

Gail Payne

From: Amy Cheng <amy.ti.cheng@gmail.com>
Sent: Tuesday, May 24, 2022 3:01 PM
To: Gail Payne
Subject: [EXTERNAL] Grand Street bike lanes

Hi Alameda City Council,

I support protected bike lanes on Grand. I am a daily bike commuter. I ride Otis -> Grand -> Clement every morning, and reverse that every evening.

At present, Grand and Otis both have unprotected bike lanes. As a result, cars drive in and out of the lanes regularly without checking out for cyclists. This problem is especially apparent near the park at the intersection of Grand and Otis, where cars not only drive in the bike lane, but park in the bike lane. It makes me feel unsafe. I also rarely see kids using that path.

In contrast, the Clement protected bike lanes physically separate cyclists from cars. As a result, I often see kids on bicycles ride up and down that lane. I also personally feel much safer with a physical barrier.

The traffic issues on the island are quite apparent. Taking cars off of the road and putting them in bike lanes can only help with the rise in traffic expected from the rise in housing construction.

Please vote to build protected bike lanes on Grand.

Thank you,
Amy Cheng

Gail Payne

From: Ashley Lorden <ashley.f.lorden@gmail.com>
Sent: Tuesday, May 24, 2022 6:49 PM
To: Gail Payne
Subject: [EXTERNAL] Letter to Transportation Commission re: Item 6A, Grand Street Improvements

Hello,

I am writing as a neighbor in the Bronze Coast, as a parent whose children will attend Love and Wood, and as a regular user of Grand by bicycle and vehicle, to applaud staff's recommendations for a safer Grand Street with a protected bike lane.

Grand Street is a beautiful and celebrated reflection of our peaceful, healthy, neighborly community. Creating protected bike lanes is a great way to uphold those values on the street itself, by making it safer and more accessible for families and encouraging exercise by bicycle. I am proud of our neighborhood and look forward to this improvement to make it even better!

Thank you for this good work!
Ashley Lorden

Gail Payne

From: Cameron Holland <camholland@gmail.com>
Sent: Tuesday, May 24, 2022 10:04 PM
To: Gail Payne
Subject: [EXTERNAL] In support of protected bike lanes on Grand Street

Hi Gayle,

I am writing in support of the proposed protected bike lanes on Grand Street between Shoreline and Encinal. I bike throughout Alameda with my family and we always struggle to find safe, protected lanes to to move between the North and South of the island. My kids, 10 and 12 years old, are starting to ride independently to sports and to see friends. We need more connected bike lanes so that they can safely bike on their own. Grand is well positioned for protected bike lanes given its width and that it runs all the way from Shoreline to the Grand Marina, is in the center of the island, and connects to schools and parks.

I strongly urge the Transportation Commission to approve staff recommendations for this Grand Street project.

Thank you,
Cameron Holland

Gail Payne

From: Carol Gottstein <cgfflask@gmail.com>
Sent: Tuesday, May 24, 2022 12:43 PM
To: Gail Payne
Subject: [EXTERNAL] Re: Grand Street crash information. Can't find any for the past 20 years!

Gail,

I can see the dots. But hovering over them links to nothing to justify their placement. Where is the data for each dot? Only one dot at Clinton is orange, signifying a KSI event. All the other dots are blue = lesser severity. I do not think this makes Grand Street between Dayton and Encinal a High Injury Corridor at all.

Vision Zero's own definition [pg 31]:

"HIGH INJURY CORRIDORS: This refers to corridors that were identified during the crash analysis as having a disproportionately high number of fatal and serious injuries. A high injury corridor map was developed by identifying the streets with the highest crash densities and weighting crashes by severity."

I'm sorry, but one KSI incident between 2009-2018 is not "disproportionately high". It's not even greater than chance. Whoever prepared this report should issue a retraction and a correction. This is not believable to anyone with common sense. A multimillion dollar project like this needs to be justified by an honest appraisal of the problem it seeks to correct. Such an appraisal is not in evidence in Vision Zero.

Yes you may put my emails in the Correspondence for this agenda item. Please include my xray. Thanks!

Carol Gottstein

On Tue, May 24, 2022 at 12:10 PM Gail Payne <GPayne@alamedaca.gov> wrote:

Carol,

I am sorry to hear about how the crash in San Francisco impacted your health.

There is a map on page 13 of the below PDF showing the locations of crashes along Grand Street and other streets in the city:

<https://www.alamedaca.gov/files/assets/public/departments/alameda/transportation/vision-zero/alamedavisionzeroactionplanfinal.pdf>

Would you like me to include your email with the Transportation Commission packet as Correspondence?

Thank you kindly,

Gail Payne, Senior Transportation Coordinator, City of Alameda (she/her/hers)
510-747-6892 - gpayne@alamedaca.gov

From: Carol Gottstein [mailto:cgfflask@gmail.com]

Sent: Tuesday, May 24, 2022 11:43 AM

To: Gail Payne <GPayne@alamedaca.gov>

Subject: Re: Grand Street crash information. Can't find any for the past 20 years!

