

Exhibit 2

Fernside Blvd Traffic Calming & Bikeways Project Public Engagement Summary

February 24, 2025

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List of Public Engagement Activities Summer 2023 - January 2025

Summary of activities:

- 200 attendees at 5 Fernside Project public workshops
- 5 total public hearings at the Transportation Commission and Commission on Persons with Disabilities
- 1,120 total responses to 3 online surveys
- 1,950 total flyers sent in 3 postal mail notices
- 17 email bulletin mailings
- 4 news articles

Community Workshops:

- 12/4/2023 Community workshop Phase 1 (85 attendees)
- 12/11/2023 Virtual community workshop Phase 1 (28 attendees)
- 5/29/2024 Virtual community workshop Phase 2 (13 attendees)
- 6/5/2024 Community workshop Phase 2 (40 attendees)
- 11/9/2024 Gibbons Dr at Fernside Blvd/High St Intersection Improvements Pop-up (50 attendees)

Public Hearings:

- 1/24/2024 Transportation Commission (discussed existing conditions)
- 6/26/2024 Transportation Commission (provided input on design concept alternatives)
- 6/5/2024 Commission on Persons with Disabilities (provided input on design concept alternatives)
- 11/20/2025 Transportation Commission (endorsed draft final design concepts)
- 1/22/2025 Commission on Persons with Disabilities (discussed draft final design concepts)

Online Surveys

- 11/21/2023-12/17/2023 Existing conditions survey (600 responses)
- 5/29/2024-6/19/2024 Design concept options survey (longer survey with 305 responses)
- 11/8/2024 Gibbons Dr at Fernside Blvd/High St concept survey (210 responses to date)

Postal Mail

- 11/27/2023 Flyer mailed to all Fernside Blvd addresses (400 addresses)
- 5/20/2024 Flyer mailed to all addresses within 300' of Fernside Blvd (1,400 addresses)
- 10/21/2024 Gibbons/Fernside/High pop-up event flyer mailed to all addresses within 150' of Gibbons Dr (150 addresses)

Email Bulletins

- 20 email bulletins sent 8/30/2023 – 1/22/2025
- Additional email bulletins sent to advertise commission agendas with Fernside Project agenda items, or to agendize Fernside Project public workshops per Brown Act requirements so City Councilmembers and commissioners could attend: Transportation Commission (4), City Council (3), Commission on Persons with Disabilities (1)

A-Frame Posters

Posters were placed on A-frames at 5 locations along Fernside Blvd during these dates:

- 12/1/2023-12/18/2023
- 5/31/2024-6/20/2024

Local Schools and Community Groups

The following groups were known to share information about this project: Fernside Homeowners Association (HOA), East Shore HOA, Alameda Vista View Neighbors, Edison Elementary, Otis Elementary, Lincoln Middle School, and Bike Walk Alameda.

Press Coverage

- 11/24/2023 City Asks for Input on Estuary Park, Fernside Boulevard Project, Alameda Post
- 5/8/2024 Fernside Boulevard Traffic Calming Public Workshops, Alameda Post
- 12/8/2023 City Gathers Input from Local Residents on Future of Fernside, Alameda Post
- 12/30/2024 Transportation Commission Hears Fernside Update, Alameda Post

DATE: February 5, 2024
TO: Lisa Foster, City of Alameda
FROM: Jimmy Jessup and David Parisi, Parametrix
SUBJECT: Community Input on Fernside Boulevard Existing Conditions
PROJECT NAME: Fernside Boulevard Traffic Calming and Bikeways Project

Executive Summary: Fernside Boulevard Existing Conditions Feedback

The Fernside Boulevard Traffic Calming & Bikeways Project aims to reduce traffic speeds and improve safety and mobility for all roadway users. The first round of public engagement occurred in late 2023, and sought input on existing conditions and people's experiences, priorities, and general desires for the corridor. The City of Alameda (City) and Parametrix team gathered feedback from the community via an online survey (600 responses), in-person community workshop (85 participants), a virtual workshop (28 participants), emails, and SeeClickFix reports.

Public Input consistently reflected concern over the following issues:

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

When asked what improvements would be appropriate for this project, pedestrian enhancements such as more marked crossing locations and flashing beacons throughout the corridor are the most commonly suggested improvements. This is closely followed by a desire for safe bicycle facilities appropriate for children biking to school, most frequently described as bicycle facilities that are fully protected or otherwise separated from vehicle traffic, and that facilitate safe passage through intersections, for left turns, and across Fernside Boulevard. Additional concerns involving driveway access, noise, appearance of improvements, and suggestions for installation of speed humps or other traffic calming elements were also consistently received during this project phase. Across the multiple feedback gathering forums, a steady rate of approximately 5-10% of respondents indicate that the roadway is sufficient as currently exists and accordingly do not desire to see improvements implemented.

