Constitution. What improvements could be made at that intersection to make that crossing safe and comfortable?

Thank you, Councilmembers, for your consideration, and thanks again to city staff for all their hard work.

-Doug Keen

From: [Karen Shops](#)
To: [Lara Weisiger](#)
Subject: Re: [EXTERNAL] Transportation Plan comment to City Council
Date: Monday, December 19, 2022 2:08:22 PM

Hello Lara,

Please resubmit my comments with a revised position for Versailles being designated as a greenway.

Do I need to register for Zoom to observe the 5PM meeting on 12/20/22?

Thank you,

Karen

Sent from my iPad

On Dec 6, 2022, at 2:47 PM, Lara Weisiger <lweisiger@alamedaca.gov> wrote:

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

Lara Weisiger, City Clerk
City of Alameda

-----Original Message-----

From: Karen Shops [mailto:kshoppes@comcast.net]
Sent: Tuesday, December 6, 2022 2:19 PM
To: City Clerk <CLERK@alamedaca.gov>
Subject: [EXTERNAL] Transportation Plan comment to City Council

Please do not approve the Active Transportation Plan as currently presented to the City Council. There are so many areas of the plan that still need to be reviewed by the residents of Alameda, not just the Transportation Commission. The initial survey in 2019 included a minuscule percentage of the Alameda population.

Please hold off on approving and submit a survey to all the residents of Alameda to voice their opinions. It's our town, our home, and a few are making changes that are not in the best interest of all of the City's residents.

REVISED

Please convert Versailles to a greenway. Although designated as a slow street it is still highly used and cars are going well above the speed limit.

Think more about electric cars as part of the future. The current plan is still too

focused on residents walking or riding everywhere, it's just not a reality. Families are not going to use bikes to get their groceries, pick up their kids from school or go to the movies or a family dinner. I ask how many of you ride a bike to work or to the council meetings?

Improve maintenance of the bike trails on Bay Farm so bicyclists will use the trail instead of Island Drive.

Add pedestrian crossing lights throughout the main island and Bay Farm.

Traffic enforcement needs to be improved. Street design may change for safety but there are no deterrents for drivers that continue to travel over the speed limit.

Bicyclists must abide by appropriate traffic laws. Create an education program for cyclists. For their own safety, cyclists cannot randomly follow pedestrian rules and then traffic rules.

A roundabout at Mecartney and Island Dr needs to be re-evaluated to determine traffic flow as impacted by the Starbucks. Keep the current stop but add pedestrian crossing lights.

These are just a few of the areas of the proposed plan that need to be reconsidered. Please postpone approval and submit a new city wide survey.

Thank you,

Karen Magnuson

Sent from my iPad

From: [Rochelle Wheeler](#) on behalf of [Active Alameda](#)
To: [Lara Weisiger](#); [City Clerk](#)
Subject: For Council Item 7-D on 12/20
Date: Monday, December 19, 2022 1:53:23 PM

Correspondence on Council Item 7-D on 12/20/22.

From: Ron Valentine [mailto:ronvalentine_94501@yahoo.com]
Sent: Monday, December 19, 2022 12:03 PM
To: Active Alameda <ActiveAlameda@alamedaca.gov>
Subject: [EXTERNAL] Safe Streets

I hope Activealameda appreciates the truism that for every action there is an opposite reaction. That slow streets which creates little sanctuaries across the town for strolling, biking, children playing quiet nightimes as well exacerbates the discomfort on the surrounding streets that absorb the increase caused by this well intentioned socially engineered "improvement".

Why does not Marina dr enjoy this relief from the freeway speeding drivers who seek to avoid the Fernside/High st traffic light? What did we do to earn the disdain? Ron Valentine 3131 Marina dr, Alameda

From: [Travis Morgan](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Public comment in support of Active Transportation Plan
Date: Monday, December 19, 2022 12:34:43 PM

Hello city council,

I'm an Alameda resident on Gibbons drive, father of 6yo and 4yo cyclists, and active cyclist and runner. I'm also a survivor of traffic violence - a distracted driver hit me while I was cycling, requiring an ambulance, ER, cast, and ongoing PT. Finally, I'm a fan of non-car modes of transportation including walking, cycling, and buses to move people while helping the planet, the individual's health, and the vitality of the community.

