

To: Honorable Chair and Members of the Transportation Commission

From: Lisa Foster, Transportation Commission Secretary

Date: December 16, 2025

Supplemental Memo regarding Transportation Commission Item 6A: Update on Neighborhood Greenways Implementation and Provide Input on the Pacific Avenue Pilot

SUPPLEMENTAL INFORMATION

This information is being provided to supplement the staff report already published for the December 17, 2025, Transportation Commission meeting. Attached are the results of the recently-concluded Pacific Ave Neighborhood Greenway Pilot Input Survey. At the Commission meeting, staff will present a summary of these results.

Respectfully submitted,

Rochelle Wheeler, Senior Transportation Coordinator

Pacific Ave Neighborhood Greenway Pilot: Input Survey

Intro

In November, the first Neighborhood Greenway pilot segment was installed on **Pacific Ave between Lafayette and Oak Streets**. The City is collecting community feedback on this segment, which will inform the final designs for the Slow Street segments of San Jose Ave/Morton St, Versailles Ave and the remainder of Pacific Ave, to convert them to Neighborhood Greenways.

The Pacific Ave pilot segment uses a combination of new and previously used traffic calming treatments, including:

- A quick-build neighborhood traffic circle at Chestnut;
- Painted curb extensions with bollards at Lafayette, Willow, Walnut and Oak Streets;
- Six asphalt speed humps between Chestnut and Oak;
- New 4-way stops at Willow and at Walnut;
- Hardened centerlines at Lafayette and at Oak;
- Painted sharrows along the corridor;
- Daylighting at all intersections; and
- Crosswalk markings at all intersections.

Questions

1) Since it was completed in mid-November, how have you traveled on this pilot Neighborhood Greenway on Pacific Ave from Lafayette to Oak Street? [check all that apply] (Select 1 or more options)

- Walking/running
- Biking
- Scootering/skateboarding
- Driving
- I have not been on this new Neighborhood Greenway

2) How is Pacific Ave from Lafayette to Oak Street working as a Neighborhood Greenway since it was completed in mid-November? [check all that apply] (Select 1 or more options)

- I like it – it's working well
- I feel safer when traveling on the street
- It feels safer for my child/children to use the street
- It is more comfortable and convenient to use the street
- The intersections feel safer to cross
- It feels about the same as before
- I think there are issues with the overall design
- I feel less safe when traveling on the street
- The intersections feel less safe to cross
- Other

Other

3) Three new traffic calming treatments were piloted along Pacific Ave that will also be used on the remaining Neighborhood Greenway streets:





Do you have any specific feedback on ways to improve the designs of these treatments? (Select 1 option)

- No
- Yes

Answer this question if you selected 'Yes' in *Questions > Do you have any specific feedback on ways to improve the designs of these treatments?*

List the traffic calming treatment and describe your design feedback.

4) Please share any other comments on the Pacific Ave Neighborhood Greenway pilot design

Optional Question

Where do you live? (Select 1 or more options)

- On Pacific Ave, between Lafayette St and Oak St
- On a remaining Phase 1 Neighborhood Greenway street: Pacific Ave (between Ninth St and Lafayette St), Versailles Ave (between Calhoun St and Fernside Blvd), or San Jose Ave/Morton St (between San Antonio Ave/Morton St and San Jose Ave/Oak St)
- Somewhere else in Alameda
- Outside of Alameda

End of form

Pacific Ave Neighborhood Greenway Pilot: Input Survey

Survey Results

December 2025

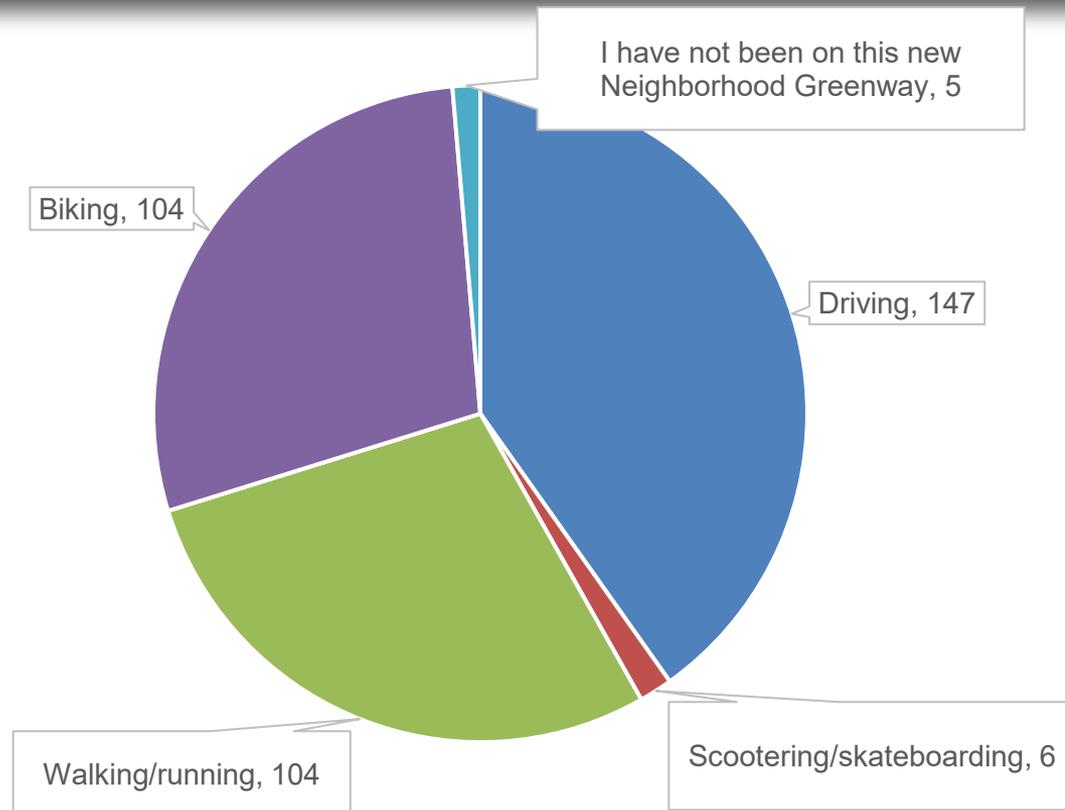


Survey Info

- 221 responses
- Survey Period: December 4-14, 2025
- Three comment fields (responses attached)