The project team will use this feedback to guide development and evaluation of potential concept alternatives for Fernside Boulevard to guide development and evaluation of potential concept alternatives for Fernside Boulevard, and anticipate a second round of public engagement in the spring. Note that while the team used multiple methods to get the word out and received a large response, the findings are not statistically significant. The Active Transportation Plan includes a statistically significant survey about walking and biking attitudes and needs in Alameda, included in the plan's [Community Survey and Public Engagement Summary](#).



Project Goal and Considerations

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 2025 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.

Community Input on Existing Conditions

The Existing Conditions Phase of this project took place in October-January 2023. This phase of the project focused on establishing a broad understanding of the current environment along the 1.3-mile corridor. While data collection and physical condition observation were notable components of this phase, gathering input from community members that travel along or across Fernside Boulevard was also crucial to the Existing Conditions study. The upcoming project phases will consider potential improvement options, and care will be taken to account for community needs. The intent is for proposed changes to address existing challenges and improve community experience with Fernside Boulevard.

Prior to starting the project, the City had already gathered information via over 30 Street Safety Concern reports via SeeClickFix and numerous emails regarding Fernside Boulevard traffic or safety issues in the past few years. Various near-miss locations were identified, and comments were received indicating high rates of vehicle speed, illegal vehicle passing, and difficulty crossing the street safely.



Figure 1: Community safety concerns summarized from SeeClickFix submissions from 2021-2023.

Input regarding community experience with Fernside Boulevard was collected by various means, including a Community Workshop, Virtual Workshop, Online Survey, and other emails and submissions to the City SeeClickFix system. Invitations for the workshops and to participate in the survey were conveyed to the public through notices sent to all 400 postal mail addresses along Fernside Boulevard, 5 A-frame posters placed along Fernside Boulevard for 2 weeks, and through over 40,000 emails and text messages delivered via 10 newsletters/notices to various City of Alameda mailing lists. In addition, local schools and community groups, including but not limited to the Fernside HOA, East Shore HOA, Alameda Vista View Neighbors, Edison Elementary School, Otis Elementary School, and Bike Walk Alameda, shared information regarding the project with their communities and notified members of the upcoming engagement activities.

A summary of existing conditions community input collected through these forums about mode and frequency of travel, challenges encountered, and desired improvements along Fernside Boulevard are further described below.



Community Workshop

The Community Workshop was held on December 4, 2023 from 6-8 PM at Edison Elementary School, which is located two blocks from Fernside Boulevard. There were 85 participants in attendance. The agenda featured a presentation from the project team reviewing collected traffic and crash history data, followed by an open house and input session. During the open house, attendees perused project information, maps, and examples of potential traffic calming and bikeway ‘toolkit’ measures for potential future corridor improvements.



Figure 2: The Community Workshop on December 4, 2023, was attended by 85 participants.

Large maps on tables welcomed attendees to offer feedback using various annotation materials. Attendees were invited to write down input describing their challenges, or lack thereof, of traveling along and across Fernside Boulevard, and to comment on the list of potential toolkit measures. In addition to the annotation maps, input was gathered via Input Forms that were handed to all participants and through individual conversations with attendees.

<p>FERNSIDE BOULEVARD TRAFFIC CALMING & BIKEWAYS PROJECT</p> <p>COMMUNITY WORKSHOP 1 Monday, December 4, 7:00 - 9:00 pm Presentation at 7:15 pm followed by open house Children's coloring table and light snacks provided</p>		
<p>What do you think are the key issues affecting Fernside Boulevard?</p> <p><i>TOO SLOW!</i> <i>THERE HAVE BEEN ACCIDENTS RECENTLY IN FRONT OF MY HOUSE</i> <i>NEED CROSS WALKS BETWEEN HIGH STREET & FERNSIDE</i></p>		
<p>Where do you see these issues, e.g. intersection, mid-block location, block, segment (a, b, or c), or full corridor?</p> <p><i>SEG A AND B OF FERNSIDE FROM ONE SIDEWALKS SIDE TO JUST ONE CROSSWALK TO ANOTHER</i></p>		
<p>What measures would you like to see implemented to address these concerns?</p> <p><i>CROSSWALKS, CROSSWALKS, CROSSWALKS</i> <i>PAINT IS CHEAP, USE IT.</i></p>		
<p>Name (optional):</p> <p>Email (optional):</p> <p>Add me to a mailing list: <input type="checkbox"/> Fernside Blvd <input type="checkbox"/> Neighborhood Greenways (includes Corfield Ave & San Jose Ave)</p> <p>Address (optional):</p> <p>transportation@alametrix.com www.alametrix.com/fernside 510-747-6833</p>		

Figure 3: 27 Input Forms were collected at the Community Workshop on December 4, 2023.

