

## LARA WEISIGER

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**From:** Donald Hull <donaldhull@comcast.net>  
**Sent:** Tuesday, May 19, 2020 2:04 PM  
**To:** City Clerk  
**Subject:** Resolution 2-D

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Mayor and City Council,

I'm writing today to show my support for changing the traffic configurations on Park and Webster Streets.

Alameda is suffering dearly in the worldwide crisis and many of our local businesses may not survive. I believe that making the changes to our business districts, whether temporary or hopefully permanent, will bring some revenue back now and also has the potential to make Alameda a destination for shopping and dining in the East Bay long term.

Our weather here in Alameda is very conducive to outdoor dining. I'd point to the success of Faction and Rockwall as examples of people traveling from around the area to enjoy the sun and their products.

I know this will inconvenience some residents but they must understand the consequences of the potentially reduced property and local tax revenues effect on the schools, fire and police departments and so on. We have responsibilities not only to our businesses but to our community at large and this is a good step in the right direction.

I attended a meeting at Love Elementary right before the lockdown began and quite a few great ideas were thrown around. I hope they are also still be looked at.

I thank you for your consideration and am looking forward to watching the meeting this evening.

Donald Hull  
Mortgage Officer  
Cal Coast Financial  
510-871-0190  
donaldhull@comcast.net  
NMLS # 1770904

## LARA WEISIGER

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**From:** johnsen cyndy <cyndyjohnsen@yahoo.com>  
**Sent:** Tuesday, May 19, 2020 8:29 AM  
**To:** City Clerk  
**Subject:** Fw: Comments on Item 2-D: Slow Streets and Commercial Streets

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Dear Clerk,

Would you please file these comments under item 2-D for tonight's council meeting?

Thank you!

-Cyndy Johnsen

----- Forwarded Message -----

**From:** johnsen cyndy <cyndyjohnsen@yahoo.com>  
**To:** tdaysog@alamedaca.gov <tdaysog@alamedaca.gov>; joddie@alamedaca.gov <joddie@alamedaca.gov>; mezzzyashcraft@alamedaca.gov <mezzzyashcraft@alamedaca.gov>; jknoxwhite@alamedaca.gov <jknoxwhite@alamedaca.gov>; mvella@alamedaca.gov <mvella@alamedaca.gov>  
**Sent:** Tuesday, May 19, 2020, 08:27:47 AM PDT  
**Subject:** Comments on Item 2-D: Slow Streets and Commercial Streets

Dear Mayor Ashcraft and Councilmembers,

I support slow streets and hope you do, too. Despite the pilot being limited in a number of ways, I've been grateful for the program and know that expanding it will make it better.

When I was young, our neighborhood streets were "slow streets" in the sense that cars drove slowly, expecting kids to be playing there. We spent hours in the streets, biking, roller skating, skate boarding, playing dodgeball, even pogo-sticking. We didn't have scheduled activities and our parents didn't spend hours driving us around to get to them. I didn't think it was special then, but now I know it was. This slow street pilot program has been a sliver of a flashback in that sense. Occurs to me that even post-pandemic, we could benefit greatly from dramatically slowing cars down on all neighborhood streets and treating our streets more as shared assets for people of all ages, not just for the exclusive use of cars.

Regarding commercial districts, my heart goes out to the local merchants that are under tremendous strain right now. I am eager to support them with my business, and hope we can implement strategies that allow them to open without endangering the health of customers or staff.

I live about 10 blocks from Webster and have been there a few times recently on my bike to pick up food, and felt cramped on the sidewalk by other customers waiting. It wasn't that it was crowded, but with others walking by, especially in small clusters or with dogs, the distance can easily get eaten up. So I am encouraged that there are initiatives afoot to create more space for people by claiming road space -- taking a lane from car traffic and moving parking out is one good option. I will feel more comfortable shopping at an establishment if I can stay in front of the store while I wait, while also maintaining 6 feet of distance from others. If it's a safe, comfortable, and inviting space, I may even want to stay a while and dine when that's possible, but that would require significantly more outdoor space, and more street charm. The European model of pedestrian streets and large outdoor dining areas in front of restaurants might be worth considering.