How respondents have experienced the street



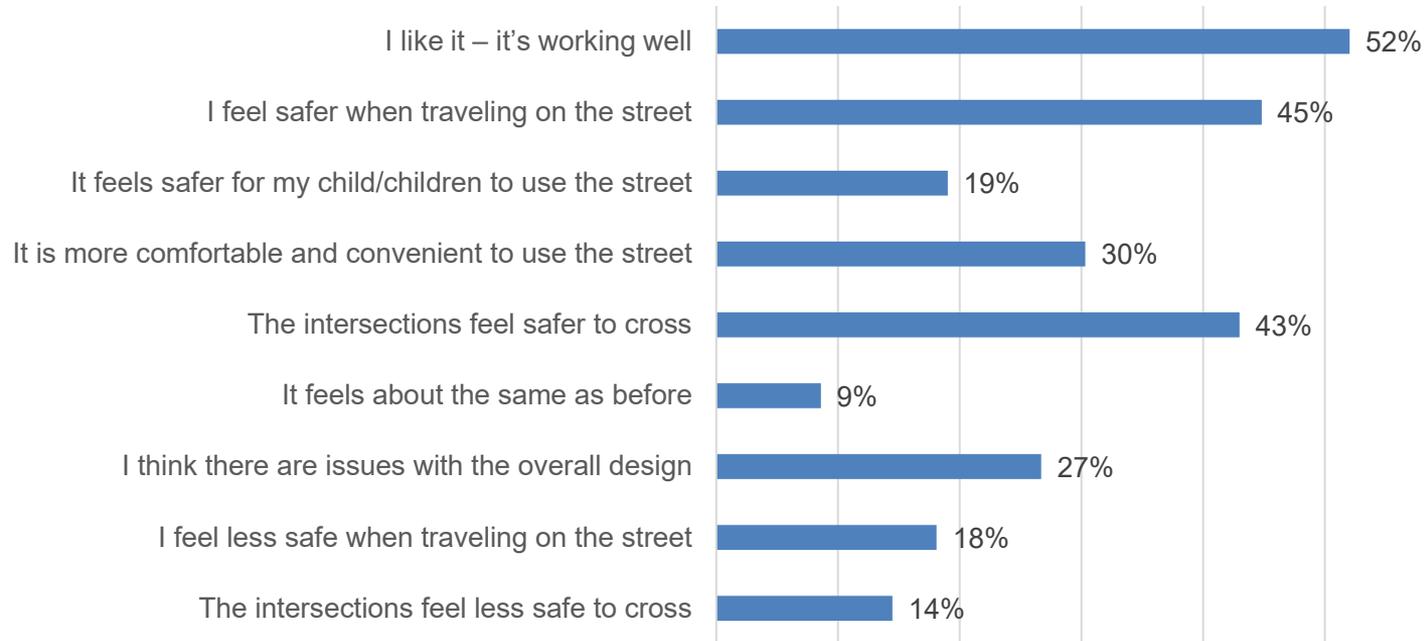
Many people checked more than one mode.

Question 1: “Since it was completed in mid-November, how have you traveled on this pilot Neighborhood Greenway on Pacific Ave from Lafayette to Oak Street? [check all that apply]”



How Greenway is working: All

All Responses (568 total)



Most people checked more than one response.

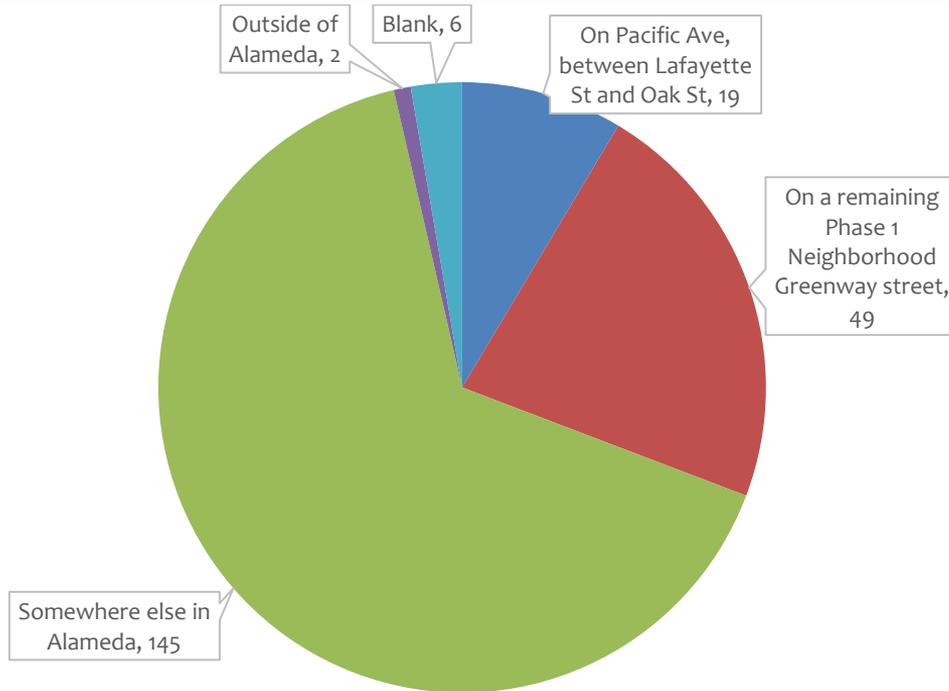
Question 2: *“How is Pacific Ave from Lafayette to Oak Street working as a Neighborhood Greenway since it was completed in mid-November? [check all that apply]”*



How Greenway is working: By Mode

Response selected	People who experienced the street biking, walking, and/or scootering (can include driving) [153 respondents]	People who experienced the street only by driving [63 respondents]
I like it – it's working well	62%	32%
I feel safer when traveling on the street	57%	19%
More comfortable and convenient to use street	41%	8%
Intersections feel safer to cross	54%	21%
I feel less safe when traveling on the street	13%	30%
Intersections feel less safe to cross	10%	25%
There are issues with the overall design	20%	43%

Home location



Optional question

Question 2: “Where do you live?”