27 Input Forms were collected by the end of the Community Workshop. Of these, 93% of forms indicated safety or vehicle speed as one of their main concerns. Other key issues included vehicles passing in the two-way-left-turn-lane (west of High Street) or in the bike lanes to the right of the vehicle travel lane (east of High Street), difficulty crossing the street, and cars running stop signs. 7% of Input Forms desired that no changes be made to the existing configuration of Fernside Boulevard. Other important input reflected resident requests for barriers to be installed that would restrict turning from High Street on to Marina Drive in order to limit cut-through traffic, for installation of speed humps on Fernside Boulevard and side streets such as Liberty Avenue, and for increased traffic enforcement.

The annotation maps measured 10 feet by 3 feet and displayed Fernside Boulevard in three long ‘strips,’ which facilitated handwritten notes and comments directly connected to issue locations or locations where a ‘toolkit’ improvement measure was suggested. Overall, there were 155 individual comments collected on four large maps, scattered among post-it notes, drawings, and other descriptions made directly on the maps.





Figure 4: Four large annotation maps allowed Community Workshop participants to remark on transportation challenges and desired improvements along Fernside Boulevard.

Most comments described issues and user challenges, including driving failing to stop at stop signs, speeding, making illegal passing maneuvers; bicycle facilities that felt unsafe; and difficulty crossing the street. Approximately the same number of comments (25-30) suggested specific pedestrian and bicycle facility improvements from the ‘toolkit’, and there were 17 suggestions for other traffic calming ‘toolkit’ measures, as summarized in the following table.

Pedestrian Improvement Suggestions		Bikeway Improvement Suggestions		Other Traffic Calming Improvement Suggestions	
Flashing beacons	12	Protected bike lanes	13	Speed humps	6
Additional crosswalks	10	One-way separated bike lanes	7	Roundabouts	6
Improving sightlines	3	Two-way separated bike lanes	2	Speed feedback sign	3
Bulbouts	2	Protected intersections	3	Medians to prevent passing	2
Pedestrian refuge islands	1	Buffered bike lanes	0	Bus enhancements	0
Raised crosswalks	1				

Table 1: Summary of traffic calming and bikeway ‘toolkit’ suggestions made on annotated maps by Community Workshop participants.

The geographic nature of the map exercise facilitated locational feedback on existing safety improvements and gave participants an opportunity to identify exactly where improvements may be needed. Comments included:

- Support for the flashing beacons currently installed at three uncontrolled crossing locations (Versailles Avenue, Harvard Drive, and San Jose Avenue), and numerous requests for crosswalks with flashing beacons at additional intersections, including Pearl Street, Cambridge



Drive, Fairview Avenue, Garfield Avenue/Eastshore Avenue, Liberty Avenue, and Central Avenue.

- The Fernside Boulevard intersection with High Street and Gibbons Drive received the highest number of total comments for a specific intersection (19), each of which described either confusing and dangerous situations for vehicles and/or bicyclists, or suggesting consideration of a roundabout, turning restrictions, or other intersection reconfiguration.
- Protected and separated bicycle facilities throughout the corridor was frequently suggested, especially requesting connection to the existing two-way separated bikeway that currently ends at San Jose Avenue, and wider bike lanes that accommodate tricycles was suggested.
- Other 'toolkit' measures such as improved sightlines, curb extensions, speed feedback signs, and pedestrian refuge islands received a small number of comments. Though not listed as 'toolkit' improvements on the visual material used during the open house, there were six suggestions for raised crosswalks or speed humps along the corridor and six suggestions for roundabouts (at Encinal Avenue, Central Avenue, and High Street).

