

DATE: July 12, 2024  
TO: Lisa Foster, City of Alameda  
FROM: Jimmy Jessup and David Parisi, Parametrix  
SUBJECT: Community Input on Fernside Boulevard Concept Alternatives  
PROJECT NAME: Fernside Boulevard Traffic Calming and Bikeways Project

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### Executive Summary: Community Input on Fernside Boulevard Concept Alternatives

The Fernside Boulevard Traffic Calming & Bikeways Project aims to reduce traffic speeds and improve safety and mobility for all roadway users. The project's second round of public engagement occurred in late spring 2024 and sought input on four (4) long-term and three (3) near-term potential concept alternatives for Fernside Boulevard. The City of Alameda (City) and Parametrix team gathered feedback from the community via a virtual workshop (28 participants), an in-person community workshop (45 participants), an online survey (304 responses), other submitted emails, and presentations at the City Commission on Persons with Disabilities and Transportation Commission.

Public Input reflected the following:

- Reducing vehicle travel speeds and pedestrian improvements such as additional marked crosswalks and flashing beacons were identified as being near-term and long-term project priorities.
- All four long-term concept alternatives received broad public support and were identified to align with project goals of reducing vehicle travel speeds and increasing safety for all roadway users, particularly pedestrians and bicyclists.
- Of the three near-term concept alternatives, feedback reflected high levels of concern regarding the on-street parking loss associated with the two separated bikeway concepts compared to the Buffered Bike Lanes concept, which does not result in substantial on-street parking reduction. This feedback does not necessarily support survey responses that indicated bicycle lane separation from motor vehicle traffic as a higher project priority than abundant on-street parking.
- Feedback from public commissioners include encouragement for project plans to align with the City's Active Transportation Plan, to prioritize safety for vulnerable road users, and to consider accessible loading zones for residential visitors and transit stop accessibility when comparing concepts.

The project team will use this feedback collected on the Fernside Boulevard concept alternatives to guide development of one long-term and one near-term concept design plan for Fernside Boulevard. Concept selection and concept design will progress through the upcoming months.

### Project Goal and Background

The goal of the Fernside Boulevard Traffic Calming and Bikeways Project is to reduce traffic speeds and to improve safety and mobility for all roadway users. The project seeks to leverage community input to develop both a near-term "Early Action" concept plan that would allow for implementation in coordination with proposed 2026 pavement resurfacing of Fernside Boulevard between Tilden Way and High Street, and also to develop longer-term solutions to improve multimodal safety that would be in alignment with relevant adopted plans and policies. These include the Alameda Vision Zero Action



Plan, which identifies Fernside Boulevard as a Tier 3 High Injury Corridor for all modes of transportation, and the City's Active Transportation Plan, which identifies separated bikeways to be installed on Fernside Boulevard as part of the City's 2030 Low-Stress Backbone Network. This memorandum summarizes recent public input gathered regarding potential concept alternatives for the 1.3-mile Fernside Boulevard corridor.

The project team has completed an extensive survey of existing conditions throughout the Fall and Winter of 2023. These activities included [data collection and physical condition observation](#), as well as [gathering input from community members](#) that travel along or across Fernside Boulevard. Information such as corridor measurements, average daily traffic volumes, multimodal turning movements, motor vehicle speeds, parking utilization, past SeeClickFix service requests, and crash history analysis was presented to the public at a December 4, 2023 community meeting at Edison Elementary School and at a December 14, 2023 Virtual Community Meeting. An online survey was advertised to the public from November 21 through December 17, 2023. Through each of these forums, feedback was gathered from the community to gain deeper understanding of user's overall experiences and challenges when traveling along or across Fernside Boulevard. [Input consistently reflected concern over the following issues](#).<sup>1</sup>

- High motor vehicle speeds,
- Difficulty crossing the street,
- Safety of bicyclists and pedestrians, and
- Illegal vehicle passing maneuvers and vehicles not coming to a stop at stop signs.