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Thank you Gail. I have now searched the Appendices A thru G of the Vision Zero Action Plan. I see a lot of aggregated data, numbers and percentages, and graphs of the same data. But I cannot find any data justifying the labeling of the stretch of Grand Street between Dayton and Encinal as a High-Injury Corridor. As shown on the colorful maps, this stretch of Grand is specifically excluded from being a Motorcycle or Automobile High Injury Corridor [Appendix F: pgs 50 and 52]. The designation High Injury Corridor is suddenly colored in on the maps for bicycles and pedestrians, without any supporting documentation.

It is our lived experience that when there is a serious injury or death caused by a motor vehicle, the street is closed for some time while an investigation occurs. There are also signs of the trauma: pieces of metal and glass, later a memorial of flowers and candles. It would also be covered in the local newspapers. I am racking my brain but I cannot recall this happening on my block, or on Grand between Encinal and Dayton, in the past 20 years. If you can refresh my memory, I would appreciate your directing me to the specific date and news story of the incident.

Otherwise, I cannot find any specific data supporting the conclusion found on Slide 15 of the 5.25.22 PowerPoint: namely that this stretch of Grand Street is: "On the city and county high-injury network".

It seems to me that this "conclusion" is an assumption extrapolated from the fact that Grand happens to be the only north-south street stretching all the way across the island. I don't think an unsupported assumption justifies disrupting the parking of all the residents currently living on the street; many of whom will not be able to safely adjust to the "recommended" option.

Don't get me wrong. I was hit by a car as a pedestrian in a San Francisco crosswalk decades ago. Attached is an XRay of myself, showing the reconstruction necessary after one survives such a trauma. I want the street to be

safer to drive and walk on. I personally think Grand Street would be better served with one or more four-way stops and perhaps speed bumps since you plan to resurface the street anyway. And since June 2021, 2 elderly pedestrians have been killed, within five months of each other, at intersections where the improvements contemplated for Grand Street are already in place.

Other streets have the data to support Vision Zero, but until you show me the data, Grand Street between Dayton and Encinal is not one of them.

Thank you,

Carol Gottstein

510.930.4471

On Mon, May 23, 2022 at 3:53 PM Gail Payne <GPayne@alamedaca.gov> wrote:

Carol,

Link to Vision Zero:

<https://www.alamedaca.gov/Departments/Planning-Building-and-Transportation/Transportation/Vision-Zero>

Thank you kindly,

Gail Payne, Senior Transportation Coordinator, City of Alameda (she/her/hers)
510-747-6892 - gpayne@alamedaca.gov

Gail Payne

From: Carol Gottstein <cgfflask@gmail.com>
Sent: Wednesday, May 25, 2022 10:44 AM
To: Gail Payne
Cc: Manager Manager; Marilyn Ezzy Ashcraft
Subject: [EXTERNAL] RE: 5.25.2022. Transportation Commission Agenda Item 6-A: Grand Street Improvements

Dear Transportation Commission Members and Staff:

Many thanks to my Grand Street neighbors for putting together the petition which has 105 supporters! I note sadly that, since the introduction of traffic "safety" features on other streets, such as are envisioned for Grand Street between Encinal and Shoreline, Alameda traffic fatalities have incredibly increased.

On Sun 6.27.2021, at 10 PM, Fred Zehnder, 87, was hit and killed by a drunk driver at the corner of Lincoln and Walnut. The safety bollards were already there.

On Wed, 11.3.2021, at 8 AM, Wilma Chan, 72, was hit and killed by a driver while crossing Shoreline, near Grand. Again, new safety measures were already there.

That's 2 fatalities within five months---AFTER the City installed the alleged "safety improvements" of bollards, curb extensions, and re-routing of bike lanes!

Do bollards, curbs, and expanding bike lanes really improve safety? The City has no data and no analysis of the results of what it has already done to the streets of Alameda.

Grand Street between the lagoon and Encinal is now deemed a High Injury Corridor. Why? When was the last serious pedestrian auto collision on this stretch of Grand?

In the City's own Vision Zero data, Grand Street up to Encinal has had only one actual serious injury crash--at Clinton--recorded between 2009-2018 [precise date unknown]. Therefore, Grand Street does not meet the Vision Zero definition of a "high injury corridor".

<https://www.alamedaca.gov/files/assets/public/departments/alameda/transportation/vision-zero/alamedavisionzeroactionplanfinal.pdf>

Don't get me wrong. I live on Grand Street between Encinal and San Antonio, in the house I grew up in since 1955. I have lived there continuously since the 1990s. I do remember when there was no traffic light at Grand and Encinal in the 1960's and after there was a crash on each corner, neighbors had to lobby the City for that light.