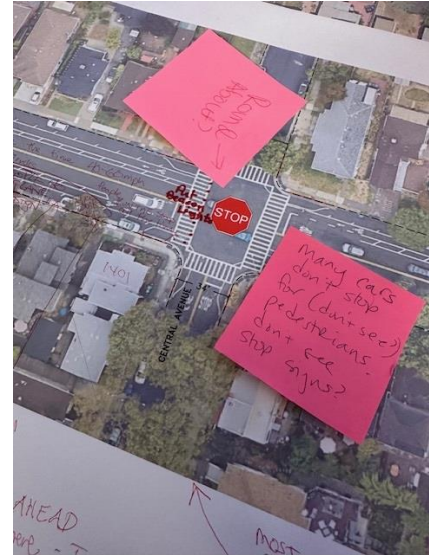


Figure 5: The geographic nature of participant map annotations facilitated location-specific feedback on desired improvements.

Individual conversations with attendees at the Community Workshop also garnered feedback that vehicles often do not stop for pedestrians attempting to cross the street and frequently roll through stop-controlled intersections. Additional feedback gathered through individual conversations also indicated the desire to provide bicyclists with facilities that are appropriate for school-aged children, to reduce traffic noise, to consider protected intersections and roundabouts at larger intersections, and for more traffic enforcement.

Virtual Workshop

A Virtual Workshop was held on December 11, 2023 from 12-1 PM on Zoom. There were 28 participants in attendance. The material that was presented at the Community Workshop was also presented during this session, followed by a Question & Answer session during which 12 participants asked questions or made comments that were addressed immediately following by the project team. In addition to comments that expressed desire for pedestrian improvements, safe bicycle facilities, particularly bicycle routes to schools that accommodate children, consideration of speed humps and roundabouts, and improved traffic enforcement, commenters also emphasized the importance of landscaping and for installed improvements to be visually pleasing. Concerns were also expressed regarding the potential for parking-protected bicycle lanes to increase difficulty of vehicles entering and existing driveways, and for the potential for traffic calming along Fernside Boulevard to result in re-routed traffic to other nearby roadways such as High Street.



Fernside Blvd Virtual Workshop this Monday 12/11

Thank you to the 85 people who attended our first community workshop for the [Fernside Boulevard Traffic Calming and Bikeways Project](#)! Participants heard a presentation introducing the project and providing data about existing conditions, then gave extensive feedback via discussions with the project team, input forms, and map markups.

The presentation slides are a trove of information! View them [HERE](#).

Couldn't make the in-person workshop? Join us to hear the same presentation and share your thoughts at our [lunchtime virtual workshop](#) on Monday, December 11.



12/11 Virtual Workshop

- Monday, December 11, 12:00 - 1:00 pm
- Register for Zoom: https://alamedaca.gov/zoom-us/webinar/register/WN_TfUjAIXNWSi4nTYXAZS2Q
- By phone: call 669-900-9128 and enter Meeting ID 893 7931 7424

Figure 6: A Virtual Workshop was held on December 11, 2023.



Online Survey

An Online Survey gathered 600 responses between November 21 and December 17, 2023. The survey consisted of 13 questions and took an average of just over seven minutes per user to complete. Of the 600 respondents, 61% answered that they lived along or within one block of Fernside Boulevard, and 50% answered that they use Fernside Boulevard daily, as opposed to 7% that use Fernside Boulevard less than once per week. Respondents were able to select one or modes of travel they use when traveling along or crossing the roadway; 546 answered that they travel by vehicle, 385 walk, 314 cycle, and 29 take the bus. When allowed to select multiple destinations that prompt travel along or across Fernside Boulevard, the highest number of respondents (435) answered that a bridge is their typical destination, indicating that the corridor serves as a major route between such access points as Bay Farm Bridge, High Street Bridge, Fruitvale Bridge, and Park Street Bridge. Respondents also indicated that residences (399) and shopping (382) destinations generated use of Fernside Boulevard, along with work (244) and school (138).

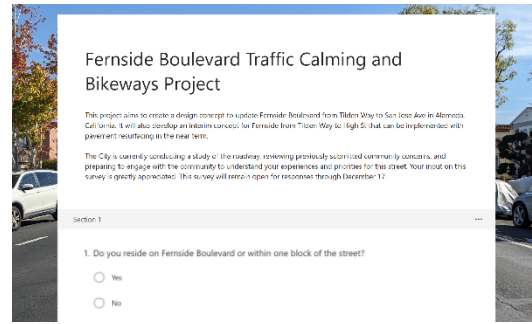


Figure 7: Information was gathered via an online survey from November 21 to December 17, 2023

The survey listed 15 potential challenges, from which respondents were able to select up to seven issues to represent what they find most pressing when using Fernside Boulevard. Of these, the challenges of high vehicle speeds, crossing the street, safety of people walking, and safety of people biking all garnered more than 300 responses. Traffic congestion, safety of people in vehicles, and noise were the next highest-selected challenges, garnering 122, 121, and 109 responses, respectively. Challenges with street lighting or visibility, roadway or sidewalk condition, and truck traffic

