

Question 2 Comments: Park Street restriping

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 Park 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: * See combined comments below.

Other: Add significant congestion, buses block lanes at the stop sign, cars block intersections

Other: Again the pedestrian bump outs make traveling on Park ridiculous. Right now Park is a nightmare to drive on.

Other: Again, illegal parking is rampant. I don't usually drive down Park St anyways but do feel terrible for the drivers I see stuck there.

Other: Alameda Ave adjacent to Park St should remain closed to cars. Traffic signal at Park should be "on-demand" pedestrian crossing.

Other: All car traffic should be removed from that street

Other: As a driver I definitely try to avoid using Park Street now, including parking for pick up. As a diner and pedestrian I love it! We just need to somehow strongly reroute to Broadway or another suitable street to take the traffic pressure off.

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

Other: As with Webster, I hope there will be more parking enforcement for those making their own parking ESPECIALLY 3rd party food delivery drivers

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

Other: Close a section of Park to auto traffic. Santa Barbara has done this and it works great.

Other: Close park st to car traffic on weekends.

Other: Close the street. It is a hazard the way it is setup and essentially has many avoiding park street altogether. Make it pedestrian only.

Other: Close to traffic completely

Other: Consider ending parklets but not returning to 4 lanes. Good during the pandemic but walking is now harder as is biking. I wonder how people with disabilities manage.

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: Currently, Park St is usually a disaster. It is dangerous for drivers, pedestrians and diners. The sidewalks have split food, drinks and grease. Oak St has taken the most impact. Please re-open Park to 4 lanes.

Other: Different situation and the street is much smaller.

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: Have you tried to get out of your parked car on Park or Webster streets? If there is a red light you have to wait until all of the cars are through the red light to even get out of your car. I think that these parklets are very dangerous. I tried to park in one once and I will never park in a parklet again. This has also reduced the amount of cars that are able to park on the street in the busiest area in town.

Other: HC1: Address emergency vehicles on Park St

Other: Honestly I would love it if park street were just a pedestrian area for a portion and traffic was diverted around the area entirely. We already do that for street fairs

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

Other: I avoid both Webster & Park Street. The changes to these streets are ugly, confusing and dangerously congested. I do not feel safe in any of the restaurant spaces along the street and would not use them. I do believe restaurants should have outdoor dining options though, just not this messy, eclectic collection of options. There is no safe option for bike riders on these streets. AND with the CHRONIC double parking problem all over Alameda which is ignored by law enforcement, all the streets are generally unsafe. I do not understand why the use of public streets has been allowed to degenerate so badly. If I go to Park Street at all, I am on foot.

Other: I avoid Park St as parking is hard.

Other: I avoid using park street as a thru street, but still use it if I want to go to any businesses.

Other: I definitely avoid Park Street now due to the reduction of lanes and the parklets take up too much space and the parking places are almost gone. it was fine during the pandemic but now it needs to go away.

Other: I do NOT recommend keeping parking on this street/passenger unloading and loading zones. Since there are less driving lanes when anyone tries to park they completely block through traffic and it absolutely sucks. I would say take some advice from Europe and have no on street parking to promote walking and biking- otherwise the program should be removed completely. I hope others echo this sentiment.

Other: I do not support modifying for bike traffic as it is already congested. I support enforcing the no riding on sidewalks and supporting pedestrians over bikes/skateboards. Cars illegally parked near Alameda Ave should be ticketed to prevent the constant illegible parking in crosswalks. Foot traffic is who is spending money. Traffic can avoid the congestion by taking other routes.

Other: I don't feel safe walking or dining on Park street. During early covid, i had to walk past maskless diners on the sidewalk and could not maintain social distance. The parklets were better for pedestrians walking by but not safe from cars. I live on Oak st and there is a lot more traffic on a designated bike street

Other: I don't go Park and won't go tell back to it use to be. I miss Park street and eating there

Other: I don't like how the 2 lanes shift as they go down Park street. As this makes it more dangerous.

Other: I doubt if anyone from planning or the council has personally monitored the excessive speeding and red light running on Park from the bridge to the lane reduction and in the other direction from 2 lane to 4 lane.

Other: I feel less safe

Other: I feel less safe walking on Park street because of all of the bicyclists riding on the sidewalk.

Other: I feel safer on foot, but not on my bike -- I've had drivers try to pass me on Park when they shouldn't. No difference driving.

Other: I feel that park St should be shut down completely to through traffic and made fully walking traffic only and expanded restaurant seating.

Other: I feel unsafe on Park Street now as a driver, pedestrian, or diner.