How is Pacific Ave from Lafayette to Oak Street working as a Neighborhood Greenway since it was completed in mid-November? ["Other" option selected]

Other: A roundabout on an intersection of two 12ft. wide streets that aren't even that busy is the worse use of taxpayer dollars that I've ever seen in my lifetime.

Other: As compared to when Pacific had the "no through traffic" barriers, it feels less safe now biking in the street than it did before.

Other: Drivers are unaware how to navigate a roundabout. I have had people pull out right in front of me, even though I am signaling correctly. You have failed to educate Americans how to use a roundabout correctly. In addition, the speed bumps you installed are hardly bumps and I have witnessed cars driving at full speed over them. They are essentially useless. And what was the point of the hard divides on Lafayette? I don't understand the point of these. If it is to stop people cutting the corner when they turn, then it simply won't. And if this was the reasoning behind it, why not install them at every intersection?

Other: I was on it the other day. It doesn't seem that different

Other: It feels safer than a normal street, but not any different than a slow street, as it was before, so the survey is hard to answer.

Other: It is more difficult to drive on the street. However, it is an improvement over the slow street that makes it very difficult to drive safely on.

Other: Poor design. Expensive without meeting goals (like most Alameda transportation dept projects unfortunately).

Other: The traffic circles are very dangerous because cars zoom through without looking for bikes or pedestrians. I've watched kids on bikes nearly be hit.

Other: What is the cradle to grave expense of maintenance of this effort? How much plastic paint, cones, bumps will detonate and need to be replaced each bi-decade and what funding source will be paying for it?

Other: You've pushed cars into Lafayette st

Other: Hardened center lines not good. Spend money on more streets with speed bumps.

Other: How will a AFD navigate through chestnut/pacific roundabout

Other: Increases tax and maintenance and forever burden

Other: The asphalt speed bumps should be made of hard rubber to Really slow the cars down and let them feel the impact of that material. The aim is to SLOW the automobile's.

Other: Why was this necessary at this location? I'd like to these kind of traffic calming treatments on High Street, Fernside and Otis where speeding is really an issue.

List the traffic calming treatment and describe your design feedback.

1. We need more traffic circle. Can we put something in the middle? Plants would be nice to make it less rigid.

2. Speed hump need better visibility. A lot of people still speed through it and may cause accident (lost control).

Adding speed cameras, stop signs, and traffic lights.

All intersections need to have a 4 way stop sign! Speed bump should have space for bicycles to pass through without a hump.

All traffic calming projects are only creating gridlock on the island. There does not seem to be any forethought on how the increase in housing and the traffic calming projects impact one another. When is any event on the island that attracts crowds (i.e. antiques fair) the traffic is gridlocked and lasts for hours. If there is roadwork or an accident that only adds to the gridlock.

As always, actually protected and separated pedestrian and bikeways are preferable to make-do, but I appreciate that changes are starting to be made.

As stated above, drivers are unaware how to navigate a roundabout. This is evident in your picture above; the car is not signaling to leave the roundabout. I have had people pull out right in front of me, even though I am signaling correctly. This is not a regular feature of roads over here. You have failed to educate Americans how to use a roundabout correctly.

The speed bumps you installed are hardly bumps and I have witnessed cars driving at full speed over them. They are essentially useless. They should have been higher.

I don't understand the point of the hardened center lines. It simply won't stop people cutting the corner, if this was the intent.

Asphalt speed bumps force bicycles into the center of the road away from parked cars and the highest part of the speed bump making it more dangerous.

These speed bumps are noisy.

Bigger speed bumps.

Bollards. Love them. Can we have them at all the intersections? I've seen cars parked in areas that are paint-only. Also, please move them further out (not so close to the curb). You can see in the pic above that there are already tire mark where cars are cutting through the paint-only areas.

Speed bumps: Change design so that they don't extend all the way to curb and remove parking (with bollards) at the curbs to bikes, scooters, etc can cut around them (like Emeryville does).

Bulb outs: if turn radii allow, having the soft bollards closer to the outer edge of the painted area would help with vehicular compliance.

Californians don't know how to navigate roundabouts...lanes are too small, especially for Circle and humps are great.

Hardened center line not helpful as it distracted and surprised drivers of cars and created a tripping hazard for pedestrians. May also create bike accidents, although I did not observe that yet.

Could there be a cut out for a bicycle to go through on the speed bumps?

Do more, removing stop signs for roundabouts makes it easier to drive on the greenway than previously

Does putting speed bumps and some road furniture make it a green way? Seems like just not that big of a change

Don't do any of this! None of these are necessary especially the traffic circles. They look like a circus and seem more likely to cause an accident! There were no issues with Pacific Ave before and during it being a slow street. You're going to the extreme for no reason.

don't remove parking , its at a premium at many locations

Hardened center line - what is the point of that? I don't mean that as a rhetorical argument I just don't know what it is intended to accomplish.

Traffic circle - I like it. If city could share some guidance on what you are supposed to do with your blinker when driving through it that would be helpful. Could landscaping be put in the center?

Curb extensions. The bollards make sense, but the paint extensions without bollards don't really make sense to me. The bollards are not aesthetically pleasing.

Hardened Centerline - I fail to see the function of this feature. Also, the vision zero feature is restrictive. Speed humps - yellow instead of white markings will make the feature less of a hazard. Sidewalk signage is ineffective and does not provide sufficient notification of road feature. Speed cushions would be more effective. Quick build Circle - bollards should be removed to enable safer bicycle usage.

Hardened centerlines really don't do much. I see people drive over them all the time and I don't see much change in driver behavior

Hate them all

Humps need to allow wider vehicles like fire trucks and EMT to move unimpeded

I HATE the roundabout, it's confusing, doesn't make any sense and does not belong there. The four way stop sign had always worked just fine.