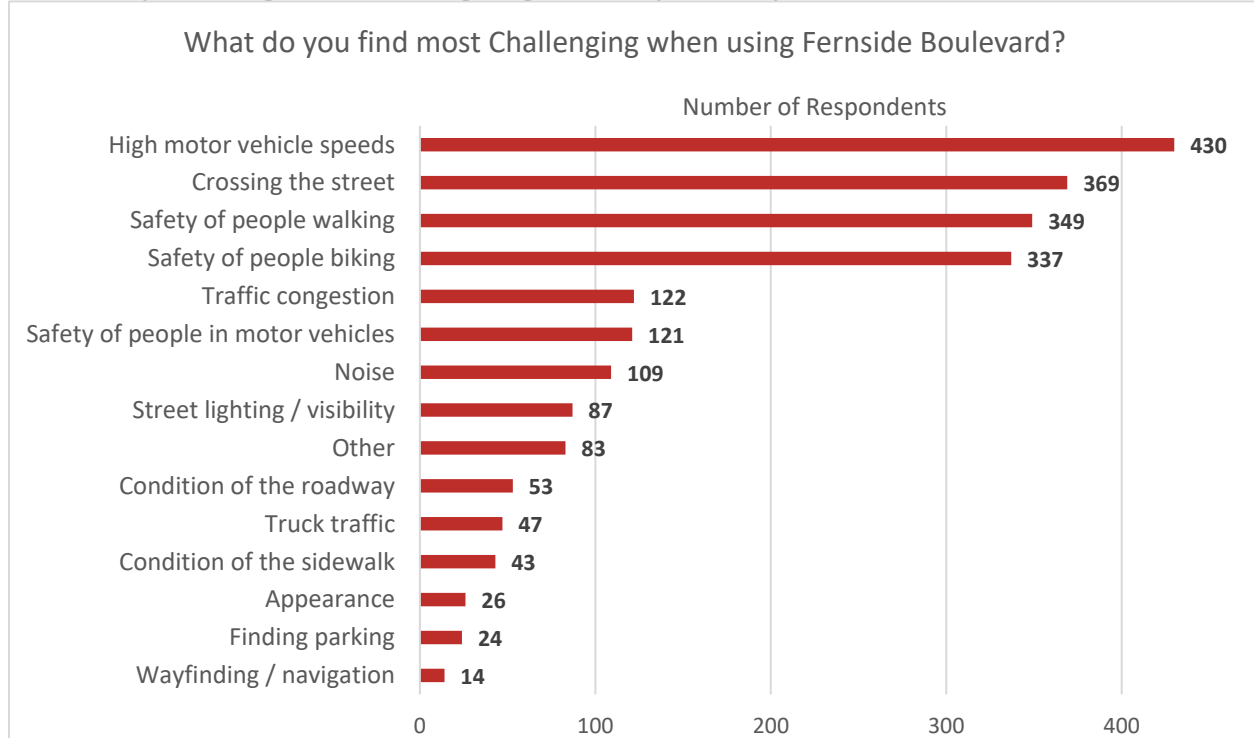


Figure 8: Online survey response results to the prompt “What do you find most challenging when using Fernside Boulevard?”



each collected between 40 and 90 responses. Wayfinding / navigation, finding parking, and appearance were the lowest-selected challenges, each selected by fewer than 30 respondents.



Figure 9: A sample of online survey respondent free response comments describing existing challenges or improvements desired along Fernside Boulevard.

The survey also included a free response question, with a field for text to be entered in response to a prompt asking for survey participants to describe their current challenges using Fernside Boulevard, as well as any desired improvements for the roadway. Over 75% of all

respondents entered text for this question. As such, this body of responses represents the largest collection of qualitative feedback gathered throughout the project's Existing Conditions study. Though most of the responses describe challenges with high vehicle speeds, illegal vehicle passing maneuvers, vehicles not coming to a stop at stop signs, or pedestrian and bicyclist safety, five percent of respondents indicate that the street is satisfactory as it currently exists, and/or that improvements to the corridor are not necessary. Some participants describe difficulties in entering or existing driveways due to high vehicle speeds, limited sight lines when approaching Fernside Boulevard from a side street, issues with lighting and noise, and there are also some comments that bicyclists have been observed to not stop at stop signs.