Other: I feel unsafe walking down park street, and would never eat in a parklet that's so close to moving cars. Feels unsafe to me. It's also caused an increase in traffic and more cars sit on park emitting fumes into the parklets where people eat

Other: I find it confusing. Not really sure what is parking and what isn't.

Other: I HATE (YES HATE) what's been done to Park Street! UT makes no sense that there's only 1 lane each way. The parking of cars on Park St is confusing especially if you're picking up food to go! TRAFFIC IS HORRENDOUS!! Traffic is horrible everyday worse on the weekends! My family and I don't shop or go down Park St anymore. Worse intersection is Park and Encinal, and again on Santa Clara and Park. the corner where Park Tavern I believe there's just too many people standing around not a good place for outdoor dining.

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 like fewer lanes but it should be seasonal. Do we need outdoor dining in Winter? Maybe Christmas is the exception.

Other: I like how there is less street parking, it keeps the peasants from Oakland out of Alameda.

Other: I like it but maybe there is a better way - what about closing the busiest blocks to car traffic altogether? That would be safer. Can use Broadway or Oak for driving alternatives. Closing Alameda Ave is great, make that permanent (and use the entire space)

Other: I like it but not with the current appearance. There are areas that are not used. Traffic is bad. I live on the 900 block of Park Street and it would be nice if the city discussed changes like these with the residents of the streets so they could give input.

Other: I like it, but Oak St. has turned into a new thoroughfare. It has always been not the best bike share lane, but with frustrated drivers driving fast on Oak, it's even less of a bike option.

Other: I like it, but the parklets limit parking and the stores aren't visible

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 decreased lanes, but the streetscape seems confusing and crowded. There isn't enough space to walk on the sidewalk between the tables many places, and the park lets on the street go in and out in a confusing way. If it is kept this configuration, I think the sidewalks should be widened, the dining areas redesigned so they are contiguous to the restaurants, not across the sidewalk from them. Another alternative, make Park and Oak one way streets opposite directions. Ban left turns during morning and evening commutes and time the lights accordingly.

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

Other: I like the outdoor dining option and I do think it is safer for pedestrians, but the lack of parking on park st was already an issue and now that people are out and about again it's going to get much worse. Walking down park street now feels much more crowded and as an immunocompromised person I don't feel safe walking down it during peak hours (it's also difficult for people who have anxiety around crowds - feels very close in). Added bonus that now people can't double park at all! Some good things, some bad. Not sure where I ultimately stand.

Other: I like the parklets and added space for shops. I don't know enough about traffic flow to say if it should be permanent. It's much busier than Webster so I am not sure. I think the two lanes should stay until the pandemic is over.

Other: I like the parklets and outdoor seating, but I avoid driving down it at all cost because of the traffic it has caused.

Other: I like the parklets and think it should continue.

Other: I like the parklets but don't like the reduced parking but I realize it has to be one or the other so I support the parklets

Other: I like the parklets. They have the potential to add a lot of charm to the city.

Other: I like the reductions but it ends in a traffic jam at the Lincoln intersection and often blocks traffic for a light or two

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

Other: I love the outdoor dining and shopping options for small businesses! Making them more permanent and better looking would make the area much more appealing for shopping and dining

Other: I never used Park Street to get around town. If I'm driving I drive to Park Street as a destination or on another street if it's between me and my destination (movie theater, beach, etc). It would be nice if my family could safely bike down Park Street.

Other: I really feel that if something permanent 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 really like the outdoor dining space- especially with Covid and it may be awhile before I am ready to eat inside having a baby.

Other: I strongly support the parklets. Downtown streets are always a pain even with multiple lanes. The parklets are better for aesthetic, better for business, and are all around more enjoyable than a busy downtown street that people will avoid driving on anyway.

Other: I support eliminating all vehicular traffic on park street, with the exception of bicycles.

Other: I support the changes, lived here my whole life and driving down park st is always something I avoid, it's not a travel street it's a leisure street. The issue is the double parking, please stop the double parking.

Other: I think some of the striping is unclear I think people sometimes park in places that are not intended for parking and some of the retail/dining space is not being used by businesses.

Other: I think that Park St should be turned into a pedestrian zone between San Jose and Lincoln.

Other: I think that Park Street should be 2 lanes (with bulbouts, bicycle lane and parklets) but should be one direction only (for cars). Oak can be set to one way as well, expanding the "downtown" area and longterm development.

Other: I think the parking needs to be augmented to support retail. The park lets can be discretionary based on full staff review and input from neighboring businesses.

Other: I think the sidewalks should be widened to take over the prior parking spaces, parking restored in what had been the inside lane of traffic and continue with one traffic lane in either direction. This provides more protection for people on the sidewalk from traffic.

