

Survey Summary for Grand Street Resurfacing and Safety Improvement Project (May 9, 2022)

Which of these are important to you?

Importance Ranking	Total	%
Bicycle and pedestrian comfort	15	5%
Bicycle and pedestrian comfort ,Maintaining plentiful parking sup	3	1%
Maintaining plentiful parking supply	20	6%
Safety for all road users	19	6%
Safety for all road users,Bicycle and pedestrian comfort	32	10%
Safety for all road users,Bicycle and pedestrian comfort ,Maintain	5	2%
Safety for all road users,Maintaining plentiful parking supply	13	4%
Safety for all road users,Traffic calming (lowering traffic speeds)	6	2%
Safety for all road users,Traffic calming (lowering traffic speeds),	149	46%
Safety for all road users,Traffic calming (lowering traffic speeds),	25	8%
Traffic calming (lowering traffic speeds)	6	2%
Traffic calming (lowering traffic speeds),Bicycle and pedestrian c	31	9%
Traffic calming (lowering traffic speeds),Bicycle and pedestrian c	1	0%
Traffic calming (lowering traffic speeds),Maintaining plentiful park	2	1%
Total	327	100%

Which of these are important to you?

Importance Ranking Summary	Total	%
Bicycle and pedestrian comfort	261	80%
Safety for all road users	249	76%
Traffic calming (lowering traffic speeds)	220	67%
Maintaining plentiful parking supply	69	21%
Total Respondents	327	

Which bikeway option do you prefer for Grand Street?

Bikeway Option	Total	%
Provide separated bikeways between the curb and parked cars c	248	75%
Keep existing bike lanes between vehicle traffic and parked cars	83	25%
Total	331	100%

What is your parking preference for Grand Street?

Parking Preference	Total	%
Improve bike lane safety, which will reduce on-street parking	238	73%
Keep current amount of on-street parking	89	27%
Total	327	100%

How do you typically use Grand Street?

Importance Ranking	Total	%
Bicycle	33	10%
Bicycle,Ride a bus	3	1%
Private vehicle	34	10%
Private vehicle,Bicycle	67	20%
Private vehicle,Bicycle,Other: Roller skate	1	0%
Private vehicle,Bicycle,Ride a bus	5	2%
Private vehicle,Walk	39	12%
Private vehicle,Walk,Bicycle	86	26%
Private vehicle,Walk,Bicycle,Other: eScooter	1	0%
Private vehicle,Walk,Bicycle,Ride a bus	6	2%
Private vehicle,Walk,Other: Skate	1	0%
Walk	7	2%
Walk,Bicycle	37	11%
Walk,Bicycle,Ride a bus	5	2%
Walk,Other: car share	1	0%
Walk,Ride a bus	2	1%
Total	328	100%

How do you typically use Grand Street?

Use Summary	Total	%
Bicycle	244	74%
Private Vehicle	240	73%
Walk	185	56%
Ride a bus	21	6%
Other (skate, car share, eScooter)	4	1%
Total	327	100%

How satisfied are you with the safety of Grand St?

Safety	Total	%
1: Very Dissatisfied	50	15%
2: Dissatisfied	128	39%
3: Neutral	73	22%
4: Satisfied	40	12%
5: Very Satisfied	41	12%
Total	332	100%

How satisfied are you with how Grand St. operates?

Operations	Total	%
1: Very Dissatisfied	36	11%
2: Dissatisfied	90	27%
3: Neutral	111	33%
4: Satisfied	52	16%
5: Very Satisfied	43	13%
Total	332	100%

Demographic Responses on the Optional Questions (May 9, 2022)

Do you have children attending Wood School?

Children at Wood School	Total	%
No	266	88%
Yes	37	12%
Total	303	100%

Are you 65 years old or older?

65 Years or Older	Total	%
No	262	86%
Yes	42	14%
Total	304	100%

Do you own or rent your home?

Own or Rent Home?	Total	%
Own	237	78%
Rent	67	22%
Total	304	100%

What is your gender identity?

Gender Identity?	Total	%
	30	9%
Female	133	40%
Male	142	42%
Non-binary/gender-fluid/non-conforming	2	1%
Prefer not to answer	26	8%
Transgender female	1	0%
Not listed	1	0%
Total	335	100%

What race or ethnicity do you identify with?

Race or Ethnicity	Total	%
American Indian, First Nation, Alaska Native, Indigenous	2	1%
Asian, Asian American	18	7%
Black, African American	4	2%
Hispanic, Latino/a/x	7	3%
Hispanic, Latino/a/x,White, Caucasian	10	4%
Multi-ethnic/multi-racial	6	2%
Pacific Islander, Native Hawaiian	4	2%
White, Caucasian	176	73%
American Indian, First Nation, Alaska Native, Indigenous,White, Caucasian	1	0%
Middle Eastern,Multi-ethnic/multi-racial,White, Caucasian	1	0%
Asian, Asian American,White, Caucasian	3	1%
Middle Eastern,White, Caucasian	1	0%
American Indian, First Nation, Alaska Native, Indigenous,Hispanic, Latino/a/x,Multi-ethnic/multi-racial,White, Caucasian	2	1%
Other: Ashkenazi	1	0%
Black, African American,White, Caucasian	3	1%
Pacific Islander, Native Hawaiian,White, Caucasian	1	0%
Asian, Asian American,Hispanic, Latino/a/x,Pacific Islander, Native Hawaiian,White, Caucasian	1	0%
American Indian, First Nation, Alaska Native, Indigenous,Black, African American,Hispanic, Latino/a/x,Middle Eastern,Pacific Islander, Native Hawaiian	1	0%
Total	242	100%

