

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

- Planted roundabouts like Berkeley would be great.
- One way streets that intersect at main intersections to prevent through traffic.
- Stop signs on all blocks
- Large bioswales at intersection corners to tighten, beautify and constrict the space

"Keep it simple, stupid"

Making it too complicated...makes for headaches. We already do not have enough police, etc to monitor.

Speed bumps....are what is needed to so slow down...traffic. no to traffic circles.

Thank you!!

#4 - Landscaping - if selected, provide a good budget for long term maintenance - should include existing "" GreenWays ""

. . . priorities and first things first - please! - get the barricade systems down. As for the greenways, leave it all alone, at least for now - if you think that Alameda doesn't have enough to worry about, Alameda's in more trouble than it already was. It seems that Alameda government workers have too much time on their hands and that they're not using their time fairly, wisely, and/or efficiently.

1. Better enforcement of the traffic by police. Tickets hurt in the pocket.
2. All these options cost \$\$ and it's my tax dollar while bicyclists are a clear minority. Bicyclist are not pedestrians. Bicyclists do not pay gas taxes to support these infrastructure plans. There are far more cars but that doesn't make car drivers always wrong. Bicyclist take advantage of the rules.
3. You should enforce and ticket bad behavior of pedestrians and bicyclists. Only cars get ticketed.

1. Alameda's streets are LESS SAFE than 20-25 years ago, due to more speeding cell phone use, driver distraction, and post-pandemic stresses. We need MORE TRAFFIC ENFORCEMENT OFFICERS on ALL of our streets. APD may need 95-100 sworn officers for this.
2. Alameda DRIVERS need more safety education/interventions on "sharing the road," slowing down, etc.
3. All the above streetscape options are good, depending on the street and intersection involved. EVERY street should be a safe street for all!

1. This seems like the key decisions have already been made, antidemocratic.
2. These determinations should be research based, not based on subjective opinions, or at least research informed. Where is the data?

20mph is too fast for vehicles in a shared "slow space" because they will likely travel 10mph over on average. I'd recommend 15mph max for cars on these streets. Create narrow car lanes with steep curbs to force drivers to be careful and slow down.

I love the idea of creating separating bicycle and walking lanes to hopefully let bikes move more safely and faster.

Please make more streets slow!!!

4 way stop sign intersections everywhere. Pedestrian crosswalk lights for major crossings across Grand Street.

4 way stops at every intersection. Traffic light at the end of Grand and shoreline. Move bike lane off Park st to Oak and Park Ave.

4-way stop sign at every block. One way streets and reduce lane for vehicle to 1.

A light at Kitty Hawk and Grand so my child doesn't get hit by a car...again!

Raised crosswalks are difficult for people with mobility issues like myself.

Closed Street signs seem to be working great (I live on Santa Clara) not sure all the upgrade is needed when there when there have been so many injuries and deaths, even Wilma Chan with Zero improvement to the danger present in Shoreline Drive. Priorities! My kids was hit 1 block from where Ms. Chan died. Should fix danger first.

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A lot of European countries have different levels for traffic, bikes and pedestrians. It worked really well and kept every mode of transport in their own "lanes". I would love to see that in Alameda. Also, is Clement ever going to get a full bike path? Why does it just stop?

A permanent Greenway designation on a particular street is unfair to property owners who live on adjacent streets who will now experience more traffic on their streets, lowering their property values, while Greenway Street houses will have less traffic, raising their property values. The only fair way to do this will be to rotate which streets are greenways every year or two. I am strongly opposed to any solution that does not periodically rotate which streets get this valuable status.

Actual little linear parks or pocket parks

Add "Your Speed" signs as seen on Otis.

Paint the street green.

Add greenery where possible

Add more streets! Thompson Avenue (both sides) has become a real problem during Christmas.

Add slow street to Haight ave near Longfellow park

Add stop signs on through streets that cross the greenway.

Adding four way stops at neighborhood intersections such as San Antonio and Oak.

Alameda was way better 25 years ago. Stop thinking you know better and can engineer better future.

All 4 way stops

All of the above are great ideas EXCEPT for the neighborhood traffic circles and the asphalt art. As I witnessed living in Berkeley for many years, people just get confused at traffic circles and they will just add to accidents (likewise asphalt art; too distracting). PS: Any ideas on how to slow traffic on Bayview Drive? People race down this street when Otis is slow or blocked. We already have speed lumps.

All way crosswalks as seen in China town

Allow for some gentle curves in greenways, don't always require them to be straight.

Am I missing the bit about protected bike lanes? It's so bizarre to me that anyone things painting a picture of a bike on the road makes drives any more likely to slow down, or that parked cars won't fling their doors open in front of cyclists who are being overtaken by a car.

Any & all treatments should not affect commerce, commute, cause traffic delays or otherwise clog our traffic arteries more than they recently have been altered. As the City increases density we need more not less traffic options, commerce delivery options & thoroughfares. Rethink Park, Webster & open them back up and get rid of the bumpouts, & lane restrictions and the unsafe pallet dining restrictions to our once navigable streets. No more plastic paint & unnecessary, ugly plastic. Consider \$\$ 2

Any design which deviates from a straight open road reduces speed. Alternating islands and a continuous bike path reduce that. Also a great opportunity for community post boards and art galleries. Picnic areas. Public space outside the house. Doesn't have to be big, but distributed adds value.

Any treatment to slow cars in the Island is welcome. This is, at the moment, one of our biggest problems. It's been years now that I haven't seen any speed limit enforcement by the police, and drivers act like our streets are race tracks.

Anything that evidence proves is safer for all without great expense or hindrance to residents who also drive. I do all - bike, walk, drive -

So I understand all perspectives. Bike Walk Alameda is a trusted go to. I trust the experts

To advise.

Anything that keeps ebikes and other bicycles off the sidewalk. Also, I am concerned about unmaintained medians and traffic circles that become strewn with trash and weeds.

Anything that makes Alameda a safer island community for pedestrians and cyclists should be on the table for consideration. Thanks.

Anything that makes cars move slower - including trees planted in the street

APD enforcement of traffic laws regarding cars exceeding speed limit, scooters and bicyclists driving recklessly on sidewalks. In some cases from my experience while riding a bicycle on Santa Clara west of Webster ST with the Safe Street barrier/warning signs, cars are speeding through intersections making it unsafe for those riding bicycles. I understand when the Central Ave project is completed, the barriers will be removed on Santa Clara Ave.

Appreciate all you do!

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Are you kidding? These are confusing, distracting and would cause more problems. Also I think you've chose the wrong streets the wide street from Otis to Chichenyo park should be a greenway street. Extend the park to Otis. Stop this other nonsense. Get rid of the slow streets or move them to different streets.

As a bike rider, I think it is important not to make driving too difficult. Reducing both Central and Encinal to one lane plus a bike lane in each direction where they parallel each other seems unnecessary and is already creating resentment. Too many diversions and traffic controls tend, in my experience, to create dangerous conditions -- such as cars double parking in bike lanes, going through blocked off intersections, turning through restrictions, etc. Traffic circles are also dangerous.

As a driver the activates blinking crosswalks are the most noticeable.

As a pedestrian, I mostly want to be able to cross the street safely. So whatever helps with that is great!

Is there any way to make Lincoln less like a drag racing track? People don't seem to pay attention to speed limit signs

As for the pedestrian-activated signals, please consider the push button type, not the step activated one. Those get wrecked easily.

As the climate warms, tree cover is necessary for a safe walking and biking experience. Greenway design should include planting of large shade trees to lower street temperatures on hot days.

Asphalt art is a great idea, Alameda is already known for its chalk art, dedicated "picture frames" for chalk art would be wonderful.

Asphalt art is a proven pedestrian safety tool.

The 2022 Asphalt Art Safety Study, produced by Sam Schwartz Consulting in partnership with Bloomberg Philanthropies, found a 50% drop in crashes involving pedestrians or cyclists and a 37% drop in crashes leading to injuries. It also found a 27% increase in the rate of drivers yielding to pedestrians with the right-of-way as well as a 25% drop in potentially dangerous conflicts between drivers and pedestrians.

Asphalt colors look pretty but seem to look dirty quickly.

Asymmetrical road designs are proven to require automobiles to pay attention and drive slower instead of zoning out and playing on their phones.

Auto lane removal

Avoid using dots/rumble strips - neighbors will not enjoy the noise. The most effective versions of these in other cities include physical diverters and turn restrictions. Anything that requires enforcement to be effective won't be effective.

Ban cars

Barricade and some street prevent speed cars the proyec is taken couple months, to have open the street is dangerous for the speed cars

Barricades in the street to encourage pedestrians and discourage car traffic

Benches and shade structures for family and senior citizen pedestrian use.

Better barriers between bike lanes and streets/parking lanes to discourage people from using bike lanes as loading areas. Along Shoreline and Otis by Rittler Park, this is a huge problem.

Better looking quick build round about, the example below with the flower pots does not look great. Example can be found here: <https://www.sandiego.gov/sites/default/files/bpcagenda211104-item502.pdf>

Bicycle friendly cities are a fantasy and an impediment to working class families who must rely on cars to get to their places of employment, as well as those who come into the city town work.

This is more pandering politics that does nothing to make alameda better in any real way.

Bicyclist need to adhere to the current DMV guidelines. The majority do not. Streets are for vehicles, not play grounds. With traffic being an issue already, adding fuel to the fire is not going to work out that well. Drivers and cyclists blatantly disregard traffic laws with no consequence. Take the barriers down, a covid reminder, fix Park and Webster Street parking and remove extended dining in the street for a better flow of traffic. I think repaving our roads higher priority !

Bicyclist/pedestrian-activated signals at major crossings are very helpful while driving. Especially at night where many people don't wear reflective clothing or have personal lighting. Same with cyclist. Street Lighting at crosswalks would be a help as well.

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Bicyclists should follow the rules that in place already. Paying attention to red lights , stop signs, and to obey the vehicle road laws!

Bike buttons at intersections. Elder buttons do they have longer to cross the street

Bike Lane on Central please.

Bike lane street art or a colored bike lane is needed on Grand Ave for the safety of school kids. Grand is a major street & there should be line marks between Otis & Encinal.

Blocking entry or use of opposite side traffic creates traffic with cars trying to enter the opposite way of the traffic instead. Something that won't create more traffic or confusion

Blocking the streets to make them through for bikes and walking only is the most important. Currently cars drive through the slow streets just to prove their dominance. The slow street near my house has become a gathering place for the neighborhood. A place where people can get together and recreate, taking back a little bit of human space that we lost to cars. Kids ride bikes, play basketball. All neighborhood streets should get the Greenway treatment.

Bollards.

Cameras to catch and tickets reckless drivers.

Cameras to record speed and take photo from front of driver/passenger. Computer to send owner of can notice of (for example) speeding, maybe a ticket. Also to record thieves if vehicle is stolen.

Can the physical barriers please stay from the slow streets? They keep the vehicle speeds down dramatically.

Can we include skating as well as biking and walking? I can't skate on the sidewalks because it's hazardous to pedestrians. Bicyclists get angry if I skate in the bike lane (I've had some rather alarming interactions with hardline bicycle folks)

Can't think of any right now.

check out Oakland's Slow Street pavement markings and signage, along w center line hardening, speed humps, and roundabouts on 8th St for design examples

<https://www.oaklandca.gov/projects/8th-st-project>

Also check out Pleasant Hill's traffic calming treatments at stop controlled intersections for school zones

<https://www.pleasanthillca.gov/1584/2023-Intersection-Crosswalk-Improvement->

Chicanes and steel car-stopping bollards.

Choose throughfare streets and design roads to funnel traffic onto them, and block access off of them into neighborhoods—protect neighborhoods from throwing traffic. AND there should be no stop signs for the bicycle-pedestrian traffic on Slow Streets. Stop signs should only be on the streets crossing the Slow Streets <—SUPER IMPORTANT!!!

Clear enforcement when we decide the new rules and speed limits

Clear signage/indication in the median strip at every intersection along a greenway that you are entering a greenway and rules to follow e.g. "You are entering a neighborhood greenway. Bicycles and pedestrians have right of way throughout this zone."

Close Park street to vehicles, just crossing at encinal, santa clara, lincoln and through north of buena vista

Close the parklets and slow streets.

Closing or slowing streets that diverts traffic to their neighbor's street is unfair!

C'mon people. Streets are for vehicles, be them cars, trucks, bicycles. When bicycles use the streets, they are to be treated the same as other vehicles. If a pedestrian looking at his phone, crosses the street without looking, common sense should take hold and nobody else should be blamed if he is hit. We need to get back to common sense, instead of this crazy woke agenda that is ruining Alameda living!

Community art design should be by schools close by the greenways and paid for by the city

Community Gardens; Planting Native Plants to help create a corridor for migratory animals; Places for neighbors to gather.

Community supported / maintained traffic circle -

Consider anything that acts as an actual barrier to cars. Otherwise, it won't really be a greenway.

Consider normal intersections for cars to commute. Along with traffic signals that bicyclists and pedestrians follow.

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Consider raised sidewalks on other streets...looking at you Park St where people street race and speed all the live long day. SLOW traffic down and allow drivers to actually see pedestrians.

