

**From:** [Jay](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Correspondence re Item 7C  
**Date:** Tuesday, September 17, 2024 4:56:53 PM

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Sorry for this last minute contribution to the 7C correspondence file, time permitting.

Thank you.

Jay Garfinkle

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Honorable Councilmembers and Residents of Alameda,

The Correspondence file for Item 7C is comprised primarily of members of Bike Walk Alameda and residents of the slow streets. Obviously someone has been encouraging these people to put in their two cents.

Unfortunately, while they prefer that the Slow Streets be kept in place, they certainly do not represent the majority of Alameda, residents. The Staff's studies alluded to by some of the writers were worded in such a manner as to garner the responses desired by Staff. In addition, the survey had absolutely no statistical significance notwithstanding Staff's claim of significance. For the record, please, understand that when surveys are completed VOLUNTEER participants, they cannot, according to the established and accepted rules of statistics, be interpreted as representing the wishes or opinions of an entire, orders of magnitude larger, population.

Staff, themselves, stated that the reason for bringing this question to the Council is the hope that it will eliminate the large number of complaints they've been receiving regarding the Slow Streets. Unfortunately, the dozens (hundreds ?) of complainants didn't have a special interest group organizing them into a letter writing platoon.

Staff claims that something like 47% of Alameda residents are either strongly or vaguely in favor of being able to ride bicycles or walk along the proposed "safer streets". Really? 47% of Alameda's 70+thousand residents would prefer to bike and walk rather than use their cars, uber, buses, etc.? Are there really over 39,000 Alameda residents in favor of maintaining the slow streets.

Talk about manipulation by Staff and the special interest group that induced the mayor to change her vote re Grand Street's proposed chicanery.

Can't we approach this issue honestly, based on the facts, instead of depending on manipulation and distortion of the facts as Staff would have us doing now?

Jay Garfinkle

**From:** [Erin Snyder](#)  
**To:** [CityCouncil-List](#); [City Clerk](#)  
**Subject:** [EXTERNAL] Comment on Item 7-C Slow Streets  
**Date:** Tuesday, September 17, 2024 11:20:34 AM

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Hello,

I am an Alameda resident, and would like to submit my comment for item 7-C about the Slow Streets.

I am both a driver and bike-rider, and I am excited to see all of the plans coming together for speed bumps, bike paths, and other measures which will make it safer and easier for people to ride bikes around the island, and reduce the number of cars on the roads which makes life easier for drivers as well. Feels like a win-win!

My specific comment is about the decision to either keep the Slow Streets barricades in place, or to remove them and open up the streets until the neighborhood greenways are ready to go. I'm not sure what percentage of Alameda residents follow the city's social media accounts, or receive emails, or read local news articles which would inform them of the plan for greenways.

My concern is that anyone who didn't hear about the plan for Neighborhood Greenways could interpret the removal of the barricades as a sign that the Slow Streets project is over. Then later, when the city is ready to implement the greenways, that could come as a surprise and could cause greater issues.

Leaving the barricades up doesn't seem to cause any harm, and I think it sets the expectation that those streets aren't "back to normal" after the pandemic. Removing the barricades once the greenways are in place makes sense to me.

Thank you for your time,  
Erin Snyder

**From:** [Trish Spencer](#)  
**To:** [City Clerk](#)  
**Subject:** Fwd: [EXTERNAL] Greenways Proposal September 17, 2024  
**Date:** Tuesday, September 17, 2024 10:45:28 AM

