

From: David Johnson [REDACTED]
Sent: Friday, December 12, 2025 10:27 AM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Subject: [EXTERNAL] Regarding Slow Streets Design

Dear TC,

As a former transportation commissioner, I feel I have some unique input for the design of the slow streets.

I have observed on many occasions motorists using the slow streets to bypass traffic congestion on a parallel street. Because the street allows the car to pass all the way through, they bypass the barricades at one side speed down the slow street, using it for through traffic rather than what it designed for. The only way to make slow streets not an avenue for people to bypass congestion is to make them not passable and turn them into a dead end streets as has been done in Berkeley in many locations. Notice their design allows for a quieter street and doesn't allow cars to use them as a bypass especially at higher speeds than would be normal. Berkeley has placed a physical barrier at one end of the street to prevent it from being a thoroughfare.

I certainly hope you will consider this modification.

Respectfully submitted,

David W. Johnson, DDS

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Qui n'avance pas, recule

Envoyé de mon iPhone

From: Kevin Boese [REDACTED]
Sent: Thursday, December 11, 2025 5:29 PM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Subject: [EXTERNAL] Alameda Pacific Neighborhood Greenway Comments

I am an Alameda resident, and I recently rode over to the section of Pacific where you have the greenway set up. I saw the email about community feedback, so I wanted to send over some notes:

1. I think the roundabout is a great addition, especially on these smaller side streets that run parallel to the busier streets like Clement and Buena Vista. There are a lot of stop signs in this part of Pacific which makes biking through otherwise annoying. Please do more of these roundabouts, and don't put stop signs in them! I've seen that in Berkeley which completely defeats the point of roundabouts.
2. The speed humps are not too bad to cycle over. However, they would be improved if there were a channel or narrow cutout so cyclists could ride through without having to go over the bump, while cars would still be slowed by it. Riding over above 15mph is still a bit of a jolt.

Overall I'm glad the city is investing in cycling infrastructure and making our roads safer and more convenient for cyclists. I hope the city continues investing in infrastructure to make cycling safer and more efficient, which will benefit both cyclists and drivers alike.

- Kevin Boese



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Bike Walk Alameda is fiscally sponsored by Bike East Bay, a 501(c)(3) nonprofit organization.

bikewalkalameda.org

December 16, 2025

RE: [Item 6-A](#) – Receive an Update on Neighborhood Greenways Implementation and Provide Input on the Pacific Avenue Pilot (Discussion)

Dear Transportation Commissioners and Staff,

First, a big thank you to Staff for all the recent work moving this vitally important project forward! Neighborhood Greenways are essential to stitching together Alameda's low-stress network and to making everyday destinations – such as schools, parks, and neighborhood services – safely accessible to people who do not or cannot drive. It is especially encouraging to see a proposed timeline that would complete all Neighborhood Greenways in the 2030 Backbone Low-Stress Network within the timeframe established by the Active Transportation Plan.

We offer the following specific feedback on the Pacific Avenue pilot:

- **Visibility of hardened centerlines:** Consider adding flexposts to the hardened centerlines so they are more visible, particularly at night. As the treatment is now, drivers who are turning and don't see it will simply drive over it, but for people bicycling, it can be a hazard and result in a crash.
- **Traffic behavior at neighborhood traffic circles:** We've observed many drivers traveling through these intersections at higher speeds than expected. They go around the circle but consistently drive over the beige paint area on the opposite side (the part representing a curb), suggesting that the paint alone is insufficient to slow them down. Additional bollards or other design elements would help reinforce slower, more cautious movements through these intersections.
- **Wayfinding and welcoming elements:** In neighboring cities, we often see pavement stencils and markings that clearly communicate that these streets are designed for biking families and people of all ages and abilities. We wanted to share an example from Emeryville that explicitly conveys this message, in case Alameda might consider similar treatments

to strengthen the identity and legibility of its Neighborhood Greenways:



- **Performance data:** We understand that post-implementation speed and volume data have not yet been collected, which makes it difficult to evaluate whether the treatments are achieving their core performance goals, particularly the 20 mph target car travel speed. Because this project is explicitly a pilot intended to inform the design of future Neighborhood Greenways, we strongly encourage collecting this data as soon as feasible. Doing so will help ensure that future projects build on designs that are demonstrably effective, rather than risk replicating treatments that may be underperforming.