The natural temptation will be to make it easy for people to drive cars and pick up purchases, but a drive-through district would be just another tragedy in my opinion. My hope is that we instead find ways to encourage people to leave their cars at home, opting to walk and bike here. Alameda is lovely, and as many people are discovering during the SIP, it's naturally walk- and bike-friendly. A "Support our Merchants -- Leave Your Car at Home" campaign might be worth exploring. Plentiful, convenient bike parking and bike lanes that are safe for everyone are key. Bringing back Lime Bike, and offering e-bikes and scooters would broaden car-free options.

The street reconfigurations being considered are driven by tragedy, but they may dovetail well with our goals to reduce auto trips and emissions, while perhaps even making our business districts more vibrant and economically viable overall.

We are learning that this pandemic will be with us for quite a while, that we will likely have to adapt to living with it, without a return to "normal". Our lifestyles are going to change. Can we make the new normal better? With vision and intention, I believe we can.

Thank you for your consideration, and for all your efforts in these extraordinary times,

Cyndy Johnsen

## LARA WEISIGER

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**From:** Cameron Holland <camholland@gmail.com>  
**Sent:** Monday, May 18, 2020 11:58 PM  
**To:** City Clerk; Tony Daysog; Jim Oddie; Marilyn Ezzy Ashcraft; John Knox White; Malia Vella  
**Subject:** Letter in Support of Item 2-D, May 19 City Council Meeting

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Dear Mayor Ashcraft and members of the City Council:

This letter is in support of the Alameda Slow Streets and the proposed Commercial Streets program under item 2-D.

My family, and many others we have spoken with, currently enjoy and support the existing Slow Streets network and would like to see it expanded. We have enjoyed watching local communities creatively using their streets, teaching preschoolers to ride a bike, playing street hockey or basketball, and taking physically distanced walks with friends. The two Slow Streets have given our family a destination, other than crowded beaches or parks, to get out of the house and explore Alameda neighborhoods. Our travel off the island will necessarily be reduced for a long time and we hope the Slow Streets will be expanded to a full loop, incorporating more parts of the Island, so that we can continue our exploration in place.

During the shelter-in-place, our family has also increased our take-out from Alameda restaurants and has tried to support local businesses offering delivery or curbside pick-up. While it will be a while before we feel comfortable eating inside, we would certainly take advantage of a broad outdoor area where we could pick up food and eat at outdoor tables, or shop at store entrances or booths. We also feel it is important for our local essential workers to have an outdoor area for lunch and breaks where they can rest while physically distancing.

Our two concerns with the current Commercial Streets proposal are, one, that even more space than proposed is needed for Alamedans to feel comfortable returning to our business districts, and, two, that the increased numbers and needs of bicyclists traveling to those districts are not addressed. As our family would likely travel there on bicycle, a protected bicycle lane on or very near the business district streets, along with bicycle corrals at key intersections, is a top priority.

We feel extremely lucky to be able to shelter in place in Alameda and a deep gratitude for the work of this council and city staff to find ways for our community to stay healthy, support our local businesses and maintain our strong social fabric. Both of these proposals are important steps and I hope the council will use them as starting points for an even broader vision of what Alameda can be.

Sincerely,

Cameron Holland

**LARA WEISIGER**

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**From:** Michael Sullivan <michaelsullivan@yahoo.com>  
**Sent:** Monday, May 18, 2020 7:23 PM  
**To:** Tony Daysog; Jim Oddie; Marilyn Ezzy Ashcraft; John Knox White; Malia Vella  
**Cc:** City Clerk  
**Subject:** Item 2-D: Slow Streets and Commercial Streets

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Honorable Mayor Ashcraft and Councilmembers,

I am excited about the possibility of the section of Pacific near me potentially being added to the Slow Streets Program. Having car drivers alerted to the presence of people in the street and driving with extra caution makes me that much more comfortable, whether I'm walking, biking, or jogging.

I hope you will support the ongoing expansion of this program.

cc'ing the Clerk for inclusion under item 2-D: Slow Streets and Commercial Streets.