Consider the interconnectedness of our streets and reevaluate the streets chosen for greenways, namely Versailles. Pearl Street is subsidizing the slow street on Versailles and creating a dangerous traffic liability. If Versailles becomes a greenway, traffic calming measures will be needed on Pearl. If someone is hit by a non-local car on Pearl Street, they could sue the city for negligence since the hazards were known.

Consider working with community arts to bring local art installations.

consideration for emergency vehicles should be a part of planning

Coordinating the traffic lights correctly on streets that are not greenways

Corridor treatments to lower auto speeds and volumes WILL reduce emergency vehicle response times. Fire Engines, Trucks and ambulances are ALL wider and longer than the average car. Reducing turning radius, adding speed humps, narrowing lanes and adding fixed objects in the roadway WILL make emergency response more difficult and WILL put 911 callers in danger. Wider streets allow drivers to pull to the right and allow first responders to pass. Bring back traffic cops if you want to reduce speeds

Create barriers using plants and art for existing slow street barriers. I don't think y'all should take them down!

People still speed down those streets and the barriers are at least doing a small part to prevent that.

Crossing guards during school commute times at all designated school zones.

Curb bulbs at intersections

Curb extensions make drivers turning right swerve into the opposite lane

Dedicated bicycle lane

Dedicated bike lanes with curb to protect bikers

Design for 15 mph top speeds, primarily with narrowing and chicanes. Speed cushions don't do much for certain vehicles and/or drivers, and can be uncomfortable for people riding bikes.

No intersections without signals should be controlled by stop signs in any direction. Control intersections with yields.

Digital Pedestrian counter like the Emeryville greenway has. Completely car free areas.

Areas for micro businesses like coffee stands.

do a median treatment on Fernside please

Do it fast!

Do not implement greenways. By permanently making there of Alameda's busiest and high traffic streets (Encinal, Park street, and Webster) one-way traffic each direction, has created a serious traffic congestion problem. We do not need more slow streets or greenways.

Less traffic congestion = less chance of vehicle-pedestrian casualties.

Do not make any neighborhood a Greenway without expressed written consent from every resident and property owner on any proposed street.

Do not remove parking!

Don't close or restrict streets, it just pushes traffic on to our neighbor's street.

Don't do it please. Spend money on resurfacing roads and fix potholes.

Don't do this, those are taxpayer roads that you're taking away. These barricades should've been removed along ago.

Don't make them. It's hard enough trying to cross the island and frustrating not being able to find parking after y'all added red curbs on Park and Webster. So many people NEED to drive in the Bay Area. If anything you all should put more money into expanding ferry travel.

Don't puss traffic on to other streets!

Add more police to enforce the laws and speeds that already exist!

Don't remove the slow streets barricades until a project segment is completed.

Don't do it. The MAJORITY of Alameda DOES NOT want this

Don't overstimulate the drivers. It can be too confusing.

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Don't ruin a good thing by trying to please everyone...commit to making these Greenways very clearly *not for cars*, otherwise they'll be treated like any other road and likely lead to less rather than more safety

Each situation is different, so please don't use a formula. In the 2100 block of San Jose Avenue, before the pandemic, parents used to use this block to access St. Joseph's. They would bring both high volume and high speed. Your solution in this block needs to deal with both of these. Diverting the flow away from the block would be the best.

Eliminate the barriers as it causes unnecessary traffic! A LOT of bicyclists drive in the MIDDLE of the street and do not follow rules of sharing the roads. Alameda has made cyclists ENTITLED. The city keeps building and yet they want to make it harder for drivers! Im all for speed bumps or slowing the speed but lets not make it fussy by only accommodating bicyclists who refuse to follow the laws! Many times they are running stop signs at 4 ways. Please make EVERYONE follow the law! Priority #1!

Encourage our speed limit we've had forever.

Encourage all mode of transportation to heed the laws already have.

Enforce existing speed limits.

ENFORCE THE LAW.

- STOP VEHICLES DRIVING 40 MPH ON SLOW STREETS.
- INSTALL AUTOMATIC STOP SIGNS, LIGHTS INFRIGMENTS.
- FINE DRIVERS DRIVING WITH EXPIRED REGISTRATIONS, OUT-OF-STATE PLATES, AND 'NEW VEHICLE' TEMP LICENSES FOR YEARS.
- INSTALL CAMERAS TO FIND THIEFS.

Enforce the no parking curb around the turn (or better yet, use curb extensions to eliminate those blind spots when used for parking); Add Speed limit sign with warnings.

Enforcement of vehicles dangerously driving in the wrong lane to avoid the signs enforcement. existing rules or new rules need enforcement to be effective

Enhancement: lessening traffic noise from loud motorcycles and car mufflers.

Enough of the closed streets. People ignore the barriers. People and those with dogs don't walk dow the middle of the streets anyway. At least on Pacific very few cyclists because of all the stops signs they should observe. I honestly see more bikes on Buena Vista than Pacific. More cars are here now due to all the condos and taking lanes away is simply not helping congestion on other roads. Please stop this nonsense.

Ensure adequate lighting for visibility and safety, especially at night.

Ensure map routing systems do not navigate automobiles through Pacific to help reduce traffic.

Pedestrian crosswalk should be considered for oak and Pacific. Greenway would increase walking and biking traffic and this is already a hazard for pedestrians today.

What is the plan for street parking, will it be impacted?

ensure their is adequate parking on lots for all new/updated construction. Even if the goal is to reduce cars on the island, having appropriate designated parking will prevent people from searching for street parking - which can lead to aggravated drivers.

Ensure there is minimal impact on emergency vehicle response times.

Especially for San Jose Avenue, speed control through these design elements is paramount. Families bicycle on our street now, but we still have vehicle speeding at all times of day and night. I can't speak for the other Slow Streets, but for San Jose it does not make sense to close cross vehicle traffic at major intersections like Grand or Park. Local vehicle access must be maintained as it is now.

Everywhere it says "for wider intersections" put traffic circles. Put traffic circles at every intersection possible. That way bikes and cars share the same space and it is obvious who turns first. Eliminates cars turning in front of bikes. I would put traffic circles at every intersection in a greenway as otherwise you will still have collisions where the greenway crosses the non-greenway street (example Sherman and Pacific). Traffic circles at every intersection of Versailles would be great!

Existing bike lanes (e.g. Oak St) should be priority. Oak St is designated a bike lane, but the street is in disrepair and is very narrow... cars maneuvering each way have to slow down.

Expand the project... across the entire island. Bikes and people over cars. Cars ruin cities for the people who love here.

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Fernside is impossible to cross and many schoolchildren must do so. Please please consider speed bumps and lights to break up the route.

Fix the damn potholes before you screw everything else up. No more of this stuff. Give us our streets back.

Flags at the posts that pedestrians can use to cross like at 9th and Central. A completely connected bike/run route. Mirrors for cars that are turning onto busy streets.

Flashing lights on crosswalks seem to be a really good thing. It really helps because sometimes the walkers can't be seen easily when they're just starting to cross.

Focus on replacing asphalt on current streets that are woefully neglected and need repaving before starting new projects.

Focus on slow speeds, diverting traffic to main roads (and then let them travel without 900 stop signs on the way). I'm all for increased safety, bike paths, pedestrian paths, etc. I am not for trying to reduce the number of cars in Alameda because that is not your job no matter what goal the mayor or governor sets. It's already a debacle in the limited parking available on Webster to use restaurants and shopping so you HAVE to make easy cheap or free parking available to support business!

For landscaping, I would very much love to see the use of native plants. They are more resilient, need less water and care compared to non-natives, making them cost-effective. They also reduce heat islands, improve air quality, and support climate goals. Would love to see Alameda using more natives.

For two way streets being converted from slow streets - keep the end of road barriers that force drivers to enter from the off side. Instead of using cheap plastic barriers - replace the barriers with concrete planter boxes. Berkeley uses these to great effect. This is the only meaningful way to force drivers to slow down on long straights.

For years, I have been trying to get the city to work on traffic slowing on Sherman Street From Encinal to Clinton. People use it as a cut through. I would love to see more traffic, slowing on our residential streets to keep our children and pets safe. Not to mention grown-ups that cross the street and get mowed down

Forced slow speeds are needed. I live on Versailles and there is constant speeding

Fountains and Public Art installations

Four way stops for all vehicles at all 4-way intersections in Alameda. Do not allow one direction to pass through an intersection without stopping. I also think some of these measures should be considered even if the street will not be a "greenway" such as speed cushions on Buena Vista Ave where speed and traffic is a major issue (and this is still a neighborhood for many families and their children).

Four-way stops! A stretch of Pearl Street between Encinal and Otis has pairs of stop signs on every street, alternating on every block. Trying to cross Calhoun Street and San Jose Ave is tricky for pedestrians due to cross traffic. Turning these and other similar thoroughfares into four-way stops would make it safer for pedestrians and cyclists to cross.

Another stop light on Otis between Broadway and High Street—or at least a pedestrian crossing light—would be helpful, too.

Fully separate bike lanes - either elevated or with a divider like a curb

Get it done, remove the barricade

Get rid of slow street barricades and return the streets to original condition pre-covid.

Get rid of the barriers immediately - terrible traffic hazard.

Get rid of the slow streets. They are no longer needed and just push traffic to other streets

Go back to normal streets. The sidewalks are just fine for walking. Biking in normal streets has been safe in this city for a long time now.

Goal should be to deter use of the greenway for transit but allowing residents to navigate

Green painted bike lane in street so it is more clear that it is a shared space

Green painted bike/pedestrian lanes. Elevated bike lanes

Green space is a waste of taxpayer money! Get us more police officers

Greenway barriers, like the ones in place now.

Have lighting at major pedestrian crossings in the city. Most other countries have this so you can see people at crossings.

Have police ticket speeding and unsafe vehicles running stop signs.

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Have stop signs on streets crossing the slow street/greenway. For example, I live on Pacific which should be a slow street but every other block the cross streets don't have a stop sign and cars can cross Pacific without stopping which is dangerous for pedestrians/cyclists. I would like to see my street be one way and closed to non-residential traffic. I've lived in Alameda 35 years and it's wonderful to see so many families using my street. We just need to make it safer. Thanks!

Haven't you bureaucrats ruined the flow of traffic enough in this city with,

#1. Excessive bicycle paths that no one uses

#2 Restaurant outcroppings that remove necessary lanes.

#3 encouraging bicycles to impede traffic by placing bicycle street markings center of streets.

#4 overbuilding high density housing.

This city will soon experience degentrification if you continue this stupidity.

Having separate paths for bikes to be on specifically would be awesome!

How about closing Park St on weekends for autos after 10am till sunset

I would like to know the City's plan for upkeep and care of these landscaped areas. They could quickly become trashy-looking with no care. Also, having so much painted on the street surfaces is just plain confusing. For example -- Grand and Otis is a total mess. And when will the City start citing cyclists for failing to abide by the traffic laws??? I'm talking about the requirements to STOP at stop signs and red lights, and to yield to pedestrians in crosswalks.

I am a home owner on Versailles with no off-street parking. It would SUCK if we couldn't drive two ways down our street (and find parking on both sides of our street easily). Please don't do that!! Honestly anything else would be great. People go 50mph down this street at night and the barriers don't deter anybody from driving down the street.

I am ALL IN for slowing traffic on residential streets. No left turn across Alameda would make traffic flow better and safer for cyclists and pedestrians. Timed traffic lights ensuring speed limit compliance would also improve traffic flow and safety for all!

Curb extensions are confusing and dangerous for drivers and pedestrians out in the road. Asphalt Art is too distracting.

I am concerned that creating neighborhood greenways may increase the speeding on major roads like Buena Vista, Lincoln, and Otis. I would like to see more speeding enforcement

I am extremely enthusiastic about all of these ideas! I would love to see intersections converted into traffic circles with gorgeous community gardens in the center. Please put one in the intersection of San Jose and Walnut!

I am so thrilled that these plans are being considered and desperately want these to happen! I'm going to make a special plug for a traffic circle at our intersection of Saint Charles and San Antonio, which is currently a 4 way stop that people constantly speed through without stopping in a neighborhood that is heavily trafficked by walkers, bikers, joggers, strollers, small children scooting and biking, and older people walking with assistance.

I am totally against the Slow Streets continuing. I live on Clinton and have experienced many additional drivers due to San Jose being a "slow street" Cars race down my street because there is no stop sign. Slow Streets only work (if they work I am not convinced and you have given me no stats that they do) for those on a slow street. (not sure of that either) I understand it was essential during covid. But, all that is in not essential. I have clocked many cars going anywhere from 35 -65

I am unsure why we even need slow street or neighborhood greenways at this point.

I believe the streets that are now designated as "slow" streets should be reverted back to regular streets. The whole "slow" streets project has unfairly benefited people living on those streets while the traffic has increased on neighboring streets. The increased traffic on neighboring streets due to the "slow" streets adversely impacts the residents living on those streets!! Converting the "slow" streets into "Neighborhood Greenways" would also unfairly impact neighboring street residents!!!!

I do not think that the greenway project is a good use of money. Should work on improving public transit like buses rather than making traffic worse on the island.

I drive often but also am a huge supporter of these Greenways to make our Island even better. I live on the West End and would like to see Santa Clara become a permanent greenway too - can you let me know why it was not? Keep up the good work. Best, Justin

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I greatly dislike the curb extensions, it furthers hinders pedestrians in the street and parking is already difficult for the island considering how many people are continuing to get more cars per household.