The vast majority of improvements suggested in the survey free response question suggest pedestrian and bicyclist improvements such as additional marked crosswalks, flashing beacons, and protected bicycle lanes both in general and at specific locations. In addition to these, 12% of free response comments reflect a desire for increased traffic enforcement, 8% of comments suggest speed humps, and 3% of comments recommend roundabouts. Other suggestions include additional speed feedback signs, narrower travel lanes, median islands, and curb extensions.

The online survey also asked demographic and socioeconomic questions. Of all survey participants, 26% were over 65 years of age, and 47% 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 (121), Edison Elementary School (78), St. Philip Neri School (22), Rising Star Montessori School (10). 60 respondents have children that attend preschool or other schools. In terms of racial or ethnic identity, the vast majority of respondents (400) identify as white. 69 respondents identify as Asian / Asian American, 41 as multi-ethnic or multi-racial, 29 as Hispanic or Latino/a/x, 11 as African American or Black, 11 as Middle Eastern, and eight as American Indian or Indigenous.



Online survey participants were 90% homeowners and 10% renters. The online survey was largely comprised of participants from higher reported household incomes, listed per the following ranges:

- 1% of survey participants reported household income under \$40,000
- 9%: \$40,000 – \$100,000
- 20%: \$100,000 – \$150,000
- 40%: \$150,000 – \$300,000
- 30%: \$300,000

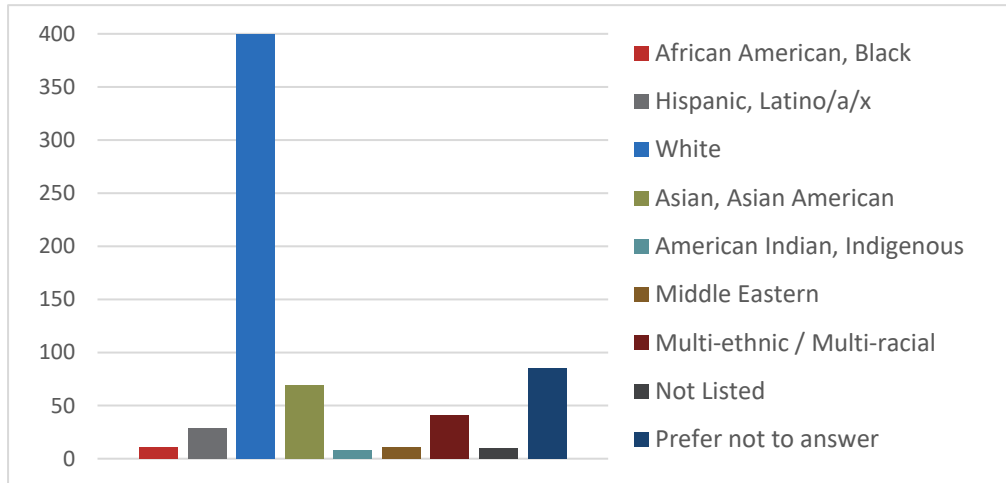


Figure 10: The number of online survey participants that identify as white greatly outnumber participants of other racial or ethnic identities.

Transportation Commission

Results of the Existing Conditions Phase were presented to the Alameda Transportation Commission on January 24, 2024. The feedback from commissioners to the project included:

- Ensure enhanced safety at marked crosswalk locations;
- Consider the City’s neighborhood connector roadway classification in determining appropriate treatments and design guidelines;
- Consider the potential for traffic pattern evolution in a post-COVID future
- Integrate treatments that sufficiently calm traffic such as hardened centerlines, narrowed travel lanes, rumble strips, vertical deflection elements, and other measures into the project;
- Integrate lessons learned from other traffic calming projects in the City such as along Otis Drive, and set the current project up for measuring before and after metrics and success indicators.

Feedback from all forums will be considered by the project team to guide development and evaluation of potential concept alternatives for Fernside Boulevard in the coming months. An additional round of community engagement on concept alternatives will commence in late Spring 2024.



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

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](#):¹

- 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

¹ A fully detailed overview of all existing conditions input gathered is available on the project website at 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





Figure 2: The in-person Second Community Workshop included a presentation on existing conditions along Fernside Boulevard, results from the first round of outreach, and an explanation of the concept alternatives. An open house session to gather input on the concept alternatives followed.

existing streetscape, and to write down input describing their desired locations for and types of pedestrian improvements along the corridor on the large posters as well as on individual input forms.

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.”

Community Workshop 2
Wednesday, June 5, 2024, 5:30 pm

Presentation at 5:45 pm followed by open house
Snacks and children's coloring table provided

Long-Term Concept Priorities
The Long-Term improvements are meant to align with the community's vision for the Fernside Boulevard Corridor. Long-Term concepts include substantial installations to reduce vehicle speeds and improve pedestrian and bicycle safety.

