



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

**Board of  
Directors**

October 23, 2021

Denyse Trepanier  
*President*

RE: Item 6B: Slow Streets

Brian Fowler  
*Treasurer*

Dear Transportation Commissioners,

Cameron Holland  
*Secretary*

We are writing in support of staff's recommendations in Item 6B to extend and enhance the Slow Streets program. While we are hopefully beyond the worst of the pandemic, and no longer using Slow Streets as much for social distancing, we treasure what they offer in terms of safety, community, and livability. We believe that, like commercial streets, Slow Streets will continue to be popular and valuable post-COVID, and think that an extension of the program while the Active Transportation Plan is completed is a sound strategy.

Pat Potter  
*Board Member*

Cyndy Johnsen  
*Board Member*

Regarding the proposed immediate improvements to the Slow Streets program, we support all of staff's recommendations, with a few additional suggestions:

Tim Beloney  
*Board Member*

Lucy Gigli  
*Founder, non-voting*

- Disappearing and incomplete barricading has detracted from the program. For example, for the five blocks between Sherman and 9th along Pacific, there is only one barricade right now — it doesn't read like a Slow Street at all, and this likely discourages people from using it as such. Staff's proposal is to selectively add barriers only where speeding persists, but we propose replacing the many missing original barricades and adding more so that all Slow Streets read very clearly as Slow Streets, whether speeding persists or not. We propose one barricade on each side of every intersection. Perception is important, and this would convey the right message, for very little cost and effort.
- If there's a better way to weigh down the barricades than sandbags, which tend to tear and leak, we'd welcome exploring that.
- Swapping out the cones for flexiposts secured to the ground seems like a good idea, as many of the paint markers have disappeared and cones tend to get abused, but we understand flexiposts get abused as well. Would jumping to a more robust solution instead be a better course of action?
- We'd propose adding just a few more streets, specifically segments of Eighth, Ninth, and Pacific Streets, to the Slow Streets network to create a north-south connection between Jean Sweeney Park and San Antonio.

We believe this would go a long way towards addressing the community's ask in the Slow Streets survey for a more complete network, for relatively little cost and effort.

More broadly, we think it's important to acknowledge that making even these very small improvements (and successfully maintaining them) will entail a little more commitment than has been allotted to date. While it's still clearly a very low-budget program, it will require some time and money to minimize frustration and maximize success. Let's plan accordingly to make the most of it.

As to the fate of Slow Streets in the long-term, we look forward to the conversations we'll be having as part of the Active Transportation Plan. There's lots to consider. Although it wasn't the intent, this program has served as a pilot for a low-stress network, and the initial data indicates that, even as a quick-build program of simple barricades and sandbags, it's been respectably successful in improving safety, and in encouraging active transportation. With real, more effective traffic calming infrastructure, we'll see even better results, that will dramatically help our city reach its climate and safety goals.

But this incidental pilot did more than that. It also brought to light the many other benefits of Slow Streets. We believe we'd be shortchanging ourselves if we didn't acknowledge those findings and act on them. We've been able to experience how streets can feel as shared, active, social spaces. We've found that streets where car traffic is deprioritized can be rich, productive recreational spaces that can enhance health and livability for everyone, notably the most vulnerable among us — children, the elderly, and people with disabilities. We recognize that to many, this is a different way of experiencing our streets, although some of us are old enough to remember when playing in neighborhood streets was the norm.

In our minds, this recreational and social aspect makes Slow Streets slightly different than the bike boulevards which are their closest cousin. With Slow Streets, there is an expectation for people to recreate in the streets, but not with bike boulevards. It's an important distinction with implications that we look forward to discussing during the ATP process, as proposed by staff.

Finally, we'd like to take this opportunity to thank the city for their work on this program, for their willingness and courage to try new things (change is hard!), for their thorough community outreach, and their data-driven approach to evaluation, resulting in these recommendations.

We hope you will support them.

Thank you for your consideration.

Bike Walk Alameda Board

## Gail Payne

---

**From:** Jill Staten <jillalameda@comcast.net>  
**Sent:** Thursday, October 21, 2021 11:36 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Slow Streets Survey Analysis

Hi there,

I have a couple of questions about the Slow Streets survey, and before the meeting next week I would be very interested to see the data on a couple of questions presented in a way that I think would give a more complete picture of the community's feedback, particularly regarding Versailles:

1. For the chart on Page 11 showing responses by those most adversely affected by the Slow Streets (those living nearby), break down "keep" from "keep with changes." I am specifically interested in Versailles, as I responded that I would like to "keep with changes," but that change would be removing Versailles from the program — so my response would more accurately be lumped with the "remove" votes than the "keep" votes.

(A better phrasing to identify those adversely affected would have been, "Do you live on a **parallel** street **near** the Slow Street," as those who live on **perpendicular** streets within a block of the Slow Street are not much affected by the diverted traffic, and those on Cambridge are affected even though it's two blocks from Versailles because it's the first through street after Versailles off Fernside.)