I agree that the traffic has greatly increased and needs to be thinned and slowed.

I was hit by a car as a pedestrian in a San Francisco crosswalk decades ago. I've had six spinal fusions since. I provided Gail Payne with an xray of my spine showing the more than 20 metal implants holding it together. [You are welcome to look at it if it does not make it into the Correspondence for this agenda item]. I want the street to be safer to both drive on and walk on. In my opinion, the numerous distractions to drivers added by the curb extensions, added signage, rearranged parking and new bike lane routing probably made a pedestrian auto collision more, rather than less, likely.

I personally think Grand Street would be better served with one or more four-way stops, as some streets in San Francisco have at every corner, and perhaps speed bumps, which are tried and true methods for slowing traffic and don't take away parking spaces.

One thing I don't want is to make Grand Street more unsafe. I think the City plan would do just that. Thank you.

Carol Gottstein
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Alameda, CA 94501-4027



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*Founder,
non-voting*

May 24, 2022

RE: Item 6A: Grand Street Improvements

Honorable Chair and Members of the Transportation Commission,

We are writing in support of staff's recommendations regarding the redesign of Grand Street, especially the protected bike lanes between Otis and Encinal. These are an important safety upgrade from the mostly paint-only bike lanes originally proposed, and key to the safety of bicyclists — and potential bicyclists — who ride along this Tier-1 High Injury Corridor. That this safety enhancement can be in place, offering thousands of Alamedans safer mobility as soon as this time next year is a very exciting prospect, and the kind of action our Vision Zero 2035 commitment calls for.

Grand Street is a major north-south connector that serves several important destinations, including Wood School, Rittler Park, the beach, Franklin School, Franklin Park, and Franklin Pool. It also directly connects central Alameda to the Shoreline cycle track. Upgrading to protected bike lanes here would constitute a giant step forward in safe connectivity for our growing low-stress bike network.

The protected bike lanes will do more than dramatically improve bicyclists' safety and expand and connect our low-stress bike network, though. [Separated and protected bike lanes make streets significantly safer for all users of the street.](#)

The benefits start with safety, and build from there in other important ways. Enabling so many **more** people, of all ages and abilities, to make different travel choices every day, specifically to ride bikes rather than drive or be driven, will help us reduce congestion and idling around school pick-up and drop-off zones, improve community mental and physical health, reduce traffic noise, reduce air and water pollution, and reduce GHG emissions to help slow climate change.

We understand there is a lot of opposition to staff's recommendation, particularly from neighbors who don't want the protected bike lanes. These lanes necessitate removing additional parking, which is rarely popular with residents. However, City plans and policies have anticipated these

objections, and explicitly prioritize safe biking facilities over parking in our public rights of way:

- Safety First: When designing streets, the safest treatments should be considered the default starting point and be degraded only if necessary after documenting rationale for the approach. (Policy ME-6, Action B.)
- Space Priorities: When allocating public right-of-way space, the first consideration shall be for people walking, bicycling, and using transit. Space for on-street parking shall be the lower priority. (Policy ME-6, Action G.)
- Low-Stress Bikeways: Provide separated bicycle lanes instead of unprotected, standard bicycle lanes, unless not feasible. (Policy ME-14, Action H.)

In what should be relatively good news for neighbors who are worried about reduced parking, though, existing parking needs will continue to be met with staff's recommended design. Many houses here also have unusually ample private driveway space that could be used should more parking space be needed.

Neighbors have also expressed concerns about driveway maneuvers, particularly backing out, which is trickier than pulling in. Driveway conflicts with vulnerable users should absolutely be considered and mitigated, but these issues exist right now, as is. It's unclear how the proposed plan changes the situation for the worse; it might actually improve it. Currently, 55% of children are biking on the sidewalk or in the parking shoulder along Grand, which may not be surprising considering it's a high injury corridor. Drivers pulling out of driveways need to exit slowly, and carefully scan the sidewalk and street for bicyclists, and should continue to do that in any scenario. But the space will be better organized by mode: more bikers will be in one zone, in clear view as drivers pull out, in the protected bike lane near the curb. As an additional benefit, pedestrians will have more room and fewer conflicts with bicyclists on the sidewalk, since many of them will choose to use the protected bike lane.

For neighbors concerned about space for the back ends of their cars while pulling out, the recommended plan as we understand it includes a very generous buffer (11 feet on the parking side beyond the protected bike lane), and very good visibility (daylighting on the parking side, and completely unobstructed sightlines for the no-parking segments). These features should help, and make pulling out considerably easier than what residents of other high-volume streets like High and Buena Vista manage regularly with limited visibility and no buffer. With the traffic calming measures in place, traffic speeds will be reduced, too, which should help further.

If concerns remain, though, we'd propose looking at other mitigations, like removing more parking to improve visibility even more, as opposed to

downgrading safe biking infrastructure. This would be in keeping with our City's prioritization of safety over parking.