Crosswalk lights for busy streets would be great.

I'm totally against banning all cars from these slow streets. It just puts more cars on the rest of the streets. creates congestion which creates road rage. You seldom see anyone walking in the (slow) streets; that's what sidewalks are for. We need to share the road, not give the road to walkers & bikers. I walk quite a bit in Alameda & use the sidewalk; like Mom taught me. I ride my bike on side streets where I share the road. You want people to slow down; start giving out tickets.

I just Alameda to be fair and equitable in how they determine what streets will be Neighborhood Greenways...San Jose, Versailles, and Pacific have enjoyed no traffic/ cars for years now. Let's ensure that other neighborhoods get the same treatment...please allow other streets to be Greenways and eliminate the BIG 3 that have been spoiled at the expense of others

I like the ideas that are mostly paint and signs and do NOT like the physical barriers. People live on those streets after all and elderly and young drivers should not have to navigate through complex and expensive barriers to return home.

I like the lighted crossings for pedestrians and bicyclists. They seem to be the most visible, easiest for people to understand, and possibly easiest thing to install to help increase awareness/safety. Adding things like curbs are just asking to be hit by cars, and same with landscaping. Either that or the landscaping would become an area of increased discarded garbage taking away the point of putting in nice landscaping in the first place.

I live in a street that will be impacted. I am concerned for the increase in foot traffic. The noise and not in favor of speed cushions, humps and bumps. These make noise when a car goes over them. Ka-thump each time. Too much painting on the sidewalks looks confusing and tacky. I fear my quiet street is going to be turned into a noisy one. I feel less safe in my home now that so many strangers are others not commonly in my neighborhood are walking and riding by. I'm not pleased w/ this

I live on a "slow street". Cars, while fewer of them, fly down the street. speed bumps would really discourage speeding. Would a traffic circle be possible at the intersection of Versailles, Central and Gibbons? It could be beautifully landscaped with Native plants.

I live on a Slow Street and I love them ... and I love being able to park on my block (street parking is the only option I have). So please don't reduce street parking.

I live on Bayview. The curbs and speed signs don't really work. Too many taking a shortcut to Southshore, car speeding, etc. Another problem is from walkers and bikers- waste, lots of it just thrown on yards and driveways. I find some every week.

I live on Versailles and I am concerned about the loss of street parking. Do plan to restrict street parking in front of homes just so bicyclists can have dominance on our street?

I love our Slow Street nearest us on Pacific.

What are the thoughts on adding stop signs on every block?

- This allows local residents the flexibility to make turns as they see fit, but makes driving down it as a thoroughfare cumbersome (and instead shift people to Lincoln / Clement where it's better apt for that).

I also like the notion of curb bump outs and mini roundabouts that physically constrict traffic and have a physical and visual take on forcing speed down.

Be AMBITIOUS here.

I love the bicycle boulevards on Berkeley, for which many streets are blocked for non-emergency traffic on one end. It's very clear and creates a parklet.

I love the example of asphalt art shown here and would love to see some of that around town!

I LOVE THESE. ♡ i've had too many close calls.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I love this so much! Alameda is a small community and more walk-ability will also allow for areas with less foot traffic to attract small businesses with a decrease in cars and increase in foot traffic.

I love this. Please do more to improve the walking and biking options in Alameda! More protected bike lanes, more slow streets! I lived in Manhattan for 7 years and have had more near misses in the 3 years I've lived here.

I moved to Alameda in 2016 and didn't own a bike. Because of your bike accessibility and improvements, plus the ease of commuting with the ferry, I now bike commute to S.F. and use a bike as my primary transportation including groceries, picking up takeout, etc. Thank you!! Your decisions to make Alameda bike-friendly have changed my life for the better.

I never got to vote on the inequitable placement of slow streets in select neighborhoods and they do not benefit the population fairly. Making them permanent was also never a vote. And making them permanent benefits select homeowners while the rest of Alameda's roads become unchecked speedways. Just return to enforcement and none of this nonsense is at all necessary.

I object to the whole program because I live on Pearl Street (parallel to Versailles) and have experienced a marked increase of high-speed traffic in front of my home. The program makes one street "safer" at the cost of another. Also, I have not received public notices, which I assume is because Pearl Street homes are more than 300 feet from Versailles.

I often observe cars speeding along the slow streets because there is less traffic there and they can. They go block after block speeding between the crossings. The only way to prevent that is to do what Berkeley has done and that is to restrict through traffic by making one end of a slow street/greenway a dead end so cars can not pass. This is very effective and leaves the residents of that dead end street with a nice quiet neighborhood. You should check it out.

I personally love the safe streets. I may be biased because I live on one: San Jose Avenue. It seems like all of these engineering suggestions will be extremely expensive and time-consuming to implement. The temporary barriers work. There's already infrastructure on Google Maps saying that the roads are closed. Why spend hundreds of thousands of dollars on fixes when you can put up a \$50 barricade that is already there.

I prefer solutions like curb extensions because someone driving a car may ignore posted speed limits and signs restricting turning. I also like flashing lights when people are crossing the street because that's more likely to get the attention of distracted drivers.

I really like the planters used in slow streets in Berkeley and San Francisco.

Answered yes to everything, because these are all good. Some better than others, but in the end it all comes down to budget.

Could the whole slow street be painted a color?

I really would like all the current slow streets to be converted to Neighborhood Greenways

I recommend that greenways only be installed in areas with acknowledged conflicts. The slow street program is a dangerous experiment, with barriers at intersections and no clear rules. I rarely see bikes on San Jose Ave - maybe 3 or 4 on weekends & none on weekdays. The few I see always ignore stop signs and right of way. Re: greenway, visual blight on neighborhood streets (special crossing signs, pavement markings and lines, bulb-outs like at St. Joe's) is a confusing distraction to drivers.

I remember seeing a treatment where the asphalt would be painted green - is the upkeep on that too expensive?

Also - I also remember seeing a treatment to lower the speed limit to 15 mph. 20 mph isn't going to do much to deter traffic.

I strongly urge you to look at what numerous other European communities are doing in this regard. Dresden, Heidelberg, others have combined pedestrian, cyclist and auto usage without the myriad of options. Co-existence is possible and some assumption must be made regarding good citizen behavior on the roadways. Ratios of cyclists to autos must be considered given Alameda will never be a Zermatt.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I support slowing all traffic around Alameda. The implementation of multiple bike lanes and restricting access to vehicles has not been beneficial to someone like me who does not have the luxury of using a bicycle or public transportation to complete my daily activities for my children and myself. Therefore, enforcing speed regulations like speed bumps, and stricter enforcement throughout the city is something that would be beneficial to all. Additional restrictions for drivers is not.

I think asphalt art would tend to get dirty and unsightly over time, and there is enough visual noise and distractions that we don't need this too. Also, let's not make Alameda like Berkeley, with so many streets blocked off, causing confusion and cars crowding other streets.

I think its good to keep in mind what drivers may hit/may not see at night as well as pedestrian safety.

I think more streets should be considered for Greenways.

I think police need to focus on speeding cars.

Lots of drivers don't even care about the light that warns about pedestrians crossings.

focus on the red no parking markings, people park there all the time, makes it hard to cross the street safely or to drive around corners when you can't see cars coming from your left.

There is also a huge safety concern with cars using their warning lights and park in the bike lane or in the streets.

I think some of the raised sidewalks and splits, like at Grand and Otis, are extremely confusing- for the turn from Otis to Grand especially. I think the best thing for safety would be to increase parking setbacks from intersections so that vehicles can see oncoming traffic. AND INFORM AND ENFORCE THE DOUBLE-PARKING STATE LAWS!!!!

I think the current slow street dividers work well, so any changes should mimic the present condition. I live off one of the slow streets and am happy with these barriers (though I know many people are not).

I think there should be more pushback about Bayview. My understanding is that the bike bridge was originally approved with the commitment that it would allow a bike path to attach to the Southshore pathway. The homes along Bayview are going to want/need high tide abatement. I understand that the area is a protect bird sanctuary, but if the high tide abatement is allowed than shouldn't the bike path be constructed?

I think these are all great ideas for different situations.

I think this is a great idea! One important thing to consider is the continuity of bike paths on the island - it's important to make sure that bicyclists have somewhere to go when the greenway ends. If the paths could be connected by the cross streets, that could be one option. Otherwise perhaps a bike/walking path through the neighborhoods?

I think this is a horrible idea. You have chosen streets that are used as secondary choice streets. San Jose is a back up street to Otis and Encinal. Now Encinal and Otis are horrible in the morning. Versailles is another poor choice moving traffic closer to Edison Elementary. But these concerns have already come up at meetings, you've said they are valid concerns, and nothing changes. You don't actually listen to the community.

I think traffic circles with traffic diverters will have by far the most impact on safety--not just for pedestrians & bicyclists but also for cars. Berkeley does something similar and it definitely keeps the traffic out of greenways. It lowers vehicle speeds making any crashes less serious.

I think we should make every non-arterial street in Alameda a Safe Street, and block off half the entrance.

I think we should remove all of the slow street barriers and leave the streets how they were! All of this new stuff the city is doing to the streets is just silly to me.

I think, the city by and large should look at adding activated crossing signals to major street crossings. They are safe and good for larger streets where speeding is a major issue with drivers.

I like the idea of landscaping so long as it is not constantly changed based on the whims of the city and, that it does not hinder line of sight of drivers, pedestrians and cyclists. If the foliage grows to large, it could create serious blind spots. Drought friendly plants and foliage are good ideas.

I traveled in Norway, where people were very obedient about their nationwide low speed limits because there were enforcement cameras _everywhere_. It was pretty nice, actually. You still get where you're going, with less severe car crashes and safer streets for everyone, including drivers.

I will be so happy to see the barricades gone after having many near collisions trying to enter my block or exit my block. Please do not restrict street parking! I have off-street parking where I live but many others do not.

I wish San Antonio was a slow street between Grand and 9th or had something to help slow down bad drivers

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I wish there was more information distributed on how these greenways were selected - even if previously distributed, something like this should be transparent and include reminders on how we got here.

I also believe the true value of these should be critically exhibited. They are not helpful for bicycle transit in most cases (the main streets selected cross non-stopping streets almost every or every-other block. They seem to create quieter streets for residents and more traffic for others

I wonder if we could quick build initially and then transition to more permanent installations over time (which start on the west end and work their way east because equity is always an issue especially in Alameda). Huge fan of traffic circles and feel like above anything else they would have the most impact in slowing drivers and improving the walking/biking experience.

I would like the slow street to be Pearl instead of Versailles. For those of us who live in this area, Pearl AND Versailles are closed to a right turn from Fernside making the first open street Moreland. Moreland is narrow and crowded with vehicles. A hard street to drive down safely. If the slow street is Pearl then it is easier to get across the neighborhood. Honestly I ignore the slow street sign and will continue.

I would like to include things that make the street narrower to enter, drive on, and exit. It should be uncomfortable for cars to use them as a through street.

I would like to see Bayview drive have traffic restricted because it has become a bypass to Otis when there is traffic. As a person who has been a long time bicycle rider many of the issues with road rage have occurred on this street. Painted "sharrows" mean nothing to drivers who just want to go fast. So break the street into 2 and make it so you can't drive through like they do in Berkeley.

I would like to see full roundabouts without stop signs instead of traffic circles with four way stops

I would like to see use of CA Native plants in landscaping design. This is a great opportunity to support our little pollinators in our city!

I would love to see as much greenery as possible used in these designs.

I would LOVE to see major intersections (and intersections near schools) that have traffic lights to implement an ALL CROSSING (horizontal, vertical and diagonal) time period and NO WALKING during car crossings. Like in Oakland. There are times it is almost impossible to turn right on a green light in heavy pedestrian areas. Park St, Central, Santa Clara, Oak St ner High School. I hope this makes sense...

I'd love the idea of the designs giving a nod to craftsman style (like in Berkeley) or Victorian. This could be a neat way to celebrate all the beautiful historic buildings! And definitely love the idea of more thoughtful landscaping. This is a great opportunity to beautify the island as well as make it safer for all! With signs etc I'd love to see them aesthetically pleasing and tied together with a theme like some small towns across the US have (Carmel, etc). Not sure about roundabouts working

I'm curious how these slow streets were chosen in the first place. It seems very elitist with the streets that have been chosen.

I'm old and can't ride a bike anymore and I am reluctant to walk in my neighborhood due to the large number of bikes riding on the sidewalk (despite it being a bike street with prominent markings. This is Oak st by south shore). Don't forget some have to drive (parents with lots of kids, for example and those with bad backs). And local businesses depend on the availability of parking nearby

I'm really excited by this project and think a traffic circle where Gibbons meets Versailles and Central would increase safety and traffic flow.

Id like to no add anymore bike lanes, we create a whole road on Shoreline and its hardly used. We increased traffic, reduced parking for something almost no one uses.

If I am paying for maintenance of all streets in Alameda, I should be able to drive each one in equal comfort. Pushing traffic to other streets is unfair to those homeowners who will see diminished home values and disproportionally higher traffic, thereby, reducing their ability to enjoy their neighborhoods. There are NOT THAT MANY bikers and pedestrian issues that deem it necessary to fundamentally change our community layout. I am STRONGLY AGAINST these projects.

