

Question 1 Comments: Webster Street restriping

Other: Once again, this was a bandaid on an already existing problem. This island needs to focus on infrastructure and sustaining the infrastructure -- not adopt a quick fix that was used during a global pandemic.

Other: * See combined comments below.

Other: all car traffic should be removed from the street.

Other: As a motorist I don't like it, but I like the parklets & think they should stay

Other: Because of the tube - I think this should go back to full traffic but that some of the side streets should be shut down for traffic foot only like how it is during the farmers market

Other: Bike access and handicap access not supported on Webster currently. Alternate streets are nearby Park Street but very distant to Webster. This makes alternate routes difficult in Webster.

Other: Biking needs to be considered. Between the parklets and restriping projects it makes the areas harder to navigate for all.

Other: Choking off lanes without accounting for busses (Webster and Lincoln) is a big problem, especially during rush hours.

Other: Close a section of Webster to auto traffic. Santa Barbara has done this and is great.

Other: Close Webster to car traffic on weekends.

Other: Consider using the curb parking lanes as second travel lane to handle morning/evening commute traffic. Also, consider/study the curb parking lane to be used only by buses during commute hours. Many older cities on East Coast have done similar with limited curb space. Parklets could remain.

Other: Continue with two lanes and a bike lane and on street parking. Modify 8th and 5th Sts to allow for more through traffic by removing parking.

Other: Currently I do not patronize businesses on Webster because of lack of parking, and I do not know what businesses are there because of bad visulas. Also, 8th St has been unfairly impacted; it is NOT a main artery. Please re-open Webster St to 4 lanes.

Other: Emergency power, not granted for permanent change. What about businesses that are not restuarants? They get nothing.

Other: Enforcement is down, there are speeders everywhere. Folks don't use the bike lanes except to pass when speeding. We need more traffic enforcement, i.e. more police, less city council involvement in police matters. I feel unsafe driving to and from work. When I moved here>15 years ago, there were police on every corner, traffic heeded the 25 mph speed limit and there were less accidents.

Other: I am not opposed to reducing the number of lanes but I think most of the parklets are unsafe and I would never sit in one. If outdoor dining is going to be a permanent feature, then permanent structural changes need to be made for safety and aesthetic purposes. Get rid of the pallets and plastic bollards. Unsightly, tacky and unsafe.

Other: I am not there enough to see the difference

Other: I appreciated the parklets during the pandemic, but for the longterm I prefer that we return to 4 lanes.

Other: I don't understand how so many people are now illegally parking on Webster Street with impunity. Why aren't these cars getting tickets? I think the plan should be revised and illegal parking held accountable. Why is there so much space between parking spots and the curb? What is that space for? It's not a bike lane so it's wasted space. Very awkward and confusing. Close the parklets not being used like Cafe Jolie who abandoned theirs immediately after 6/15.

Other: I feel less safe on both Webster and Park with the lanes how they are. As a driver it's hard to see pedestrians and there is nowhere to go when a car pulls out from the parking lane unexpectedly except into oncoming traffic. It's hard to see pedestrians at crosswalks because cars hide them, even with the space. I'm really uncomfortable on both streets and now avoid at all costs and avoid shopping and restaurants.

Other: I feel safer on foot, but not on my bike -- I feel like I have to ride really fast to not anger drivers. No difference driving.

Other: I feel UNSAFE when my son and I ride our bikes up Webster when trying to get places that require it.

Other: I find the reduced parking problematic.

Other: I HATE HATE HATE the bulbouts!!! It makes right hand parking more difficult and driving takes longer. I'm open to possibly keeping the parklets. I have mixed feelings, but I do see the benefits. Definitely KEEP *and* ENFORCE the 15-minute pickup/dropoff. Parking for longer than that is much much harder than it was pre-pandemic and that needs to be addressed in whatever solution you come up with. Don't forget there are disabled who can drive (or are driven by someone) and need to be able to park in front of an establishment.

Other: I have friends who are disabled, but can drive. The lane and parking reductions seriously impact my friends and other elders. All the changes are targeted to young, able bodied people who can walk several blocks and/or use a bicycle.

Other: I have not been on Webster enough to have an opinion.

Other: I intentionally drive down Webster now to see all the activity. Couldn't do that properly with 4 lanes

Other: I like it the way it is. Two lanes, with parklets, and I have no thoughts about the bike lanes.