I support the Active Transportation Plan as-is. I've attended several of the Transportation Commission's meetings to counterbalance other Gibbon's drive resident's complaints about implementing a bike boulevard on Gibbons. I support as many bike boulevards as possible in Alameda, including on Gibbons, to build out the low-stress bike network that's inviting to all members of the public. Our sharrows and unprotected bike lanes are a great start but are intimidating to most potential users. Alameda is a beautiful place that deserves to be cyclable by everyone!

Thank you,
Travis Morgan

From: [David N](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Active transportation feedback
Date: Monday, December 19, 2022 9:00:20 AM

To City Council members:

As a resident of Webster Street and a frequent user of the Webster Street business District, I want to Advocate for a pedestrian and transit first policy for Webster Street.

The active transportation plan calls for bike lanes between Atlantic and Central on Webster. Simply put, there's not enough space in the right of way to include separated bike lanes along this whole route, especially in-between Lincoln and Central. The only way to make separate bike lanes work would be to cut into pedestrian amenities, such as decreasing sidewalk width and removing bulb-outs with benches. In addition, the high-quality transit infrastructure that is already there, such as large accessible bus shelters, would likely have to be removed to accommodate the proposed plan.

Undoubtedly, this will create a larger burden on the most of vulnerable citizens of our city, in particular those with disabilities, and those with low incomes that rely on transit.

I am requesting and strongly recommending to either table the recommendations on Webster Street until further reach-out and study can be done (see previous draft transportation plan from 2019), or to require that sidewalk width does not decrease as a part of this project.

Overall, I support the active transportation plan, however I believe it places bike access above pedestrian and transit access. On Webster street in particular, we need to ensure that pedestrian and transit amenities are not sacrificed for bike infrastructure.

Finally, I understand the challenge of making N-S bikeways work in Alameda, and I appreciate the thorough plan this team created. Please take this message not as criticism but as a community/street-level perspective.

Thank you, and Happy Holidays,
David N
West End Resident

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David Nykin | 314-630-7739

Lara Weisiger

From: Trish Spencer
Sent: Tuesday, December 6, 2022 4:58 PM
To: Lara Weisiger
Subject: Fwd: [EXTERNAL] Slow streets and greenways

----- Forwarded message -----

From: David Johnson <dcjshep@gmail.com>
Date: Dec 6, 2022 4:29 PM
Subject: [EXTERNAL] Slow streets and greenways
To: Trish Spencer <tspencer@alamedaca.gov>
Cc:

To whom it may concern, we live on Versailles Avenue and we have seen a huge improvement to our neighborhood with the concept of slow streets. We have a community of 20 families that regularly spend time and hang out with each other because of the slow Street initiative. I can truly say that our entire neighborhood supports this effort and think it's best for our community, it would be wonderful if there was a slow Street system where families could do a big lap around the island going north south and east and west. Tell me there's a special place to live and I believe that the slow streets and Greenway will make it even more appealing for future generations . --

Best

David J.

Sent from Gmail Mobile

Please excuse typos

From: [Edward Sing](#)
To: [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Trish Spencer](#); [Tony Daysog](#)
Cc: [Lara Weisiger](#)
Subject: [EXTERNAL] Alameda City Council Meeting 12/06/2022 - Item 7D Transportation Plan
Date: Tuesday, December 6, 2022 4:38:58 PM

Alameda City Council Members:

Let's return Park Street to it's original four lane configuration. The temporary two lane setup was very helpful in keeping local businesses open during the pandemic. But its time to remember and return this major thoroughfare to what it is - a major vehicular artery in and out of Alameda during normal AND especially during emergency situations. Park Street is gridlock during both daytime and night time hours, posing a great hazard to the passage of emergency vehicles, resultant increase in air pollution from idling cars and limiting vehicles which deliver goods to the very local businesses we are trying to maintain along Park Street. These observations also apply to Webster Street.

Return Park and Webster Streets to their original configurations.

Future modifications to our streets should be subject to thorough traffic and environmental analyses.

Thank you for your consideration of the above.