I like the concept of slowing traffic with pinch points at the approach/outer edge of the circle; however, width of the traffic lanes (as currently painted) seems too narrow for most vehicles, but especially SUVs or pickups. As a pedestrian I have seen this lead to vehicles driving outside the painted lanes (into the brown/beige buffer areas). I think that is problematic from a pedestrian perspective as vehicles seem to be closer to where pedestrians or cross traffic is waiting, and from a maintenance perspective may wear down paint in a shorter timeframe.

I like the traffic circle but it doesn't seem like there is quite enough space for it.

I like the traffic circles both as a biker and as a auto driver. They slow down traffic so everyone is more aware of other traffic.

I love the traffic circle and speed bumps

I love the traffic circle and the speed bumps. My suggestions are instead of using plastic and signs for traffic circle, cut through and (hire me) install native plants in the circle like they have on California st roundabouts in Oakland. Also, construct the speed bumps with a bike pass through like they have between west st and Genoa on 52nd st. This way the cars are slowed down and the bikes can ride smoothly.

I love traffic circles! Thank you Alameda for embracing these intelligent, effective traffic controls. The one near Encinal High school works wonderfully!

I think the driver's are confused and distracted by the high vis paint and run the risk of missing the pedestrians. The circles definitely allow things down witch is good.

I think the humps are OK, but the traffic circles seem a bit of intrusive and crowded for a small street like this. I see cars swinging wide around to get around it and it just feels unsafe and unnecessary. I'd rather just have four away stops.

i think there needs to be something more on the "Quick-build neighborhood traffic circle (at Chestnut)" to slow the traffic that crosses Pacific. The circle, as is, barely slows that traffic and didn't make me feel confident to enter the circle on a bicycle.

If possible, adding Asphalt speed bumps on all four street sides 20 feet before the approaching circle intersection would be helpful for safety and slowing cars on the approach as drivers are not even slowing or yielding but plowing through!

Im concerned about the number of parking spots that have been removed for the calming measures. I live in Stanton and pacific and we've lost 8 parking spaces at that junction Stanton is a small street and there is now never any parking available and my house has no off street parking.

Implement roundabouts at more intersections

Improve visual aesthetics. Greenery in the roundabout center.

Install stop signs

Instead of a traffic circle install four-way stop signs at Pacific and Paru. Much safer and more cost-effective. The traffic circles are garish, ugly, and unsafe in a small residential neighborhood. Cars regularly zoom across Lincoln on Paru Street and keep flooring it all the way to Buena Vista. A traffic circle only serves as a slolem course obstacle. The cars do not look or stop for bicycles or pedestrians. This is particularly dangerous during early morning commutes and when kids are riding their bikes along Pacific. Berkeley neighbors complained that they ended up having to install stop signs after installing the traffic circles because they didn't work and were unsafe. Such a waste of money. Traffic circles could be effective in more highly trafficked areas or bicycles or pedestrians are not allowed, but not in the middle of a small residential intersection where they can be more dangerous to bicycles and pedestrians, especially kids on bikes.

It would nice if the traffic circle had trees or something in the middle to be more visible

Just more hardened infrastructure would be great. I would love to feel safer when biking in Alameda and only truly do when physically separated from cars.

Love it but needs more visible signage on the traffic circle- maybe yellow like the "speed humps" signs

Make the roundabout more prominent so people don't zoom through them or turn left (illegally) directly through the roundabout.

Add more speed humps so that people can't get up to high speed after they hit the first hump and then get to the last one.

Make them 2 lanes again. You guys are making traffic in this little ass island even worse. You guys are wasting tax payer dollars. How about you guys do something about the homeless on the bus stops or in Webster and Park St. How about you spend tax payer dollars on accommodating them!!!!

More prominent striping on roundabout edges. Is paint reflective to stand out at night?

Need more speed bumps as drivers speed up right after.

Overall I'm very excited with the traffic calming measures and have noticed a marked positive change in pedestrian and biking traffic on Pacific since the temporary implementation back during the Pandemic. I think the speed humps just installed are a great idea, but should be less smooth. Their width to height ratio still allow a vehicle to pass over at fairly high speed. I purposely tested one at 32 mph in my Tesla, which doesn't take bumpy roads very well in the first place, and didn't feel the hump was disruptive enough to prevent someone who likes to speed from continuing to do so. The rubber speed humps that have been on Bayview Dr. for some time are way more effective at slowing the vehicles down. Something closer to that length to height could be done with AC humps to achieve a similar slowing effect.

please keep the traffic circle on Pacific at Paru. Consider putting a nice planter in the center.

Please more cops. People still drive like shit. I feel my tax or states money could be better used. It's your job as elected representatives to make competent decisions. Work on the next one.

Please use asphalt speed bumps or hardened centerlines only. The roundabouts on such a small street is complete overkill and unnecessary.

Quick-build neighborhood traffic circle.

This treatment on the narrow roads and intersections requires drivers to drive dangerously close, and realistically into, the crosswalks to navigate around them. This design feels and operates as a more dangerous traffic condition. Pedestrians have to alter their walking direction to get into the crosswalk as opposed to simply walking straight. Bicyclists must now trust that vehicles will yield for them as there is now no place for them to share the road at the intersections.

With the yields in place, and the amount of time it takes to navigate the circle, a four way stop would take the same amount of time to get through the intersections and would also minimize how often a car is driving directly towards pedestrians.

Please consider four way stops so that we can maintain safe travel for pedestrians, bikes, riders, and drivers.

Thank you,
Jeremiah Burger

Re-introduce physical barricades like those currently on Versailles and like those that were in place before the completion of construction on Pacific.

Remove the speed bumps. They have created a whole new problem that did not exist before. The noise of engines slowing then raving as they go over the hump and the extra exhaust fumes that come from slowing and speeding up. Also some cars don't slow and it shakes the neighborhood. Additionally it slows emergency vehicles.

Revert them

Roundabout/ traffic circle: The signage could be better. I think it would be clearer if there were right arrows at the four parts of the intersection, maybe also signs saying "keep right". When you look at the roundabout sign that's there, the top arrow points left - could be confusing. The roundabout signs could be placed along the approach streets to forewarn motorists.

signs reminding people to go no more than 25 miles

Skip the hardened center lines. Takes attention away from pedestrians if drivers focus on the bump in road.

