

**From:** [Robert Prinz](#)  
**To:** [CITYCOUNCIL-List](#)  
**Subject:** [EXTERNAL] Alameda City Council public comment, 12/16/2025 meeting  
**Date:** Friday, December 12, 2025 2:40:59 PM  
**Attachments:** [ATT00001.png](#)

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Hello, this is a public comment on behalf of Bike East Bay for the December 16, 2025, Alameda City Council meeting agenda item 10-B: City Owned Paths 15 MPH Speed Limit

Bike East Bay is in agreement with our local partners at Bike Walk Alameda that a 15 MPH trails speed limit for city owned trails is generally in line with similar limits for other trails around the East Bay, including the Bay Trail and most East Bay Parks facilities.

However, we also agree with Bike Walk Alameda that this limit should not be applied to facilities like the Cross Alameda Trail which have separately striped or otherwise delineated bicycle lanes.

We also encourage the City of Alameda to investigate “green wave” implementations along major bikeway corridors.

This would involve coordinating signal timing such that bike riders traveling within a certain speed zone (say 10 to 15 MPH) will get green lights by default. This could encourage calmer travel speeds while simultaneously reducing overall delay for bike traffic. Similar installations already installed around San Francisco could be used as a model.

Lastly, we also encourage Alameda to investigate 15 MPH posted speed limits on neighborhood streets, not only trails, with a priority for shared lane cyclist/driver bike routes.

Cities in California are now allowed to lower posted speed limits to 15 MPH on any local (non arterial / collector) road without the need for a speed survey or any other justification. Not many cities have taken advantage of this opportunity yet, but UC Berkeley SafeTREC has confirmed that it is available.

If 15 MPH is a good idea for trails that people on foot and on bike share, then it certainly follows that it’s also a good idea on neighborhood streets around town that people in cars and on bikes share, when there’s no dedicated bike infrastructure. These shared-lane bike/car streets are associated with much more significant traffic safety issues compared to multi-use trails.

Thank you,



**Robert Prinz | Advocacy Director**

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**We mobilize by bike to build thriving communities that are joyful, safe, and inclusive. Help us create safe streets for all and [make a year end gift today!](#)**

**From:** [Sam Rosenthal](#)  
**To:** [CITYCOUNCIL-List](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] Opposition to Item 10-B — Proposed 15 mph Limit on Bike Paths  
**Date:** Friday, December 12, 2025 9:29:26 AM

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**RE: Item 10-B**

Dear Mayor Ezzy Ashcraft and Members of the City Council,

I am writing as an Alameda resident who regularly and responsibly uses a legal e-bike to travel around our city, including on dedicated facilities such as the Cross Alameda Trail. I share the concerns expressed by the Board of Bike Walk Alameda regarding Item 10-B, and I want to respectfully voice my opposition to applying a blanket 15 mph speed limit to all city-owned paths and parks.

I understand and appreciate the intent behind this referral—improving safety and addressing concerns about high-speed electric devices. Those concerns are legitimate, especially when it comes to unregulated electric motorcycles and mopeds (many of which are frequently mistaken for legal e-bikes). Much of the alarming injury data cited in public discussions actually involves these unclassified electric motorcycles, not the e-bikes that people like myself use safely and responsibly.

While safety on our paths is essential, a universal 15 mph limit is not likely to address the real sources of the problem and could create unintended negative consequences.

I would not oppose a 15 mph speed limit on shared, mixed-use paths where people walking and biking interact closely; such a restriction is a common and reasonable practice in many cities. However, applying the same restriction to dedicated bike facilities (such as the Cross Alameda Trail) would penalize safe, ordinary travel. Even on conventional bicycles, let alone legal e-bikes, people routinely and safely exceed 15 mph on these transportation corridors. Further, Class 1 & 2 e-bikes already limit the speed at which motor assistance is provided to 20 mph (and Class 3 e-bikes, which may assist up to 28 mph, are typically regulated separately from Class 1 & 2 e-bikes). Criminalizing normal riding behavior on core parts of our bike network runs counter to Alameda's goals around sustainable transportation, mode shift, and climate action.

There are more effective and targeted solutions available. For example, state legislation like SB 455, which would clarify the distinction between legal e-bikes and electric mopeds or motorcycles, directly addresses the devices and behaviors that are contributing to safety concerns, and does so without penalizing those of us who are using legal bicycles and e-bikes appropriately.

More broadly, I hope we can remain focused on the primary causes of serious traffic injuries and deaths. Local and national data consistently show that the most dangerous behaviors involve motor vehicles: unsafe speed, failure to yield, and improper turning. Alameda's Vision Zero and Active Transportation plans highlight these priorities clearly. Redirecting scarce planning or enforcement resources away from the factors that cause the vast majority of severe crashes would undermine the City's safety goals.

I also want to thank you for your ongoing support of Alameda's expanding low-stress bike

network. These facilities make it possible for residents like me to choose safer, greener transportation options, and they are essential to our city's climate and mobility objectives.