Thank you again for your work here and for your commitment to advancing safe, equitable, and sustainable transportation options for our community.

Bike Walk Alameda Board

From: Mitch B [REDACTED]
Sent: Wednesday, December 17, 2025 11:40 AM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Subject: [EXTERNAL] Written comment for item 6A of 12/17/25 Transportation Commission Meeting

I will be making a public comment on item 6A for the 12/17/25 Transportation Commission Meeting and wanted to share a written copy with linked citations.

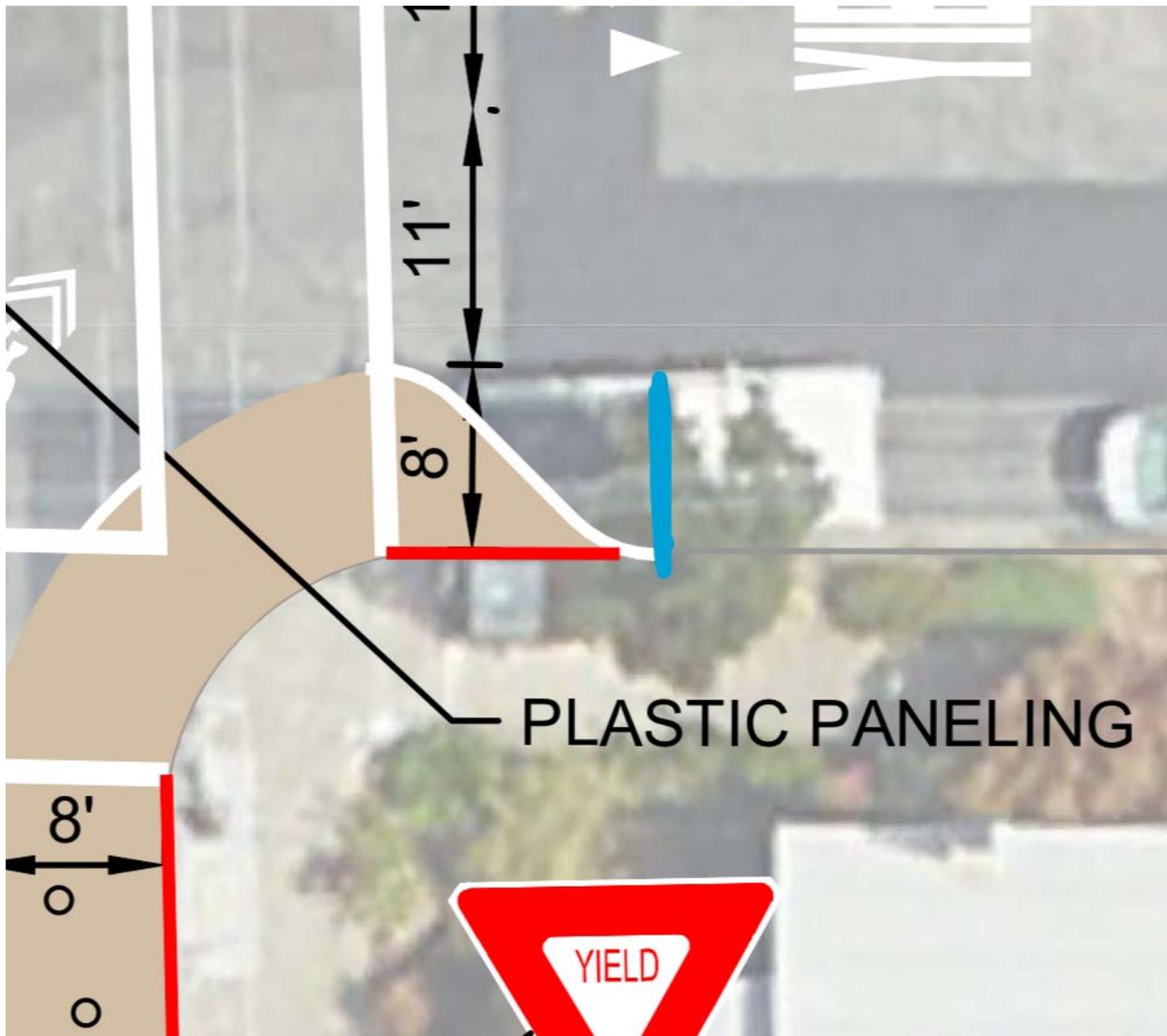
First off, I want to say that I really appreciate this project and the fact that this pilot is complete. Overall this is definitely an improvement and I'm impressed by the price. While \$300,000 sounds like a big number to some, I'm sure you are all well aware that it is actually a lot smaller than many other transportation infrastructure projects (<https://alameda.legistar.com/LegislationDetail.aspx?ID=7455609&GUID=20796B24-BB04-44D8-ACBC-D483B6F46415&FullText=1>) and is much cheaper than the cost to the public when a fatal crash occurs (<https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>).