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

From: William Niland <[wniland@comcast.net](mailto:wniland@comcast.net)>  
Date: Sep 16, 2024 1:59 PM  
Subject: [EXTERNAL] Greenways Proposal September 17, 2024  
To: Scott Wikstrom <[swikstrom@alamedaca.gov](mailto:swikstrom@alamedaca.gov)>  
Cc: Erin Smith <[ESmith@alamedaca.gov](mailto:ESmith@alamedaca.gov)>, Tracy Jensen <[tjensen@alamedaca.gov](mailto:tjensen@alamedaca.gov)>, Marilyn Ezzy Ashcraft <[MEzzyAshcraft@alamedaca.gov](mailto:MEzzyAshcraft@alamedaca.gov)>, Trish Spencer <[tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)>, Tony Daysog <[TDaysog@alamedaca.gov](mailto:TDaysog@alamedaca.gov)>, Malia Vella <[MVella@alamedaca.gov](mailto:MVella@alamedaca.gov)>, Christian Kazakoff <[brewerchristian@yahoo.com](mailto:brewerchristian@yahoo.com)>, Gail Payne <[GPayne@alamedaca.gov](mailto:GPayne@alamedaca.gov)>, Jennifer Ott <[jott@alamedaca.gov](mailto:jott@alamedaca.gov)>, koyatedor@gmail.com, Sandra Tanner <[sandtann2@sbcglobal.net](mailto:sandtann2@sbcglobal.net)>, Warren Elliott <[warrenhope4@gmail.com](mailto:warrenhope4@gmail.com)>, Jeff Knoth <[jeffknoth@gmail.com](mailto:jeffknoth@gmail.com)>, Yibin Shen <[yshen@alamedaca.gov](mailto:yshen@alamedaca.gov)>, Rochelle Wheeler <[rwheeler@alamedaca.gov](mailto:rwheeler@alamedaca.gov)>, Lisa Foster <[lfoster@alamedaca.gov](mailto:lfoster@alamedaca.gov)>, queen1malka@gmail.com, Sarah Baroody <[sarahbaroody54@gmail.com](mailto:sarahbaroody54@gmail.com)>, Cody Lim <[clim@alamedaca.gov](mailto:clim@alamedaca.gov)>, Amy Wooldridge <[AWooldridge@alamedaca.gov](mailto:AWooldridge@alamedaca.gov)>

To: The City Council, Transportation Staff and the Mayor

In Response to the City's Proposed Greenways before the City Council September 17

All, As I said before, I'm thoroughly opposed to this proposal.

I listened in on the Transportation Commission meeting when greenways were discussed on August 28, 2024. It appears at the heart of this proposal (based on survey results from just 1800 respondents) is the City's belief that there are many people who would ride bikes if there were more streets in Alameda that were bike friendly. With all due respect to our recycling company, that amounts to "Wishcycling" (the notion that if the City builds these greenways, cyclists will come).

Alameda is not short on safe bike lanes either east/west or north/south. The notion that hundreds or even thousands of people will begin riding bikes if greenways are established is flawed. Most residents aren't going to give up their cars to ride bikes year-round. Alameda residents ride bikes during summer months. Existing bike lanes are not overused, and many of the proposed greenways run parallel to streets that already have safe bike lanes. For instance, Pacific is parallel to Clement, Santa Clara, Central, and Encinal, and Versailles is parallel to Broadway.

During the Transportation Commission meeting, it was stated greenways are designed so bicyclists can safely share space with cars. These already slow streets are already safe in that regard. As I said before, choosing to spend even more money on these already "slow streets" to create boutique ones in some neighborhoods while high accident corridors get nothing is wrong, and in no way achieves the goals established in "Vision Zero". The greenway plans should be scrapped and the money saved should be spent on improving safety on streets that

need the improvements.

Bill Niland

Mayor Ezzy Ashcraft, Councilmembers Daysog, Jensen, Spencer, and Vella,

I'm writing regarding the Neighborhood Greenways and Item 7-C on the September 17th, 2024 Agenda.

**My family and I strongly support keeping the Slow Street barricades in place and transitioning to more permanent solutions in the future.**

Survey data shows most Alamedans share this view, recognizing Slow Streets as a valuable resource for making our community safer and more enjoyable.

For us, Slow Streets have been a success. My daughters (4 and 6) learned to ride their bikes on Pacific Ave., two blocks from our house. **I feel safe cycling with them there**—and I frequently see kids playing or, like last week, a group of teens singing together in the street. On Santa Clara Ave., just five minutes after a ferry arrives, it transforms into a veritable "bike highway" with bike commuters. These streets are doing what they were designed to do: slow down traffic, create safety, and encourage more active, car-free transportation.

**Survey results reinforce this:** 50% of respondents want Pacific Ave. to remain a Slow Street, compared to just 33% who don't. Even more telling, nearly 75% of respondents fear that if Slow Streets are removed, speeding, unsafe crossings, and traffic will return.