Ed Sing
Alameda Resident 25 years

From: [Jeff Speckels](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Support for Active Transportation Plan
Date: Tuesday, December 6, 2022 4:05:47 PM

Hello,

I am writing in support of Alameda's Active Transportation plan. The designated "Slow Streets" have provided safe, reliable pathways for families, cyclists, and others in neighborhoods throughout Alameda. As an Alameda resident, I am thankful for access to streets where my children can play with their friends, learn to ride their bikes, and feel safe in the process.

Thank you for supporting this plan and plans like this. These kinds of initiatives help build community and encourage people to leave their vehicles and get to know their neighbors. Please pass this plan and make Alameda's Active Transportation Plan an ongoing reality.

All the best,

Jeff Speckels
Alameda Resident

From: [Deirdre Mochel](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Support for Versailles Slow Street/Greenway
Date: Tuesday, December 6, 2022 2:58:50 PM

Dear Council Members,

I have lived on Versailles Avenue for 15 years. Since we've been here, more and more people began to use Versailles as a high-speed shortcut on the island to avoid the traffic lights on Broadway (two blocks over). Things had gotten worse with time. Large trucks and even the tech buses started using Versailles as a high-speed shortcut. Excessive speed and reckless driving became common rather than the exception. It was becoming really dangerous for residents, especially children. Most of the street is narrow and many Alameda students at Edison, Otis, Lincoln and AHS regularly use Versailles to walk or bike to and from school.

The slow street initiative has greatly reduced and slowed traffic. TONS of kids and families are now regularly out riding bikes, walking or playing on our street. The community surrounding the street has thrived as people have gotten out and connected with their neighbors. The street is much safer now and increased pedestrian and bicycle use has benefitted the health and welfare of Alameda residents. Initiatives like this are part of what makes Alameda a great place to live and raise a family. **Please convert Versailles Avenue to a permanent greenway.**

Please note that the slow street has not measurably slowed the commute to the Fruitvale Bridge. I have also diverted my work commute down Broadway. It is not overly congested and slows down the trip across the island by only a couple of minutes, even during rush hour.

Thank you for your consideration.

Deirdre Mochel
Versailles Avenue Resident

From: [Travis Fields](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Support for Active Transportation Plan
Date: Tuesday, December 6, 2022 2:56:35 PM

Hello,

I'm emailing to voice my support for the Active Transportation Plan. This will help to foster an active culture throughout Alameda and I look forward to biking with my family on the Green Streets!

Travis Fields
2720 San Jose Ave
Alameda

Sent from my iPhone

From: [Jessica Carlson](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Active Transportation Plan mtg comment supporting slow st. & greenway concept
Date: Tuesday, December 6, 2022 2:47:02 PM

Dear City Council of Alameda,

The Active Transportation Plan, slow street / greenway concept is one we support. We are local homeowners who have lived both on the west side and now on the east side of Alameda & have enjoyed the biking lifestyle in our time here. Our hope is that this beautiful city can embrace and develop this as critical infrastructure. The quality of life we enjoy through biking will continue even through moderate growth of our beautiful city. This plan supports the environment as well as the safety of our community.

Please hear our support of slow street / greenway concepts and push to further develop. Our children need to witness us prioritizing the environment as well as balance & quality of life.

Thank you,
Jessica Chuck and Ben Carlson

From: [Edith Tocchini](#)
To: [City Clerk](#)
Subject: [EXTERNAL] PLEASE KEEP Versailles as a Slow Street
Date: Tuesday, December 6, 2022 2:37:45 PM

Hello City Council,

I would like to sincerely ask that you keep Versailles Ave as a Slow Street. There has been so much positive outcome since the slow street started. Our children has been able to play outside safely on there bike and scooters. The neighbors have been getting together more often. Less cars speeding down and endangering our kids. One very important time that stood out was this Halloween. The slow street helped tremendously. There so much less traffic and I'm sure helped lessen the chances of any accident..

Please kindly consider.

Regards,
Edith Tocchini (1121 Versailles)

Sent from my iPhone

From: [Morgan Fields](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Voicing support for Alameda Active Transportation Plan
Date: Tuesday, December 6, 2022 2:25:57 PM

Hello!