I first visited the pilot on a Friday evening after work after the sun had set which is typically one of the worst times for traffic accidents. While riding my bike through, I stopped to take some notes. With my notes, I also took some photos and drew some diagrams that you can refer to in my written copy of this comment. I recommend taking a look at these images as a few if these notes may be somewhat hard to follow without these visuals:

- The hardened center line seems helpful for keeping left turns wide with a wide field of view. I've never seen them before, but my first impression is that they're even better than speed bumps as they're not even intended to be driven over.
- The beige bulbout painting seems very visible but not unpleasant to look at. The lack of beige paint on the crosswalks was a really nice touch that I think will really help to make pedestrian paths more visible than just a bulbout alone.

Now, I do want to offer some opportunities for improvement:

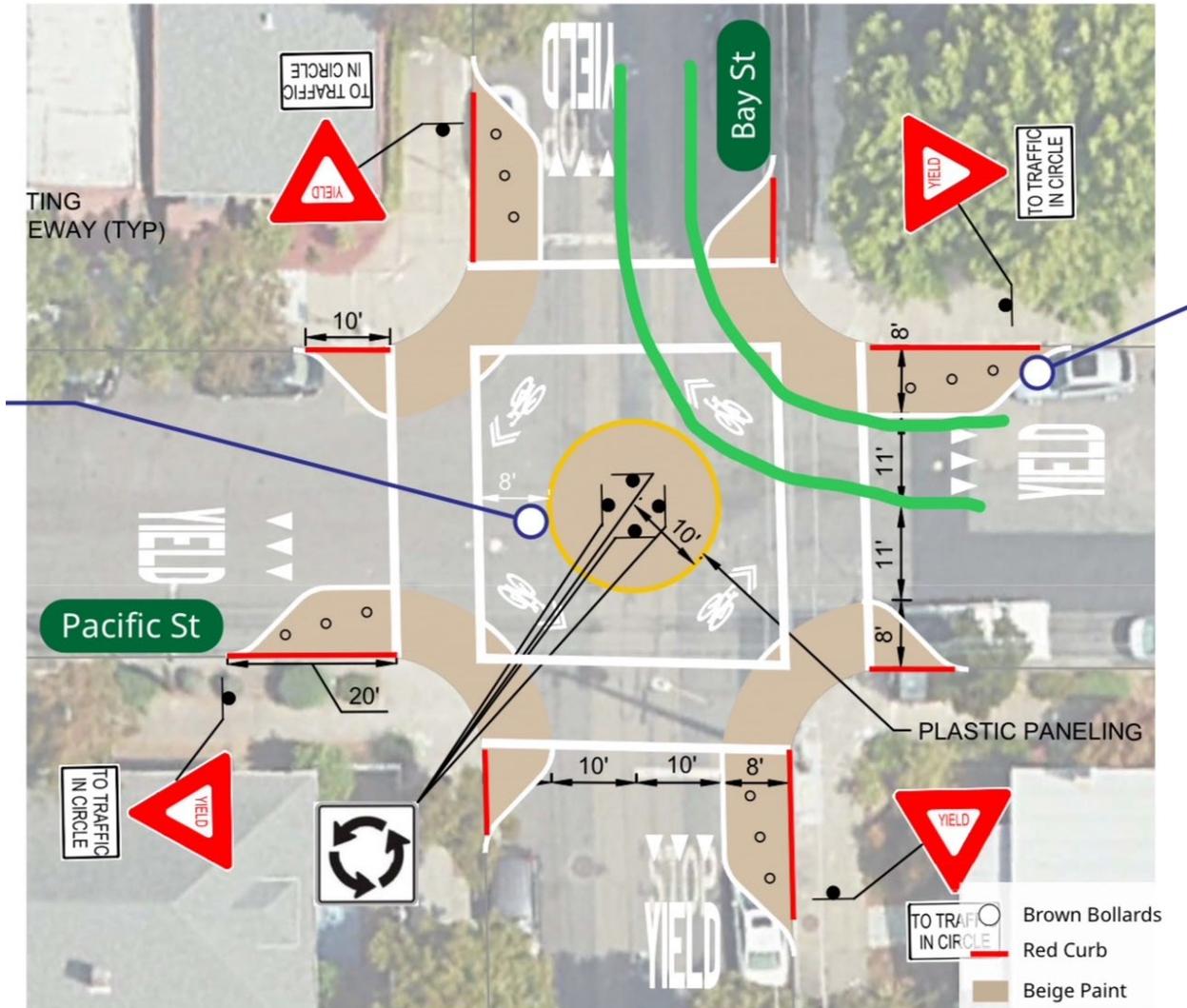
- I saw a car partially parked on an outbound bulb-out which did not contain bollards. There was enough room for them to move a few feet forward and not be in the bulbout. I feel this could be prevented by having the bulbouts end at sharper angles, or by painting a separate white line after the bulbout to denote where parking begins.