Thank you

Michael Sullivan

## LARA WEISIGER

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**From:** timbeloney@gmail.com <timbeloney@gmail.com>  
**Sent:** Monday, May 18, 2020 7:49 PM  
**To:** City Clerk; Tony Daysog; Jim Oddie; Marilyn Ezzy Ashcraft; John Knox White; Malia Vella  
**Subject:** Item 2D at tomorrow's Council meeting

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Hello everyone,

I write to you not as a Board Member of Bike Walk Alameda but as an Alameda resident and parent. Our household is very much in favor of extending the Slow Streets initiatives to include both longer/more streets, and potentially making them permanent with clear inter-connectivity to create "Safe Street Loops".

We would love to see Alameda be a leader in helping our local restaurants and businesses in the Park, Webster, and South Shore areas by closing off vehicle traffic and opening the streets to dining so as to extend the capacity of our restaurants. Bike parking located in very visible areas would be helpful as well.

We will be watching the meeting with great interest and are looking forward to hearing about the plans.

Thank you,  
Tim Beloney  
510-731-8703



Alameda-Contra Costa Transit District

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May 19, 2020

Mayor Marilyn Ezzy Ashcraft;  
Members of the Alameda City Council  
Alameda City Hall  
2263 Santa Clara Ave  
Alameda, CA 94501

**Re: Item 2-D, Recommendation to Endorse Implementation of Temporary Street Reconfigurations to Provide Space for Social Distancing in Response to the COVID-19 Emergency**

Mayor Ashcraft and Members of the Alameda City Council:

As an essential transportation service provider, AC Transit recognizes the necessity of social distancing requirements and the limited sidewalk space available to accommodate these needs. AC Transit acknowledges the City's quick action to support social distancing through the City's Slow Streets Program. We formally request that the safety, accessibility and performance of AC Transit be considered in the implementation of future phases of the program.

With respect to the proposed Commercial Streets Program, AC Transit supports the five program objectives outlined. In meeting these objectives, however, it is imperative that changes to the streetscape in support of these goals also support transportation equity by prioritizing transit access. Today, AC Transit carries some of the area's most vulnerable to essential jobs and services that keep the economy moving and help maintain services supporting those with the flexibility to work from home. As our communities' transition into more normal travel patterns, AC Transit's impact will only increase.

In order to meet our shared equity goals for transportation access along the Park and Webster corridors, their reconfiguration should prioritize high quality transit access in tandem with increased space for walking and biking. AC Transit supports implementation of bus boarding islands on Park and Webster to provide fully accessible and improved transit access, increase pedestrian circulation space, and provide safe paths of travel for cyclists and buses alike. This design feature and its benefits are detailed at length in AC Transit's Multimodal Corridor Guidelines document.

AC Transit appreciates continued collaboration with the City of Alameda and looks forward to enhancing this partnership and working to further develop and implement final designs.

Thank you for your attention to this matter and please do not hesitate to contact me directly at (510) 326-9654 or via email at [rdelrosa@actransit.org](mailto:rdelrosa@actransit.org).

Sincerely,

A handwritten signature in black ink that reads "Robert del Rosario".

Robert del Rosario  
Director of Service Development and Planning

## LARA WEISIGER

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**From:** Rochelle Wheeler  
**Sent:** Monday, May 18, 2020 3:48 PM  
**To:** Lara Weisiger  
**Cc:** Scott Wikstrom  
**Subject:** FW: Support for Slow Streets and Commercial Streets, and a health equity perspective

FYI – for Item \*2-D\* for tomorrow.

Best,  
-Rochelle

Rochelle Wheeler, Senior Transportation Coordinator  
Planning, Building and Transportation Department, City of Alameda  
510-747-7442 | [RWheeler@alamedaCA.gov](mailto:RWheeler@alamedaCA.gov)