I'm writing to voice my support for the Alameda Active Transportation Plan as it currently stands. In particular, I am very excited about the concept of the new Greenways on Versailles and San Jose. Having seen how dangerous both of those streets were before Slow Streets, and recognizing the usage by our kids every day as walk/bike paths to major 3 major schools, I love the idea of creatively using these thoroughfares in this new innovative way and think it will be safer (and greener) for Alameda overall! I hope you will consider this as our city council takes up the vote. Thanks so much!

Morgan

From: [Karen Shops](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Transportation Plan comment to City Council
Date: Tuesday, December 6, 2022 2:18:44 PM

Please do not approve the Active Transportation Plan as currently presented to the City Council. There are so many areas of the plan that still need to be reviewed by the residents of Alameda, not just the Transportation Commission. The initial survey in 2019 included a minuscule percentage of the Alameda population. Please hold off on approving and submit a survey to all the residents of Alameda to voice their opinions. It's our town, our home, and a few are making changes that are not in the best interest of all of the City's residents.

Please keep Versailles as a slow street, a greenway is not the answer for those that live on that street. It's still highly used and cars are going well above the speed limit.

Think more about electric cars as part of the future. The current plan is still too focused on residents walking or riding everywhere, it's just not a reality. Families are not going to use bikes to get their groceries, pick up their kids from school or go to the movies or a family dinner. I ask how many of you ride a bike to work or to the council meetings?

Improve maintenance of the bike trails on Bay Farm so bicyclists will use the trail instead of Island Drive.

Add pedestrian crossing lights throughout the main island and Bay Farm.

Traffic enforcement needs to be improved. Street design may change for safety but there are no deterrents for drivers that continue to travel over the speed limit.

Bicyclists must abide by appropriate traffic laws. Create an education program for cyclists. For their own safety, cyclists cannot randomly follow pedestrian rules and then traffic rules.

A roundabout at Mecartney and Island Dr needs to be re-evaluated to determine traffic flow as impacted by the Starbucks. Keep the current stop but add pedestrian crossing lights.

These are just a few of the areas of the proposed plan that need to be reconsidered. Please postpone approval and submit a new city wide survey.

Thank you,

Karen Magnuson

Sent from my iPad

From: [Joshua Hurni](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Please Keep Slow Streets
Date: Tuesday, December 6, 2022 2:18:33 PM

We use the slow streets on a daily basis. They have been a great place to teach our kids how to ride their bikes and interact with the community.

Permanent barriers and speed bumps would be helpful because people who don't live on the street continue to drive down them to fast and this increases the risk because we expect them to be safer.

Thank you,
Josh Hurni
Alameda Resident

From: [David Johnson](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Slow Streets and Greenway support
Date: Tuesday, December 6, 2022 2:17:52 PM

To whom it may concern, we live on Versailles Avenue and we have seen a huge improvement to our neighborhood with the concept of slow streets. We have a community of 20 families that regularly spend time and hang out with each other because of the slow Street initiative. I can truly say that our entire neighborhood supports this effort and think it's best for our community, it would be wonderful if there was a slow Street system where families could do a big lap around the island going north south and east and west. Tell me there's a special place to live and I believe that the slow streets and Greenway will make it even more appealing for future generations . --

Best

David J.

Sent from Gmail Mobile

Please excuse typos

From: [Drew Dara-Abrams](#)
To: [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#)
Subject: [EXTERNAL] Item 7D: Active Transportation Plan
Date: Monday, December 5, 2022 5:18:37 PM

Dear Mayor Ezzy Ashcraft, Vice Mayor Vella, and Councilmembers,

After much refinement before and during the pandemic, the Active Transportation Plan is finally coming to City Council. This plan articulates a positive vision for walking and biking as comfortable and safe modes of transportation around the entire city. Please adopt this plan and pursue the iterative set of projects proposed across the entire city over the coming 8 years.

If I may also share, a few particular positive points about the ATP:

- Neighborhood Greenways: Since the start of the pandemic, my family and I have made use of the Slow Streets on Versailles and on San Jose. As a kid, I cycled on Palo Alto's bike boulevard (the first in the country) and as a somewhat older adult I cycled on the bike boulevards in Berkeley. I hope to be able to have a similar experience with my own kids as young walkers and cyclists (and someday drivers) on these two streets and the others proposed as Neighborhood Greenways — a design that enforces low speed limits and provides a calm and connected network for the young and the old to get around on foot or bicycle.