Other: I think the street should be shut down entirely so it is safer for both cars and pedestrians)

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

Other: I wish you could close the street to auto traffic from Santa Clara to Encinal and have it pedestrian only with parklets.

Other: I would never consider riding my bike on Park Street, unless motorized vehicles were banned. Way too much vehicle traffic to compete with.

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

Other: I'd prefer no parking available and 2 lanes of traffic in each direction. There are too many times traffic comes to a complete stop due to normal operations (bus stops, garbage trucks doing pick ups, etc) and illegal operations (double parking for deliveries etc)

Other: I'm not sure how to accommodate bikes on Park Street - as a thoroughfare, I think Broadway is a good alternative. But, as a destination, maybe it's about adding bike racks near at the north and south ends of the commercial district. Also, I'm not sure I like Alameda Ave being blocked off in perpetuity (doesn't get sufficiently used for seating)

Other: I'd support removing all of the car travel lanes from Park

Other: If you take away parking on Park St, you should provide other options for people to park.

Other: Instead of permanently making a decision, re-evaluate again in the next year or so to determine whether priorities change or parklets are utilized.

Other: It is always congested trying to get anywhere near Park St now, which means less people able to go there and I am seeing a LOT of stores closing. It's like we are feeding the fire of shops leaving Alameda.

Other: It should stay while there is a reason for it, and ended when the reason has ended. Because of COVID-19, businesses have restricted inside capacity. When that has been restored, pre-existing street use should also be restored.

Other: It's the worst thing to happen to Alameda in the 25 years I've lived here. I no longer patronize Park St business due to how awful the changes make getting around.

Other: Like the changes but do feel the impact of less parking.

Other: Make it only for pedestrians

Other: Makes it nicer to walk down, which I'd do more if we didn't have Delta running around. Rerouting the traffic from at least a small section of Park should be seriously considered, it would really benefit from being pedestrian/bike only. (no buses either)

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: Navigating Park st. can be confusing. With parklets, uneven road surface, lane changes, dirty streets and empty storefronts, Park St. resembles a war zone.

Other: Needs safe bike facility more than giving away public space for private businesses, and certainly not for car parking. .

Other: No traffic (promenade only) from Lincoln to Encinal. Add/Build adjacent parking structure. Then 4 lanes from Lincoln to the bridge and 4 lanes from Encinal to Otis (no street parking on Park from Encinal to Otis.

Other: Not accessible to bikes and handicap.

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!1sI2-t1hZuDWEgo-FSuMQkOg!2e0!7i16384!8i8192>

Other: Park should be a car free street

Other: Park st in particular is challenged by lack of another available route

Other: Park 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: Park Street (in the main commercial strip) now has a chaotic feel. For drivers, coming off the Park St bridge to a 2-lane street is challenging. As a diner, several of the parklets feel hazardous and have an ad-hoc appearance.

Other: Park street is a mess with traffic and speeding.

Other: Park Street is a nightmare. it was intended to be a major thorough fare, people still use that bridge, it backs up so easily. Allowing cars to park on the street makes it less safe for pedestrians because they're not really sure who's moving and who's not. And because there's a high amount of restaurants there, there is tons of double parking as well. I only walk there at this point because it's so tricky to navigate and I've seen so many people almost get hit by a car, get into fights,

Other: Park Street is impossible to use. I used to shop there on Saturdays, now I am going out of Alameda to shop.

Other: Park street should be completely closed to traffic and turned into a promenade.

Other: Parking on Park Street is confusing between the plastic bollards, street striping and parking meters. Its not clear where you can park. I love the parklets and am fine with the removal of parking spaces but there should be signage so its clear where you can and can't park.

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: Reducing the number of travel lanes on Park St. has made driving a nightmare. Traffic is incredibly slow, and that leads to frustrated drivers--which leads to more accidents. As a result, more drivers are taking side streets--which means formerly quiet, safe streets are now filled with cars zipping down them, increasing the risk to pedestrians and cyclists. It would be much better to keep Park St. as a major artery for Alameda, by restoring it back to four lanes.

Other: Return Park Street to 4 lanes of traffic, but still allow businesses to have parklets in the metered parking spaces to allow for outdoor dining.

Other: Same as above

Other: same as above adding... Park has a number of near parallel streets Wester does not. Bikes can make do on those. What is needed is really good bike parking - I vote for Alameda street to be closed and used for this purpose.

Other: Same as above comment.

Other: Same as webster street comment

Other: Same as webster, the outdoor dining option is good but the street looks junky. Parallel parking in the space is dicey and snarls traffic. More bike lanes and pedestrian options is great, but the street just seems to be a mess.