During the Spring of 2024, the project team has developed concept alternatives for Fernside Boulevard considering this first round of community input and the compiled multimodal transportation data. Four (4) long-term concepts reflecting a long-term vision for the full corridor, and three (3) near-term concepts reflecting projects that could be implemented with 2026 resurfacing were developed:

Long-Term Concept Alternatives:

- LT1a: One-Way Curb-Protected Bikeways
- LT1b: One-Way Raised Bikeways
- LT2a: Two-Way Curb-Protected Bikeway
- LT2b: Two-Way Raised Bikeway

Near-Term Concept Alternatives:

- NT1: Buffered Bike Lanes
- NT2: One-Way Separated Bikeways
- NT3: Two-Way Separated Bikeway

Example cross-sections depicting these concept alternatives are included on the project website and in the appendix of this report. These concepts have been presented to the public as the project's second round of community engagement. Input on these concept alternatives were collected during May and June 2024 by various means, including a Community Workshop, Virtual Workshop, Online Survey, and other emails submitted to City staff. Invitations for the workshops and to participate in the survey were conveyed to the public through the following:

- Notices sent to all 1,400 postal mail addresses within 300' of Fernside Boulevard
- 5 A-frame posters placed along Fernside Boulevard for 2 weeks

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<sup>1</sup> A fully detailed overview of all existing conditions input gathered is available on the project website at [www.alamedaca.gov/fernside](http://www.alamedaca.gov/fernside).



- Multiple email bulletins sent to various City of Alameda mailing lists
- Local schools and community groups, including but not limited to the Fernside HOA, East Shore HOA, Alameda Unified School District, and Bike Walk Alameda, shared information regarding the project with their communities and notified members of the upcoming engagement activities.
- Press [announcement of the workshop dates](#)

A summary of community input collected through these forums on the long-term and near-term concept alternatives for Fernside Boulevard are further described below.

### Second Virtual Workshop

The second Virtual Workshop was held on May 29, 2024, from 12-1 PM on Zoom. There were 13 participants in attendance. The agenda featured a [presentation from the project team](#) reviewing collected information on existing conditions and results from the first round of outreach, followed an explanation of the various long-term and near-term concept alternatives, and how each alternative

would change the experience of various roadway users. The presentation was followed by a Question & Answer session during which 18 questions or comments were offered by eight different participants.

In addition to comments that expressed desire for more detail about additional traffic calming measures and focused improvements at specific locations such as at the intersection of Fernside Boulevard with High Street, commenters also emphasized the importance of selected designs to accommodate ancillary activities such as delivery vehicles and trash pickup. Concerns were also expressed regarding the potential for some concepts to reduce the number of parking spaces along the corridor. Some participants asked for further explanation of how the concepts would accommodate for existing bus stops and for further explanation of the differences between concepts.

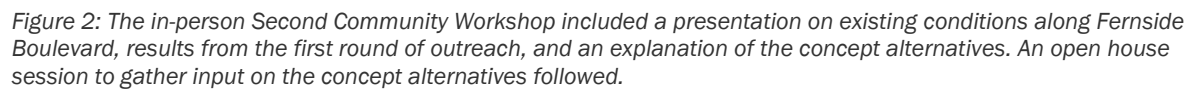
The Virtual Meeting concluded with the project team encouraging attendees to participate in the online survey, which would gather specific input regarding each of the concept alternatives in a comparable and quantifiable manner.



Figure 1: Invitations for the Second Community Workshops, both virtual and in-person, were distributed widely.

### Second Community Workshop

The second project in-person Community Workshop was held on June 5, 2024, from 5:30 – 7:30 PM at the Alameda Free Library. There were approximately 40 participants in attendance. The agenda and presentation was similar to the Virtual Meeting, starting with the presentation and followed by an additional open house and input session. During the open house, attendees were free to peruse prototypical designs and visual graphics depicting the long-term and short-term concept alternatives on large maps which welcomed attendees to offer feedback using various annotation materials. Attendees were invited to indicate how each alternative would compare to their experience with the



Most written comments reflected the difficult tradeoffs presented by the various concept alternatives. For instance, it was presented that all long-term concepts would meet the project objectives of slowing vehicle travel speeds, improving safety for pedestrians crossing the street, and aligning with the City's Active Transportation Plan by providing a separated bicycle facility. However, all long-term concepts would also result in reduction of on-street parking to various extents and would also introduce interactions between vehicles entering and exiting driveways and people riding bicycles between parked vehicles and the sidewalk in a manner that differs from existing conditions. Numerous comments reflect these tradeoffs, with such examples as "We have to implement one of these solutions as soon as possible. As it is, this street is dangerous and discouraging to go out walking.. any bike infrastructure is amazing" juxtaposed against expressions such as "I fear that as I advance in age, I won't be able to back out of my driveway with any of these proposals."