Something raised inside the traffic circle to make it more clear, although all of the markings are really well done. I wish they would mark the traffic circle down by Encinal high school like this. Speed bumps are too low and the gap is too large

Must safety elements eg oak were removed between design and build.

Overall very disappointed.

Speed bumps work best in deterring drivers from going too fast.

Speed humps - design needs wheel well cutouts for emergency vehicles (but making sure cars can't speed through those wheel wells. Hardened centerlines should have flexible posts to make those centerlines more visible.

Speed humps -- I like the ones that Oakland has that if you are going slow enough, you can cause your tires to go through the flat area in the middle so no up and down.

Speed humps seem too tame. It didn't seem like cars needed to slow much

speedbumps need break in hump (like a trench) for cyclists
traffic circle is great!

Stop finding solutions to things that aren't problems

Stop with the traffic circles!!! I have seen so many delivery trucks not be able to make the turns and have to drive over it. Horrible design

Switch Asphalt Speed Bumps to Hard Rubber Speed Bumps.

At the Traffic Circle: South/West side of the corner. Car coming down Chestnut street from the North, enter the circle, travel around the accelerate through the last part of the circle. At this corner, a brown, plastic barrier should be installed.

The driver will need slow through this part of the circle to navigate past this barrier. I have witnessed countless speed out of the circle heading to Lincoln Ave.

Teach the public on how to safely cross the street.

The bollard buildouts are tight and cause cars to enter the other lane when turning. Plus it makes visibility more difficult to see who's coming down the road.

the Chestnut roundabout is so small that a vehicle may drive through at a higher speed than if the intersection was simply four yield signs. A driver sees the circle more than the yield signage. Waiting for accidents to happen there.

The circle could be more substantial and visible.

Add vertical delineation to the hardened centerlines. As a motorist, it's not a big deal if I don't see them, but as a bicyclist, it could be catastrophic.

Are the speed humps frequent enough to slow drivers consistently? If not, add more.

The circle feels way too narrow.

The hardened centerlines should have a vertical element to strongly indicate to drivers not to cut the corner.

The intersections is really too small for the traffic circle where it is. Intersections need to be bigger, because I was worried that another car coming into the circle would cause an accident if too close because of how tight it was. The Hardened centerlines would be better.

The quick build circle needs some vertical height for visibility- maybe some planters in the inner circle?

The quick-build traffic circle could be more visible—perhaps some tall plants or signs

The roundabout (traffic circle) you put in has full size yield signs and large road markings. Seems oversized given the small size of the streets and that Yield is implied by the traffic circle anyway...maybe smaller signs and type? Also, some low vegetation would help make it clear that you can't drive straight across through the intersection. The roundabout signs are pretty small in the middle and easy to miss, but a low hedge (etc) would make it very clear and be more green for the neighborhood.

The roundabout should still have the 4-way stop (like the ones in some Berkeley residential areas) there should be more speed bumps, every single street that crosses Pacific should have a stop sign, especially Oak and Grand. The greenway should connect all the way to Park street. Cars should not be allowed to use Pacific as through traffic like before when the barriers were still there, pedestrians need priority places to walk around our island too. Maybe add permanent barriers that don't allow cars to pass through at all in either direction in select spots to discourage crossing Alameda on Pacific. Consider hardened center lines on every street that crosses Pacific

The speed bump concept is good but the speed hump on Pacific is too gradual to make much
The speed bump makes for an uncomfortable bicycle ride. I was hoping to have narrow flats, similar to what's on Bayview dr.

This needs more bollards or physical enforcement of day lighting.

The hardened centerlines is an ok tool, but because there's no stop / round about at Oak, making a left turn from Oak to Pacific felt dangerous. Oak is a high traffic street (despite the sharrows) and it's common for cars to try to (illegally) overtake bike in from of a street. So turning left from Oak, you need to be aware of alls the cars behind you, ahead of you, but then the centerline is another obstacle avoid on a bike. Not knowing it was there the first time forced me to have to change the angle of my turn. I do however think the right solution is a stop/round about there.

The speed humps are great but could use a cutout for bikes and a bit more nighttime
the traffic circle - the center circle is so narrow I'm not sure it will slow cars down. I drove through once and it wasn't much of a barrier. I bike through twice a day Monday - Wednesday.

the hardened center line - what exactly is that supposed to do? The old half lane barrier made it clear this was a special street and provided an actual impediment. I guess this should encourage people to not cut the corner when turning left onto Pacific from Oak, but does it? How covered in tire marks is it?

The traffic circle DOES NOT WORK. You need 4-way stop signs or speed bumps.

The traffic circle is chaotic and seems unnecessary it should be removed. Since it was a "quick build" this should be simple to do

The traffic circle is confusing, doesn't work well and looks cheap

The traffic circle is not helpful. In fact it makes a simple 4-way stop into a confusing obstical to the smooth flow of traffic. The intersection is too small for traffic circles.

The traffic circle is unlit and non reflective and is very dangerous at night

The traffic has not slowed at all. Cars are actually racing into the roundabouts with no conscious effort in slowing down and not respecting those already in the roundabouts. I find driving into the new additions is less of a pilot program and more of an experiment of dangerous designs. I appreciate the forethought of city planners in attempting to improve the island, however I have not found it to be helpful in my commute home. Hopes for the future: more functional design and lighting and wider roads.

the treatments are good but need to be combined more, like by adding the center line hardening also to the approaches to the traffic circles

the spacing between the speed humps also seems like it needs to be reduced - FHWA says speed humps every 300 to 500 feet are more effective with regard to calming driver speeds and discouraging through traffic compared to less consistent speed hump installations

The whole area is way too busy with painted lines and corners. This is a distraction and hindrance, not a help. The speed bumps are too shallow and the traffic circle is a joke. Time to plan for more traffic enforcement. It will take time, but way more worth the effort than the current band aids.

There needs to be an additional speed hump to calm traffic approaching Golden Bay Preschool (2226 Pacific) from the east. I live on the block and frequently see cars rapidly accelerating between the humps. I've already seen some scary close calls with cars racing into the school zone, particularly during pick up and drop-off times, which can be very hectic with parents double parking and entering the street with their preschoolers. An additional hump closer to the school would help a lot.