If the goal is to slow traffic and maintain beauty, this can be achieved with speed humps and good landscaping. All the extraneous signage, concrete curbs, bollards/flex post neon sticks, painted asphalt is just distracting and gets ignored anyways or damaged.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

If there was a way to provide a pathway from these new improvements on the Greenways to the protected bike lanes on Clement that would be awesome. Safe ways for bikers and pedestrians to get to other friendly infrastructure.

If they're gonna be Greenways, let's add some green! Water run off gardens, community gardens in the traffic circles, planter boxes with native pollinators!

If you are going to put speed bumps on a Slow Street like Versailles, you should put them on all of the parallel and perpendicular streets. I live on Pearl and San Jose - an intersection that has daily near misses of car accidents. Ever since Versailles was made a slow street, traffic on Pearl has dramatically increased. This is simply not fair. The slow streets were great in the pandemic. We do not need them anymore.

If you do this for certain neighborhoods only how is that fair for all the others to deal with traffic? Why not make all streets like this. There will be a massive lawsuit otherwise.

I'm a huge fan of traffic circles and narrowing roadways as an implicit way to slow traffic. I don't think signage or speed bumps work (in my experience observing the street)

I'm concerned that the use of speed bumps (cushions) or raised crosswalks could be detrimental to emergency vehicles' access and response time, particularly as Pacific Ave is designated as a greenway in the blocks surrounding the fire station there. Also, we do NOT need additional measures to make driving more difficult, especially as more housing is being added to the former base. This is especially true on the West End, where the Webster tube capacity already is so limiting.

Improve the bike lanes and quit building new bike lanes. Most of the city has sidewalks for pedestrians

In Amsterdam and other European cities I have seen bike dominant streets where the bike lanes take up most of the space, with room for one lane of cars in the middle. It's not necessarily a one way street, but requires cars to slow down to pass each other. Just another option for you.

In favor of keeping/utilizing existing infrastructure as much as possible. Why can't we keep existing barricades? Love the slow streets.

In the speed cushions pictured above, similar ones are used in Oakland and don't slow traffic because the car wheel width is wide enough to fit in the flat area width and straddle the bump.

Incorporating art, e.g., Portland that include neighbors so that they feel connected to the greenway.

Increase enforcement with penalty for speed violations, failure to stop/yield lawfully to pedestrians, and rolling stops for bicyclists as well as automobiles

Inside traffic circles, commission statues to honor Ohlone and Chochenyo figures of note, women leaders, black leaders, any underrepresented community leader

Instructions to bicyclists and pedestrians to follow traffic signs, signals, crosswalks. Pedestrians must not walk down streets; must use sidewalks. Bicyclists must respect pedestrians. No more excess curbs, bollards, planters creating a hazardous obstacle course for all users. I oppose the road diet and greenways which clog up streets and increase pollution with cars idling. Where is the question about whether to support this?

Inviting artists to submit proposals for various creativity to beautify the greenway design treatments, elements and the roundabouts on slow streets. Put beauty, playfulness and care into functional things we see every day!

Please reconsider making the west end Santa Clara st into a permanent slow st with a roundabout! This is a high pedestrian, bike and children going to/ from school area as well as a common street for pets to get injured/ killed (when a normal street). Thank you.

Is there a way to have less street parking on these streets?

It does not matter what signs you put up! The biking community will always do what ever it wants! Running stop signs and red lights are very common in Alameda! I talked to the last police chief about it...he said they have to catch them in the act! In other words the police can't do a thing to curb this safety hazard.....!

It makes no sense to do this on Pacific Ave (where I live) because we are so close to the bike lanes on Clement. Alameda would be better served by modifying a different street.

It needs to be physically impossible for cars to use the green ways as a low traffic shortcut

It seems these streets were arbitrarily picked and money on traffic calming could be better used on streets that actually need it. In our neighborhood those streets are San Antonio and Sherman that people fly down, not San Jose. Reevaluation is needed!!

It would be amazing to connect these neighborhood greenways to our neighborhood schools helping create safe ways for our kids to get to school

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

It would be better to first FIX dangerous sidewalks, pot holes and other dilapidated infrastructure. This would help more Alameda citizens than providing beautification/special amenities for just a chosen few.

It would be good if neighborhood greenways can include green features such as bioswales and rain gardens and additional tree planting in the parking lane, median or traffic circle.

It would be more cost effective to turn Lafayette into a Greenway as opposed to Chestnut. Chestnut has a light at Lincoln the slows traffic. Lafayette will soon be the exit to the marina development and have cars heading straight out of the development to get across town. There needs to be a diversion to another street. We bought our houses here with that expectation.

It's always important to consider emergency vehicles into consideration.

It's important to note that pavement markings such as sharrows are only indicating a right that cycles already have. While I like the idea of reminding drivers that the roads are for sharing and that cyclists have legal right to use the rode, I don't believe that sharrows actually go far enough to providing a safe environment for cycling. As a cyclists, driver, and parent, I'm most interested in treatments that slow drivers down and offer cyclists additional protection.

Just create bike highway along the main arteries having their own traffic lights.

Just get rid of the slow streets

Just have more police to make sure people follow the already posted speed limits. clamp down on awful behavior such as cars speeding, cutting around cars turning. And, better education for pedestrians and cyclists! Too often cyclists will switch from behaving as pedestrians and then back to cyclists (as a vehicle) and it's dangerous when you are driving not knowing what they will do. i'm not a fan of speed humps all over. If you happen to live near one, you hear that awful scritch noise.

Just no. Not needed. Limited funding should be directed to priority issues, not a small neighborhood which is perfectly safe as is,...unless the folks who benefit most from this pay for it out of pocket.

Just open the streets and remove the signs. We are over it.

Just return it to the original street

Just speed cushions. Please please please remove the slow barriers that we have asap! They're dangerous to anyone using the intersection and don't slow traffic between intersections at all. Why is it taking so many years to get this done?

Keep it simple stupid

Keep it simple. Drivers, myself included, get confused by too wide a variety of these options on diff streets/intersections. Seems like every street is diff. I face the same issue on my etrike. Pls use same/similar solutions throughout the City. When driving/biking, it is hard enuf to navigate the roads safely. By simplifying traffic solutions everywhere, you can help us get around more safely - greenways and elsewhere.

Keep slow streets. Enforce speed limits. More digital signs indicating speed traveling.

More 4 ways stops and traffic lights. Left hand turns with timing arrows on Encinal are ridiculous. The next hand turn on Sherman to Atlantic malfunctions when someone is accessing the walk sign. Back up today beyond BV due to walkers crossing.

Keep the no thru traffic signs! It is so nice to have limited traffic on designated roads for bike commuting. I use one everyday and it is significantly better than other non slow streets

Keep the site improvements simple & clean. Do not clutter the streetscape with unnecessary design elements.

Only introduce temporary improvements if there is funding for the corresponding permanent improvements.

Reserve or identify funding for maintenance for all improvements. Create adopt a spot locations for community member involvement. Be sure to apply for Measure B half cent County sales tax transportation fund.

Keep the slow streets. They currently work so well in terms of design. They make kids feel safer and it encourages a lovely walk.

Landscaping - I love the idea but the reality is as a pedestrian there is too much landscaping encroaching on sidewalks and/or blocking my view of cyclists and traffic. They block vehicle drivers' views, too, but unfortunately, drivers DO NOT give a toss about this and make the turn at top speed anyway. Please make sure these are MAINTAINED.

Asphalt art tends to a) become unmaintained and look poorly, and b) distract drivers, cyclists, and pedestrians from looking out for each other.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Landscaping is fine only if there are no obstruction such as tall plants or trees

Landscaping tends to be over grown and dangerous for visibility.

Too much clutter detracts from attention to driving and pedestrians.

Shoreline has become very dangerous for drivers and pedestrians. Please do not follow that format; especially because of bus and delivery vehicles stopping and blocking a very small driving zone..

I would prefer slow rebuild with evaluation along the way,

Lane deflections to geometrically control and reduce vehicular speeds. Straight lines encourage faster driving.

Large art center pieces inside traffic circles.

Large bumps or precast curb or rigid bollards or planters to create protected bike lanes.

Bike Boxes: At the forefront of cyclist safety, bike boxes provide designated spaces for cyclists at intersections, ensuring visibility and enhancing intersection navigation.

HAWK Beacons at busy intersections.

Leave the barricades up

Leave the streets alone and enforce the laws we already have

Leave the streets as they are

Leave the streets as they were before the pandemic.

Leave the streets as they were before the pandemic. They are public streets and should not have special treatment for redesigning them.

Leaving streets as they were is much better than the few modifications done

Now there are more dangers and slower traffic through the new designed areas. Hate it

Look at the Red Hill Road (San Rafael to Sir Francis Drake Road. They did a Beautiful job using drought tolerant plants and a dry creek making a natural median that elevates the neighborhood rather than becoming an eyesore.

Lots of trees! Questions- will this project eliminate parking on Pacific between Main St. and 4th? Can putting the power lines underground be part of this project?

Love seeing this! I think making traffic one way and not allowing cars to continue straight along greenways through intersections makes a lot of sense.

Low cost improvements that make neighborhoods better (such as landscaped traffic circles),.

main concern is about restricting ease of residents accessing their own driveway / homes with the traffic diverters suggested

Make is sure the bike riders don't go wear the autos. Plus, get rid of the Alameda Ave parklet. It is an eye soar.

make it easier for Car to Drive!

Make Oak and Walnut one-ways from Clinton to Lincoln. Because there is a light at Oak, let cars turn L onto Oak from Lincoln— one way entering commercial then residential Oak st. Walnut one way toward Lincoln. Or add traffic dividers on Walnut at Lincoln to slow traffic entering Walnut. Cars traveling west on Lincoln can speed into Walnut from Lincoln. Cars parked on both sides of Walnut will slow traffic.

Make some greenways cul de sacs, for example Morton street @ San Jose avenue. This would prevent motorists using the greenway as a drive through street

Make sure anything being placed in the street to divert vehicles has bright reflective paint or reflectors on them to assist in cars seeing the diverters in low light situations or at night.

San Leandro does not use these at the Marina Exit West from 880 and you can see a LOT of evidence of cars hitting the small cement divider. (Link: <https://maps.app.goo.gl/ELt53TEMbAiiwJo36> - Go to street view and zoom in, you can't miss the evidence of collisions.)

make the streets very narrow so that it discourages cars from going down them.

make the traffic for bikes through (remove stop signs for bike traffic) and car intersection traffic should stop before crossing a greenway

Make them actually green where possible. Beautiful goes a long way. Pretty streets also push up home values and in turn raise property taxes.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

making sure people adhere to the speed limit in Alameda would help

Many of the streets in Alameda are too narrow to put these into action. How about fixing potholes and cracks in the roads. That would make it so much safer than anything else you're proposing.

Many of the unobstructed cross streets are the most dangerous part with kids. Adding 'yield to bikes' or stop signs at these (say along pacific between park and grand) may reduce car speed and increase safety for kids biking.

slow street program is great for my kids and I would look forward to any and all of the above potential improvements.

Many victorian's are on "Slow Streets." Most Victorians are either multi-plex or don't have garages/driveways or sufficient street parking. Please do not take away any more parking spaces. Although Alameda is heavy on foot and bicycle use, it seems the average household uses 3 cars with only one parking spot. Unloading children, the elderly or even bags of groceries is difficult when having to park a block away. I am all for encouraging walking and bicycling but not at the expense of safety.

Maximizing native trees and sustainable landscaping and minimizing car traffic are my top priorities. Both have the opportunity to contribute to pedestrian/bike safety and build now for the future in our changing climate.

Maybe I'm in the minority but I notice very few people in bike lanes. Auto lanes are being taken away in favor of bike lanes that are mostly empty. Meanwhile condos are popping up along the estuary. More people, fewer lanes equals traffic jam. Good luck getting across the park street bridge. I live on pacific and hate the barricades! Just my 2 cents

Median diverters, but ones that are permanent, are very effective in shifting drivers (and would-be speeders) to busier streets. Decades ago, Berkeley placed concrete K-barriers diagonally across certain intersections to force cars to turn at intervals, while allowing cyclists to travel through gaps in the barriers. Pacific and Morton/San Jose should no longer be available as through-streets for cars.

Median diverters, please! Prevent through automobile traffic.

Mid-block choke points

More button activated flashing lights. I believe these are the safest method to protect pedestrian traffic.

More enforcement! Speeding continues to be a huge problem in the West End. Ralph Appezzato, 3rd St, Central, anywhere you can get up to higher speeds. Where is APD!?

More fully protected bike lane options - Broadway for example.

More green! More landscaping that promotes biodiversity and slows storm water flows to the bay

More greenery please

More landscaping and natural barriers, less concrete and metal.

More landscaping is better than less. Must include irrigation and maintenance (neighborhood input on planting materials and also maintenance?). LOVE the ideas!!

More lights. At night it feels really unsafe as a biker and pedestrian.

More neighborhood traffic circles, especially for intersections where several streets cross (for example Cambridge/Gibbons/Southwood) where there is an issue with speeding and no yield or stop signs. Also, remove merge lanes which encourage speeders and people cutting in (such as Park at Otis going south; make the right lane turn only at the intersection).

More plants and trees!