When considering the long-term concepts, participants identified similar compromises when comparing one-way and two-way bicycle facilities, noting that the former avoids complex intersection and driveway crossings, while the latter affords more room for users to ride a bicycle safely and also for vehicles to safely wait to merge onto the roadway. Comments were also received identifying the pros and cons of raised bikeways compared to those at roadway grade; raised bikeways help make bicycles more visible to

Figure 3: Example of input forms that were collected at the Community Workshop on June 5, 2023.





motor vehicles and would be easier to keep free of debris, but also may introduce conflicts with pedestrians at intersections.

Participants also had the opportunity to evaluate the near-term concepts at the Community Meeting. Input centered largely on compromises of each concept. For instance, comments on the buffered bike lanes concept highlighted that it would not provide cyclists with physical protection from the vehicle travel lanes, does not prevent illegal vehicle passing maneuvers and parked vehicles in the bike lane, and is least likely to result in reduced vehicle speeds. Conversely, comments highlighted the substantial impact to on-street parking with the one-way and two-way separated bikeway concepts and the visual busyness of the designs.

When asked to indicate how each concept compares with existing conditions on Fernside Boulevard, tallies were gathered at the Community Meeting as indicated in the table below.

	Much Better	Better	No Different	Worse
<b>Long-Term Concepts</b>				
LT1a: One-Way Curb-Protected Bikeways	8	4	1	2
LT1b: One-Way Raised Bikeways	8	3	1	1
LT2a: Two-Way Curb-Protected Bikeway	8	4	0	1
LT2b: Two-Way Raised Bikeway	13	1	1	2
<b>Near-Term Concepts</b>				
NT1: Buffered Bike Lanes	10	6	3	1
NT2: One-Way Separated Bikeways	4	3	0	6
NT3: Two-Way Separated Bikeway	9	2	0	5

Table 1: Results gathered from large feedback posters at the Second Community Workshop on June 5, 2023.

The figures above reflect general support for all long-term concepts at relatively equal levels. Near-term responses indicate a slight preference for Buffered Bike Lanes, and only one response indicated that that this concept would be worse than existing conditions.

Individual conversation with attendees at the Second Community Workshop also reflected other important input collected on the posters. The project team was requested to consider how both long-term and near-term designs would accommodate trash pickup and to emphasize slowing vehicle speeds along the full corridor, which would in turn serve to facilitate easier entrance to and egress from driveways. Additional feedback was received to consider additional vertical and horizontal