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**From:** Susie Hufstader [mailto:[susie@bikeeastbay.org](mailto:susie@bikeeastbay.org)]  
**Sent:** Monday, May 18, 2020 3:38 PM  
**To:** Marilyn Ezzy Ashcraft <[MEzzyAshcraft@alamedaca.gov](mailto:MEzzyAshcraft@alamedaca.gov)>; John Knox White <[JknoxWhite@alamedaca.gov](mailto:JknoxWhite@alamedaca.gov)>; Jim Oddie <[JOddie@alamedaca.gov](mailto:JOddie@alamedaca.gov)>; Malia Vella <[MVella@alamedaca.gov](mailto:MVella@alamedaca.gov)>; Tony Daysog <[TDaysog@alamedaca.gov](mailto:TDaysog@alamedaca.gov)>  
**Cc:** Andrew Thomas <[athomas@alamedaca.gov](mailto:athomas@alamedaca.gov)>; Rochelle Wheeler <[rwheeler@alamedaca.gov](mailto:rwheeler@alamedaca.gov)>  
**Subject:** Support for Slow Streets and Commercial Streets, and a health equity perspective

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Dear Mayor Ashcraft and City Councilmembers,

On behalf of myself as a resident and as advocacy manager at Bike East Bay, I am writing in strong support of item 2-D for May 19, the staff recommendation to endorse implementation of temporary street reconfigurations in response to the COVID-19 emergency. The proposals are excellent and reflect a great deal of hard work from a fantastic staff team. Thank you!

As an advocate for the Slow Streets program, I am glad to see such warm and strong support from the community, and enthusiasm for expansion. The staff team is doing a great job and I'm pleased to see the proposals for the next phase. They reflect input from community members and include good improvements on the pilot.

On the Commercial Streets program, I would like to endorse and support the comments submitted by Pat Potter on behalf of Bike Walk Alameda and specifically support their request for the incorporation of safe bike access to the business districts. In addition to those comments, I would like to provide some additional suggestions for Council direction as we move our city toward a safe and successful economic reopening.

As I have advocated with regard to all street changes and improvements in Alameda, safety and health should always be the top priority. In the case of a gradual economic reopening, reappropriation of vehicle space is an excellent way to boost our local economy while providing social distancing space. I believe this is absolutely the right direction for our city that is in line with our creative and people-first approach to planning. While we



work toward these excellent changes in response to the COVID emergency, it is imperative that the health and safety of our most vulnerable community members is taken into account for equitable implementation.

During reopening, Alameda must take action to support the **health and safety of our workforce** in addition to supporting business owners and customers. News stories already confirm that workers, especially those living in low-income communities of color, have borne the brunt of COVID-19 cases. Our business districts and economic development department must take a "hands on" approach to making sure that local employers are supporting their workers with adequate PPE, work space, and connections to healthcare. Those working low-wage service industry jobs may have few options for income and experience intersecting health disparities. The city should take every action possible to advocate for regional and local policy changes to ensure the health and safety of workers and their families. In the design of the Commercial Streets program, please also ensure that street and parking lot space include designated break areas for workers as well as places for customers to sit.

**Accessibility for people with disabilities**, as well as people biking and walking, must be a top priority. In addition to providing ADA accessible features as part of the design, standards for business encroachments need to be put in place to make sure that outdoor seating areas allow for social distancing for vulnerable users. For example, a minimum sidewalk width for ADA access does not necessarily mean that a wheelchair user can pass a restaurant seating area with 6 ft clear space. While this may be challenging to implement and somewhat limit configuration options, safe and accessible design must be the priority on sidewalks. With a district-wide encroachment permit, the city still needs to continuously monitor the program so that encroachments do not impede safe and accessible transportation along both corridors.

As a resident advocate and professional, I am working every day to better understand equity issues and blind spots in COVID-19 response programs. As we work to serve our communities, there's always a risk that we miss something or overlook an unintended consequence. I would encourage both staff and Council to continuously question how we can move forward with urgency while always refining and improving our programs with a focus on safety, equity and social justice. Thank you, as always, for your support of safe and complete streets in Alameda. I appreciate your hard work on behalf of our city.

Warmly,  
Susie Hufstader  
Advocacy Manager  
[Bike East Bay](#)  
pronouns: she/her

Office: 466 Water Street, Jack London Square, Oakland  
Mail: PO Box 1736, Oakland, CA 94604  
Direct: (510) 845-7433 ext. 1009  
Cell: (860) 455-5861

## LARA WEISIGER

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**From:** Amy Voisenat <amyzoesf@gmail.com>  
**Sent:** Monday, May 18, 2020 1:53 PM  
**To:** Lara Weisiger  
**Subject:** Re: Street closures for businesses

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Yes please I would like it included.