More police officers and tickets handed out for driving violations. The slow streets create dangerous situations. We have a lot of sidewalks and open spaces for people to bike, walk etc... These greenways will just frustrate drivers more and cause more traffic issues.

More roundabouts esp where cars are doing rolling stops frequently.

More slow streets and greenways !

More speed cushions on Central, Santa Clara and other streets that cross the island and prone to speeding abuse.

More stop signs. Extended red curbs near crosswalks so you can see pedestrians.

More trees

More trees along streets

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

More trees and shade cover for routes. Red no-parking curbs around multi-unit driveways to improve visibility. Stop signs for cross traffic where it intersects with bike routes instead of activated lights.

More trees planted on neighborhood greenway streets. Widened and updated pedestrian sidewalks - many cracks and crumbling portions on San Jose.

More trees!

most of our streets are narrower than your examples. Plus resident parking along these streets is important (don't make it harder for those of us who must search for a parking spot each night).

Most of the more recent changes/additions to Alameda on Otis, etc., are NOT positive changes. Adding to those poorly designed/implemented changes in other areas is a mistake. I've seen enough of the buses and delivery vans fail to navigate these poor ideas. For any of the selections above where I have indicated "No", I'd like to respectfully say HELL no (sorry)! Let's not make the same changes/mistakes that make Berkeley and Oakland a hassle to navigate.

Most of these streets are fairly narrow. With less traffic on slow streets bulb outs that take up parking spaces really aren't necessary. Alameda is a simple grid lets not complicate it like Berkeley with forced turns and limiting direction of travel. Enforce speed limits like years ago. Stop the drivers that don't obey the laws we already have. Don't make it difficult on everyone because the law breaker will still break the law. Like Park street bike lanes they need 24 hr enforcement.

Most of us on Pacific do NOT have off street parking so the availability to still park in front of our homes is CRUCIAL! Thank you!

Must consider full stop lights at Grand and San Jose and Broadway and San Jose. These are both slow street intersections where there are currently no traffic controls for a long distance allowing vehicles to speed (other than pedestrian push button lights which don't work for bicycles because they're on the sidewalk) . PLEASE!

my preference is no change to the existing "slow streets"

My family visited Amsterdam, Netherlands over the summer, and we were amazed by how well they manage traffic and pathways for bicyclists, which seem to be the way a majority of residents commute. It would be worth seeing how cities like Amsterdam design and engineer roadways/signs for bicycles and pedestrians. No one biking in Amsterdam even wears helmet, and I even saw a parent biking while wearing a young baby in a sling carrier.

My favorite is landscaping. There are some good landscape designers in Alameda to create butterfly, bee, and bird, habitats.

My main problem with the slow streets is that so many intersections are 2-way stops with non-stopping cross car traffic. It puts riders in a constant swing between relaxed and anxious, constantly entirely halting momentum because of obscured sight-lines from all the parked SUVs.

My mother and in-laws are in their 70s and 80s. They will still need to drive and will not be biking or walking.

Move the red zones to be further from intersections. Even with the new larger distances, I still cannot see past the SUVs, vans, and trucks from my sedan.

Enforce the existing laws. I'm the last person on the island going 25. I've been passed in the turn lane and bike lanes on Otis, against traffic on Buena Vista, across the double yellow on Singleton.

Neighborhood gardens! Create more spaces where residents can grow their own vegetables

Neighborhood greenways are discriminatory against those who live on the non-greenway streets where traffic will divert to. Since the slow streets were implemented there has been a huge increase in auto traffic on surrounding streets. I they are neither fair or equitable

Neighborhood traffic circles work controlling speeders and raised crosswalks keep cars and their drivers from blasting through stop signs. I wish our neighborhood had them up and down the street. Windsor dr. gets speeders blowing the stop signs everyday all hours of the day and night.

no

No cars

No center planted area. Now so many are not trimmed and actually blocks vision. Speed bumps are useless people drive around them. Try stop signs at each block, 50% of the drivers will stop. Bump outs are not visible and dangerous, look at Clement.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

no curb buildouts!! no left turns

NO GREENWAYS

No more tax's for these projects

Let's put for sports fields

People also need to drive in Alameda

no more, or even fewer, bike lanes--enough is enough.

No neighborhood greenways!

No one way streets

No traffic circles, bulbouts, or other obstructions. Most Alameda East End streets are too narrow for traffic circles, curb extensions, etc., especially for minivans, larger cars. The slow street barrier on Versailles at Encinal Ave. makes it difficult for patrons of Encinal Hardware and Versailles Pharmacy to park, access, and leave the store, especially with the busy 4-way stop at that intersection.

No, I don't appreciate any if this in all honesty. You maker slower streets BUT KEEP BUILDING HOUSING. Stop building housing if you want slow streets. You do realize Alameda has a low rating on Area Vibes right? Stop ruining this city!!

No. I in awe on how many bike lanes are in Alameda. I understand that the goal is to eliminate cars. I am 85 years old resident. I will not be using a bike! Should we be concerned about seniors who can still drive???

No. Its fine the way it is. This only benefits the residents on these streets and no one else. Get rid of the barricades. Has the city even done a visual count of people who use these slow streets from 7 am-7pm. Where's the data? Lets not waste more money and pave our small streets in less wealthy areas of the island.

none

Not everyone rides bicycles and these greenways aren't in every neighborhood. It's very clear where the city focuses its efforts.

Not really but make sure that traffic diverted and medians are robust enough to discourage drivers from simply driving around them.

Not really, but more like a comment. I love the wayfinding idea. Alameda could use consistent wayfinding throughout the cities. Those little things can make a city stand out when done well.

Not saying no to street treatments, but if not maintained, street art/signs become faded and don't look nice. Will cost the city to continually refresh treatments.

Not sure what else we can do, I do know that crossing on a marked crosswalk is not enough. There needs to be better demarcation. There is not an intersection that feels safe here in Alameda. The crosswalk at Lincoln and page is weird, the lights are too high. We definitely better planning and more done for safer crossing

On Bayview Dr, the future Greenway is currently used by beach traffic as a shortcut between Otis and Shoreline. Some kind of signage or other device to indicate Bayview is a residential street and not a thoroughfare would be great. Speed limit lowered and maybe a traffic circle at Bayview and Court? Also, the bike lane connections at Otis and Bayview need a lot of improvement. It's difficult for cyclists and dangerous for pedestrians as bikes squeeze by.

On bike corridors it would be nice if there were occasional bike safety turn outs (eg, no parking areas) where bikes could pull into to let car traffic go by.

On Greenways, drivers should be discouraged/prevented from driving more than 1 block. There are parallel roads with LOTS of capacity that drivers should be taking if we're serious about giving priority to non-drivers on these roads. Also, if using speed cushions, curbs around them should be red. Bikers won't be able to get around them if there's parking next to them. Children shouldn't have to go into on-coming traffic to go around speed cushions. Do not prioritizing parking on NGs.

On Shoreline drive, there's a beautiful bike lane that's protected by parked cars. As a parent who frequently bikes with young children, I so appreciate that barrier between us and fast moving cars!

One way directionality for auto traffic for some narrower streets that would intersect with likely greenways in alternating pattern, similar to what exists in more urban street designs

One way streets for all cross island roads, Willow, Oak, etc.

One way traffic for segments of shoreline. Or break it into two at Grand so that it is not a thoroughfare. Lots of speeding cars use this as a fast commute option

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Open the streets back up for cars. The slow street idea was okay for COVID and then absolutely terrible after that. We aren't Copenhagen. Jamming more people into Alameda while restricting car access is idiotic.

Open the streets back up to cars.

Open up the slow street. The need for the barricades / slow streets are over. People drive past them, they look terrible, and causes traffic problems on surrounding streets.

Our city streets are already quiet and slow compared to other places in the area. If you go and see there are very few bikes and pedestrians. There are more cars. Really, just look.

These things add to visual and behavioral overload. There are too many signs and instructions.

All this clutter is not needed. It is a waste of money. It is a mild form of corruption. Consultants earn this way. The traffic is not a problem. Overall distraction is a problem.

Pacific Slow Street should have 4 way stops the entire way

Paint on the ground doesn't save lives. Protected barriers do. Thank you for your help.

Painting the pavement to make these appear distinct from regular streets.

Pavement smoothness should be a priority. Some small children (3-6) can have difficulty riding over bumps and speed humps.

Pay attention to the other 99% of Alamedans that don't live on quiet streets. Some of us live on loud streets (for example my family & I live on Otis between the bridge & Broadway. Literally a 4 lane highway with too narrow lanes, no bicycle lanes and no center turn lane. And I don't want to hear the city can't do anything because it's route 61 and the state controls. Broadway between Otis & Encinal is route 61 and they have a center turn lane. No traffic control for us & others get parks.

Pedestrian bridge over Broadway and Tilden intersection.

pedestrian lighting at intersections

Penalties for bikers who break the law

People do not pay attention to most of these things. If you want to make things safer for pedestrians and slow drivers you need to be able to physically slow cars down and not "incentivize" them to do it, you'd be surprised at the amount of people driving full blast around or over roundabouts.

Some "walker barriers" give cars a false sense of "no one is on the road" and makes (IME) more dangerous to run/cross.

Perhaps other art installations (sculptures) or something that is 3-dimensional.

Physical barriers are key to reducing car volume and speed. In my extensive experience on Pacific Ave, cars ignore temporary barriers, but e.g. speed cushions force them to slow.

Additionally, Alameda PD needs to plan enforcement actions for the first ~3 months after greenways are ready to demonstrate that the city is serious about prioritizing pedestrian and biker safety.

Physical barriers are proven to be safer for pedestrians and cyclists. Those barriers can be gardens, green infrastructure for stormwater management, and overall solutions that increase greenery, resilience, adaptation to climate change, and overall treatments that provide additional benefits.

Physical barriers between bike lanes and cars to guarantee cyclist safety

Physical barriers for bike lanes that can't easily be barreled through by a car or truck

Please add a stop sign at Paru and San Jose. People pick up speed as they enter the slow area and use it as a cut through. Speed bumps around Franklin park as families use the park and access the school

Please add more speed bumps/cushions!

Please avoid raised barriers that make it hard for wheelchairs, walkers and strollers and are a trip hazard for pedestrians walking

Please avoid treatments that require policing to enforce (reduced speed limit, no left turn, etc). Use physical solutions that require compliance (traffic circles, speed cushions, curb extensions, etc.).

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Please consider a traffic circle at Monte Vista/Bayo Vista. There are so many close calls there! It's a known cut through for those who get left turn red onto Fernside from the High St Bridge intersection and they're speeding to cut back out on to Fernside. Near misses all the time. Thank you.

Landscaping is #1 element for me. A must have.

Street barricades where you can't enter one side like they have in Berkeley really helps slow traffic.

Please consider adjacent streets and the impact they now face when creating your plans. My street, College Avenue is narrow and unable to handle traffic. The Versailles closure between San Jose and Calhoun is a nightmare for us.

Please consider how these greenways will make the already bad traffic in Alameda much worse. Also consider how these efforts improve the property values of some owners and reduce the property values for other home owners and reduce the quality of life for those that must drive.

Please consider ideas for supporting pedestrian and bicyclist safety on all streets throughout Alameda, rather than focusing only on these particular streets. There are many neighborhood streets and intersections that could benefit.

Please consider landscaping that doesn't produce pollen.

Please consider other surfaces than just asphalt and concrete. There are pavers and other friendlier surface treatments. This includes areas in which cars are expected to drive. Such streets are very common in Europe.

Please consider pedestrian and bicycle signals at some of our main road crossings as well. Lincoln and 9th and Pacific and Jean Chan are SO Dangerous!!!

Please consider planting Pollinator Pathways along the greenways. Pollinator Pathways are regular patches of California native plants, which are naturally drought tolerant, hardy and beneficial for humans and the earth. These plants are essential for pollinators and birds. Native trees are effective as street trees, as well. They host pollinators and birds and provide shade, major carbon sequestration, and beauty. Thank you for making Alameda even more living friendly and for inviting ideas.

Please consider redesigning the intersection of 3rd street, Central, and Taylor near Encinal. Living in the apartments on 3rd, I have gone through that intersection countless times as a pedestrian, bicyclist, and driver. It turns my stomach each time due to the poor visibility and confusing right of way. I am not a traffic engineer, but a traffic circle seems like the best option. I realize with the school drop offs that could get kind of messy, but I think the proximity justifies the change.

Please consider reducing on street parking near intersections to improve sight lines

Please consider Santa Clara between 3rd and 5th to become a Greenway. This is a very high pedestrian street used by students from Encinal and Paden daily in the morning, at lunch and in the afternoon.

Please consider using native and drought-tolerant plants in public landscaping.

Please do not close streets to traffic.

Please do not cut back curbside parking spaces! We need places to park!

Please do not remove slow streets!! They are a lifesaver for biking with a baby

Please do something with the big space at the Peach Street and Otis. That space should be used for something. Housing.... A park.

Please don't block any streets permanently. The slow streets already creates traffic and there are bike trails and side walks. The slow streets needs to be removed.

Add speed bumps on Haight between Webster and 8th and actually have cops citing speeders and road ragers. Someone is going to get killed due to the rage on 8th and Lincoln this is a bigger problem than anything

Please don't do anything more

PLEASE don't do this! Just remove the barriers and leave it how is was! This is TOO MUCH and an unnecessary waste of tax dollars. Just leave it be.