Alameda City Council and Staff showed bold leadership with cost-effective experiments during the pandemic and responsive to Alamedan's needs—Slow Streets, parklets, road re-striping, and the CARE program are all examples. Our city took an iterative, affordable approach, using paint and plastic barriers rather than pavement to redesign streets.

As someone who builds software products, **the path to success is always through iteration**: identify the problem, put out a solution, gather feedback, improve, and repeat. My only critique is that we've been stuck in one iteration phase for too long. I wish we would have already tested short sections with more permanent changes—traffic circles, plantings, fun on-the-street art, and stop signs—to see what works best.

**Temporarily removing the barricades now would be a step backward. Let's keep moving forward and continue making our streets safer and more enjoyable for everyone.**

Your Neighbor,  
Thushan Amarasiriwardena, dad of 2  
Santa Clara Ave., Central Alameda

**From:** [Rachel Lee](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] Item 7-C: preserve our slow streets!  
**Date:** Monday, September 16, 2024 8:48:30 PM

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Dear City Councilfolk,

I'm writing to ask you to support the Slow Street program and to leave the existing barricades in place. I really appreciate the slow streets and the protection they provide to pedestrians and cyclists.

Please vote Option 1 and keep the barricades!

Thank you,  
Rachel Lee

**From:** [Ezra Denney](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support Our Slow Streets (Item 7-C)  
**Date:** Monday, September 16, 2024 3:31:13 PM

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Hello Alameda Representatives,

I write in support of the Slow Street program and to urge council to listen to the results of the community survey, where overwhelming support was expressed to keep and to make permanent the slow street barricades.

I live a block from San Jose, and walk it daily. The slow street allows me to walk safely and quietly, and is so appreciated. Please support this very popular program, and listen to the survey responses, and your Transportation Commission.

I urge you to vote for Option 1: Keep all the Barricades.

Thanks!

Ezra Denney



**From:** [President PTA](#)  
**To:** [CityCouncil-List](#)  
**Subject:** [EXTERNAL] Changes to Safe Routes to School  
**Date:** Sunday, September 15, 2024 11:40:50 PM  
**Attachments:** [haightes\\_suggestedroutes\\_28sept20181.pdf](#)

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Hello Council Members,

It has been brought to the attention of the Love Elementary PTA that the city of Alameda is considering changes to the Slow Streets, notably the removal of barricades on streets near our school.

I am following up with our administration to determine whether or not our school (or any other school for that matter) was notified of this change to our suggested Safe Routes to School, which are designed by Alameda County's Safe Routes to Schools program. Is the Council aware of any such communications?


I have attached our suggested safe routes to school map for reference. The PTA provides those suggested routes to school community members at events like Back to School night or our Kindergarten ice cream social. Those routes aren't just on paper, and any changes to them will affect actual children walking and biking to school.

Schools should be given time to respond before such changes are implemented. Efforts should be made to specifically inform the relevant school site staff and families when changes like this are to be decided and voted upon.