Some have proposed that the City rely less on street design and more on enforcement to enhance safety, but our policies call specifically for street designs that are self-enforcing, a strategy that has additional benefits beyond more effectively preventing injury in the first place:

- Self-Enforcing Design: Design streets and rights-of-way to support vehicle speeds of 25 miles per hour or less, efficient bus movements and safe bicycle and pedestrian movements, to reduce the need for active enforcement and the risk of bias. (Policy ME-10, Action C.)

We welcome the other proposed traffic calming measures, and that jog in the street which slows car traffic while offering neighbors a little parking on both sides of most street segments. We also appreciate the thinking around delivery vehicle management, an issue that regularly impacts the safety of bicyclists, and has long deserved attention.

Further improvements we hope you will consider, and suggest that staff explore and detail out more:

- More physical bike lane protection than shown in the visual: concrete curb stops and robust bollarding (attractive metal or cement bollards befitting to Grand Street, ideally)
- Solutions that prevent vehicles from entering the bike lanes at entry points, intentionally or not
- Smooth surfacing across the width of the bike lane and gutter (an issue with the protected bike lane along Otis)
- More bike lane protection for the segment between Otis and Shoreline, which is currently designated as buffered (paint-only)
- Best-practice solutions that improve safety at intersections for all users, especially the most vulnerable

As the first significant transportation infrastructure project our City is evaluating since adoption of our Vision Zero Action Plan and our General Plan, this project is an important test of our commitments: are we up to them? We have an opportunity before us here with Grand Street to demonstrate, through action, that we are.

Thank you for your time and consideration.

Bike Walk Alameda Board

Dear Planning Commission:

We have owned our home at 705 Grand Street for twenty-two years.

Since the pandemic began in 2020, the speed of traffic, the volume of traffic and the type of traffic has changed dramatically.

Drivers are speeding on Grand between Encinal and Otis and exhibit poor judgment like swinging around cars that are turning left onto San Antonio or San Jose. We have been passed on Grand Street when we are driving between 25 and 30 miles an hour. Drivers have tailgated and honked in anger when we slowed to turn into our own driveway.

Since the pandemic began there has been no traffic enforcement on Grand Street. We have contacted the APD a number of times to report this problem, and every time were told there were not enough police officers to enforce the speed limit. Traffic deaths and pedestrian accidents in Alameda have increased dramatically over the past several years; this is a public safety issue that APD needs to address.

Parking and exiting from our driveway into Grand Street, always a challenge, has become dangerous with the increased speed of traffic and now that drivers are less courteous. Cars and trucks parked on the curb often block the view of oncoming traffic and add to the challenge.

Since the pandemic began, the type of vehicles on Grand Street has changed. It's our understanding that Grand Street is not a truck route.

There are more delivery vans from Amazon, Fedex, and UPS, which is to be expected in the last couple of years. But there are also more large trucks: 18 wheeler Safeway trucks en route to South Shore, trucks hauling construction equipment, and other large trucks now use Grand Street regularly. Often our house shakes when a large truck goes by.

We agree that Grand Street has a traffic problem; we disagree with the proposed plan to address it.

1. The proposed wandering roadway plan takes away parking spaces in front of half the homes on the street. We often have guests who need a place to park, and we also need parking on the street when we move cars in and out of the driveway.
2. The proposed plan moves parking out beyond the dedicated bike lane, making it even harder to back out of the driveway than it is now.
3. The proposed plan fundamentally changes the character of Grand Street, one of the most historic, attractive residential streets in Alameda.

There are simpler options to solving Grand Street's traffic problem:

- 1. Enforce traffic laws and the 25 mph speed limit. Make it a priority to ticket speeders and drivers exhibiting unsafe driving.**
- 2. Install prominent 25 mph signs and move electronic speed detection signs up and down the street. Have portable electronic signs parked at Encinal and Grand, and at the Southshore bridge with a customized Slow Down message that changes.**
- 3. Install four way stops at two or three of the following streets: San Antonio, San Jose, Clinton, and Dayton. This would slow down traffic and offer better crossing safety for school children walking to Franklin School, and the general public.**

Another option: Install European style small roundabouts at San Antonio, San Jose, Clinton, and Dayton to calm traffic. Connect crosswalks to these islands in the middle of the street.

Another option: Install shallow speed bumps at intervals along Grand Street

Emergency vehicles could negotiate all three of these traffic calming strategies. It would only add several seconds to their response time.

- 4. Create a more defined bike lane along Grand Street, but keep parking at the curb.**

We are long-time residents of Alameda and have raised three children on Grand Street. We cherish the neighborhood and our beloved city of Alameda, and we are grateful for the opportunity for community engagement.