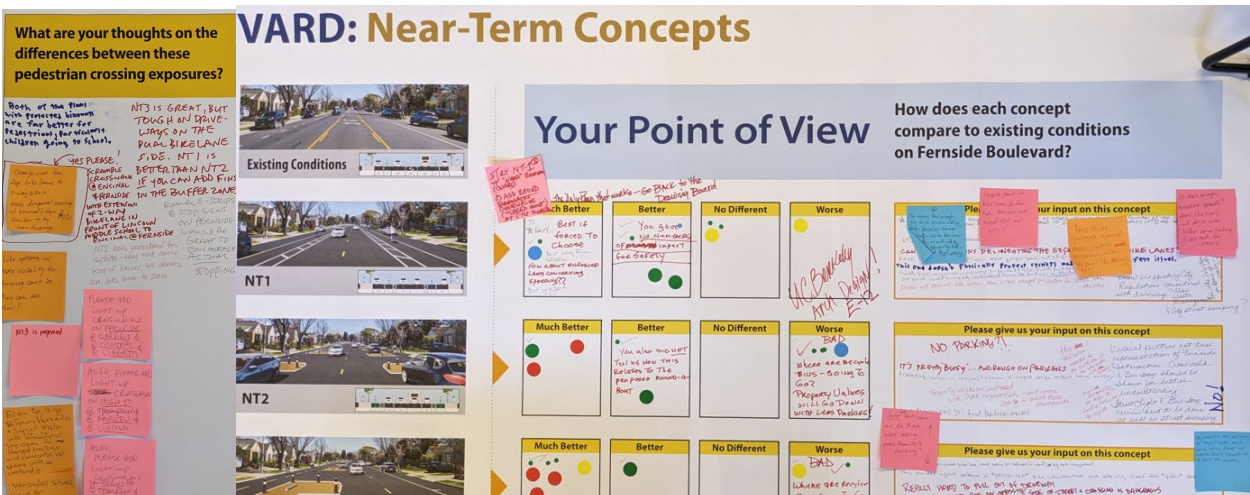


Figure 5: Examples of annotation feedback received on posters at the Second Community Workshop on June 5, 2023.



deflection traffic calming elements, and also for the project to provide more pedestrian safety improvements such as marked crosswalks and flashing beacons.

Second Online Survey - Overview

An Online Survey gathered 304 responses between May 29 and June 19, 2024. The survey was extensive, consisting of design drawings and explanations of each long-term and near-term concept, and asking for responses that compare each concept with existing conditions for people walking, biking, taking the bus, driving, and living. Another set of questions asked for participant indication of Fernside Boulevard improvement priorities for the long-term and the near-term, and the survey concluded with a set of demographic questions.

The respondents were well familiar with Fernside Boulevard, as demonstrated by the following response statistics:

- 61% of respondents live along or within one block of Fernside Boulevard
- 52% use Fernside Boulevard daily
- 7% use Fernside Boulevard less than once per week.

The survey also included a free-response prompt for how to improve each long-term and near-term concept, as well as a prompt to provide any additional feedback. Over 75% of all respondents entered text in one of these free-response questions, and there were 1,781 free-responses submitted amongst all collected surveys. As such, this body of responses represents the largest collection of qualitative feedback gathered throughout the entire project’s community outreach to date.

Second Online Survey – Long-Term Concept Responses

Participants responses to how each long-term concept would compare to existing conditions for those walking, biking, taking the bus, driving, and living on Fernside Boulevard are listed below. The table below combines “Much Better” and “Better” selections, and also does not include “I don’t know,” “N/A,” or skipped answers; as such, figures do not add up to 100% for each column.

Each long-term concept was determined to result in a generally improved overall Fernside Boulevard by between 55% and 62% of participants, whereas the long-term concepts were determined to result in a worse overall experience by between 28% and 31% of participants. Survey responses reflect how each of the long-term concepts improve user experience substantially for individuals walking and biking. When asked how the concepts would impact those taking the bus or driving, the responses were more varied; around one in four participants were unsure how the concepts would impact transit users, and text responses reflected varied opinions on how concepts would alter the driver experience, identifying both positive impacts such as reduced vehicle speeds leading to ease