How important is it to include these design aspects on Fernside Boulevard in the long term?	Very	Important	Neutral	Less	Not
Narrower travel lanes to reduce speeds					
Shared pedestrian crossing (diamond)					
Additional marked crosswalks					
Flashing beacons at crossings without stop signs					
One-way bikeways or bike lanes (not the same direction as street)					
Two-way bikeway that provides a wide combined lane for bicycles					
Bikeways that are raised to sidewalk level					
Abandoned on-street parking					
Loss of existing, existing driveways from the street					
Other (please describe)					

2. Do you have any other feedback about the Long-Term concepts?
Please refer to the notes page if needed.
I WOULD PREFER AN ALTERNATIVE WIDER-BUFFERED ONE-WAY BIKE LANE OUTSIDE OF THE CURBLINE RATHER THAN THE CURRENT PROPOSAL. PLEASE CONSIDER TO OTHER POSSIBLE OPTIONS AND CARRY TO OTHER LANE. I WOULD LIKE TO SEE A BUFFERED BIKE LANE WITH A BUFFERED SIDEWALK RATHER THAN THE CURRENT PROPOSAL. I WOULD LIKE TO SEE A BUFFERED SIDEWALK RATHER THAN THE CURRENT PROPOSAL. I WOULD LIKE TO SEE A BUFFERED SIDEWALK RATHER THAN THE CURRENT PROPOSAL. I WOULD LIKE TO SEE A BUFFERED SIDEWALK RATHER THAN THE CURRENT PROPOSAL.

Near-Term Concept Priorities
Near-Term improvements would be implemented with a roadway resurfacing project between Tilden Way and High Street. The project can include striping updates and bollards, but not concrete work.

3. How important is it to include these design aspects on Fernside Boulevard, in the near term?

	Very	Important	Neutral	Less	Not
Narrower travel lanes to reduce speeds					
Eliminating illegal vehicle parking maneuvers					
Painted bulb-outs at intersections					
Additional marked crosswalks					
Flashing beacons at marked crosswalks without stop signs (if budget allows)					
Bikeways that are separated from vehicle travel lanes by on-street parking					
Abandoned on-street parking					
On-street parking that is against the curb					
Ease of driveway access					
Other (please describe)					

4. Do you have any other feedback about the Near-Term concepts?
BUFFERED BIKE LANES ARE USELESS, THEY FEEL ON PEOPLE TO NOT DRIVE LIKE JERKETS. GOOD LUCK W/ THAT.

Please reference large poster maps for details on Long-Term and Near-Term Concepts

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
Long-Term Concepts				
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
Near-Term Concepts				
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

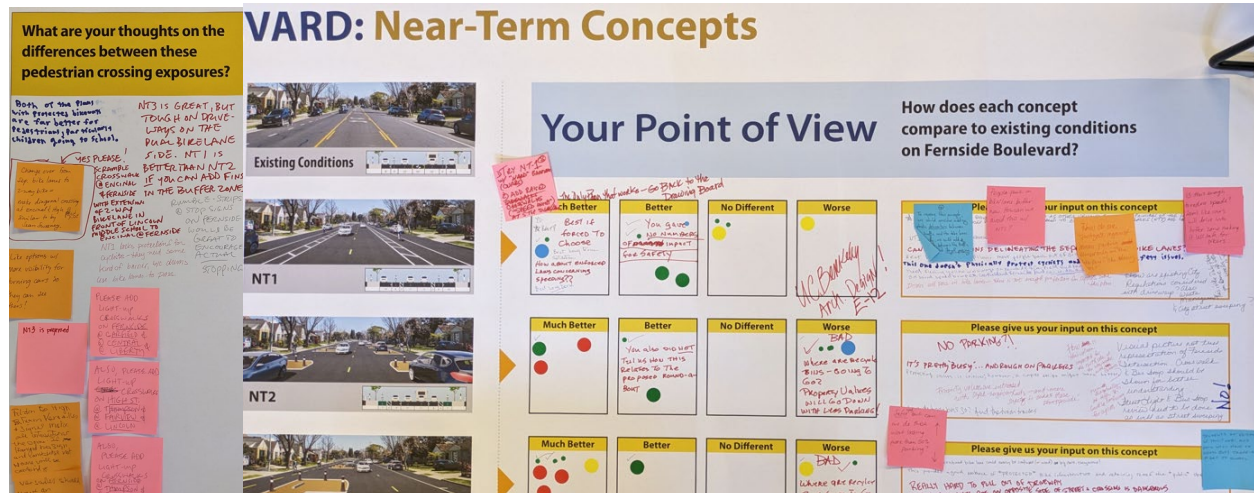


Figure 5: Examples of annotation feedback received on posters at the Second Community Workshop on June 5, 2023.