Sincerely,

Hale and Beth Foote
705 Grand Street
Alameda, CA 94501

revbethfoote@gmail.com
hfoote@scandic.com

Gail Payne

From: Gena Harriet <genaharriet@gmail.com>
Sent: Tuesday, May 24, 2022 6:09 PM
To: Gail Payne
Subject: [EXTERNAL] Grand Street Project

Dear City Officials involved with the Grand Street repavement project,

I am a homeowner on Grand Street and this project will directly affect my family and I. We walk and bike on Grand and my children will be attending Wood Middle School next year. I am very happy that the street will be repaved and support improved bicycle/pedestrian safety. We have off street parking so parking loss is not an issue for us. However I still have several concerns with the planned separated bike lane and road configuration, as well as the overall aesthetics of the design. I believe that some additional considerations should be made for the people that actually live on Grand Street 24 hours a day instead of just people who ride their bikes down the street for several minutes. I know there was pushback from the original design by the biking community and so the design was modified with the separated bike lanes. I feel the residents of Grand Street did not have an issue with the original design and therefore did not voice any additional concerns at that time. Now that the original design was changed drastically those of us who will be affected most by the changes should have an equal opportunity to be heard. So I appreciate you taking the time to review these concerns before making a final decision to approve this project as it stands. I believe there is room to create a plan that will make all parties happy.

I'm not convinced that Grand Street is as dangerous as they are claiming in the workshop. I walk and bike Grand almost daily and I watch from my front window numerous bikers ride up and down the street safely. I have never witnessed the amount of danger that is suggested. I would like to see the actual statistics that warrant such an extreme change in the street configuration. There are some vague percentages sited in the slide show but no real numbers and specifically what are the numbers on this particular stretch of Grand Street?

Otis to Encinal Findings

- On the city and county high-injury network
- Speeds are high (32 MPH 85% percentile)
- 21% of all crashes due to speed
- Parking demand is low (30% peak occupancy)



Otis to Encinal Findings (Cont)

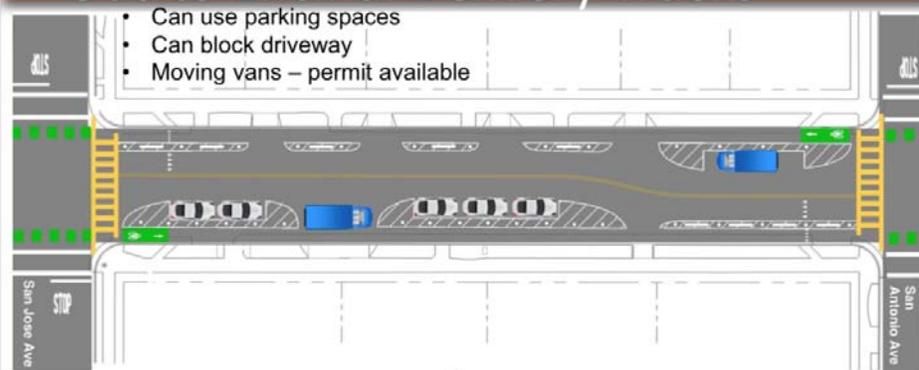
- 55% of children rode on the sidewalk or in the parking shoulder
- 35% of injury bicycle collisions involved children (from 2015-2019)
- Separated bikeways improve safety for all users



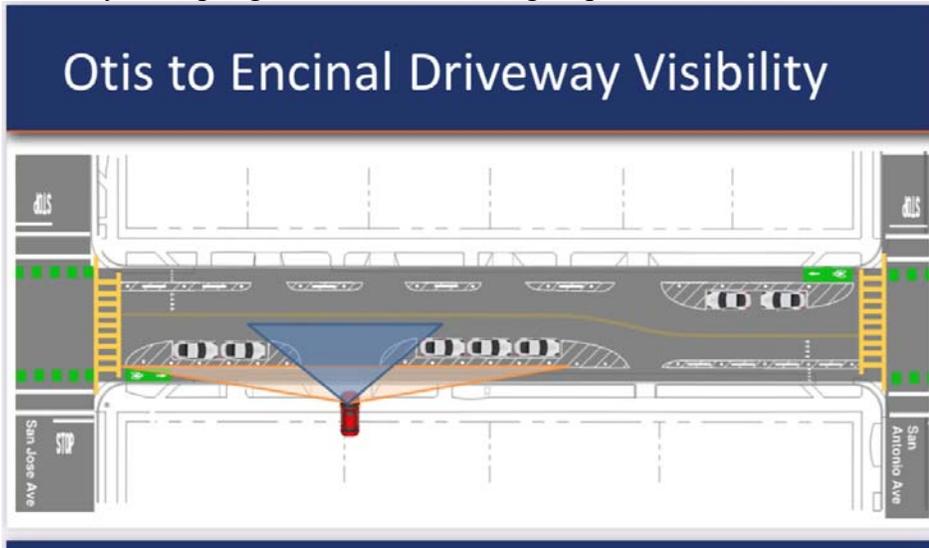
The project consultants' design plan is flawed. The idea for delivery vehicles is to block driveways. Unfortunately the plan shows a double width driveway. In reality most homes on Grand Street have only a narrow single car width tandem driveway. I only counted two double width driveways from Encinal to the lagoon bridge. Even so only a small delivery truck would fit this space. They also show delivery trucks can park in dedicated spots but by reducing street parking I fear these spots won't be available. Furniture, landscape supplies, large UPS trucks, utility trucks would be forced to double park blocking the road. These larger deliveries take longer to unload and it won't be just for a couple of minutes.