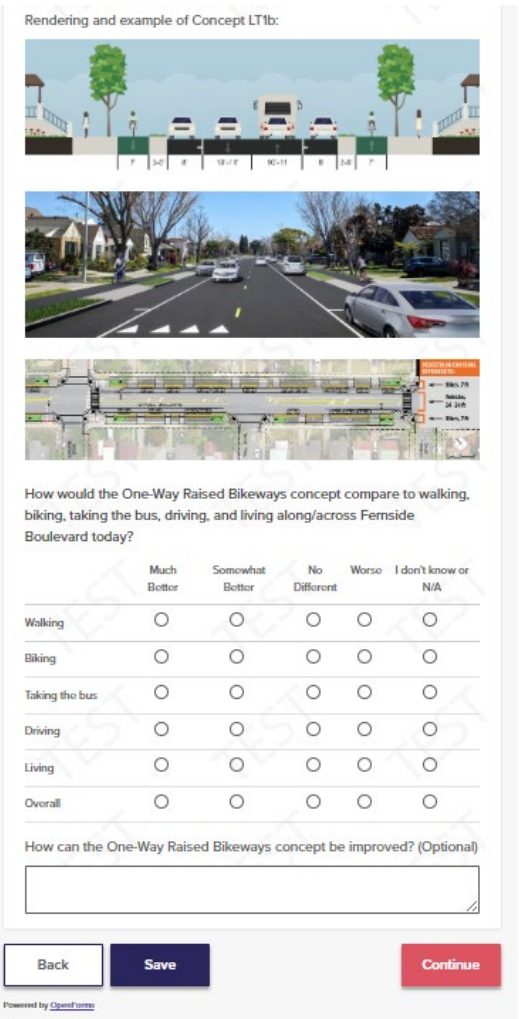


Figure 6: Example page from the Second Online Survey



of entering the roadway and improved driver safety, alongside negative sentiment addressing parking reduction, center turn lane removal, and opinions that drivers would feel less safe.

How would each long-term concept compare to walking, biking, taking the bus, driving, and living along/across Fernside Boulevard today?						
LT1a: One-Way Curb-Protected Bikeways						
	Walking	Biking	Taking the bus	Driving	Living	Overall
Much Better / Better	52%	78%	17%	33%	48%	60%
No Different	32%	7%	35%	26%	8%	5%
Worse	12%	12%	16%	34%	28%	28%
LT1b: One-Way Raised Bikeways						
	Walking	Biking	Taking the bus	Driving	Living	Overall
Much Better / Better	54%	76%	19%	33%	50%	62%
No Different	26%	7%	35%	25%	10%	5%
Worse	14%	12%	16%	31%	27%	27%
LT2a: Two-Way Curb-Protected Bikeways						
	Walking	Biking	Taking the bus	Driving	Living	Overall
Much Better / Better	50%	68%	19%	28%	48%	57%
No Different	30%	7%	35%	27%	6%	6%
Worse	16%	20%	18%	33%	32%	31%
LT2b: Two-Way Raised Bikeways						
	Walking	Biking	Taking the bus	Driving	Living	Overall
Much Better / Better	52%	67%	19%	31%	46%	55%
No Different	26%	7%	34%	24%	9%	7%
Worse	16%	21%	17%	34%	31%	29%

Figure 7: Survey responses to the prompt “How would each long-term concept compare to walking, biking, taking the bus, driving, and living along/across Fernside Boulevard today?” reflect broad support for all proposed long-term concept alternatives.

There was substantial participant input describing individual preference for both the one-way and two-way bikeway concepts. Similarly, tradeoffs between curb-protected and raised bikeways were discussed. Perceived advantages of these concept alternative comparisons are summarized below:

- | One-Way Bikeways  | Two-Way Bikeway  | Curb-protected bikeways  | Raised bikeways   |
|---|--|--|---|
| <ul style="list-style-type: none"><li>• Simpler for vehicles to cross driveways or side streets</li><li>• Simpler for pedestrians to cross the bikeway</li><li>• Easier for bicycles to access side streets</li></ul> | <ul style="list-style-type: none"><li>• Wider overall path of travel for bicycles</li><li>• On-street parking only impacted on one side of street</li><li>• Connects with existing two-way bikeway at Lincoln Middle School</li><li>• Wider buffer strip can accommodate more uses</li></ul> | <ul style="list-style-type: none"><li>• More clearly separates bicycles from pedestrians</li></ul> | <ul style="list-style-type: none"><li>• Simpler to maintain and keep free of debris</li><li>• Provides better bicyclist visibility to motorists</li><li>• Simpler to integrate with services such as trash pickup</li><li>• Better concrete bulb-out integration</li><li>• Retains more on-street parking</li></ul> |

Most of the free-response comments on long-term concepts highlight the increased pedestrian and bicyclist safety and accessibility that would result from all concepts. There were also numerous free responses that cast doubt that any of the concepts would result in reduced vehicle speeds or would sufficiently increase safety for vulnerable road users. Over 50 free-response comments requested speed humps along the corridor; a similar number of comments requested increased police



enforcement to assure motorist compliance. Numerous other comments indicated desire for additional traffic calming devices not proposed as part of the concepts such as traffic circles, raised crosswalks, or horizontal deflection measures.