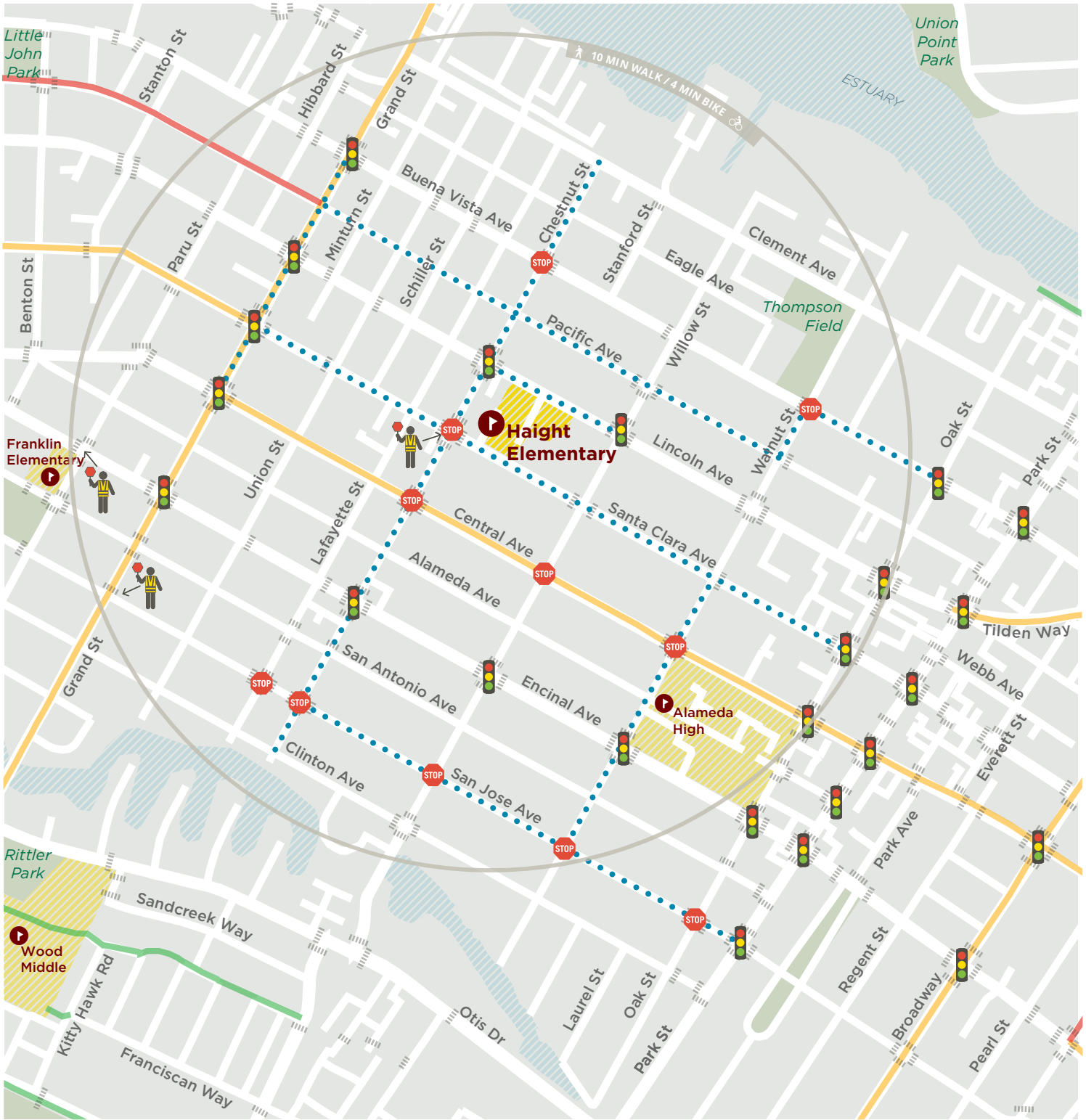
Furthermore, I would like to remind the council that close calls have been a pervasive and persistent issue at Love elementary and the surrounding area for many years. See more here: <https://www.eastbaytimes.com/2019/11/04/spike-in-kids-being-hit-by-vehicles-near-schools-in-east-bay-city-has-parents-pushing-for-safety-measures/>

Thank you for your time.

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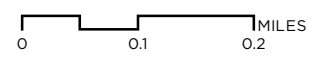
	<b>Tim McQuillan</b> President, Love Elementary PTA 415-990-3451 (mobile)   <a href="mailto:president@lovepta.org">president@lovepta.org</a> <a href="http://lovepta.org">lovepta.org</a>
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Create your own [email signature](#)



# HAIGHT ELEMENTARY SCHOOL

## SUGGESTED ROUTES FOR WALKING & BIKING TO SCHOOL



- ..... Suggested Route to School
- Off-Street Shared-Use Path
- On-Street Bicycle Lane
- On-Street Bicycle Route
- Crossing Guard
- Traffic Signal
- All Way Stop
- Crosswalk

### HOW TO USE THIS MAP

This suggested route to school map is intended to encourage adults and students to consider walking or bicycling to school. Adults are responsible for choosing the most appropriate option based on their knowledge of different routes and the skill level of their student.

# Let's Get to School Safely!



## Walk, Skate & Scoot Safely



**BE ALERT** Stop, look, and listen for cars (including from behind!) before crossing. Look left, right, left.



**BE SMART** Cross at street corners where drivers can see you.



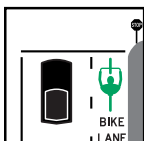
**BE VISIBLE** Make eye contact with drivers before crossing the street.