Please don't do this. The slow streets are terrible and make adjacent roadways more clogged and more prone to accidents and harder to navigate as a pedestrian. Please install raised crosswalks and pedestrian crossing signals on all major throughfares and not on this nonsense idea.

Please don't use chicanes, they are largely ignored by half of the drivers, please keep the design simple so bike riders and drivers don't feel like they're in a video game while on the road. I was almost hit by a truck in SF when the driver ignored/couldn't see in the dark the change in the road markings. Keep it simple!

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Please end this endeavor

Please get rid of the slow street blockades. They are not useful and only help those who live on the streets. They also divert traffic to the thoroughfares which make my street less safe for my kids and animals (Encinal Ave).

Please get rid of the slow streets. They made sense during the pandemic but not anymore.

Please get rid of the eyesore barricades plaguing our beautiful community. Whoever thought those barricades looked decent and allowed them to stay up needs to be go back to design school.

Please give the tax payers back their streets, COVID is over and the experiment should be ended. This City does not need the "Neighborhood Greenways" experiment to waste our tax dollars on. But apparently your minds are already made up and we are only being asked/informed about what will take place so at the end you can say that "This is what the Citizens of Alameda wanted". I would love to see this fiasco placed on the next Ballot for everyone to vote on (and not on an off election year).

Please just reduce speed limit and add speed bumps...cheap, quick and effective. Save the money from these elaborate fix ideas for something more important. Thank you, your humble, struggling tax payer

Please keep the barricades similar to those on Pacific Ave blocking half of the block for turns. Cars can still turn in, but they're doing it at a much slower speed.

Please keep the existing "bike only" streets as they are. There is finally something that resembles a network starting to grow and relegating these streets back to normal streets with some paint is not acceptable. If anything the barricades should be made bigger. Other traffic calming techniques are also welcome but please keep in mind speed limits and new paint are useless and don't make me feel safer as a bike rider. And PLEASE replace these streets, they are a terrible riding experience now.

Please keep the slow streets! They have greatly impacted our neighborhood and our family directly by allowing communities to enjoy outdoor activities safely. We need our slow streets on Pacific Ave!

Please look to Lincoln Ave.

Please make the slow streets permanent and also make them prettier and safer.

Please make them pedestrian and tricycle friendly. Too many lumps and bumps are bad for disabled pedestrians and tricycles to not ride like bicycles.

Please please PLEASE start putting speed bumps all over the island especially on the slow streets. Some people are taking advantage of the slow streets and using them to race, so messed up when it's meant to be a safe walking space. Speed bumps save lives, are cheap, and don't require a lot of work to install

Please please remove the current barriers on the slow streets. They do not work and are a huge problem for people who live on slow streets.

Please prioritize safe bike routes to schools!

Please put a traffic circle in at the intersection of Wood and Pacific to slow speeders down!

please put more flashing lights for pedestrians on busy streets. We live on by the grocery outlet on Pacific and people speed to the tube so it's dangerous to cross.

Please put speed cushions on all streets that aren't considered a Main Street (Otis, Grand, Encinal, Lincoln, Buena Vista); people fly down the streets like Clinton and San Antonio... if we aren't going to have people out patrolling, we have got to do something to slow down drivers. Kids should feel safe outdoors playing without people whizzing by at 50mph.

Please remove the slow streets. I live on Central Ave and have to use Gibbons Drive everyday. Traffic has been diverted to Gibbons because Versailles is a slow street. This is a curved street with giant potholes at the corner turn and it is extremely dangerous.

Please remove the slow streets. It causes people to speed on the other streets to get around.

Please rethink this ridiculous idea. Return the streets to normal streets and stop trying to engineer weird new configurations

Please return streets to original (pre-2020) and stop this stupidity! There are bigger issues to spend money on in Alameda. LPRs on the bridges and tubes to stop cars from being stolen. Please stop the madness!!!

Please return to pre-pandemic use. City has a difficult time maintaining existing median plantings. Ralph Appezato Way is a mess. How many residents are actively using the referenced roadways for walking and cycling?

Please stop making Alameda car hostile while pushing for higher density. Nobody wins except the crazy cyclists who believe legislation beats physics and use it as an excuse to not learn the rules of the road.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Please stop with the overuse of color, it's distracting and confusing. I agree that something has to be done, but making the neighborhood look like trash and gaudy is not it. Definitely cushion bumps (the ones that don't destroy tires) are warranted due to speeders. But those poles are just ugly and stupid.

Please take away the slow street at Grand & San Jose, there have been over 10 fender benders there since the installation of slow street & access to a two way turning lane was taken away. Two motorists have to use the same lane, to get in and out. Motorist get confused and have been hitting each other's cars. Also it's Dangerous! Please take away the slow streets As Soon As Possible.

Please take down the barriers quickly, they have outlived their usefulness.

Please use a roundabout. And place more stop signs

Please use wildlife-supporting native plants wherever possible.

More trees have been shown to slow traffic due to making the road appear narrower.

Law enforcement for serious offenders is necessary (drivers going 40+ mph in a 25, parking/driving in bike lane on Park St, etc).

More efficient public transit is necessary; bus-only lanes/turns might help.

Ferry from Bay Farm to the old Navy base would be nice.

Please, please implement these speed reductions measures as soon as possible. We live by, often bike and walk on these "slow streets" but the cars, probably irritate by the barricades, often speed up, bringing increase risks of horrible tragedies.

Please, Please Please consider implementing some of these changes at Alameda Point, especially along W. Atlantic. Speeding, ignoring crosswalks and stop signs has led to dangerous conditions for the many cyclists, pedestrians and pets in the neighborhood. Many of whom are parents strolling their babies, walking their dogs or biking with their children. We have close calls daily with wreckless drivers.

Please, please, do NOT GET RID OF STREET PARKING IN PACIFIC. Many houses, like mine, do not have any off-street parking at all. I cannot park my car blocks away from my house and have it broken into and vandalized which happen here regularly.

Promotion of public transit with signs, or busses that can change lights

Protected bike lanes

Protected bike lanes and enforcement for violations.

Protected bike line with a raised curb like in Amsterdam.

Public Art

Publish the Bicycle Rules and Regulations for Roadways. They seem to think they have no requirements when riding. If this is going to be forced upon us then was there discussion on using Reuse materials and Low maintenance materials, drive around and see all the weeds and lack of maintenance. Also the use of Contractors and not the City Of Alameda Workers

Pushing traffic off the streets that were designated slow streets just pushed the traffic onto other neighborhood streets. Much of these plans will just do more of the same.

Put some speed bumps on more streets

Put traffic circles but don't put the stop signs where the traffic circles are. This is not how traffic circles work. Berkeley really messed this one up. Follow Carmel Indiana for a good example of how traffic circles should be installed.

Put traffic signal crossing buttons in places where bicyclists can get to them. Most currently require the cyclist to go up a handicap ramp to get to the button, then leave the cyclist in the middle of the crosswalk.

Quick Build planters work well as a speed deterrent

Quit building more housing

Raised bike lane if it's to be a busy biking route. Consider Haight Ave or Taylor Ave (West End) as there's no easy West End corridor to access the Greenway.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Raised cross walks are not accessible for disabled people, specifically people using wheelchairs and wheeled mobility aids. Please consult disabled wayfinding professionals to counsel you on design. You can reach out to me Lucky Maxwell via email lmaxwell@thecil.org. I work at the Center for Independent Living in Berkeley and can advise.

Raised crosswalks make a big different for visibility with children and should be used more often on the island

Raised planter beds

Raised road areas must be properly marked as they can be hard to see and cause cyclist accidents. Greenery and artistic enhancements are preferred.

Really need to do a study/survey on how much traffic has increased in last five years. Traffic very congested at this time, would these ideas be increasing to our traffic issues. Sounds like monies involved for this project could be used more usefully improving our roadway that are now showing horrible wear and tear due to the increased traffic being experienced in Alameda.

Reduce Central Av in Alameda to a 2lane road with a bike lane on each side

Reduce road width using curb extensions mid-block

Reduce the speed from 20 to 15 for the reduction. 20 does not seem like enough of a reduction or deterrent to reduce speed.

Traffic speeding ticket cameras in the reduced speed areas to deter traffic and breaking the law.

reduced speed is fine but diverting traffic will make main thoroughfares more dangerous. I live on a main street and we have multiple accidents on my block alone every month including fatalities. I feel that making these slow streets greenways reduces equity and endangers pedestrians.

Reduced speed limit signs are not effective when people drive 40-50 mph all over the island.

Speed cushions need to be installed frequently to deter drivers from speeding up in between.

Reducing the traffic speed and flow on residential streets is a great idea but actually impeding drivers and not allowing them to drive through an intersection or make turns is a bad idea. It will make properties less desirable to most people who rely on cars and lower property values in my opinion, having spent the last twenty five years selling real estate here

Reflectors or reflective paint as indicators on the road. Also more cross walk buttons that light up for main streets.

Remove all slow streets and not impede traffic flow.

Remove slow street barricades and do nothing! Put it back the way it used to be.

REMOVE SLOW STREETS. They cause absolutely hectic and dangerous stops at the intersections / streets where they are located when there is more than one car near.

Remove the "slow streets" barricades installed during the COVID pandemic. They are PTSI triggering of that horrible situation. The pandemic is over, they were a nice thought, but they are now an ineffective relic. The streets are slow, it's time to go.

Remove the barriers - make all streets and neighborhoods equal

Remove the existing barricades. They are very dangerous and I've almost been in many accidents and seen dangerous activities from other drivers as a result of making traffic one way next to the barricades. The barricades were a dumb idea started with covid and now you want to save face.

Remove the slow street, causing traffic and issues

Remove two way cycling on the same of the roadway.

Restricting double parking in heavily trafficked areas or reversing location of bike lane and street parking so that there is nowhere for double parking to take place without impeding the roadway (i.e. Southline Dr bike lanes). New bike lanes on Park are often blocked by several cars picking up orders. A reversal will also create a barrier between moving traffic and cyclists providing more safety which will promote more biking on the island - safety is a huge barrier to entry for cyclists

Return the slow streets to regular streets

Revert some of the slow streets back to normal. Especially on Santa Clara ave. Many times there are close car accidents due to one car entering the slow street and another car exiting and both have to share the same lane. And drivers DO NOT slow down. This does nothing to slow traffic but only frustrates residents who live there.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Rework stop signs to minimize cross traffic that does not stop (to prioritize bike travel); lots of daylighting (for visibility); 15mph warning signs (like we have on streets with speed humps like Bayview); "bike-friendly" speed cushions.

Right now Pacific is a "bicycle boulevard" that is impossible for bikes because it has stop signs while cross streets do not. Changing every intersection to 4-way stops would slow traffic down. Bicycles could be further helped by passing a local law allowing bikes to do rolling stops at 4-way stop signs.

Rigorous enforcement!

Road narrowings: create another sidewalk where the existing curbs exist, creating narrower roads that are more difficult to speed down. Plus the enhanced pedestrian/bike focus would make drivers less likely to go around traffic diversions and the "cramped" feeling of the road could give drivers further reason to slow down.

Round about like in Europe it's everywhere.

Safety should be #1. And the walkability and bikability of Alameda is one of the best things about the island. I'm all for investing in pedestrian safety and not more automobile infrastructure.

Safety should be the highest priority, but also, let's not go OVERBOARD and be prudent on the cost for development and maintenance for unnecessary "cosmetic" details...I prefer it to "BE safe" rather than "LOOK pretty", if it means savings THOUSANDS of taxpayer dollars that can be better spent...!!!

San Jose shouldn't be a greenway. With barriers it is difficult to turn into the st. as cars or people block the 1 lane opening. It is also dangerous to cross at SJ & Grand for the same reason. A car trying to cross or turn onto SJ can block Grand St. traffic which is busy, plus the 1 lane can be blocked by bikes or people in the middle of the st. Sidewalks for peds& runners& leave the st. for cars & bikes obeying the same rules i.e. in the correct lane & direction. No bulbouts or planters.

Save our money. We don't need greenways. Hire more cops, that will improve safety

School zones need special attention.

Seems like it would be more cost effective to just keep our slow streets. Not sure what the point of this is.

Question 6 below is unfair because it doesn't identify if slow street barricades will be left up in the interim. I would prefer the slower more expensive approach if they will be left up.

Share The Road signs for vehicles. Or signs that say Bicycles and Pedestrians have the right of way on these streets.

Showcasing local artists

Signage indicating to drivers that bikes and pedestrians are allowed to ride and walk in the street (if indeed that's what the greenway is meant for).

Signage throughout the street that is clear to car traffic that they are entering a "greenway street" which emphasizes bike/walk/slow.

Signs/reminders for all users (bicyclists, pedestrians, etc), to share the pathways. I use my bike daily and encounter a lot of entitled behavior from folks who either block others or doesn't pay attention, creating obstacles and challenges for others trying to use the space safely.

Slow streets & greenways divert traffic, thought should be given to the effect on adjacent parallel streets which see an increase in traffic, often at a higher rate of speed to compensate for the route change. Consistent diversions from greenways to a single alternate route (making that alternate route an artery?). Making San Jose a Greenway forces extra traffic onto San Antonio so efforts to push those cars to Encinal & making Encinal a more effective cross island route would be preferred.