Other: I like that it allowed merchants to try to continue doing business, and to keep employees working. The two travel lanes is an unfortunate byproduct. No place for buses to pull out, no place for deliveries.

Other: I like the added pedestrian things, but I feel the merge to two lanes is abrupt and almost dangerous. But I guess it should stay. How could we make it better. There is so much clutter on the road it's best to just avoid it.

Other: I like the fewer lanes and parklets. The white plastic bumpers are HIDEOUS however.

Other: I like the outdoor dining and I do not mind the lane reduction, however the reduction in parking and the absence of handicap parking has caused my mother and others in her social circle to no longer have access to the businesses and dining on Webster street. This has saddened her greatly, as she enjoys visiting shops and restaurants, but is not physically able to walk the distances necessary due to the lack of street parking. Our elder population is being negatively impacted. I also believe that the businesses should be required to pay the city for use of this public property for their business use. My suggestion is to add some handicap spots on the street, and charge businesses some sort of fee to make use of our public property.

Other: I like the parklets and outdoor dining. It needs to be done in a way that is not so haphazard

Other: I like the parklets but object to the lane reduction and diminished parking. But most dislike the lane reduction over parking reduction. The lane reduction has pushed tons of traffic onto smaller residential streets such as mine (5th st) and make it less safe for my kids.

Other: I like the room for outdoor dining to help struggling restaurants, but otherwise would prefer 4 lanes

Other: I live near Webster, and I like the concept, but there is a lot of congestion and it can be challenging. For me, I try to avoid Webster Street now. I wish that the half of the parking lot that is not the Healing Garden could be accessible to the public when there are not events. I think the cross streets that have street lights on Webster should only be activated when cars stop, not just on a timer.

Other: I love being able to safely walk along Webster Street and feel that the decreased lanes has made it safer. We should address the confusing street parking though and create a bike lane.

Other: I love the lane changes, but it should be seasonal.

Other: I really feel that if something permanente is created, that the "parklets" should be building side and a permanent sidewalk should be poured curbside. That way eateries can service the patrons outside without crossing pedestrian flow. It would also make me feel safer as vehicles speed by.

Other: I still wouldn't feel safe riding my bike on it

Other: I support keeping it for longer than October 2021, but that eventually we should go back to four lanes of travel when the pandemic is totally totally over

Other: i think it was great to accommodate for the pandemic, but the parklets make the street look like the lower east side circa 1900. I have mixed feelings on just two lanes but support safety for bikes and pedestrians. but all of it is kind of a mess. Single lanes make parallell parking a challenge and snarl traffic.

Other: I think it's important for restaurants to have outdoor seating for the duration of the pandemic. There could easily be a surge of cases that forces indoor dining to shut down again this winter. Keep these accommodations until the end of the pandemic at minimum

Other: I think that pedestrian and bicycle traffic should be prioritized over car thru-traffic.

Other: I think two or three blocks north would also benefit from a similar road diet. west side definitely needs more ways to safely bike north/south. cross alameda trail is great but can be hard to get to

Other: I understand this was meant to be temporary while Covid restricted indoor eating

Other: I want to see a safer build for the park lets, I think they are dangerously too close to oncoming cars. Safer & stronger barriers between pedestrians & cars please.

Other: I would definitely not want to see a bike lane added. A fairly narrow street that already supports special lanes for cars and busses is not a good street for bikes.

Other: I would fully support more parking spots near Park St. so that the street is not clogged with people trying to parallel park.

Other: I would hope if this is made permanent there will be better parking enforcement because I've seen some crazy shenanigans

Other: I'd like to see one way traffic and expanded foot and bike lane options

Other: If parklets go away, add bike lanes

Other: It doesn't make sense to evaluate current use as the number of cars on the road will increase as businesses reopen and people begin commuting again

Other: It is fine as two lane, but it DOES NOT make me feel safer

Other: It is so dangerous, and stressful driving. There should be more room for cars which can share road and or sidewalks for people

Other: It is very difficult to find parking, so I don't go to Webster St as much as I used to.

Other: It's harder to walk and bike. Consider keeping 2 lanes but remove park lets. More pedestrian and more biking access

Other: It's inconvenient but if there's more foot traffic, great. Different for Park.

Other: It's not enforced that the spaces are for 15 minutes only, so vehicles are just parking in the spaces.

Other: Just make these streets only for pedestrians during the operating hours

Other: Lane reduction are great but certain intersections are poorly though out and are confusing.