Otis to Encinal Delivery Trucks

- Can use parking spaces
- Can block driveway
- Moving vans – permit available



The plan for driveway visibility is similarly flawed. Again it shows a double car width driveway with a car pulling forward onto the street. The reality, single car width with cars backing out of driveways. The rendering shows the cars pulling out with no parked cars on the other side but if you notice the opposite side of the street the driveways have cars parked across from them. When you do back out of the driveway I'm afraid you will have difficulty clearing a narrow radius when the parked cars are in the middle of the street. I already have difficulty attempting this with a much larger space.



I'm also worried that cars only parked on one side of the street will cause increased pedestrians jaywalking across to their homes on the other side. As well as gardeners, contractors, delivery people etc. We need to consider the elderly on our street as well, not all of them have off street parking. My neighbor for one uses a cane and has to park in the street so according to the plan she would have to park across the street on our block.

With the narrowing of the lanes and bollards on one side, parked cars on the other it does not seem that there will be enough room for cars to move out of the way for emergency vehicles, in particular fire trucks. Because the fire station is at one end of Grand they use Grand as a thorough way. There are several huge fire trucks that come through multiple times daily responding to emergencies. Where are the cars going to pull over to get out of their way?

The road is just not wide enough to accommodate the proposed plan effectively. If there was capability for a center turn lane, a lot of these issues would be resolved.

The project is in a strictly residential neighborhood and the section between Encinal and the lagoon bridge is historically significant. It is a charming tree lined street and I'm worried that projects like these will slowly erode Alamedas small town feel. The application of this plan is more fitting for an urban commercial or industrial zone not a residential neighborhood. The bollards and posts are aesthetically ugly and the city has failed to maintain any of the current separated bike lane gutters or bollards. The dilapidated bollards and dirty gutters throughout the city lead me to believe there is no funding for future repair or general maintenance for this project either. Look at our downtown and shoreline, most of the bollards are destroyed, damaged or vandalized and are an eyesore. We currently have street sweeping on Grand, who will be maintaining the street and keeping it clean? There is no room for street cleaners in the separated bike lanes. The city's current separated bike lanes are filthy, full of garbage and debris, some places so thick weeds are growing in them. It's bad enough the city can't maintain this in our public spaces but would you want this in front of your home? I'd

encourage you to look around town and ask yourself if you would like this to be the view from your front window?



Thank you for taking the time to listen to my concerns. Please consider them when making your decision. I understand the community's desire for safe bike routes but there are families that have to live everyday with whatever decision is made. I believe the first design accomplishes increased safety while maintaining consideration to the homeowners and residents of Grand Street. It had improved bike lanes, crosswalks and calming measures at a much less aggressive scale. Hopefully we can work together to make Grand Street better for everyone.

Sincerely,

Gena Harriet

Gail Payne

From: John Brennan <johnpbrennan@yahoo.com>
Sent: Tuesday, May 24, 2022 2:54 PM
To: Gail Payne
Subject: [EXTERNAL] Additional letter to the commissioners re Grand Street Plans

Hi Gail,

One more for the commissioners!

Just wanted to make a couple additional points to the Commissioners. Thanks so much.

Best,

John

Dear Alameda Transportation Commissioners,

I wanted to share a few additional points about the Plans for Grand Street—especially why Plan 2 is highly problematic and Plan 1—perhaps with additional measures—is much better.

- a. **The city and state want to encourage adoption of more ADUs**, often used for elderly family members, to ease the housing crisis. This will create the need for more parking, especially in front of people's homes, not less.
- b. **On Otis between 8th and the south branch of Willow—a very busy street where bike lanes were recently revised—separated bike lanes are only used where there are no houses facing Otis.** Where Otis passes by people's homes—where driveways are facing Otis—the design reverts to traditional bike lanes with a small buffer—and the width for parking, bike, buffer and travel lanes is approximately the same as Grand. I've measured both streets. With a parking lane of 90"—wider than the parking lanes on Shoreline or Otis, a bike lane of 60"—the same as Santa Clara and as Otis, a buffer lane of 20 – 24"—same as on Otis and wider than Aughinbaugh, you still have room for a traffic lane of 116 – 120"—same as Otis, Blanding and Santa Clara. This design works on Otis—it can work on Grand—only with better striping and markings.
- c. **The survey results outlined in the city's report are imprecise and therefore potentially misleading.** When I took the survey I responded favorably to enhanced bike lanes—similar to what I've seen elsewhere in the city—particularly on Otis. I would not have responded favorably to the design proposed in Plan 2. Separated bike lanes can be an appropriate solution where there is room—but there isn't on Grand between Otis and Encinal without severe negative consequences, especially to residents.