Thank you!

Sent from my iPhone

> On May 18, 2020, at 1:31 PM, Lara Weisiger <lweisiger@alamedaca.gov> wrote:

>  
> Hi Amy,  
> The City Council will discuss the issue tomorrow night. The staff report is available here:

>  
> <https://alameda.legistar.com/LegislationDetail.aspx?ID=4523403&GUID=D3B2C7E8-7FA6-4912-9248-6D1B81680CA8&Options=&Search=&FullText=1>

>  
> Please let me know if you would like your email included in the meeting record.

>  
> In addition, if you want to attend the meeting via Zoom and comment during the meeting, please register here:  
[https://zoom.us/webinar/register/WN\\_B86B91QTShKINVKoRi59qQ](https://zoom.us/webinar/register/WN_B86B91QTShKINVKoRi59qQ)

>  
> If you want a comment read during the meeting, please email (clerk@alamedaca.gov), text (510-747-4802) or leave a voicemail (510-747-4802) after the meeting starts at 5:30 p.m.

> Respectfully,  
> Lara

>  
> -----Original Message-----

> From: Amy Voisenat [mailto:amyzoesf@gmail.com]  
> Sent: Monday, May 18, 2020 8:04 AM  
> To: City Clerk <CLERK@alamedaca.gov>  
> Subject: Street closures for businesses

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>

> Hi,

>

> Is it possible to close Park Street once or twice a month to allow businesses to use the street for customers? I own the hobnob and it would be great if even once a month, like a Tuesday night, we could expand our dining when it's allowed.

>

> Thanks,

> Amy

>

> Sent from my iPhone

>

## LARA WEISIGER

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**From:** John Platt <johntplatt@gmail.com>  
**Sent:** Monday, May 18, 2020 12:50 PM  
**To:** Lara Weisiger  
**Subject:** comments for the City Council

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Hi Ms Weisiger,' I just sent an email to the City Council. Tony Dasog suggested I send my comments to be put into the record.

I would like to comment on two items The safe Street initiative and amending City Charter on Measure A.

Dear Mayor Ashcraft and City Council Members,

On the Safe Streets

After reading staffs proposal to assist local businesses I would like to raise my voice in support. I strongly support staff's ideas in their proposals to expand outdoor business space and even blocking some non essential streets so businesses can serve their customers in the open air and reinforce social distancing.

I am a big fan of the Safe Streets initiative on Pacific and Versailles. I think it should be expanded and maybe even kept after the emergency is ended. We have seen a large increase in pedestrian and bicycle activity. My neighbor for the first time in 15 years rode her bike. She felt safe to do that with the slow down in traffic and reduction of cars. If the city's real goal is to reduce traffic and cut down on congestion we should use this terrible tragedy as a reason to increase citizens' awareness of the value of walking and biking on our flat island. We should build on the safe Streets proposal and make it safer foropur citizens to bike and walk around Alameda.

Trying times force us to think outside the box. Let's make some good things to keep Alameda livable come out of this terrible tragedy.

On putting an amendment to the City Charter on Measure A on the November ballot.

I think taking on major long term issues like changing the City Charter when it is difficult for citizens to become involved is a big mistake as it limits a robust discussion of the issues .Measure A is a key part of our community. To amend it or eliminate it without a substantial public input is a mistake and may in the end kill any real chance of reform.nI suggest you do it move forward on this major item until the emergency passes and a full public discussion is possible.

Thank you

Sincerely yours

John Platt

**LARA WEISIGER**

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**From:** bbcoachrob@yahoo.com  
**Sent:** Monday, May 18, 2020 10:22 AM  
**To:** City Clerk  
**Subject:** Downtown street closing

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As a business owner, I have read the possible closure of exterior lane of the downtown areas ( Park/Webster).  
I would like to point out, after 15 years of living in Europe, that this would be the time to permanently close some sections of the downtown areas , and turn them into true European feel towns. a unique niche I hope the closure of one lane , not only is approved, but is permanent.  
A "no traffic" downtown would become a fantastic icon for the Bay Area