Other: Same comment as above, safer & strononger barriers between pedestrians & cars for those sitting in the parklets

Other: See above

Other: Signage, taking, and bollards make it super confusing. Cleans up the look of it and it would be even better!

Other: Similar to Park, safe bike lanes are more important. If you can't change Park, put PROTECTED bike lanes on Oak.

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: Taking public land and giving it away to special businesses is not right. Forces traffic off the thoroughfare and down side streets.

Other: The changes were fine during the pandemic but can change back as businesses open back up. Thanks

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

Other: The majority of the park -lets are unsightly. They do not feel safe to eat in. Traffic is horrible. People doubled park or park illegally in other ways. IF the city required all these restaurants to put in high quality, attractive park let's maybe the change would seem more worthwhile, but the current setup takes away from the city's charm, is unsightly and dangerous.

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

Other: The number of lanes should be lowered the whole length of the street

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 pylons make safe right turns hazardous as they force one almost into the oncoming lane of the street you are turning on to.

Other: The safest lanes are the straightest lanes with no traffic changes. These types of modifications invite increased accidents. The city should release the statistics on traffic mishaps before and after these changes.

Other: the street is a mess. people park illegally everywhere. time to enforce the laws and to tell us how much in meter and parking ticket revenue has been lost.

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 traffic increased dramatically, waiting for the green light takes so long and have to wait a couple times for it to change from Encinal to Lincoln. The excessive traffic now spilled over to Broadway. Please bring the 4 lanes back to park.

Other: The visibility at the intersections where the parklets are has been reduced...not good for us drivers. There is traffic buildup and blocking of the intersection on Lincoln/Tilden where the lanes merge and have gotten stuck at the intersection because people are anxious to cross so they creep and block the intersection. There has been a car hit one of the parklets when people were dining, so it is dangerous. this creates frustration with drivers so things will happen. And YES I do avoid this section of street as well as Webster and Shore Line because it is BAD.

Other: There are so many options that would be less of an eyesore than what Park st has become. With parking and driving impossible.... there has to be a better way to make this work.

Other: There is no parking and the traffic is very heavy. But I do like walking down the street

Other: This change pushes much of the traffic onto Broadway. That is a residential street.

Other: This entire process is a complete disaster and screw-up for the whole City of Alameda. First, we try to avoid Park Street altogether, and now we avoid all businesses on and around Park Street because it's dangerous. The new striping scheme has created a hazardous situation for both pedestrians and drivers. Regularly, vehicles are blocking main intersections as there is not enough room in the roadway. Cars race from point to point in an effort not to get stuck behind a light or in the middle of an intersection. The idea was fine during Covid to provide capabilities for restaurants with outside dining, but now it's time to return to predictable traffic patterns. This entire process keenly illustrates that the City of Alameda Planning, Building & Transportation Department needs new leadership at the very top and quickly. The Department's ideas are injudicious, ill-advised, nonsensical, and reckless, and that's being nice! Why is the City Planning Department trying to run a business that pays taxes out of town? This entire process nonsensical going forward after Covid-19. I cannot believe you are proposing the concept to continue using one lane each way; this is laughable! God Help US!

Other: This is just a disaster. It is dangerous for pedestrians trying to cross Park at Lincoln (e.g., walking to the library) because cars back up into the intersection due to traffic coming to a dead stop because there is only one lane the street that links Southshore and all the Park Street businesses with the freeway. People who know about the change avoid Park Street altogether, which drives more traffic onto other streets. I don't understand why you are trying to turn our only two-lane streets into traffic disaster areas. Traffic also backs up at the south end near Encinal.

Other: This is now the absolute worst street in Alameda. I avoid it at all cost.

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: Too much street furniture. Have two lanes with bike lanes and on street parking. Modify Broadway and Oak Sts to allow more thru traffic.

Other: Unfortunately this has created more traffic on the smaller side streets (ex. Oak St.). The many barriers, striping, signage, etc., can be visually confusing to drivers. Parklets, besides being empty most of the day, actually put people closer to moving vehicles. Finally, how would they affect July 4 parade, car show and street fairs?

Other: Unfortunately traffic is going to be impeded significantly with fewer lanes.

Other: What a complete disaster; way too confusing. I avoid shopping on Park Street now.

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: While I like the change and support it, traffic can get really backed up, which adds to our already increasing traffic issues on our lovely island.

Other: Wish street was closed.

Other: Worth keeping the temporary plaza at Alameda and Park. Can traffic signals be adjusted to better pace cars? Even as a careful driver I've found myself in the intersection box or annoyed at someone else who is blocking it. Road diet is definitely an overall benefit, I would just suggest more tuning for auto signals

Other: Would love for there to be no cars at all on Park