Race or Ethnicity Summary	Total	%
White/Caucasian	199	82%
Asian, Asian American	22	9%
Hispanic, Latino/a/x	20	8%
Multi-ethnic/multi-racial	9	4%
Black, African American	8	3%
American Indian, First Nation, Alaska Native, Indigenous	6	2%
Pacific Islander, Native Hawaiian	6	2%
Middle Eastern	2	1%
Other: Ashkenazi	1	0%
Total Respondents	242	

Survey/Email Summary for Grand Street Pavement Resurfacing and Safety Improvement Project: Open-ended Question Responses (May 9, 2022)

Question: Do you have any comments that you would like to share with us?

Separated Bike Lane - Support

We have limited North South routes for safely biking. Grand St isn't in my neighborhood but as a family we would utilize safe protected bike lanes if they existed. Currently we have to take Fernside (which could also use protected bike lanes, in addition to Broadway) and go all the way around and under the bridge to get to Shoreline.

Grand Ave could be a great north/south route for bikes if a protected bike lane is built. We lack good options to travel north/south

There are very few safe corridors for bicycles running North/South on the island. Grand Street is an ideal opportunity to narrow a wide road to allow for safer bike travel to the beach and Ritler Park. Please make sure families have safe, healthy, environmentally responsible routes throughout our community.

Improving bike safety on this section of Grand is crucial for children bikers. We bike without kids to soccer practice and games and Little League on Sundays at Krusi park, as well as the beach. Taking the San Jose Slow street from the West end drops you on Grand for the North/South commute, but the bike lane adjacent to traffic there does not feel safe for kids. We send the kids on the sidewalk but they often encounter pedestrians or sidewalk blockages. Finally, the sidewalk across the lagoons is narrow and I have seen kids catch handle bars on it and crash hard. A protected bike lane on this section would be a crucial connector for our family.

Wood elementary is terrifying to ride by when the parents are dropping off their kids. The section of separate bike path is full of cracks and people block the bicycle lane as they unload for games

Shoreline and Central will both have world class bike facilities, and they should be connected by the same on Grand. We should be including fully protected bike lanes wherever possible, regardless of parking loss, as has been directed by Council. This is a rare chance to add fully protected bike lanes on a N-S corridor. We can't let this opportunity slip by.

The recommended fully separated design is a definite improvement, and in addition concrete islands versus just paint and soft-hit posts would be the safest approach. Unfortunately there are too many distracted drivers these days and a moment's inattention would be less likely to be disastrous if the vehicle were to bounce off of a curb instead of going right through a post.

Many of Alameda's bikers are not adults - they are children. Making protected bikeways is especially important for that reason.

Current situation between Otis and Shoreline seems fine. But between Encinal and Otis seems not as safe for biking

"Traditional" bike lanes are biased towards the convenience of the cars above all else. It's dangerous for other road users. We need to be encouraging cycling and safety is a big part of that.

There needs to be some north-south corridor in Alameda that has separated bike lanes. Grand St seems like the easiest and most central one to implement that.

I bike with our kids down grand often and, while there are bike lanes, the width of the road makes me nervous that a car will hit us from behind.

Please put some sort of concrete barrier in with the knockdowns, even if it's low. Like what's on Shoreline between bikes and car travel lanes would be fine.

Cars are too fast. Road is very wide. If you go the protected bike lane route, please make it pretty (see downtown Oakland where they input nice planters to provide the physical barrier). If the focus area is Encinal - Shoreline, consider extending the protected bike lane concept to San Jose to meet up with the Slow Street. Probably less important to build a separated bike lane between San Jose and Encinal unless it will continue all the way to Central to meet up with that bike lane. Please keep in mind that there is lots of traffic that turns on/off Grand to drive through the Gold Coast in order to avoid the lights on Encinal. Consider also implementing some no turn rules in this area (either 24/7 or during commute times) to reduce turning traffic and improve the safety of the pedestrians walking along Grand and cyclists (and, probably cars too - left turns are dangerous).

Adding native landscaping and protected bike lanes will encourage safer driving

Grand Street is used by kids to get to middle school all the way past Clement Ave (especially with the new developments). Bike lanes past Lincoln are poorly marked at best or non-existent. I do believe safe passage to school should have absolute priority.

Make traffic lanes narrower to slow down traffic and make bike lanes wider to allow using them without being in the door zone of parked vehicles.

Protected bike lanes please!

THANK YOU for the new proposal! Protected bike lanes for Grand is excellent, the street is a major North/South bike route. I am glad that feedback was taken seriously and proposed changes created.