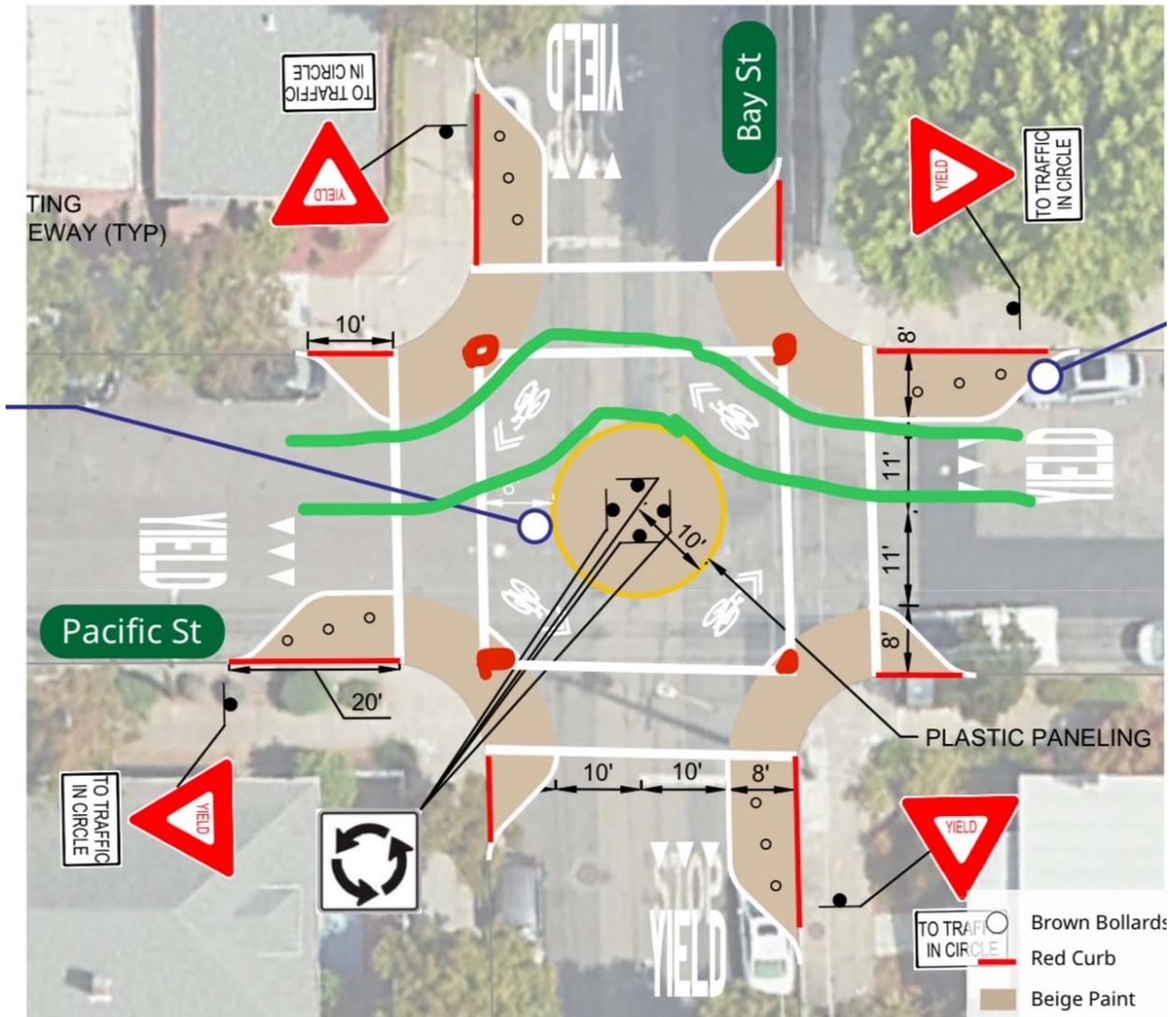
Teal: proposed white line to mark where parking begins

- When cars go straight at intersections without traffic circles they successfully avoid the bulbouts. However, when cars go straight at intersections with traffic circles, they successfully avoid the inbound bulbout with bollards and the traffic circle, but

often drive over the outbound bulbout without bollards likely because driving over the outbound bulbout allows them to make their turn wider. While it appears that bollards are only necessary at inbound bulbouts for intersections without traffic circles, I think intersections with traffic circles could benefit from bollards placed in the center section of the bulbouts nearest the traffic circle. I did not observe many left turns at traffic circles but I believe the same concern with vehicles driving over the outbound bulbout to widen their turn applies for this use case as well.



Green: proper wide right turn



Green: proposed proper straight avoiding outbound bulbout due to proposed middle bulbout bollards (red)

In total, I believe that while the current designs could use a few tweaks, they are effective and I'm excited to see implementation throughout the rest of the island.

Thank you,

-Mitch Ball





From: [REDACTED]

Sent: Tuesday, December 16, 2025 7:32 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: [EXTERNAL] December 17, 2025: Pacific Ave Neighborhood Greenway pilot section

Hello,

I would like to make a comment about the neighborhood greenway, and I approve of all the changes, since this would improve safety and reduce speeding through the area. In addition, this would encourage more walking in the area. I noticed the graphic has the word "Hardened Cntr Line" is spelled incorrectly. I noticed that Lea Ctr at Pacific Ave doe snot have any modifications proposed unlike the other intersections on the corridor.

Overall, this would bring more community feel if the changes are made along with improving safety of the area.