We want to be part of the constructive dialogue to improve cyclist, pedestrian and motorist safety in a way that doesn't create so many other problems, as Plan 2 does. Plan one—perhaps with additional enhancements (4-way stops, elevated bike lanes, speed bumps, speed signs, etc.).

Thanks for listening and considering,

John

John Brennan
510-517-7622
JohnPBrennan@Yahoo.com

Gail Payne

From: Jonathan MacMillan <jonathanjmacmillan@gmail.com>
Sent: Tuesday, May 24, 2022 2:10 PM
To: Gail Payne
Subject: [EXTERNAL] Grand Street Bike Lanes

Hello Ms. Payne,

I wanted to send my support for the bike lanes on Grand Street. I bike regularly in Alameda and safely going north/south is really challenging. This is a crucial connection with the schools (my son will attend Wood MS). Our closest friends live just off of Grand. Please add my comment supporting the most protected option for bike lanes.

Jonathan MacMillan
728 Lincoln

Gail Payne

From: jlau _ <jonjlau@gmail.com>
Sent: Tuesday, May 24, 2022 11:43 AM
To: Gail Payne
Subject: [EXTERNAL] To the Transportation Commissioners - Grand St

Dear Gail,

I am unable to attend the meeting tomorrow and would like to provide my enthusiastic approval of the updated protected bike lane design for Grand St. I have lived on Grand St for 40 years and hope that this redesign receives approval. I am glad that safety with protected bike lanes is prioritized rather than parking, which is under utilized on Grand St anyway. I am hopefully looking forward to the day when I can comfortably bike with my two young children up and down the entire length of Grand St in protected bike lanes. This project is a great start!

I do want to make a comment about the protected bike lanes having aesthetically appropriate barriers going through the Gold Coast area on Grand St. Please none of the new white bollards that have been installed on Clement Ave, they do not fit in with the character of the neighborhood.

Thank you,
Jonathan Lau
309 Grand St, Alameda, CA 94501

Gail Payne

From: Kyle Navis <knavis@gmail.com>
Sent: Wednesday, May 25, 2022 11:10 AM
To: Gail Payne
Subject: [EXTERNAL] Protected Bike Lanes on Grand (Attn: Transportation Commissioners)

Dear Transportation Commissioners (c/o Gail Payne),

I would like express strong support for installing protected bike lanes on Grand Street. I routinely ride my bike with my child on the back along routes that run parallel to Grand, preferring longer routes on less busy streets for safety's sake. I would be much more inclined to bike along Grand if protected bike lanes were available, using it to access places like the grocery stores at South Shore Center and the beach.

Thanks for your consideration!

Kyle Navis
Eagle Ave, Alameda

Gail Payne

From: Norcal Cosplay <norcalcosplayx@gmail.com>
Sent: Wednesday, May 25, 2022 2:04 PM
To: Gail Payne
Subject: [EXTERNAL] Protected Bike Lanes

Hi,

I support protected bike lanes on Grand. Too many cyclists keep dying due to car drivers and its proximity to a middle school means cycling youth also need the extra protection. It will also mean less car traffic and more cyclists. On Telegraph's protected bike lanes in Oakland, I see so much bikes parked. Up to a dozen at a time. Takes up much less space then car parking and means more people can get in and spend money.

-Z

Gail Payne

From: Savanna Cheer <savanna.cheer@gmail.com>
Sent: Wednesday, May 25, 2022 12:03 PM
To: Gail Payne
Subject: [EXTERNAL] Comments on item 6-A

Hello Transportation Commissioners and Gayle,

I'm writing this evening to express my strong support for the safest possible option for the Grand Street improvement project. This route is a critical north-south road and is a sensitive byway to a middle school. Safety should be paramount in any projects on Grand Street.

Tonight you will hear from countless residents of the Gold Coast including those who live on Grand Street. While you should absolutely listen to their feedback and support them in working through their anxieties, at the end of the day, you should be recommending safety over any expressed inconveniences. Part of your job is to analyze the concerns expressed and decide whether they should outweigh safety. A parking spot or driveway access can not and should not be a priority over a safe biking route. Folks that live in the Gold Coast have tremendous privilege and accumulated wealth. This appears to give them some sense of entitlement over how public streets should be managed. I hope this evening you will set their expectations straight and vote for safety, not appeasement of Alameda's rich.