- Low-stress cycling network: As is learned by anyone who rides a bike (or watches their kid ride a bike), a bike network is only as safe as its weakest link. Much of the contentiousness of the recent debates about less than a single mile of Grand Street were because of the importance of that corridor to overall connectivity. Having this overall map in-place will hopefully help to provide a better framework for debating specific project options on specific corridors in the future and for seeing the network as a more cohesive whole, intended to provide cyclists the same type of "seamless" network that drivers can take for granted. I also see that Bike Walk Alameda has written to you all with useful suggestions on how to improve the low-stress cycling network further, and I hope you'll consider their comments.

- Public input: Thanks to staff and their consultants for using a wide variety of means to collect public input. The survey conducted by a market research firm is fascinating — if you haven't already, let me encourage you to spend some time with Exhibit 3/Appendix B. It's odd to think back and realize that the ATP open-house that I attended at the main library with one of my kids was actually before the pandemic began — that's how long this process this has been collecting and refining input! While street-level changes may always be somewhat contentious in Alameda, there is real long-term value in putting in place this plan that has been built from such a systematic process of engaging with many residents and stakeholders.

As the Mayor put it in her recent newspaper column, Alameda is becoming a place with more homes and fewer cars. Please adopt the ATP to support these trends and increase the safety of all road users in Alameda.

Thanks for your time,
Drew Dara-Abrams

From: [John Brennan](#)
To: [City Clerk](#); [Manager Manager](#); [City Attorney](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [John Knox White](#); [Marilyn Ezy Ashcraft](#)
Subject: [EXTERNAL] Final Draft Active Transportation Plan: Qualified Support
Date: Monday, December 5, 2022 3:55:46 PM

Dear City Council Members, City Manager and City Clerk,

I write in general support of the Final Draft Active Transportation Plan. I applaud taking a comprehensive look at our city's transportation needs, goals and aspirations as we seek to have a safer, greener and more beautiful city.

A key to this plan being implemented successfully is how residents will be involved in the actual specific solutions that are employed in their neighborhoods. This is not yet vetted out in the plan, and I implore the City, both staff and elected officials, to ensure that the plan adopt clear priorities and guidelines about how community members, especially residents of the neighborhoods affected, will be involved in decision-making about the specific approaches employed.

This means interactive community workshops where there is a. education, b. facilitated conversation with give and take of ideas, priorities and perspectives, and c. evaluation of different approaches, with the potential for innovative and/or hybrid solutions. Both Lafayette and San Anselmo strongly emphasize this in their transportation plans. In San Anselmo in particular, the redesign of their HUB area (intersection of Sir Francis Drake and Red Hill Avenue) to provide for less congestion, better pedestrian and cycling facilities, and increased safety overall, exemplifies such an approach. The workshops conducted brought together traffic planning professional, neighborhood residents and other interested community members to learn about transportation design, look at various different approaches, evaluate the pros and cons and impact to various constituencies, and help all concerned understand the impact and trade-offs involved in crafting an approach.

Few solutions are perfect; they usually involve a balancing of interests, factors and desired outcomes. We are best served in Alameda with approaches that achieve our goals with broad community support, including from those who live in the neighborhoods directly affected. This is possible if we take the time to involve people in meaningful dialogue, as other municipalities prioritize and do.

Thank you.

John

John Brennan

711 Grand Street

From: [Trish Spencer](#)
To: [Lara Weisiger](#)
Subject: Fwd: Transportation
Date: Sunday, December 4, 2022 8:53:12 PM

----- Forwarded message -----

From: K Ratto <rattolms@gmail.com>
Date: Dec 4, 2022 6:43 PM
Subject: [EXTERNAL] Transportation
To: Trish Spencer <tspencer@alamedaca.gov>
Cc:

Please reopen Park St. and Webster St. to a normal flow of traffic, and consider better transit options to BART. Reducing lanes of traffic without considering the reality of how and where people need to move around is irresponsible.