Rob Friedrich  
assist basketball network  
[www.assistbasketballnetwork.com](http://www.assistbasketballnetwork.com)

## LARA WEISIGER

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**From:** John Platt <johntplatt@gmail.com>  
**Sent:** Monday, May 18, 2020 9:23 AM  
**To:** Marilyn Ezzy Ashcraft; John Knox White; Tony Daysog; Jim Oddie; Malia Vella; City Clerk; Sarah Henry  
**Subject:** Safe business district ad safe streets proposal

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Dear Mayor Ashcraft and City Council Members,

After reading staffs proposal to assist local businesses I would like to raise my voice in support. I strongly support staff's ideas in their proposals, even blocking some non essential streets so businesses can serve their customers in the open air and reinforce social distancing.

However, If I read staff's report correctly they are proposing killing the Safe Streets program. I think it should be expanded and maybe even kept after the emergency is ended. We have seen a large increase in pedestrian and bicycle activity. My neighbor for the first time in 15 years rode her bike. She felt safe to do that with slow down in traffic and reduction of cars. If the city's real goal is to reduce traffic and cut down on congestion we should use this terrible tragedy as a reason to increase citizens' awareness of the value of walking and biking on our flat island. To kill the safe Streets program at least until the end of the emergency seems foolish to me.

Trying times force us to think outside the box. Let's make some good things to keep Alameda livable come out of this terrible tragedy.

Sincerely yours,

John Platt

PS I do think taking on major long term issues like changing the City Charter when it is difficult for citizens to become involved is a big mistake as it limits a robust discussion of the issues .

## LARA WEISIGER

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**From:** Patti Cary <pc@funameda.com>  
**Sent:** Sunday, May 17, 2020 8:46 AM  
**To:** City Clerk; John Knox White; sandy@thefireside.com; Sarah Henry  
**Subject:** Tuesday meeting re: Outdoor dining & retail

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Dear Mayor and City Council:

Clearly, many merchants may not survive this crisis unless they are able to adapt and take their businesses outside to the front of their shops/restaurants.

Please consider shutting down Park and Webster to car traffic (street fair mode) and make them one-way promenades. Establish one entry point (lobby) with a check-in procedure to monitor capacity, as well as an established exit point. If you want to shop/eat along the promenade, you must have/wear a mask (until your food is ready when sit-down dining). Designate a parking lot nearby (Park Ave? Taylor St?) as one way, drive-through to go/pick up area where runners can deliver food. The city should assist businesses with a hands-on approach to the process. Provide businesses with a clear, area-specific, checklist of requirements to reopen. Find a company nearby that can quickly manufacture and supply simple, portable, clear partitions and provide merchants with an appropriate number of the partitions. Hire/provide friendly "spacers" reminding folks to social distance and supply hand sanitizer stations at points along the way. Make the stipulations for dining/shopping very clear. *Remember - No shoes. No service?* No masks - no entry. Create a marketing campaign and shout it from the rooftops. Folks unwilling to comply can be dealt with as they would at any street fair. Businesses need to band together to think outside the box to help each other adapt, find ways to encourage patronage and reward/thank their customers/supporters. Citizens need to be patient, flexible and cooperative with any new procedures and also adapt - or shop/dine elsewhere. Yes, sacrifices will have to be made. Let's do the work to create viable solutions and pull through this crisis together. We all win when our local businesses thrive.

Thank you for your consideration, Patti Cary

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**Been to FunAmeda lately?**

## LARA WEISIGER

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**From:** Pat Potter <pttr\_pt@yahoo.com>  
**Sent:** Sunday, May 17, 2020 7:00 PM  
**To:** Marilyn Ezzy Ashcraft; John Knox White; Malia Vella; Tony Daysog; Jim Oddie; City Clerk  
**Cc:** Bike Walk Alameda Advocacy  
**Subject:** Comment by BWA on Item 2-D Slow Streets and Business Districts, City Council Meeting 5-19-20  
**Attachments:** BWA on Item 2-D Slow Streets & Business Districts 5-19-20.pdf

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May 17, 2020

Subject: Bike Walk Alameda Support of Item 2-D, the Recommendation to Endorse Implementation of Temporary Street Reconfigurations to Provide Space for Social Distancing in Response to the COVID-19 Emergency

Dear Mayor Ashcraft and Councilmembers,

We are writing in support of staff's recommendations in Item 2-D.