These are all a waste of money. There was not a problem on this street. You are playing favorites and this is not fair. Stop wasting our money.

They are strange and a waste of money.

They really make it harder to see around corners while driving

Those flashing lights at crosswalks seem to work, are less obtrusive and give me a sense of safety. Alameda streets are now much more difficult to maneuver and look terrible. You can bet the city is going to be involved in more lawsuits. If bicyclists need all this room, register them and their bikes and let them help pay for all these so-called improvements.

Traffic circle is great. People ignore the hardened median so totally not worth it.

Traffic circle seemed to slow down cars and made intersections safer for bikers. Speed bumps are also helpful for slowing down cars as well

Traffic Circle: Drivers are often not slowing down for the traffic circle, especially those traveling straight on Chestnut street. Drivers typically do not yield, which creates a dangerous situation. The size of the traffic circle doesn't really facilitate yielding, since by the time a car is entering the circle it is only a couple of seconds from the next circle inlet. A larger circle, like those in the west end, facilitates better yielding. Drivers do not understand the circle: I witnessed a driver make a left onto the circle, traveling in the wrong direction. Signage with a right arrow would be more effective than the counter-clockwise circle.

Since drivers are not yielding, stop signs would add safety to the intersection, with the circle providing some protection when drivers inevitably run the stop sign.

The side of Pacific west of Chestnut could use a speed hump. East-bound drivers accelerate to the Pacific/Chestnut intersection.

Daylighting: I appreciate the daylighting treatment, but it comes as a price of losing a number of parking spaces at each intersection, and parking is becoming a premium as the population changes. The new red zone in front of my house is pushing people to park up to and into my driveway, as the available space doesn't allow for anything but a very compact car. Parking enforcement should monitor this.

Traffic circle: I disagree with the use of traffic circles. Drivers don't know how to navigate them and don't understand right-of-way rules. They force bikes to merge into the middle of the traffic lane where cars can't pass, which is dangerous for bikers. They're dangerous for pedestrians because they create unpredictable behavior from drivers. All of this is the opposite of "calming". Stop installing traffic circles and use other traffic calming methods. While not a topic of this survey, the traffic circles on Central near the school have created an incredibly dangerous condition, with drivers driving the wrong way around the circle due to lack of understanding of how to make a left turn around the circle; cars not yielding; cars not signalling; bikes being forced into the traffic lane if they need to navigate the circle. These are a bad accident waiting to happen.

Bollards at intersections: I am in favor of red curb daylighting at intersections, and the bollards IF the bollards are placed so they don't force bikes into traffic. I don't agree with narrowing the traffic lane at the intersection. This forces bikes to either ride in a blocked off area or to merge into the main traffic lane. Neither is safe. I recommend painting the white curb line close to the bollards to maintain a bike shoulder.

Traffic circle: not working well. Because the streets are not wide, it is very easy to just keep your speed and circle around it. I don't know how much attention people pay to the yield signs. I drive a scooter (like a moped) and have only driven down a few times on Pacific. My cross street is Schiller. I think the speed humps are very effective.

Traffic circle—it isn't wide enough to force crossing cars to slow down. We've biked through that intersection at Chestnut several times now and a couple of times cars sped across without any slowing, making that intersection feel less safe. Some cars seem to see that intersection now as having no slowing or stopping, even when there were pedestrians and bikes who are already about to cross and a car that was still a 100 feet away did not slow, as if they had right of way to just go through without slowing or stopping. A couple of times there was confusion about which car has right of way.

Traffic circles need more visibility, I've seen drivers use it incorrectly. Perhaps consider bigger signs or added visibility flags for night time. Black and yellow bumps in center of road are great.

-Traffic-circle: while this overall an improvement, cars going straight now drive over the outbound bulbout as the traffic circle has pushed them to the right. I think this could be solved by putting bollards at the corners of the intersection in the middle of the bulbouts where they are closest to the traffic circle.

-Bulbouts: I found one car partially parked on the outbound side of a bulbout despite having room to park a few feet forward off of it. I think a white line perpendicular to the end of the red curbs could better encourage cars not to park on bulbouts.

Were the owners of the street homes in favor of these improvements?

What has it done to relieve congestion of traffic movement off the island when people need to get somewhere off the island?

Traffic has gotten so much worse on the island with all the controversial, forced development. Can't we stop overbuilding our city?

Would love

- Full concrete bump outs and neck downs, extending the sidewalk so that you're visible at the crossing AND its traffic calming effects
- The humps could be humpier - and acute, these are gentle enough that I don't think you have to slow down too much
- Would love a planted center area.

MORE OF THIS EVERYWHERE!

THANK YOU!

Yield signs in front of the traffic circle do not work. Drivers do not understand how to use traffic circle. Some drivers drive even faster, and my husband witness a car driving in the wrong direction. I was almost hit while driving in the circle as driver did not yield to me.

The stop signs and calming treatments on Pacific and Lafayette failed to slow drivers down. And some of them don't even stop at the stop sign. They still drive fast on Pacific.

You are making it worse

You are narrowing the actual driving areas which makes it harder for drivers to see an allow for space. This then increases pedestrian and cyclists safety.

You need to look at the ramifications to adjoining streets. The development in the marina originally opened onto Chestnut. It was changed to open onto Lafayette. Then the greenway was introduced on Chestnut. Who approved this? Please check where the urban planner lives that approved these changes. You are systematically redirecting traffic into Lafayette with no remedy. We purchased our houses because it was a quiet street. Now it is becoming the thoroughfare that Chestnut was. We are documenting this change

Please share any other comments on the Pacific Ave Neighborhood Greenway pilot design

Adding real speed bumps, not the soft pillowy kind, can help slow traffic. The bollards are potentially harmful if a bicycle or car has to swerve out of the way. A bicycle or car hitting a bollard I will likely cause more damage and injury.

Adding speed cameras, stop signs, and traffic lights.

Bollards could be put out further to ensure drivers slow down. Realize they would get hit more, but if that happens, I think they should be concrete. (As opposed to compromising on safety or having the city constantly replace damaged plastic bollards — cars are less expensive than people.)