Thank You,
Karen Ratto
1285 Caroline St.
Alameda CA 94501

From: [Lucy Gigli](#)
To: [City Clerk](#)
Subject: [EXTERNAL] City Council mtg 12/6/2022 Comments on Item 7-D
Date: Friday, December 2, 2022 4:19:50 PM
Attachments: [North Loop to Ratto Rd .png](#)

Hello,

I am writing to alert you to a critical missing connection in the proposed Active Transportation Plan. The Bikeway Vision Network should be adjusted to reflect the current existing path, so that it is not lost.

Current There is an existing trail that connects Island Drive to North Loop Rd. via Ratto Rd. This connector is well used and is the most direct connection between the residential and business sections of Harbor Bay. See the attached map.

Proposed ATP The plan correctly includes a much needed connector from Island Dr to North Loop Road. However, it is not in the 2030 scope. And may never be built. In the mean time, the existing connector should be identified in the plan in order to preserve it.

Alternative If the Ratto-North Loop connector is the shortest and most convenient route between the central residential area of Harbor Bay (and the main island) and the business park. If the connector is not identified in the ATP, there is a risk that it will be inadvertently closed, or obstructed. In addition, since the ATP maps are further used to publicize the bicycle network, the connector should be included so that people know about it.

Thank you
Lucy

L. Gigli ([pronounced](#) "jeel-yee")



Existing, but missing from ATP

From: [Denyse Trepanier](#)
To: [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Trish Spencer](#); [Tony Daysog](#)
Cc: [City Clerk](#); [BWA Board](#); [Rochelle Wheeler](#)
Subject: [EXTERNAL] Bike Walk Alameda's Comments on Draft ATP
Date: Thursday, December 1, 2022 2:17:30 PM
Attachments: [We sent you safe versions of your files.msg](#)
[BWA 2_7_22 CC Comments ATP.pdf](#)

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Dear Madam Mayor, Madam Vice Mayor, and City Council Members,

Please find attached Bike Walk Alameda's comments on the Draft Active Transportation Plan, which is item 7D of the Dec 6 City Council meeting agenda. We look forward to hearing your deliberations and (hopefully) adoption of this plan.

Madam Clerk, can you please include this communication in the agenda packet as well?
Thank you!

Thank you for your consideration,

--

Thank you,

Denyse Trepanier
Board President, Bike Walk Alameda



(510) 516-0497
P.O. BOX 2732
ALAMEDA, CA 94501
www.bikewalkalameda.org

Board of Directors

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Tim Beloney
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Cyndy Johnsen
Board Member

Maria Piper
Board Member

Lucy Gigli
*Founder,
non-voting*

December 1, 2022

RE: Item 7D (Active Transportation Plan)

Dear Mayor Ezzy Ashcraft, Vice Mayor Vella, and Councilmembers,

We are writing in support of the Active Transportation Plan, and greatly appreciate all the work staff has done to get it completed this year. Its implementation will move Alameda closer to meeting its goals for mode shift, zero road deaths by 2030, and reduced greenhouse gas emissions. We're grateful for staff's and the consulting teams' work in consolidating all of the hundreds, if not thousands, of community input into an ambitious, but achievable plan.

There are just a few changes related to completing the 2030 low-stress network that we urge you to consider, namely:

- **Promote 8th Street/Westline Drive between Central and Otis to the 2030 Low Stress Backbone Network** (map on page 65; Table 10, line 25 on page 63). Completing a safe north-south connection from Central (where a low-stress facility is planned) to the Shoreline cycle track will be a huge step forward for connectivity that's missing in this area of Alameda.
- **Upgrade Santa Clara west of Webster from a bike route to a neighborhood greenway.** It's a popular slow street that's heavily used by students getting to nearby schools. Without it, there will be no low-stress facility to serve them until Central, the proposed alternative, is rebuilt. Even then, we see little downside to having this street traffic-calmed.
- Since these changes would require additional work, and staff resources only cover existing projects (pg 67), please consider taking the next opportunity to **augment staff and/or contracting resources** to ensure that these and other final "fine tuning" projects related to the plan can be done without compromising other plan elements. Ideally, we hope you'll make an even greater staffing budget commitm
- Oent, because existing resources are stretched too thin right now as is, and some breathing room will make timely project delivery much more likely. If street safety, climate, and equity are the imperatives we say they are, we need to invest in them accordingly.

Thank you for your consideration.

Sincerely,

Bike Walk Alameda