2. For the question on page 14, could we see a breakdown of which Slow Streets the 188 people who responded, "Move the Slow Street to a different, parallel street" are referring to?

It would be great if the database would be open to the public so we could do our own analyses, but in the absence of that transparency answers to these two questions would be helpful.

Thank you very much!

Jill

## Gail Payne

---

**From:** John Platt <johntplatt@gmail.com>  
**Sent:** Saturday, October 23, 2021 12:03 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Transportation re3commendations

Dear Board Members,

I think the recommendations that have been put in front of you are great. This is a great step forward with the ability to amend it necessary after another year.

Thanks for your service,  
John Platt

## Gail Payne

---

**From:** kevin@kevinfbarrett.com  
**Sent:** Thursday, October 21, 2021 7:29 PM  
**To:** Gail Payne  
**Cc:** 'Michael Henneberry'; 'Michael Wasteney'; jtshop1@gmail.com; 'Ricardo Montero'; 'Jennifer Bombasaro McNulty'; 'Colin Stermer'; 'Cordia Lehn'; 'Splendor Lim'; 'yanny chen'; 'Kellan McNulty'; cmascarrunz@yahoo.com; 'Kane A Russell'; 'Khoa Pham'; 'Khanh Nguyen'; 'Devin Dirstine'; 'Ally Basak Russell'; 'Vance Fong'  
**Subject:** [EXTERNAL] FW: Slow Streets recommendations released & Commercial Streets update; Please return Otis Drive between High Street and Park to one lane in each direction. Please enforce the 25 mph speed limit.

Hi Gail,

Please return Otis Drive between High Street and Park to one lane in each direction.

Please enforce the 25 mph speed limit. It is not enforced. Drivers are often going over 40 mph. If these drivers received speeding tickets many of them would stop speeding.

Thank you,

Kevin

Kevin Francis Barrett  
Attorney At Law  
(415) 871-4422  
[www.kevinfbarrett.com](http://www.kevinfbarrett.com)

---

**From:** City of Alameda <alameda@public.govdelivery.com>  
**Sent:** Thursday, October 21, 2021 6:57 PM  
**To:** kevin@kevinfbarrett.com  
**Subject:** Slow Streets recommendations released & Commercial Streets update

Having trouble viewing this email? [View it as a Web page.](#)

## Gail Payne

---

**From:** Peg Magarian <pegmagarian@gmail.com>  
**Sent:** Saturday, October 23, 2021 9:32 AM  
**To:** Gail Payne  
**Cc:** 'Rick Magarian'  
**Subject:** [EXTERNAL] Slow Streets - comment for Meeting 10/27/21

To the City Council

Versailles Avenue needs to be removed from the Slow Street program. It has become very dangerous to both drive and walk on.

As you know, this street is a main crossroad from Otis to Fernside. As such, it is often ignored as a slow street. There are daily near-misses of cars trying to go pass the blockades at intersections, not to mention the pedestrian and bike traffic near misses.

This road was designed to be a main crossroad. The alternate nearby routes are definitely NOT designed to handle the traffic. Using the narrow Fernside streets is just another unnecessary hazard.

To turn from the other routes on to Fernside is really hazardous. As you know, a lot of effort went into improving turning from Versailles onto northbound Fernside to get to the Fruitvale bridge just before the pandemic.

Please consider strongly removing this street from the program. Designate an alternate, non-thoroughfare street such as Regent.

We use this street daily. It's a city lawsuit waiting to happen. Please, drive down Versailles from Otis to Fernside this week – you'll see what we mean. Try using the alternates. Not great.

Thanks

Peg Magarian

Van Buren Street @ Versailles

## Gail Payne

---

**From:** Rick Magarian <rasric@aol.com>  
**Sent:** Friday, October 22, 2021 9:07 AM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Slow Street Issues

Gentlemen,

I have issues with Versailles as a slow street. This is the wrong street. Pearl should have been selected. It has less traffic for one. The intersection at Pearl and Fernside is dangerous to cross from Pearl onto Fernside, while the Versailles to Fernside intersection is much safer. Pearl and Versailles are the only streets that go all the way to Otis. There are businesses on Versailles while there are none on Pearl.

I would recommend changing the Versailles slow street to Pearl. I live on a cross street to Versailles and use it every day to get to Fernside to come and go from the island. You can not turn on to Pearl from Fernside after you come over the Fruitvale Bridge. You then have to go several more blocks and down a very narrow street that does not go very many blocks before you have to turn again to continue.

I have almost been hit 4 or 5 times at Pearl and Fernside. I do not use Pearl any longer and other routes are just wasteful driving.

Thank you,

Rick Magarian  
2807 Van Buren St.