When prompted to indicate level of priority for a number of design aspects for the long-term concepts, participants most strongly indicated pedestrian improvements such as additional marked crosswalks and flashing beacons as important or extremely important. Participants identified one-way bikeways as more important compared to two-way bikeways. Ease of entering and exiting driveways was indicated as more important than abundant on-street parking.

How important is it to include these design aspects on Fernside Boulevard in the long term?									
	Narrower travel lanes to reduce speeds	Shorter pedestrian crossing distances	Additional marked crosswalks	Flashing beacons at crossings without stop signs	One-way bikeways so bicyclists travel the same direction as drivers	Two-way bikeway that provides a wider combined space for bicyclists	Bikeways that are raised to sidewalk level	Abundant on-street parking	Ease of entering / exiting driveways from the street
Extremely Important	45%	42%	48%	52%	33%	18%	17%	23%	35%
Important	25%	30%	36%	32%	23%	22%	19%	22%	29%
Neutral	9%	16%	12%	11%	24%	21%	23%	16%	18%
Less Important	7%	5%	2%	3%	7%	11%	12%	18%	11%
Not Important	14%	8%	2%	3%	13%	28%	29%	21%	7%

Figure 8: Survey responses to the prompt “How important is it to include these design aspects on Fernside Boulevard in the long term?” indicate that reducing vehicle speeds and pedestrian safety improvements are most clearly prioritized by respondents.

## Second Online Survey – Near-Term Concept Responses

Similar to the prompts for long-term concepts, survey participants were also asked about the three near-term concepts. The table below contains results for how each near-term concept would compare to existing user experience. These results also do not add up to 100% for each column, as participants responding “I don’t know,” “N/A,” and blank responses are omitted.

How would each near-term concept compare to walking, biking, taking the bus, driving, and living along/across Fernside Boulevard today?						
NT1: Buffered Bike Lanes						
	Walking	Biking	Taking the bus	Driving	Living	Overall
Much Better / Better	31%	62%	9%	14%	38%	50%
No Different	55%	21%	51%	42%	34%	24%
Worse	10%	14%	12%	21%	15%	17%
NT2: One-Way Separated Bikeways						
	Walking	Biking	Taking the bus	Driving	Living	Overall
Much Better / Better	46%	67%	15%	20%	36%	44%
No Different	35%	8%	38%	21%	11%	7%
Worse	18%	20%	21%	44%	40%	38%
NT3: Two-Way Separated Bikeway						
	Walking	Biking	Taking the bus	Driving	Living	Overall
Much Better / Better	40%	60%	15%	19%	36%	41%
No Different	31%	7%	35%	21%	8%	7%
Worse	22%	26%	23%	44%	43%	41%

Figure 9: Survey responses to the prompt “How would each near-term concept compare to walking, biking, taking the bus, driving, and living along/across Fernside Boulevard today?” reflect perceived improvement for active transportation users by all concepts, but the separated bikeway concepts are foreseen as having a more neutral overall impact those living on the corridor and overall.





Unlike the long-term concepts, where all alternatives were seen as a general overall improvement, the three near-term concepts reflect more muted support. While the concepts are seen as improving the experience for individuals on bicycles, responses indicate that near-term concepts do not improve pedestrian experience as much as the long-term concepts would. This is not necessarily surprising, as the painted bulb-outs described as part of the near-term concept crosswalk improvements are not as robust as permanent concrete bulb-outs associated with all long-term crosswalks. However, whereas respondents indicated that all long-term concepts would be approximately neutral for drivers and result in a better life for residents on the corridor, the two near-term separated bikeway concepts reflect a predicted worse driving and living experience. While only 17% of participants indicate that the Buffered Bike Lanes concept would be overall worse than existing conditions, 38% and 41% of participants indicate that the One-Way Separated Bikeways and Two-Way Separated Bikeway concepts would result in an overall worse Fernside Boulevard.

Many respondent comments on the Buffered Bike Lanes acknowledge that that concept does not narrow vehicle travel lanes, prevent illegal passing maneuvers, or seem to achieve sufficient pedestrian and bicyclist safety improvements, whereas other comments note that it is the least “invasive” or most “sensible” near-term alternative. Comments addressing the One-Way Separated Bikeways and Two-Way Separated Bikeways alternatives are more firm; while some participants voice support for these concepts, more numerous participants remark on downsides ranging from the substantial loss of on-street parking spaces and different driveway access experience to the visual confusion and aesthetic shortfalls.