Other: Love the parklets but hate the ugly and useless bollards

Other: More needs to be done to keep cyclists off the sidewalk on Webster.

Other: More war on the car. Just stop. Lots of repainting, closing, cosmetic nonsense. Meanwhile, the streets are still in abysmal condition, parking's impossible, and traffic is hell. Seriously, get a grip.

Other: Need better parking options and Adjacent street (constitution way) needs to be designed for faster travel to allow for Webster changes to be successful

Other: Needs protected bike lanes from one end to the other. It's more important than parking or dining. It's a business district, and should support everyone who wants to travel on it, not just drivers.

Other: No traffic (promenade only) from Lincoln to Central. Add/Build adjacent parking strucur Then 4 lanes from Lincoln to the Tunnel

Other: Once the traffic level returns to pre-pandemic levels, the 2 lanes will be insufficient.

Other: parakeets seem to contradict the idea of pedestrian safety. They actually put people closer to moving vehicles and cyclists. I can envision an accident where someone loosing control of a vehicle and plows into a parakeet.. Also they just look tacky.

Other: Park and Webster are visual and logistical nightmares and mazes. Do you want to see how it's done AESTHETICALLY? Look at how Los Gatos did it. Take a walk up and down North Santa Cruz Ave (these are not all up to date images). <https://www.google.com/maps/@37.2235379,-121.9834371,3a,75y,199.28h,74.83t/data=!3m6!1e1!3m4!1sl2-t1hZuDWEgo-FSuMQkOg!2e0!7i16384!8i8192>

Other: Park street can be an eyesore. It has great potential. Work on this before letting dining pallets spill onto the street. The street, curbs, and general condition of retail is ... well oaklandish.

Other: Parklets are a taxpayer-funded free gift of precious land to these commercial businesses. The parklets should be removed. If they are going to be kept, then businesses should be required to either purchase or rent the land from the city.

Other: Parklets need to be much smaller if they are allowed to stay. The parking is all gone, which affects seniors and the reduction of lanes slow traffic coming into or out of the town.

Other: Really need to add center/left hand turn lanes to reduce backups. Also the reduction in parking due to confusing non-bike land and parklets has made the street a major challenge especially for quick trips and pickups.

Other: Restaurants are perhaps the greatest COVID transmission risk. Parklets on one side of pedestrian thoroughfares should be banned as a public-health threat.

Other: Restriping is okay, but parklets are brutal. They seem disorganized, haphazard and are often empty except the Fireside which apparently has control of the whole block and nearby parking lot.

Other: Should strongly consider making it bike/pedestrian only. The car lanes move around some, which makes it a bit harder to drive on. It's the kind of road that I try to avoid driving down anyway though. I checked that "I feel safer", but I would actually feel safer if there were physical metal bollards blocking cars from driving onto the sidewalk/parklet. See Amsterdam for working examples. Non-obtrusive, but effective.

Other: Sidewalk dining is fine. Don't like the bulb outs for dining. Need more short term (20-30 mins) on street parking

Other: Something should be done about the pedestrians that don't obey crossing signals, bikers that don't obey the bike traffic rules, as well as the drivers that still double park, park illegally, or other illegal maneuvers.

Other: The idea is admirable. I don't think the council thought out the impact the huge increase in housing units on the old base and nearby is and will be having on Webster street and especially the tube.

Other: The lane reduction simply pushed traffic into the neighborhoods. Making it broadly less safe across the island. Also congesting residential street parking with commercial visitors/parking.

Other: The limited parking is abused and there is no enforcement. Pick up spots are used for general and long term parking. I am unlikely to dine in the street with the noise and risk of a car running over my table, plus wind, cold and maybe rain.

Other: The new street parking space style is questionable. I would search out a way to make a public lot.

Other: The park let's are unattractive. They promote congestion. I feel unsafe sitting in them and driving through them. Parking is a nightmare.

Other: The parking situation is ridiculous. People are parking in spots that aren't spots. It's very difficult to find parking now and I avoid going to Webster because of it.

Other: The parklets are useless. When they parked in no one can pull in to the drop off/pick up area. It's confusing. It's a mess.

Other: The 'parklets' should be on the sidewalk in front of the restaurants; it makes no sense for waiters to cross pedestrians on the sidewalk. Pedestrians and cyclists should be where the parklets are, and two lanes for cars should be down the middle.

Other: The pedestrian bump outs are ridiculous traffic constraints and unneeded. Difficult to make a simple right turn on many Alameda intersections.