Perhaps out of your control, but I took an uber recently and it took me down Chestnut, and across Pacific, instead of along an arterial — during morning school rush hour no less! If there's a way to suggest alternative routes (or at least not low stress routes) to mapping and rideshare services so they don't do this, that'd be good.

Calm streets are good. So glad you're doing this. Don't listen to the complaining commuters who use Alameda as a place to sleep at night, and otherwise are zooming on and off the island.

Can we please get speed humps on Walnut Street? People fly down that tiny narrow street between Buena Vista and Clement, despite the park/playground being right there.

Can you please obtain representative samples of feedback from bike riders and car drivers please. Bike riders are very much overrepresented in feedback and plan design.

Can't wait for these changes to continue down Pacific. Can the Grand and Sherman intersections also have traffic circles?

Car traffic tripped and speeding dramatically increased with barricade removal.

There are not enough speed bumps and people just speed between them and slam on the brakes. Car traffic dramatically increased, and speeding is much more common now

Cars went slower when the physical barricades were up. Now that the physical barricades have been removed, cars speed more and are more careless while driving. I have almost been hit three separate times at intersections now that the construction has been completed. Since my child attends a preschool in this designated area and I travel through it almost daily, I can say pretty firmly that the traffic calming measures are ineffective compared to the physical barricades in place before the completion of construction.

Dangerous

I appreciate all of the traffic calming treatments on Pacific Ave so far. Overall, however, I am disappointed to see the phasing out of Slow Streets in favor of the Greenway approach. Traffic calming is great and I appreciate all that the City of Alameda is doing on that front throughout the island, but having a set of designated car-free corridors like Slow Streets would provide much safer ways for people to traverse the city on foot and by bicycle. I live on Pacific and have already noticed an increase in traffic and vehicle speeds since the barricades came down, even with the traffic calming treatments in place. We moved to Pacific Ave with a toddler and another child on the way, and were particularly attracted to the location specifically because of the safety that Slow Streets would provide for our two small children. It's a shame to see this visionary program replaced with a watered down, less-safe version.

I assumed greenway means fewer drivers so that pedestrians and bikers can use the street more securely

I believe the issue of poor lighting is creating hazards especially for those that work or are returning home at night. The construction of roundabouts on several parts of the island has made the streets less cohesive overall and only increases the lack of design and utility. I no longer feel safe driving into these areas.

I have seen people go really fast with the bumps and the round about...amazed that they can but they do !

I like the roundabouts! I wish there were more.

I live on this section. And I really appreciate it. It slows down traffic, which makes me feel much safer about my kids. Before all this, cars used to race through the intersections.

I'd love to figure out a way to slow down traffic on Willow. Mini cars just blow right through the stop signs without stopping.

I live on Walnut less than a block from Pacific. We take our 2 small kids on Pacific to walk places, like to Park street or across Alameda

I love it! It will make my commute to and from work and riding down the island so much safer and more enjoyable by bicycle! Thank you!

I love it.

I prefer even more traffic circles -- they work great!

I really don't see what all the hype is about. The speed humps are useful. The other "enhancements" such as the hardened midlines only serve to distract drivers from paying attention to the cross traffic and pedestrians.

I support all the treatments that improves safety for bicyclists and pedestrians.

I think the circle slows traffic.

Drivers still try to find a place to accelerate if they can. The brown barriers with reflective strip helps create a more challenging maneuver.

I think the City is doing a good job of trying to address the traffic safety on this slow street. I live on Pacific and have witnessed daily speeding. These solutions seem to be a good direction to be moving in...

I was very, very impressed with how quickly the changes went in.

I started biking to/from the seaplane ferry about 3 months before the changes. I was very happy with the slow street before the changes.

I felt safer with the big dumb portable half-lane blockers in place. I can see why they could be considered unsafe by limiting the turn in to 1 lane, but when I'm driving I avoid those streets (e.g. Versailles at Encinal, near where I live.)

I don't feel un-safe now, but I wonder about the traffic levels. I think there's a bit more in the evening than there used to be, but that's unreliable anecdotal data. Did you have any car counters on the street before the change? I don't see any now. That seems like a missed opportunity.

I am surprised by the total lack of signs indicating it's a slow street. Sure the speed bumps give a hint. The speed bumps are also a nuisance for biking over.

Given the "Greenway" in the name, I am hoping the end state of this project is more green and less street.

I would support dedicated bicycle and walking paths that run across the island however, place them away from the big streets. Taking away car lanes and parking is making the city more congested and making people even more impatient. This leads to aggressive driving as it takes even longer to get around the island.

If this is a pilot program, who has the yeah or neigh on if it is a good idea? To me, an Alameda lifetime resident, it seems like a few surveys and bingo, property owner value increase on Continental and Baltic Avenue. We taxpayers are subsidizing this improvement and cutting down parking, street options, and increasing slowing to a crawl as we overbuild the Island with unaffordable high-rises. Where does all the plastic paint go? The weathered plastic cones and pieces go when it rains? Additional petroleum products in the Bay.

I'm a resident on Pacific with a family that uses bicycles as our primary/preferred mode of transportation and we are thrilled this project is underway!

I'm excited to see these greenways continue to be implemented, hope to see further progress making biking and being a pedestrian safer on our island!

It feels like the city is trying to fix streets that are not the high traffic areas instead of ones that have bigger issues. Trying to make everything bike safe is making it more bike unsafe as you push drivers on to other streets and cause more stress on them.

It makes it a lot harder to see bikers and pedestrians. They are too busy and your eye is getting distracted by all the extra signs, cones, and stripes on the road

It's hard to understand how these are characterized as greenways as there is no native vegetation element to support biodiversity

Like it overall. Would like to know the feedback from people who live in this area.

Love it.

Love it. I'm so happy so see permanent solutions replacing the sawhorses and I can't wait to see them everywhere

Maybe someday you can bring High speed rail to Alameda since that's going so well.

Minimize speed bumps

more greenery and traffic calming is needed

More of the same. Spending time and money solving safety problems we don't have

more traffic circles, please!