Responses on priorities for the near-term seem to contrast slightly with these figures and comments. While pedestrian safety improvements are again indicated as broadly important, eliminating illegal passing maneuvers that motorists currently execute in the center left turn lane is identified as the highest priority in the near-term. The Buffered Bike Lanes concept was clearly described as not including countermeasures to prevent these vehicle passing maneuvers, whereas both separated bikeway concepts do. Furthermore, 55% of respondents indicate “bikeways separated from vehicle travel lanes by on-street parking” as either important or extremely important, whereas “abundant on-street parking” received only 44% of the same level of prioritization. Here again, Buffered Bike Lanes do not include physical separation from vehicle travel lanes, and while the two separated bikeway concepts do provide this separation, they result in more on-street parking removal. This demonstrates that participants may answer prompts more enthusiastically when simply asked about priorities, compared to when presented with concrete design alternatives, especially those that have the potential to substantially alter existing conditions.

How important is it to include these design aspects on Fernside Boulevard in the near term?								
	Narrower travel lanes to reduce speeds	Eliminating illegal vehicle passing maneuvers	Painted bulb-outs at intersections	Additional marked crosswalk locations	Flashing beacons at marked crosswalks without stop signs	Bikeways separated from vehicle travel lanes by on-street parking	Abundant on-street parking	Ease of entering / exiting driveways from the street
Extremely Important	45%	59%	32%	46%	48%	35%	27%	37%
Important	23%	22%	26%	35%	34%	20%	17%	26%
Less Important	6%	5%	10%	3%	2%	11%	17%	9%
Neutral	13%	9%	21%	12%	13%	15%	19%	20%
Not Important	12%	5%	11%	3%	3%	19%	21%	8%

Figure 10: Survey respondents indicate that eliminating illegal passing maneuvers is one of the highest-ranked near-term project priorities, along with pedestrian safety improvements and measures to slow vehicle speeds.



### Second Online Survey – Demographics

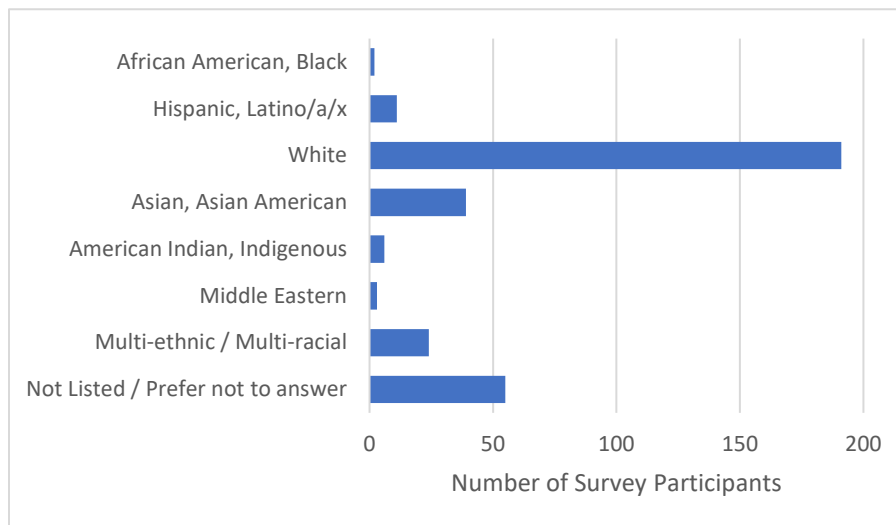


Figure 10: The number of online survey participants that identify as white greatly outnumber participants of other racial or ethnic identities.

The online survey also asked demographic and socioeconomic questions. Of all survey participants, 22% were over 65 years of age, and 53% of participants had children under age 21 living in the household. Of these respondents, numerous households have children that attend local schools in the vicinity of Fernside Boulevard such as Lincoln Middle School (56), Edison Elementary School (53), St. Philip Neri School (7), and Rising Star Montessori School (8). 33

respondents have children that attend preschool or other schools. In terms of racial or ethnic identity, the vast majority of respondents (191) identify as white. 39 respondents identify as Asian / Asian American, 24 as multi-ethnic or multi-racial, 11 as Hispanic or Latino/a/x, six as American Indian or Indigenous, three as Middle Eastern, and two as African American or Black.