**BE SAFE** Wear your helmet and safety gear while skating or using a scooter.

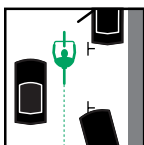
## Bike Safely



**BE SAFE** Protect your brain; it's the law. Fit your helmet snug and level on your head just above your eyebrows.



**BE PREDICTABLE** Follow all signs, signals, and rules of the road, just like a driver.



**BE ALERT** Look for drivers turning or exiting a driveway. Stop for people in crosswalks. Ride a safe distance from opening car doors.

**BE CAUTIOUS** Go slowly when riding on sidewalks and stop at all intersections. Consider walking your bike through crosswalks.

## Drive Safely

**SLOW DOWN** in school zones. The safe speed may be less than 25 miles per hour.

**BE AN EXAMPLE** Follow instructions from safety patrol/crossing guards.

**LOOK FOR CHILDREN** walking, crossing, and bicycling on the street from all directions.

**STOP FOR PEOPLE** crossing in crosswalks, intersections, and in the middle of the street.

**GO WITH THE FLOW** Follow school dropoff and pick-up rules. Pull all the way to the curb rather than letting kids out in the street.

**FOLLOW THE RULES OF THE ROAD** Avoid mid-block u-turns, turning against "No Right on Red" signs, and dropping off along red curb zones.

**RESPECT YOUR NEIGHBORHOOD** Park in legal spaces and avoid double parking or blocking driveways. Consider carpooling, walking, or biking to school.

**AVOID** texting, phone calls, and other distractions while driving, biking, or walking.

## Get Involved

**PLAN** your travel route to school

**CREATE OR JOIN** a "walking school bus" or "bike train"

**LEARN MORE** about how to implement SR2S at your school by visiting [www.alamedacountySR2S.org](http://www.alamedacountySR2S.org) or emailing [staff@alamedacountysr2s.org](mailto:staff@alamedacountysr2s.org)

## Suggested Routes to Haight Elementary School

ALAMEDA COUNTY  
SAFE ROUTES TO SCHOOLS



### About Safe Routes to Schools

"Healthy Kids, Safer Streets, Strong Communities" is the mission of Alameda County's Safe Routes to Schools program (SR2S). We organize and support fun, educational activities that encourage families to walk, bike, carpool, and take transit to school.

**From:** [Ashley Lorden](#)  
**To:** [CityCouncil-List](#)  
**Subject:** [EXTERNAL] Comment on 9/17/24 Meeting Item 7-C Removing Select Slow Streets Barricades  
**Date:** Friday, September 13, 2024 6:42:23 PM

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Hello,

The majority of Alameda community members spoke in favor of maintaining all existing Slow Streets Barricades in the recent public survey, and the Transportation Commission also supported maintaining them in their August 28 meeting. The barricades are the only way most road users know about Slow Streets, so without them, these critical routes for Alamedans cease to be slow and are less safe.

As a daily user of Slow Streets as a safe route to school with my children, to connect to public transit for my commute, and to move around Alameda, I depend on you to maintain all of the existing Slow Streets Barricades until each section can be transitioned to a neighborhood greenway.

Thank you,  
Ashley Lorden

**From:** [Caitlin Schwarzman](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] Item (7-C)  
**Date:** Friday, September 13, 2024 3:45:26 PM

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Alameda City Council Members,

I am glad to hear you are moving forward with the Neighborhood Greenways project.

As a driver, cyclist, pedestrian, parent, Alameda educator, and homeowner on San Jose Ave, completion of these Greenways is very important to me.

Until the Greenways are complete, please do keep the barricades in place (item 7-C on Tuesday's City Council agenda). Without the barricades, traffic on San Jose—especially in the morning commute to school hours when kids are biking—is dangerously fast. We can't risk tragedy by going back to that.

Thank you,  
Caitlin

Sent from [Mail](#) for Windows

**From:** [Michael Patterson](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] Safe Streets  
**Date:** Friday, September 13, 2024 1:27:30 PM

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Hello,

I am writing in reference to the Safe Streets Item on the September 17th City Council meeting (Item 7-C). I am fully in support of keeping the Safe Streets barricades up until work on the Greenways has started.