Slow streets are NOT needed. Hardly anyone uses them and some, such as San Jose Ave should be a regular street again.

Slow streets push traffic to near by streets where more stops signs will be needed....

Slow streets should be retained. Or some form of st that is bicycle only - they are crucial for kids biking safely. Absent that, all forms of traffic exclusion and calming measures should be taken. Kids need safe ways to traverse the island.

Slow streets were randomly chosen and should not be continued. The negatively impact other streets

Slowing down traffic will depend on actual design features - especially on the long, straight Ave (like Santa Clara) simple posted limits will not increase safety.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

So the two streets slated for "Neighborhood Greenways" in the middle of a pandemic without communitywide publicity and consent during the middle of a life disrupting pandemic with which I am most familiar are San Jose Avenue - the street I live on and pay taxes on - and Versailles. Neither of these streets are terribly busy and most people are not speeding. And people cycle just as much on Clinton & Pearl. I don't think this needs to be done. Simple things like crosswalks would make it safer.

Some creative approaches needs to be taken to remedy the 5 way crossing at Versailles Ave. and Central, like stop signs on Central, because crossing Central in a car, on bike, or on foot is fear inducing.

Some drivers just don't "get it", so some physical barriers are critical to ensure safety. As a parent teaching 5 and 7 year olds how to bicycle and walk to school or the park safely, I beg you to not remove the barriers and leave only signage that is too easy to ignore.

A good portion of local traffic that needs to access blocks are delivery drivers -- how can we ensure they have safe + slow access while discouraging through traffic?

Some kind of automatic traffic speed limit enforcement would be appreciated - like cameras that automatically send tickets.

Somehow fix sidewalks that have been disturbed by tree roots

speed bumps, really would help so much especially on the beach south shore around it. Franciscan Way has people speeding to get to South Shore the back way, and they can go really fast and it is not safe on that street.

Speed cameras

Speed cushions like on Bayview Drive

Speed humps, get rid of that slow street barricade

Speed humps. Currently we have speeding down Versailles Ave. Between Encinal and Central

Speed limit enforcement on all streets should be strict like it once was. The Greenway streets will push cars on other streets.

Speed limit red light cameras should be installed , this would definitely deter any vehicle to exceed the speed limit, and if they do, the city will collect the fines, besides there is never anyone around catching these speedsters. This would save a lot of unnecessary work to be done.

Start on this asap

Stop closing off streets

STOP DEVELOPING FOR YOUR FRIENDS

STOP limiting more and more parking signs around Alameda. Wish we gave this much courtesy for drivers and not just to bikers who (for the most part) do not even follow sharing the road rules. ENOUGH with this. People WITH CARS have to live here too. Can we pls give this much attention to detail on finding parking around Alameda. Parking is literally one of the main issues we have here and no one from the city seems to ever be listening.

Stop making a mess out of our streets!

Stop messing up the streets making them unusable for cars and unsafe for pedestrians and cyclists because the cars can't get anywhere. It's frustrating driving around Berkeley that already has dead end or one way streets. The bicycles and pedestrians will never be safe no matter what you do until you have enforcement of traffic laws by APD.

Stop putting in curb extenders. They are ridiculous and make driver pay less attention to pedestrians and more to not curbing their cars wheels

Stop spend money needlessly on things adding to taxpayer burden, plastics particulate in the Bay, millions in ongoing maintenance items that will just deteriorate and fall apart.

Keep traffic flowing and prevent gridlock!

All this additional doesn't make Alameda safer. It just spends our money on fancy stuff that creates more financial, future burden. Build more bridges, less high occupancy boxes, and keep our charm.

Quit making us more like Oakland, SF, LA and Berkley. It makes them come here!!

stop spending money on this type of stuff until the infrastructure is budgetted

Stop taking surveys and engineering evaluation and DO THE WORK to support green bike usage. REPAVE the ENTIRE Harbor Bay Trail!!! DO NOT REMOVE SLOW STREETS UNTIL OTHER MEASURES ARE IN PLACE.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Stop the delay of climate and street safety projects. This project is years behind schedule because of political shenanigans, get it done.

Safety and climate change are more important than parking.... Always

Stop the homeless coming in and the block the pedestrian bridges.

Stop this nonsense. Leave the streets alone. You are wasting money

Stop wasting tax payer dollars whether federal state or local. Teach pedestrians and BIKERS how to obey traffic laws and cross streets

Stop wasting taxpayer money on these greenways that nobody who already owns or rents here wants. You are not going to hear from the majority b/c this survey is hidden online. OPEN THE STREETS. Remove the barriers.

Striping to indicate neighborhood parking would be cool.

Such "improvements" tend to divert traffic to parallel streets to their detriment. Existing "slow streets" are unsafe at intersections where a bicycle often meets up with a vehicle head-on.

Support the overall concept, AND would caution that we be careful of unintended consequences. For example, diverting a diverse, dispersed auto traffic pattern into a concentrated one, making those roads worse for everyone.

Take it back to 2019, everywhere.

Take out the lame barriers that were from Covid times.

Take the slow streets out or at the very least repeat the study that was done on neighboring streets again now that more cars are on the road.

Thank you so much for focusing on this! It's really important to feel safe while getting around town on bikes / walking!

Thank you. I love having Pacific as a slow street for walking, running, and bike riding. I hope it continues the art should be nautical / alameda island themed!

The asphalt art looks nice for awhile but then it tends to look dirty. Not sure about wayfinding signs. Also, if you put slow streets in one area, you may need to see where the speeders make a detour and slow that street as well. Re: Franklin Park, I wonder if there is a safe way to keep bicycles off the sidewalk on onto a special lane around the park instead. Kids love biking but walkers love walking..

The barriers on today's slow streets have often just diverted cars to other streets (see Clinton between Sherman and Grand for example). You should consider those streets that have increased traffic as candidates for slowing.

The biggest obstacle for a successful greenway is the crossings with busy/wide streets (Otis, Park, etc), but also the most important to include. Current plans seem to avoid these streets, which defeats the point. In addition, the treatments are inadequate. User crossing buttons still prioritize car traffic, since they have precedence until the button is pressed. Please include more crossings at major streets and give users default/right-of-way, something even 5 yr old bikers could use.

The center lane turn option is a big improvement in conjunction with single lane each way. Putting a bike lane in between right turn and continuous lane is dangerous for both cyclists and drivers.

The city has already spent millions and screwed up Park and Shoreline. Stop it already. You are trying to make it better and actually making it worse. In particular you ended up killing business.

The city needs more traffic officers, not roundabouts or distractions with the influx in population and lack of infrastructure. Stop wasting taxpayer money on shit that doesn't work!

The city needs to remove the slow streets and abandon the Neighborhood Greenways idea until it has adequately focused on enforcing the current traffic and parking rules.

At that point the council members and city manager need to balance use (bicycle riders vs cars per hour), rather than just follow the demands of a vocal minority. In the end the city needs to work for everyone not just the loud ones.

The current slow streets are so ugly that they need to be removed. The bike lanes you have created already are great, but enough is enough. There are other needs for public money in alameda. 1700 kids signed up for soccer this season, as well as over a thousand for baseball and softball - not to mention all the other field sports. However, there are not enough fields for these kids to play. Do better Alameda.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

The current slow streets don't make sense to me. I do not think we should be encouraging people to walk in the middle of the street. Bicycle lanes are good. Improving the sidewalks for walking is good. Slowing traffic is good.

The design treatments must discourage car use and speeding on the slow streets. They must be physical separators or barriers (or raised crosswalks, medians, etc). Painted bike lanes are routinely ignored by drivers (see Park St and Webster St bike lanes).

The existing slow streets have already led to neighboring streets becoming FAST and UNSAFE. Until APD can handle reducing the number of people speeding on these other streets, it makes no sense to add even more restrictions that the APD still can't/won't enforce

The Greenways proposed should be scrapped

The landscaping that exists on Fernside barriers are weed patches most of the time. A waste of taxes. What gives the right of a few streets to become greenway streets? They clog adjacent streets with more traffic. Not fair. The barricades on Pacific are a total waste. There are stop signs every block, so no thru traffic ever goes thru on Pacific.

The majority of people I see violating slow streets today seem to be in a mission to prove their disdain for them. They just drive many many blocks, going around the barriers. I believe an emphasis on making greenways a *clearly welcoming environment* for pedestrians and cyclists and *foreign* to vehicles (traffic circles with gardens, fountains, community library?), rather than clearly 'anti-vehicle' (speed humps), would be a longer term strategy. People in the streets will deter the drivers.

The more greenery the better. Berkeley has some of the most beautiful traffic circles. I think the large round intersection at Versailles and San Jose would be a perfect traffic circle.

The overall speed enforcement throughout the entire City of Alameda and general intersection safety should be implemented first, as this will have a greater impact on both pedestrian and bicycle safety rather than these micro projects.

The Pacific Ave greenway has been a vital route for us getting to/from Park. Sometimes cars seem to ignore restrictions, so more infrastructure to limit speeds would be welcome.

The pedestrian activated crossing should be more obvious, for example a flashing red versus flashing yellow. Drivers tend to ignore the flashing yellow.

The plastic (quick built) cones around intersections and crosswalks give a false sense of safety to pedestrians. They would fold if a car hit them. They also make the streets look junky and unkept, especially after they've been run over a few times (as most of them do). Furthermore, speed limits should be enforced around Alameda by policing, no need to create artificial bottle necks for residents.

The police need to actively patrol for speeding. Once again, we are almost getting hit crossing Lincoln at Ninth heading to Maya Lin. Safety for school children should also be a concern for street markings and improvements

The possibility of planting more trees to provide mor shade for walkers and bikers.

The process has been way to obscure. The staff's notices are poorly designed and are so piecemeal piecemeal that it's virtually impossible for the majority of residents to grasp the complexity of staff's plans for redesigning the entire City. They don't seem to understand the wisdom of: if it isn't broken don't "Fix" it, especially if using OPM. (OTHER PEOPLE'S MONEY) ie. Taxpayers.

The simple fact is that a person driving a car has literally seconds to figure out what they're going to do when they're entering an intersection. they don't need beautiful street artwork. They don't need landscaping they don't need all the other crap. It's extremely dangerous. traffic systems developed as they have over The last hundred years for a reason and most of these new proposals are not adding anything, but in fact, they're making everything more dangerous for everyone.

The streets as currently designed to meet the transportation needs of the citizens. Streets are designed to assist folks to efficiently get around town. Alameda does not need Greenways it needs police enforcement of speeding and stop sign runners. Greenways will never solve the traffic scofflaw problem. I am a daily walker around town and can attest to the need for traffic law enforcement.

The suggestions in question #2 are too Berkeleyish. The others are reasonable as long as the landscaping in #4 doesn't turn into the partial diverters in question #2 (the photos are the same). I also think the people who live on the affected streets should have a larger vote than those of us who don't.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

The temporary barriers are a road hazard and have cause near miss accidents. There is no enforcement on slow streets. Drivers continue to speed and use Versailles Avenue as an Island cross street ignoring slow street rules. The current solution is all but a failure.

The traffic in the island is horrendous. It's been extremely frustrating and the inefficiency seems to have the opposite effect of safety. Turning the slow streets into greenways is a terrible idea there is no where for drivers to drive. The slow streets need to go. The parklets need to go especially the ones that are not being used. The lights need to be synced. Get better please!

There are intersections that are hard to cross for pedestrians because they are so wide. An island and traffic lights would be helpful here: Gibbons @ Southwood/Northwood (near Lincoln) and Buena Vista @ Tilden.

There has been an over - commitment to leftist policies that will strangle the city if the pendulum doesn't swing back.

There has been success in using median dividers with landscaping - they do not need to be very wide - and they can be at irregular intervals. See Dale Ave SE in Vinton, VA:

[https://www.google.com/maps/place/Vinton,+VA+24179/@37.2740774,-](https://www.google.com/maps/place/Vinton,+VA+24179/@37.2740774,-79.9116059,402m/data=!3m1!1e3!4m6!3m5!1s0x884d1239a0c7e803:0x370cdc35fdf6adf0!8m2!3d37.2809707!4d-79.8969819!16zL20vMDEwbnR2?entry=ttu)

[79.9116059,402m/data=!3m1!1e3!4m6!3m5!1s0x884d1239a0c7e803:0x370cdc35fdf6adf0!8m2!3d37.2809707!4d-79.8969819!16zL20vMDEwbnR2?entry=ttu](https://www.google.com/maps/place/Vinton,+VA+24179/@37.2740774,-79.9116059,402m/data=!3m1!1e3!4m6!3m5!1s0x884d1239a0c7e803:0x370cdc35fdf6adf0!8m2!3d37.2809707!4d-79.8969819!16zL20vMDEwbnR2?entry=ttu)

There is NO need for these Greenways. The streets indicated are slow enough. The existing slow barriers cause more frustration and confusion, and there isn't enough traffic to warrant them. The reason to install them originally was flawed and pointless, and keeping them is not helping to make the streets any safer.

There should be dedicated bike and pedestrian only paths throughout the neighborhoods that are protected by raised curbs and shrubbery.

There should be easy access for the vehicles of people who reside on those streets.

These all look like Berkeley & that is a hellscape to navigate for cyclists and cars. Focus on making the area around Encinal safer. This doesn't need to happen at all.