The Slow Streets Program has been well-received by the majority of our community, and we feel that expanding and improving it as described will increase its value and usability to the broader community during SIP. We thank you for your support so far, and we hope you will continue to support staff's recommendations.

We are very much aligned with the ideas proposed by staff and the Downtown Alameda Business Association (and hopefully WABA) to make our business districts more pedestrian-friendly during the pandemic and beyond. We would like to add some additional suggestions:

- Propose that sidewalks are kept clear for the exclusive use of pedestrians, so there is ample room for social distancing; remove and prohibit unnecessary street furniture or obstructions from the sidewalks to ensure that foot traffic remains unimpeded.
- Use select repurposed street parking spots strategically not only for dining, seating, and queuing, but for bike corrals, bike "curbside pickup", cargo/delivery bikes, and future micro-mobility options. This will help reduce pressure on sidewalks, where current bike racks are, while encouraging bicycling rather than driving to shop in our business districts and potentially reducing car traffic.
- Convert Alameda Avenue and Central Avenue between Oak and Park, as well as the adjacent parking lot between them, into a pedestrian plaza for outdoor public use and merchant enterprises (vendor stalls, outdoor art exhibits that are legal in phase 2, and seating for dining). With social distancing mandates in place, this could offer families, customers, and local workers more space to relax and enjoy; and in the post-COVID future, this area could become a central community gathering space for events and merchant activities, currently lacking in both of our business districts. Look into similar 'place-making' open-air opportunities in the Webster Street corridor to help it stay competitive, with an eye towards under-used parking lots.
- Because bicycling has been shown to [economically benefit businesses](#), and because transportation accounts for 70% of the City's GHG emissions, and because neither Park or Webster currently has any accommodation for safe



bicycle travel, and finally, because our city explicitly prioritizes safety of people biking and walking (Street Design Resolution 15648), any street reconfiguration here that didn't somehow improve bicycle safety would be a missed opportunity to make progress towards our stated goals. At a minimum, traffic calming measures would be in order for Park, Webster, and those adjacent streets that might see traffic diverted from Park and Webster. Even better in our opinion, however, would be to proceed with a road diet as proposed, and include parklets for merchants, but find a way to include bike lanes into the street plans. We recognize the physical constraints and respect the challenge, but know there is a way to do it if we are true to our goals.

- Be open to bold ideas on how to re-envision our business districts. We understand some cities are closing entire streets to support their merchants, and if ours feel that they need to close streets to survive, we should explore that, too. Careful study would be needed to reroute AC Transit lines that currently use those streets, and to minimize disruption to neighboring streets. We feel that making it much easier for people to leave cars at home would make a bold transition like this possible, so beefing up bike infrastructure (separated bike lanes, convenient bike parking, bike delivery services), getting a micro-mobility program rolling, and actively promoting a "leave your car at home" campaign would be key elements of success.

We recognize this pandemic is forcing us to quickly reevaluate the value of public space, with the viability of our local businesses at stake. We strongly feel that our historic auto-centric planning has been detrimental in so many ways, not least among them, and pronounced now, is how cars consume an inordinate amount of space. The real estate consumed by a single parked car can be used by ten bikes, several dining tables, and any number of other now-constrained merchant activities. Let's prioritize customers over cars, and let's prioritize travel to our districts by biking, walking, and transit over driving. We live on a flat, beautiful island, with an incredible climate. Our business districts should leverage and benefit from that. If there is a silver lining to any of this, it may be that we take this opportunity to make our business districts more vibrant, more economically viable, more competitive, and more sustainable.

Thank you again for your consideration and for all that you do in making Alameda the special place that it is.

Sincerely,

Bike Walk Alameda Board

Pat Potter, President



(510) 516-0497  
P.O. Box 2732  
Alameda, CA 94501  
[www.bikewalkalameda.org](http://www.bikewalkalameda.org)

## Board of Directors

May 17, 2020

Pat Potter  
*President*

Subject: Bike Walk Alameda Support of Item 2-D, the Recommendation to Endorse Implementation of Temporary Street Reconfigurations to Provide Space for Social Distancing in Response to the COVID-19 Emergency

Denyse Trepanier  
*Treasurer*

Dear Mayor Ashcraft and Councilmembers,

Joyce Mercado  
*Secretary*

We are writing in support of staff's recommendations in Item 2-D.