Thank you for your consideration.

Sincerely,  
Samuel Rosenthal

**From:** [Elena Ferri](#)  
**To:** [CITYCOUNCIL-List](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] Item 10-B (ebike speed limit) - opposition letter  
**Date:** Thursday, December 11, 2025 12:20:03 PM

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Dear City Council,

I am writing to express opposition towards a 15 mph limit for ebikes on city-owned paths (Item 10-B at next week's city council meeting).

I live in Alameda for many reasons, and one is certainly the amazing job of the Mayor and recent administrations to make it as bike friendly as possible. I ride the cross-Alameda trail daily. This is a specialized trail where pedestrians and bikes travel separately. There is no need to limit speed on such a wonderful riding experience for all, especially noting that, on such a trail, conventional bikes can easily reach speeds higher than 15 mph. Of note, I actually encounter pedestrians walking the bike lane all the time and that's frustrating. I wonder if better signage or actual physical separations may be needed.

Pedestrians and bike accidents in my direct experience are due to cars being disrespectful or distracted, and lack of infrastructure that make biking and walking easier and protected. I often feel invisible to traffic lights and cars when biking. On the cross-Alameda trail, I don't. Traffic lights know I'm there and I have a clear way to call for green without dismounting, cars see the bike lane clearly highlighted, pedestrians know where they should walk (although they choose to ignore it occasionally), and left turns are restricted for cars at traffic lights. That allows me to safely bike faster. Thank you for this initiative! More of this, more education to the larger public around this, and fewer restrictions around the ability to conveniently substitute a car for a bike. Without this convenience, folks will always choose a car.

Ebike-specific accidents are not caused by type 1-2 ebikes, but by motorized bikes and ebikes with throttle abilities. I believe these vehicles belong on the road, not on a bike lane. If you purchased such a vehicle, you are looking for high speed, you can match a car limit speed, and that puts you on the road, in my opinion. I would support an Alameda-wide restriction to road travel for ebikes/motorized bikes that can travel at >30 mph.

Thank you,

Elena Ferri



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December 10, 2025

RE: **Item 10-B** – **Consider Directing Staff to Analyze and Make Recommendations regarding Establishing a 15 Miles Per Hour Speed Limit for Bicyclists and E-Bikes on City Owned Paths and Parks. (Councilmember Daysog)**

Dear Mayor Ezzy Ashcraft and Members of the City Council,

We appreciate the intent behind this referral and understand from Exhibit A that the motivation is trail safety and concerns about high-speed electric devices. We share these concerns, particularly regarding electric motos that are frequently—and inaccurately—conflated with legal e-bikes. As this recent article explains, much of the alarming injury data involves unregulated electric motorcycles, not e-bikes:

*E-Bike Injuries Are Up 1,800%, But It's Not Actually E-Bikes: It's Electric Motorcycles*

<https://velo.outsideonline.com/ebike/ebike-culture/e-bike-injuries-alarming-rise-urbanist-update/>

While the problem is real, we are concerned that a blanket 15 mph speed limit is unlikely to address it and could create unintended negative consequences.

We do not oppose a 15 mph limit on shared, mixed-use paths where bicyclists and pedestrians interact closely—this is a common and reasonable practice in many cities. However, **applying the same limit to dedicated bi-directional bike facilities such as the Cross Alameda Trail (referenced in section A of the referral) would penalize safe, ordinary cycling behavior, so we oppose it.** On these transportation corridors, people on conventional bikes routinely and safely exceed 15 mph. Criminalizing normal, safe travel on our primary bike network contradicts the City's goals of enabling biking for transportation and achieving mode shift and climate targets.

There are also more effective and targeted strategies available. Bike East Bay recently highlighted several in this article:

*Active Transformation: Youth Cyclists and E-Bikes*

<https://bikeeastbay.org/active-transformation-youth-cyclists-and-e-bikes/>

One key strategy is supporting state legislation such as SB 455 ([https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202520260SB455](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB455)), which would more clearly distinguish legal e-bikes from electric mopeds and motorcycles, and restrict devices that do not fit any legal category. This approach directly addresses dangerous behaviors

without penalizing people using legitimate bicycles and e-bikes appropriately.

More broadly, as we allocate very limited transportation planning and enforcement resources, it is essential not to lose sight of the primary causes of traffic violence. Local and national data consistently show that severe injuries and deaths stem from motor vehicle behaviors: failure to yield, unsafe speed, and improper turning. Our Vision Zero and Active Transportation Plans clearly identify these priorities. Diverting attention or enforcement away from the factors that cause the vast majority of serious crashes would undermine those efforts.

Finally, we want to take this opportunity to thank you for your continued support of Alameda's expanding network of bike paths. These facilities are foundational to our Low Stress Network and indispensable to both safety and climate progress.

Thank you for your consideration,

Bike Walk Alameda Board