Online survey participants were 86% homeowners and 14% renters. The online survey was largely comprised of participants from higher reported household incomes, listed per the following ranges (14% of participants declined to respond to this question):

- 1% of survey participants reported household income under \$40,000
- 7%: \$40,000 – \$100,000
- 18%: \$100,000 – \$150,000
- 32%: \$150,000 – \$300,000
- 29%: \$300,000

### Second Online Survey – Summary

As mentioned, the amount of input gathered from the online survey was vast. In addition to thousands of voting selections comparing the concepts to existing conditions and voicing priorities for the corridor, the survey collected nearly 2,000 free response comments addressing a wide range of aspects associated with all the concepts. The comments expressed a range of support and dislike for the concepts, and many also encouraged the project team to go even further toward improving safety and experience for all roadway users. According to the input gathered, most participants seem to broadly support all long-term concepts, with little measurable variation between concepts. The near-term concepts reflect stronger input that though more beneficial for pedestrians, the separated bikeway concepts would result in a worse design for transit users, motorists, and residents overall compared with the Buffered Bike Lanes concept.

The comments collected in the survey reflect the tradeoffs inherent among indicated user priorities. While numerous individuals express desire for greater visibility when entering the roadway from



driveways, there is also much concern over loss of on-street parking spaces. Several individuals note that it will be difficult to access parked vehicles with narrower travel lanes, but others express desire for further narrowed vehicle travel lanes. Though the means of achieving slower vehicle speeds is far from agreed upon, the overall majority of survey participants seem to agree that traffic calming is generally a benefit to the community.

Overall, key takeaways from the second online survey include:

- Fernside Boulevard needs to be safer for pedestrians crossing the street
- It is important to reduce vehicle speeds and prevent illegal passing maneuvers
- There is need to provide bikeways that will allow for use by riders of all ages and abilities, and that will be designed to ensure safety at intersections
- Opinions on parking are mixed. Some responses indicate that on-street parking is important to retain, while others do not indicate that on-street parking is sufficient or not a priority

Through the first round of community engagement, a consistent 5-10% of participants indicated that they preferred that no changes be made to the Fernside Boulevard corridor. In this second round of engagement, approximately 15% of written comments indicated a desire for no changes to be made to the corridor. This increase is likely due to the concrete nature of the second round of engagement; actual concept proposals are now part of the feedback process, and potential impacts to user experience becomes more tangible. Participants that desire Fernside Boulevard to remain as it currently exists primarily describe potential difficulties with entering and exiting driveways and finding available on-street parking.

In addition, participants made numerous suggestions for further improvement of all the concepts. The survey collected hundreds of comments desiring additional traffic calming elements as well as detailed design implementation that facilitates bicycle turns at all intersections, bicycle signals, and activity such as home delivery, street sweeping, and trash pickup.

#### **Commission on Persons with Disabilities**

The project team presented the concept alternatives at the Alameda Commission on Persons with Disabilities on June 5, 2024. Concept alternative tradeoffs for various users were discussed in detail. Commissioner feedback was positive overall, and also included a request to include further evaluation of how the concepts would accommodate accessible facilities, such as loading zones for residences and accessible bus stops, and to take these differences across design alternatives into account through the concept selection process.

#### **Transportation Commission**

The concept alternatives were presented to the Alameda Transportation Commission on June 26, 2024. Concept alternative tradeoffs for various users were discussed in detail. Commissioner feedback to the project included:

- Consider impacts to all roadway users, including residents living near the corridor as well as those traveling through the corridor
- Prioritize safety improvements over retention of on-street parking, especially considering a high percentage of residences along the corridor will retain off-street parking



- Incorporate additional traffic-calming measures along the roadway in addition to a perceived emphasis on delivering improved bikeway facilities
- Preference for near-term concept selection to conform with the Active Transportation Plan for a separated bicycle facility