Additionally, I'd like to note that the Mayor lives on Grand Street and would be directly impacted by the improvement project. Therefore, she is not an objective analyst of traffic or bike safety on this project. Neither is her husband or anyone who lives in her home. While I suspect she will or has back channel a "middle ground," or some way to make everyone happy - I hope you'll resist this pressure and again, vote to advance the safest and smartest improvement option. In fact, council is obligated to prioritize safety over parking in any road improvement project. If you don't advance the safest option, you won't be allowing them to do their jobs to the fullest extent.

Lastly, by recommending the safest option, you'll make Alameda the accessible, bike and pedestrian-friendly place we all aspire for it to be. You'll also affirm an important community value for the rest of Alameda - that the entire island is open and available for all modes of transportation to anyone at any time. In fact, this is a principle you addressed earlier in tonight's agenda item on equity.

Thank you for your consideration of my comments and for your hard work on this topic and other transportation issues.

In community,
Savanna Cheer

Gail Payne

From: Stacy Reid <stacy94502@gmail.com>
Sent: Wednesday, May 25, 2022 2:54 PM
To: Gail Payne
Subject: [EXTERNAL] In support of improved bike lanes on Grand

This email is in support of improved bicycle lanes and safety improvements on Grand St and the surrounding areas.

I own a historic home on the corridor we are talking about - myself and my children rode our bikes everywhere we can around town. This particular area needs improvement . Motorists are unfettered in their mis treatment of cyclists and pedestrians in the area - improvements to protect cyclist and pedestrians is good for the people , community and climate

Stacy

Gail Payne

From: John Knox White
Sent: Wednesday, May 25, 2022 12:36 PM
To: Gail Payne; City Clerk
Cc: Andrew Thomas
Subject: FW: [EXTERNAL] Fwd: Plans for Grand St.

Just making sure this is included in the TC communications.

Best,

John Knox White
City Councilmember, Alameda
(he/him or they/them)

From: Sue Devine <shdevine@aol.com>
Sent: Wednesday, May 25, 2022 12:21 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Fwd: Plans for Grand St.

Below is a copy of what I recently sent to the mayor expressing my concerns regarding upcoming plans for grand st. She recommended that I share this with you. Please help us and work with us to devise a better plan.

Sent from my iPad

Begin forwarded message:

From: Sue Devine <shdevine@aol.com>
Date: May 12, 2022 at 9:16:28 AM PDT
To: marilyn@marilyn4alameda.org
Cc: Sue Devine <shdevine@aol.com>, JOSEPH Devine <jdevine396@aol.com>
Subject: Plans for Grand St.

Hi Ezzy—

I am contacting you to voice my very serious concerns for the transformation of Grand St. into biking interests rather than homeowner interests.

Please fight this plan and work with those directly effected to devise a better option.

We see the current plan as forcing us (senior citizens) out of our home and seriously impacting our future here in Alameda.

Thank you for your consideration.

Sue Devine
811 Grand St.
Alameda, Ca 94501
510-384-9996

Sent from my iPad

Gail Payne

From: Thaddeus Lisowski <thaddeus.lisowski@gmail.com>
Sent: Wednesday, May 25, 2022 1:01 PM
To: Gail Payne
Subject: [EXTERNAL] Grand Street road improvements--for tonight's meeting

Dear Ms. Payne,
I would like to add my voice to those who are supporting the staff's recommendation for protected bikeways along Grand Street. My daughters and I have bicycled multiple times along any of the cross-island routes (Shoreline's excellent bike path, or the path in Jean Sweeney park) but there are not yet safe options for moving north-south between these cross-island routes.

We have, in fact, taken Grand Street several times to bike between the cross-island east-west routes, and it's somewhat safe currently, but a protected bike lane would be much safer. Having young riders right next to speedy cars was not the safest option, and I was scared for them as we rode.

Thank you for reading this input and possibly including it as public input for tonight's meeting.

Have a great day.
Thaddeus Lisowski

Gail Payne

From: Tony Ouyang <aouyang@gmail.com>
Sent: Tuesday, May 24, 2022 10:43 PM
To: Gail Payne
Cc: fei.x.ouyang@gmail.com; Sophi Ouyang; Chloe Ouyang
Subject: [EXTERNAL] Protected Bike Lanes for Grand Street!

We live in Grand Marina Village at the end of Grand Ave.

As a family with 10 year old and 7 year old daughters we often bike to/from Maya Lin school and also bike to/from South Shore. We're always very cautious about biking around traffic, and while we appreciate the wide street on Grand, having a protected lane would make things much safer, enjoyable, and less stressful.

We're in full support of this proposal. It will go a long way to make Alameda even more bicycle friendly, and beautify the island for more non-car traffic!

Tony, Fei, Sophi, and Chloe Ouyang
1603 Fortmann Way, Alameda, CA 94501

Sent with [Mixmax](#)



Grand St

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