These are great. Thanks so much. Alameda is actually less safe than Oakland (!) on a bike. Oakland has thick bright separated green bike lanes. Alameda is a frightening city to bike on unless taking Jean Sweeney/off road. Thanks!

These are public streets and the greenways will only divert more traffic to parallel streets. I have a property on what would be a greenway.

These roads should not be restricted. Get rid of the "no through traffic" restrictions. Parking should be allowed on these streets.

They are a waste of taxpayer money and the barricades are a traffic hazard. This adds to the traffic on other streets. Not everyone had the ability to ride a bike. Removing all the parking on Park St is going to hurt local business and is age discrimination.

They are fine the way they were before. The changes make traffic worse on other streets and we keep building more houses as we should but it brings more cars. It is a car community unless you live a few blocks from Webster or Park. Keep it simple.

Things that you can put landscaping or art on is good.

This is a great idea overall, but this can be done without making driving on these streets completely impracticable. Some of the "solutions" that have been implemented elsewhere on Alameda such as the revamp of the Otis/Grand and Sherman/Atlantic intersections make things more difficult and confusing for everyone involved drivers/cyclists. Things can be improved without making crazy changes that no one understands and installing more streetlights ala Encinal is not a great solution either.

This is a great list of ideas and I want them all yesterday! I have little hope that lower speed limits alone will change behavior, so I prefer the methods that physically slow cars down. We bike these streets with our young kids often. One common experience is that cars act annoyed and aggressive when stuck behind us. Any way to express that cars should act less entitled is welcome.

This is a land grab by a few lucky homeowners who happen to live on these streets and is incredibly unfair to neighboring streets. Speeding was never an issue in Alameda until police funding was cut and we have fewer officers on the road. Stop speeding with police pull overs.

This is a waste of taxpayer funds.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

This is for other streets in the city, especially Otis and Broadway - please add something to reduce speed. Late at night many cars speed through the intersection; we even had a car doing donuts at 4:30 in the morning a few days ago. Would love to see speed bumps or cushions along Broadway between Otis and the beach.

this is great!! Please add more light signals to Lincoln Ave. at 9th St -- it is not safe for walkers or bikers.

This is ridiculous!! Stop building all the housing, impose bridge tunnel fee for non residents, decongest the island!!!

This is such a fantastic intuitive! Thank you for pursuing it. Our kids love to play outside in their neighborhood but speeding and safety is a huge problem.

This is too much obstacle for average people. It is a costly distraction.

The problem is drivers going to fast. they get tickets and then drive without a license. They are the problem. Average people should not be bothered.

This whole thing is a bad idea. Expensive and creates confusing roadways. What was so wrong in 2019? Has anyone considered the inhibition of emergency vehicle access?

Though expensive, it would be great to expand parking strips to allow for more trees and landscaping along these routes.

Too many bike lanes

Total closure to any vehicle traffic for one Sunday a month

Traffic circle at San Jose and Regent, please. Need to break-up the three-block straightaway from Broadway to Park Street that currently encourages speeding to make the Park Street light.

Traffic circles may put headlights into people's houses. I don't think this is a good idea.

Traffic circles would overall slow the traffic so people don't go speeding through. Also makes it safer for cyclists to cross where the greenways cross other streets. A traffic circle where Thompson, Fairview, and Southwood converge for example.

Traffic signs or recommendations for cyclists and those using skateboards, motorized skate boards/bikes. They can be seen speeding, not making it comfortable for pedestrians.

Treat all streets the same for fairness to everyone.

Ultimately while I like the idea of the slow street, for me they're not particularly safe as a pedestrian or bike rider. The main issue is that I often get stuck in situations where a vehicle is trying to turn from a slow street and I'm approaching the opposite direction. Pacific, especially, lacks a lot of a 4 way stops so it's not the ideal street for a slow street. I'd like a solution where cross traffic is controlled.

Underground utilities and install more and bigger trees, pedestrian level lighting and public art. Create points of interest to encourage slower movement to enjoy views.

Use as many roundabouts as possible

Use concrete blocks for quick build and physically protecting people walking / biking. Also deterrent to drivers who don't want to damage their cars.

Use greenery whenever you can. It looks better than plastic and concrete

Use landscaping if possible as much as you can to achieve your goals. Extending curbs to make landscape area.

Raised sidewalk where able ,good idea ,also soft speed bumps with 20 mile a hour signs on street.

Use of median/barrier/planter-box separate bicycle lanes

Use stop signs at intersections. This definitely slows traffic.

Speed bumps should not be used, especially in residential areas. The adverse effects of them are very much increased noise, primarily from delivery trucks and landscaper trucks when they go over the speed bumps. Also speed bumps will reduce existing street parking - this is in addition to the increased housing density being encouraged by the city by infill and small house building.

Vegetation can soften the appearance of many traffic calming/safety features; however, landscaping can also significantly impair visibility when approaching intersections, blind curves, etc. An example is the median along Lincoln Avenue just north of Sherman, which has made it difficult to see crossing pedestrians when driving. If landscaping is used, please ensure the traffic engineers/landscape architects select plantings with visibility of pedestrians and cyclists in mind.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Vehicles (especially trucks/suvs) parked on the curb at the very end of a street closest to intersection make it challenging to safely clear an intersection. I notice very few streets in Alameda painted the curbs red giving drivers room to safely and better clear an intersection for hazards while being able to stop behind the double white lines and stop signage. Please consider implementing more of these. Thank you!

Vehicular speed can be psychologically conditioned through design - perhaps more effectively than through hard limits. Can narrowing right of way be an option — whether in actuality or through perceptual tricks?

Warnings for bike riders about busy intersections coming up & notice to drivers that they are entering roads designed for them to share with bikes... drivers do not always understand....

We are not all bikers and walkers. While I am definitely not against making the streets safer for EVERYONE, there seems to be an unreasonable push to make everything a biker or walker "friendly" street. We have side walks so I really see these changes mainly for bikers and I think there is an unreasonable amount of resources and funding being spent on this. I do not think the Park or Webster bike lanes make the street safer, I think they make them more unsafe to both drivers and bikers.

We don't need more signs in our residential areas. All streets signs should be up.

We already have red, white yellow, green and blue colors, please don't add to confusion by adding art.

We have bike lanes on all major streets. We don't need more bike lanes in residential neighborhoods. Please don't turn Alameda into Berkeley.

We have parks and bicycle paths. Screwing up actual roadways within the city is ridiculous. Get rid of the slow streets and leave it be!!!

We must move past the status quo of maintaining a car centered city. Plan for and Invest in wheelchair And bike accessible transportation on Main St, Webster St, Sherman, Grand, Park, Broadway, High, Clement, Lincoln, Central and Encinal. Include a light rail loop from the Ferry Terminal to the BART at Fruitvale.

We need smooth surface on bike lanes so no potholes and broken asphalt.

Bike lanes should be continuous and not interrupted by stops and intersections. We need bike boulevards to make Alameda more bike friendly.

We need these elements on Bay Farm, too!

We need to make it safe for cars to also pass, but slow down traffic and make it safer for pedestrians. I love all the improve safety and comfort for crossing and pedestrian ideas. My child's daycare is on one of these streets and a friend lives on this streets, it's not possible for me to bike to these occasions and parking and walking would add so much time to my daily commute, so hate to say it but i have to drive. I think we should encourage cars to take other routes by adding speed bumps

We need to plant trees whenever and wherever we can. It's good for climate change and it provides shade when riding a bike or walking. It also helps cutting glare from the sun when riding a bike just when the sun is low.

What about other busy streets that will be even more busy bc cars are diverted. Make the whole alameda slow again

What about the streets that will now handle the extra traffic? Now those streets become much more dangerous. How will you mitigate the flow changes on already crowded streets of an island that keeps increasing it's population? The laws to provide housing and ensure safety are not on the same page when you have an island with limited ways off. Park street has become so dangerous and congested!!

What do you door for the increased traffic on other streets now that this will divert some drivers to uninhibited street flow?

Do not instll things that drivers will hit and the city will be sued for!

What is the actual usage of these Greenways? I only see cars driving down them and rarely people using it as intended.

Can you implement these kinda of things on Shoreline? People drive entirety too fast, cut people off that are stopped at cross walks, and don't stop for people at crosswalks. We need deterrents to speeding cars and to entirely mitigate people even wanting to go down shoreline just so they can go fast. Please. I fear for my life every time I drive or cross the street there.

What you're doing without putting it first to a vote is preposterous. We should be part of this process since we have to live with your decisions to completely transform Alameda. I'm tired of getting emails about what we think about changes when you do what you want anyway. It's very unsafe when trying to make a righthand turn on narrow streets with crosswalk extensions and being forced to cross over to oncoming traffic. Put more crosswalk lights and leave the streets alone.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Whatever can be done to stop speeders from using slow streets as their personal express road. The ideas in the survey are good

Whatever is implemented needs to come with a priority on enforcement - see the constant double parking in the bike lane on Park Street and parking encroachment on Shoreline. I've also had a See Click Fix for dumpsters permanently blocking the bike lane on Grand open for weeks now. Just to name a few.

Whatever slow speed barrier implementation is used, PLEASE make it an aesthetic improvement with landscaping and flowers. As of now, barriers and refuge islands and other changes create an alley of litter and weeds -- and street sweepers do not clean this. I live near Pacific Ave and the street looks like a 3rd world country without maintenance of city-owned greenways.

When the 999 other streets are congested with the TONS of traffic due to the OVER population of this tiny island EVERY street is important for traveling within town. These suggestions if implemented will only accelerate the already rapid decline of what used to be one of the bay areas most hidden gems.

While I applaud the greenway concept, I wonder why the priority for resources goes to already slow and safe streets and not to the high injury/accident corridors. For the past 10 years we have made official requests of the city for speed cushions, 4 way stops and right turn only at the intersection of Walnut and Lincoln and were told it was not possible. High speed accidents continue at this intersection with vehicles crashing into properties at all 4 corners multiple times and with 1 fatality.

Who is going to pay for this upgrades?

Why do we need to do any of this? Everybody has at least one car these days, and with all the housing being built, why do you insist that we need more bike lanes and car free streets? I live very close to a slow street, and all it does is send people down my street faster. Stop wasting money on this crap. Bike lanes on Park St? What a stupid idea! Why should bikes be on one of the busiest streets in town?

Why is Santa Clara past 6th street no longer going to be a slow street? This is a commonly used bike path for kids on the way to Encinal. Seems a logical preservation for a slow street, but the plan doesn't show this?

Why isn't Santa Clara a greenway? Lists of cars zoom down Santa Clara as they avoid Encinal High. Very annoying and dangerous.

Widened sidewalks and park strips, and reduced vehicle travel lane widths.

Willie Stargell Ave is not a great idea for a shared path; too narrow for cars and bikes, and can be problematic with traffic as one of the major access points towards Alameda Point when entering Alameda. Note that Ralph Appezato already has designated bike paths. If another is needed, consider Singleton Ave.

With all the housing, shouldn't we looking at more we to accommodate more traffic, thus, less road rage.

With all the new development/housing happening on the base, please DO NOT narrow or restrict car traffic further. It is already extremely difficult to get to and through the Webster tube! Those of us on the west end are already very limited with options to get on and off the the island. A little "estuary shuttle" just doesn't do it!

With the runaway desire to force more people to live on this finite island, please don't also make it increasingly difficult to make reasonable travel across town. I already use side streets to avoid those time-wasting left turn signals on Encinal. Or one could consider replacing those with the eminently sensible Oregon flashing yellow arrow alternative.

Would love diverters every few blocks to discourage drivers seeking to speed and cut through neighborhoods.

Ya lets consider the amount of new housing development and the amount of extra people now and soon to be living in this small island that need the roads for there cars closing down the streets so 5 people a month can ride there bike down the middle of the road is the last thing we should be doing

Yes - eliminate them. WHAT A PAIN IN THE NECK it is having to drive around barriers - no one drives more slowly because of them and they create more problems than they solve

Yes -- make High Street one! It's one of the main bike thoroughfares on the island, including many kids riding to three nearby schools, and it's a narrow, local street. However, it currently has it has no bike lanes, minimal traffic signals or stop signs to slow cars (there's none between Encinal and Otis, for example), on-street parking, heavy local and corporate bus traffic, unenforced truck weight regulations and minimal police presence. It's very dangerous. This could make it much safer.

Yes make all intersections a 4 way stop

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Yes, don't do it! I have yet to see any increase in foot traffic or bikes on the slow streets and I live next to one. I have seen more accidents and close calls by drivers trying to negotiate the barricades and more traffic on adjacent streets. Alameda streets are doing just fine. Leave them alone. As for safety of the few bicyclist and walkers how about educate them to obey existing traffic signage, remove ear buds, stop looking at your phone when crossing a street. PAY ATTENTION. BTW, we walk.

Yes, my idea is to find ways to move the cars through the city faster, so they can get into/out of the city...this will remove more cars from the equation more quickly and reduce the number of interactions between vehicles and bikes/pedestrians.

Yes. Get rid of slow streets. I live in one and cars keep being stolen and broken into. Also, no one is walking in the street. It's not safe. Cars drove in them all the time.

Your changing Alameda to much.

Your ideas require more signage and markings all of which take away from the feeling of natural peace and serenity. My idea is don't do anything. Save money, more peaceful.