More, faster, please and thank you!

Need more:

1. Greenery on the greenway.
2. Traffic circles, get rid off the stop signs (especially the two way stop signs)
3. Pedestrian crossing lights
4. Speed cam/ warning light (I love how Iceland does it with the sad face when you exceed speed limit)
5. Painted lines for parking (people kept blocking driveways, it's insane)
6. Painted road for 'school zone'
7. Crossing lights

Nice enough

over correction

Pedestrians and bikes need some help crossing Grand at Pacific. Consider flashing crosswalk.

People are supposed to go back to walking only on the sidewalk, correct? It's why you took away so much of our street parking to supposedly make it safe to cross intersections. But after five years of entitlement how are you going to enforce it? Meanwhile, parking is a daily hardship for the people who live on and around Pacific. Where I live there are several nearby apartment buildings and a business district. Tenants, employees and customers all park in the neighborhood taking the now fewer parking spaces from homeowners. When the corners were first painted red, parking was somewhat tolerable. But then you came back and extended the red lines! Why did you do that? I don't believe the intersection of Pacific & Bay is correctly "day lighted." Please double check this!

Please add more speed bumps and traffic circles to as many other streets in Alameda as possible. A lot of dangerous driving happens especially during commute hours around the island

Please add traffic circles to more intersections along Pacific! (Ex: around Paru) Cars often speed down this street and traffic circles would clearly slow them down, and make it more safe when cars approach that intersection at perpendicular angles.

There are many kids in this area and they are often put in danger by drivers speeding by!

Please don't do this in other neighborhoods. You are creating problems by trying to fix a problem that was not there. The bulb outs are fine, but the rest is a problematic

Ramp it up! Go bigger!

Speed humps, and other traffic calming methods seem OK, but the traffic circles feel like unsafe obstacles that I'm seeing cars swinging wide around in a careening manner. Four-way stop signs seem more effective.

speed humps, thumbs up!

Stop with all of the bike lanes! These "road diets" are causing more congestion, more angry drivers and more pollution. And the "greenways" do absolutely nothing and are a waste of federal money!

Thank you for making Alameda safer for everyone.

The beige is a great colour for the bulbouts and it was a great call for the crosswalks to not be painted beige as it makes them very clear.

The biggest issue with the implementation is that it does little to reduce car traffic on Pacific. The speed bumps are too far apart, the street is wide enough to encourage speeding and it still allows thru traffic. For all greenways, the design objective should be that cars drive no more than a single block on those streets. The current design is insufficient to achieve that.

Overall, the previous design with barrier was bad, this is slightly less worst, but absolutely fails the test of "would a middle schooler be safe there"

The brown painted curbs without bollards are often being misused as parking for gig-workers & delivery trucks. Perhaps it would be better to add bollards on both sides. Specifically at high traffic intersections, such as oak & Pacific, it would be great to add ped walking lights.

the circle intersection--I have seen so many cars blow around the circle without slowing down!! It is now somehow scarier to walk through here. Drivers are not really yielding, they just plow through. The speed bumps on approach to the circle should calm the speeding. ALL OF PACIFIC and slow streets should have the asphalt speed bumps. It is NOT SAFE!

The greenway is spectacular. Especially the mini traffic circle. Would be spectacular to have these treatments across the island.

The overall project is better than what you have done on Clement. However I am not a fan of Neighborhood Greenways

The roundabouts are stupid because most people don't even pay attention to it and just go when it's not their turn

The small traffic circle doesn't actually force drivers to slow down. They tend to drive onto the brown safety/daylight zones to avoid slowing.

The street was already a bicycle boulevard. It did not need the amount of public money wasted on the unnecessary changes.

there should be zero 2-way stop crossings along the greenway that favor the cross street - these types of crossings increase stress for the greenway users and diminish the value of all the other treatments - as per to Oakland's "neighborhood bikeway design guide" recommendations, Alameda's designs should include either the reorientation of stop signs to favor the greenway or the addition of 4-way stops especially where the greenway intersects with another bikeway - if this is not possible at a particular intersection then other more robust crossing treatments are needed including median car diverters, RRFBs or HAWK beacons, and other treatments - the Oak Street 2-way stop crossing shown in this survey is inadequate

also like the Oakland guidelines, there should also be an intention to have speed humps on every block of every greenway segment - the current plans for the San Jose Ave greenway show no mid-block traffic calming all the way between Chestnut and Paru, which is very insufficient - other "bike boulevard" type installations show that drivers speed up and try to overtake bike riders on blocks where there are speed hump gaps, so the traffic calming needs to be consistent - speed humps every block (or other midblock traffic calming), traffic circles at every local street intersection (or other comparable intersection treatment), center line hardening at every intersection approach, major intersection crossing treatments, and lowered speed limits should be consistent on every block of every greenway

lastly, 15 MPH and 20 MPH signed speed limits are now allowed per state law on any local street, without the need for any speed survey justification - this should be applied consistently to all of Alameda's greenway proposals - many city staff are not aware of this as it hasn't been widely publicized, but staff at UC Berkeley SafeTREC have looked into and confirmed the allowance - please feel free to follow up with them for more info

This is a complete waste of taxpayer dollars!

Ugly and unnecessary

Very much appreciate the City's efforts with this and please continue with permanent installation ASAP.

We don't have that many bikers that would warrant this. We're not a European country focused on biking. Plus it looks hideous and is taking way to long to build which was a huge

We need a four way sign in front of the driving circle at Chestnut and Pacific.

We need speed bumps at Pacific and Lafayette intersection.

Since there's a red zone painted in front my corner house, there's also cars that park and block my driveway since they try not to park in the red zone. I have a narrow driveway and it's almost impossible to get my car out of my driveway unless I drive on the sidewalk. Is it possible to get a red zone painted next to my driveway?

We need traffic circles on buena vista or speed mattresses

Whoever is in city management and thinks this is going to stop drivers or prevent accidents is actually increasing th safety risk. Having more officers and speed checks will deter this.

Narrowing streets, making it more challenging going to park and limiting visibility is making alameda more dangerous and congested. Congestion and traffic frustrate people and create

Your "traffic engineer" is incompetent.