I bike on the Santa Clara Safe Street multiple times a week with my two-year old daughter. We use it as our primary way to get to Webster, the library, and Washington park. My wife refuses to ride with me on unprotected streets like Central or Lincoln, and Santa Clara is the only safe route we have to get to the Crab Cove area.

Thank you,  
Michael Patterson  
17 Bertero Square

**From:** [Deborah Goldberg](#)  
**To:** [CityCouncil-List](#); [City Clerk](#)  
**Subject:** [EXTERNAL] Support for Item 7-C – Keep Barricades in Place (Option 1)  
**Date:** Friday, September 13, 2024 1:04:22 PM

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Dear Members of the City Council,

I am writing to express my strong support for **Item 7-C**, specifically **Option 1**, which calls for keeping the barricades in place until they are replaced with Neighborhood Greenways. This option offers the most effective path forward for the following reasons:

1. **Preservation of Reduced Car Speeds and Volumes:** The primary goal of the program is to enhance safety by reducing car speeds and traffic volumes. **Option 1** best preserves these crucial safety gains.
2. **Alignment with Community Feedback:** The results of the community survey show strong support for keeping the barricades, and **Option 1** respects the will of the residents who favor this approach.
3. **Support from the Transportation Commission:** The Transportation Commission generally favored **Option 1**, reinforcing its viability as the best solution.
4. **Consistency with the Active Transportation Plan:** **Option 1** is aligned with the Active Transportation Plan and adheres to the original direction set by the Council.
5. **Avoiding Confusion for Residents:** Removing barricades from some streets but not others could confuse residents. **Option 1** ensures a consistent and clear approach across all affected streets.
6. **Maintaining Program Momentum:** **Option 1** allows the program to maintain its forward momentum, ensuring we don't lose ground with incremental or confusing changes.

I urge the Council to support **Item 7-C, Option 1**, to keep the barricades in place and continue progressing toward Neighborhood Greenways. Thank you for considering this input.

Sincerely,

Deborah Goldberg

1611 San Antonio Avenue, Alameda

**From:** [Max Blum](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Comment on 9/17/2024 Agenda Item 7c (Slow Streets)  
**Date:** Friday, September 13, 2024 12:40:52 PM

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Hi,

I live on Pacific Avenue. I was disappointed to see staff recommend that slow street signs be removed from some of the intersections on our street. The staff report describes this as a "priority" without giving any reason why. The survey responses in exhibit 4 clearly show that most respondents prefer that the signs be kept in place until the neighborhood Greenway measures are in place. The staff recommendation to remove some signs lacks justification and should be rejected. The signs keep people safe walking on our slow street.

Thank you,  
Max Blum



**From:** [Sean McQuillan](#)  
**To:** [CityCouncil-List](#); [president@lovepta.org](mailto:president@lovepta.org)  
**Subject:** [EXTERNAL] Public comment: Slow streets barricade removal near Love Elementary  
**Date:** Friday, September 13, 2024 10:38:06 AM

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Ahoy City Council and Love Elementary PTA

Re: <https://alameda.legistar.com/LegislationDetail.aspx?ID=6852356&GUID=53C632D7-E5E6-4216-895A-7C499CBC2CCC&FullText=1>

I am once again emailing in because of an agenda item where city staff is proposing removing slow streets barricades from our safe-route-to-school which is used daily by dozens of kids at Love Elementary to walk, bike, scoot, and skateboard.

The proposed new design would leave our children vulnerable to an increase in uncontrolled automobile traffic along the Pacific corridor between Lafayette and Oak for an entire school term - to be replaced by as yet undesignated safety improvements.

**Dear city council**, please maintain our safe-route-to-school as an automobile restricted corridor until appropriate student safety improvements can be designed and implemented. Going back in time and decreasing student safety at Love Elementary due to "ongoing maintenance time or the community complaints" is not the right direction for the City of Alameda.

According to the survey results, the proposed removals directly impacts the section of slow streets with the highest resident concern about aggressive automobile behavior. It is also a well-trafficked safe-route-to-school.

The data from the community survey is clear - a plurality of residents support safety for our students, and a small but very vocal minority complains. Please make the right decision and continue to restrict traffic along the safe-route-to-school of Pacific Avenue until safety improvements for students are designed and implemented.