Other: The reduction to 2 lanes on Webster has reduced danger from buses traveling too fast, jockeying for position and taking up 1 1/2 lanes. This happened most often at rush hours, which are now half the day. So I support maintaining 2 lanes. BUT the double parking problem MUST be addressed, particularly on these main thoroughfares. There is no safe way to bicycle on Webster. I avoid Webster and hence, do not support the businesses there. The outdoor dining options on Webster are better placed, out of the way of traffic for the most part. But since I don't go there, I do not patronize them. The streets of Alameda are an ugly mess.

Other: The street feels too cramped and I don't feel safe driving with all the commotion

Other: The streets need to be reconfigured so there is more space for pedestrians on the sidewalks, which were never wide enough to start with. Parking needs to be more logically laid out and more clearly prohibited with physical barriers where necessary. Double-parking is still rampant and needs to be enforced aggressively.

Other: The tents at cafe jolie make it difficult to see oncoming vehicles if headed southbound and attempting a right turn into Santa Clara on red. The tents should be removed And/or the right on red should not be allowed.

Other: The visibility at the intersections where the parklets are has been reduced...not good for us drivers. I have seen and been blocked on Webster by vehicles that double park on the travel lane to run inside a store so traffic has gone around on the opposite travel lane to get by and I have noticed more noise pollution from the slower traffic when walking down Webster.

Other: The Webster tunnel traffic is due to the bottleneck getting onto 880 usually. A new tunnel or overpass is needed to get off the west end of the island to 880/downtown Oakland.

Other: There are too many parklets. They're okay for a pandemic, but afterward, maybe not so many.

Other: These two streets are major routes on/off the Island. As things return to normal I think it might be an issue. I'd also be scared to dine in the street so close to traffic.

Other: This entire process will be a complete disaster and failure for the whole City of Alameda if continued. Does the City Planner want to punish business housed in these business districts? Is it to punish drivers of cars and to get them to alternative modes of transportation such as bicycles? We are NOT Berkeley! This program, if continued, will not get people out of their cars and onto bicycles it will only close these business. In addition, the City has reached maximum capacity on ingress and egress in these specific locations within the City, in which these business districts primarily reside. The continuation of these practices of reducing lanes and flows of traffic will only hurt the business that provided services to the citizens of Alameda and remove large portions of the tax base of which we depend in the city.

Other: this is an utter waste of money. how about we fix all the horrible potholes everywhere first?

Other: This street is flat out ugly now. It does not look planned or designed. Maybe thrown together by a high schooler.

Other: This was a bad idea that was poorly implemented

Other: Time to reopen the street and tidy everything up. Webster and Park Streets look like a mismatch fly by the night temporary fix.

Other: Traffic is heavily impacted the one of four ways out of alameda and causes unnecessary congestion. Lane reduction adds to bad driving, faster car speeds and road rage

Other: Two lanes northbound, one lane southbound.

Other: Unfortunately traffic is going to going (?) to impeded significantly with fewer lanes.

Other: Unlike Park Street, a "return" path is not practical, so Webster should remain 2-way. Perhaps off-street parking nearby and a shuttle? Should improve pedestrian and bike traffic.

Other: We don't have enough roads for the amount of multifamily homes they are building. Traffic sucks in Ala.

Other: Webster St looks junky, no longer get to see the cute small town store fronts. I will NOT eat in car fumes. A safety issue.

Other: Webster street and the west end has become unsafe with reckless driving, speeding, and sideshow activity.

Other: Webster Street is now so congested I cannot drive on it .

Other: Wester and Park streets are both complicated by bus service, prior fixed improvements to the streets, the locations of certain businesses on the streets that might benefit from parklets, etc. The key is all this is taken into account. A locked down street from a bus, or someone trying to park, with safe option to get around is not a winning play

Other: What a complete disaster; way too confusing. I don't shop on Webster anymore.

Other: What are the traffic implications for this during normal times? The current set up is incredibly ugly with the barricades and haphazard look. If we are going to do this then: 1) there needs to be a reasonable and well thought out traffic remediation of where the cars go (parallel streets are not set up for this as of now), and 2) please redo the sidewalks and roads so they look paved and respectable for our downtown. The streets are so chopped up and sidewalks are unattractive. See Burlingame as an example of a city that got it right.

Other: Where shops haven't yet taken advantage of possible parklet space, curbside parking should return.

Other: Wisj they could just close the street