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

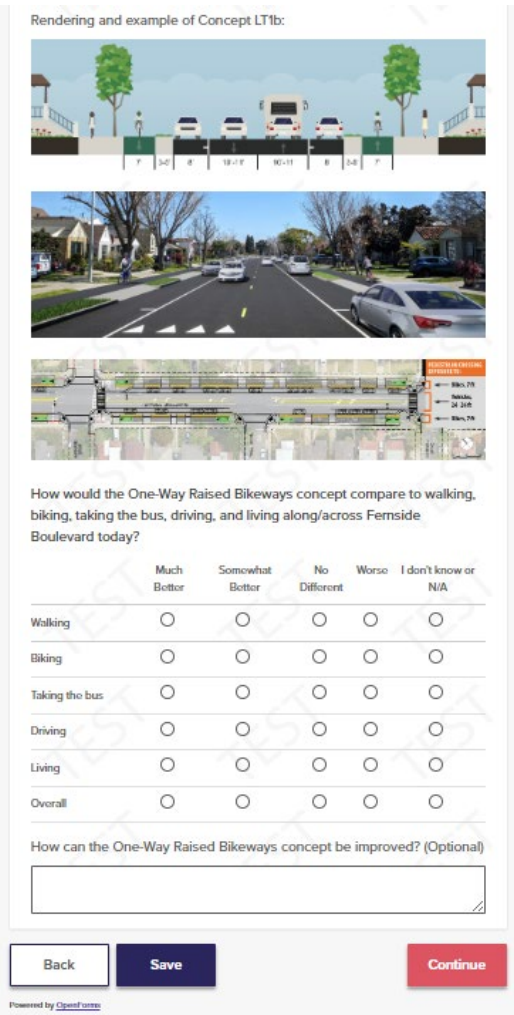


Figure 6: Example page from the Second Online Survey



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

- Simpler for vehicles to cross driveways or side streets
- Simpler for pedestrians to cross the bikeway
- Easier for bicycles to access side streets

Two-Way Bikeway

- Wider overall path of travel for bicycles
- On-street parking only impacted on one side of street
- Connects with existing two-way bikeway at Lincoln Middle School
- Wider buffer strip can accommodate more uses

Curb-protected bikeways

- More clearly separates bicycles from pedestrians

Raised bikeways

- Simpler to maintain and keep free of debris
- Provides better bicyclist visibility to motorists
- Simpler to integrate with services such as trash pickup
- Better concrete bulb-out integration
- Retains more on-street parking

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

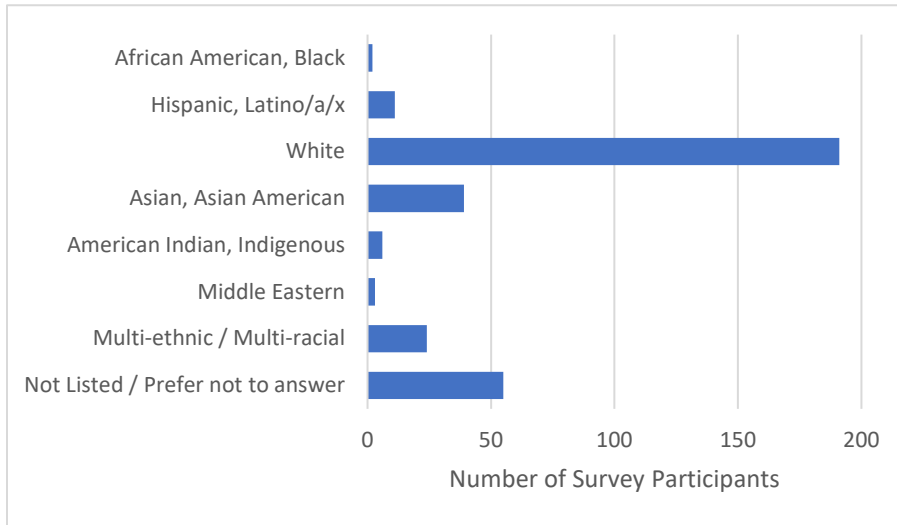


Figure 10: The number of online survey participants that identify as white greatly outnumber participants of other racial or ethnic identities.

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