**Dear Love Elementary PTA**, I am writing to inquire if city staff have worked with you, the school administration, or done any parent outreach to validate the proposed changes that would reduce student safety along the safe-route-to-school at Love elementary?

Thanks,  
Sean

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Sean McQuillan  
415.990.0854

**From:** [Cyndy Johnsen](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [City Clerk](#); [board](#)  
**Subject:** [EXTERNAL] 9/17 Council Meeting Item 7-C  
**Date:** Thursday, September 12, 2024 12:32:54 PM  
**Attachments:** [9-12-2024 CC Neighborhood Greenways\\_SS.pdf](#)

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Dear Mayor Ezzy Ashcraft and Members of the City Council,

We hope you will consider our comments regarding this item, attached.

Thank you,

Bike Walk Alameda



## Board of Directors

September 12, 2024

Denyse Trepanier  
*President*

RE: [Item 7-C: Neighborhood Greenways Implementation and Slow Streets Barricade Removal](#)

Brian Fowler  
*Treasurer*

Dear Mayor Ezzy Ashcraft and Members of the City Council,

Tim Beloney  
*Secretary*

The Slow Streets barricades have helped reduce automobile speeds and volumes, and made these few streets feel safer and more welcoming for many people walking and rolling. We're very eager for more effective infrastructure to be implemented, and lament every delay, but we discourage potentially jeopardizing the gains that have been made by removing or scaling back on barricades in any way. **We strongly prefer Option 1 (keeping the barricades in place)** over the other options because it:

Cyndy Johnsen  
*Board Member*

Maria Piper  
*Board Member*

- best preserves reduced car speeds and volumes, the primary goal of the program;
- best aligns with the community survey results, which show support for keeping the barricades;
- was favored by the Transportation Commission;
- is consistent with the Active Transportation Plan and Council's original direction;
- avoids any risk of confusing residents by removing barricades on some streets but not others; and
- best maintains forward momentum of the program.

Lucy Gigli  
*Founder, non-voting*

We're opposed to Staff's recommendation for several reasons. It's hard to imagine that removing so many barricades won't result in increased car volumes and speeds, degrading the low stress experience for non-motorized traffic, and undermining program goals.

Furthermore, we don't believe the motivations to remove the barricades justify risking a setback: the maintenance needs are relatively modest, and Staff's recommendations won't achieve significant savings anyway, since more than half of the barricades will still need servicing under their proposal. The complaints around barricade safety and ineffectiveness are unfounded, and should be countered with education, not used as a basis for removal. A better barometer of community preference is the survey, and input from the Transportation Commission, both of which favor *keeping* the barricades.

Regarding the broader implementation strategy, we hope you will consider the thoughtful [proposal made by Transportation Commissioner Dara-Abrams](#), copied here verbatim for convenience:

- *Keep barricades in place, per existing Council direction (as in Option 1)*
- *Have the consultant team select a single quick build treatment such as "mini neighborhood roundabouts" or "speed humps" that will have relevance to many locations across the entire network (even if it is not a perfect, complete, or*

permanent solution; note that this has to be a treatment that actually affects driver speeds, as opposed to the flexpost paddles in Option 3)

- Put together a budget estimate for deploying that treatment to all relevant locations across the entire network, and spread this budget estimate over 1–3 years (not longer)
- In the next fiscal year (or sooner if funds can be secured), begin to broadly install the one single treatment wherever appropriate across the entire network, at the same time as the bespoke planning/engagement/design process narrowly focuses on select corridors (to provide additional treatments that are site-specific, more complete, and given more public airing)
- Perhaps this process of deploying the chosen "spot" quick-build treatment could be handled fully by Public Works engineers and operational staff, rather than led by PBT planners, to balance out responsibilities and timelines.

This approach would deliver safety benefits across the network quickly, enabling mode shift, and putting us back on track to achieving the Low Stress Backbone Network by 2030 as envisioned in the Active Transportation Plan. As you know, this network is one of the most powerful tools in our climate action arsenal – the sooner we get it built, the better. We urge you to take this opportunity to help our City live up to its claim of being an innovative climate leader by giving this important project the on-going support it well deserves.

Thank you for your consideration.

Bike Walk Alameda Board