Cyndy Johnsen  
*Board Member*

The Slow Streets Program has been well-received by the majority of our community, and we feel that expanding and improving it as described will increase its value and usability to the broader community during SIP. We thank you for your support so far, and we hope you will continue to support staff's recommendations.

Cameron Holland  
*Board Member*

Nory Griffin  
*Board Member*

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Tim Beloney  
*Board Member*

Lucy Gigli  
*Founder*

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Thank you again for your consideration and for all that you do in making Alameda the special place that it is.

Sincerely,

Bike Walk Alameda Board  
Pat Potter, President

## LARA WEISIGER

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**From:** Heather Little <heatherlittle9691@gmail.com>  
**Sent:** Thursday, May 14, 2020 9:46 AM  
**To:** Marilyn Ezzy Ashcraft; John Knox White; Jim Oddie; Malia Vella; Tony Daysog  
**Cc:** LARA WEISIGER; IRMA Glidden; Michael Roush  
**Subject:** Slow Streets Alameda

\*\*\* **CAUTION:** This email message is coming from a non-City email address. Do not click links or open attachments unless you trust the sender and know the content is safe. Please contact the Help Desk with any questions. \*\*\*

Good morning Mayor Ashcraft and members of the City Council,

I am writing to advise you of my full support for the *continuation and expansion* of the Slow Streets project that is supporting our community's needs for more safe options to outdoor spaces and access to local businesses. I would appreciate this notice being added to the public comments for the item 2-D of the special City Council meeting taking place on May 19th.

Understanding the immediate impact that COVID-19 has had on our day-to-day, I applaud you for being creative and exploring ways that will allow Alamedans to be outside, exercising and engaging in safe, socially-distanced interactions, supporting local businesses, and potentially having a meal outside of our home, all while meeting current C-19 safety requirements. Following slow streets campaigns that are taking place in other cities such as Oakland, San Francisco, Minneapolis, and Denver, you are demonstrating the forward thinking that I so appreciate and are the foundation for why I believe you were elected, repeatedly, to represent our community.

As a long time supporter of slowing down traffic throughout our city, I am thrilled to see that you have already taken the initiative to close sections of two streets to through traffic, and am excited to see this opportunity extended to more Alamedans. My family and I have regularly used the current slowed section of Pacific since its inception and have been pleased to see how this has resulted in increased neighborhood and community "feel". By extending the "closure" across much of Pacific, pedestrians and non-vehicular modes of transportation will be able to traverse our two primary business districts with reduced traffic exposure and really take advantage of what was originally designated to be a bike boulevard.

I understand that you might be hearing concerns raised about this process potentially increasing traffic onto other nearby streets, but I believe the staff are doing an excellent job of identifying their options to ensure this is balanced. Streets like Pacific and San Jose, that are adjacent to major through traffic routes and are already a low trafficked option, seem like great choices. It is also encouraging to note that through the various phases, staff clearly have a path towards connecting these "slow streets" to allow for better use and flow.

I would, however, appreciate if the city would take this opportunity to revisit the configuration of stop signs so that these slow streets can realize their full potential. Recognizing that the orientation of these stop signs (like the intersection of Pacific and Paru) was most likely done to slow vehicular traffic, it is definitely counter to the intent of the current project. My hope is that there could be a consideration of leaving several of these streets in "slow mode" permanently.

Additionally, I want to recognize DABA's request to reduce traffic lanes on Park street to allow outside business access for retail and food. I think this is a brilliant, innovative solution that could be a deal breaker for many of our local businesses. My only request would be to also solicit the input from WABA to see if they

would also be interested in increasing public space along several key blocks. It would be a shame to miss out on their inclusion in this game changing opportunity.

Thank you for all your hard work and I'll be eagerly listening to the discussion during Tuesday's council meeting.

Hope you are each doing well, in mind, body, and spirit.

Thanks,  
Heather