City Council has already given direction that we should prioritize safety over parking and all our plans say we should prioritize biking over driving. I'm confused as to why we're still asking these questions when the matter has already been settled multiple times. However, I do appreciate that we're following Council's direction and implementing these changes on a N-S corridor.

If I had a child commuting to school I would definitely want more

It's important to have bike corridors across the island in both directions

Grand is a main cross Alameda transit route for walking, running and bikes, and should be improved for additional bike safety! It's a main line for kids to get to Wood!

Time to make Grand Street safer for all road users!

When riding my bike, I have nearly been hit several times by drivers making a 3-point U-Turn. And drivers making a right onto other streets come way too close.

Great to see protected bike facilities now being considered! Grand is one of the few key north-south routes for cyclists, so making this route safe is very important.

Sometimes we use the bike lane on Grand but it feels very scary riding there with my elementary school age daughters. I'd like them to be able to safely ride their bikes to Wood Middle School. It feels dangerous crossing Grand at Clinton or San Jose. I also drive on Grand.

The island is severely lacking safe north/south routes. Fixing this street is a start.

Please prioritize bike lanes that are separated from traffic with barriers and buffers along the entire length of Grand St.

Bike lanes next to parked cars are dangerous. Never know when someone is going to open a door or quickly pull out or in or someone speeds by too close on your left. It's a more perilous ride than being on a reg street and just having to worry about cars zooming around behind you. They also end up underutilized because they are dangerous. I won't let my kids ride on them when they can ride on their own. Having the lanes protected completely will encourage their use. Also Alameda really needs some north south protected bike lanes. There are great perimeter routes but no way to cross the island north/south.

Bike lanes are too narrow and are in the door zone forcing me to ride to the left of the white line at times. The bike lanes should be wider with a buffer zone between them and the parked vehicles. This would require narrower traffic lanes which would be a good thing as that would tend to slow down traffic.

Would love more infrastructure to make it easier to move around the island on my bike safely.

We need fully protected bike lanes. There needs to be a physical buffer between bikes and cars. Extend this lane from Shoreline to Clement. Parking access should not come before safety/traffic calming measures. I drive on Grand often and I am afraid of hitting cyclists because they do not have protection. Other cars drive way too fast down Grand, so separated/fully protected bike lanes are crucial.

There are too many good reasons to install a protected bike lane and no good reasons to save parking spaces which are really just free storage on public property for private property

We really need a safe north-south bike route across Alameda; fixing this stretch of Grand St. would be a great first step.

This is a primary bike route a) for students, b) people getting to the beach, and c) getting to primary East-west bike routes (Central, Santa Clara, Cross Alameda Trail. It is CRITICAL that this be a safe and easy route for cyclists. And, the travel lanes are super wide on this street, which encourages speeding; they can easily be narrowed to calm traffic.

Grand is absurdly wide for a two lane, 25 mph road. So much space devoted to largely single occupancy vehicles. This is not just a failure to address safe biking for the cautious 85% of the public who will only use bike facilities that are safely separated from motor vehicles, but also critically fails to provide safe and convenient east - west pedestrian crossings

I ride my 12yo son from East end to ACLC every morning, traveling on Grand. Lots of other kids out there. Protection from cars with physical barrier will be very safe for them.

Protected bike lanes running from estuary to bay are necessary for a safe network!

do this, we need it and more bike lanes

I prefer cement separating the bike routes from the car routes. Lots and lots of cement.

Another option is to switch from curb/parking/bikes/cars/cars/bikes/parking/curb to curb/bikes/bikes/bollards/parking/cars/cars/parking/curb -- that would be fine too

Would definitely prefer protected bike lanes on Grand, makes it much easier to bike as a family safely and for kids to get to and from school, sports, etc on their own

Improved bike signage/painting/barriers and paving would be good.

Separated Bike Lane with Partial Parking - Opposed

As a resident of Grand street, I am vehemently opposed to the separated bike lane proposal

The bike path now, at corner of Otis and Grand, next to the ball field is always filled with junk, leaves, rocks, and debris. Seems no street sweeper ever spends time to clean it. How are you going to keep the new bike lanes useable? I don't use the current one or I will get a flat tire.

Avoid use of bike—NO protection!

The only area that has an issue on Grand is only at Wood Middle School between Otis and Shoreline when school is in session. My family of five bike from Lincoln to Shoreline on Grand and we feel safe that there should not be any changes to the type 2 bike lanes. My eldest bikes everyday on Grand to Wood and he has never felt unsafe.

One block over on Shoreline protected bike lanes with "floating" parking already exist which is easily accessible and safer for bikes.

I really feel unsafe using Shoreline Drive with parked cars as a buffer between traffic and bicycle lanes. The car lanes are too narrow, too close to one another, and too close to the parked cars. It also reduced driver visibility as the parked cars partially block the view of the crosswalks. If this is the plan for Grand Street, then I'm opposed. I also have problems with bicyclists, who often ignore any traffic laws. We would all be much safer if they too would obey basic traffic laws.

I do not like how big the separating islands are at Grand and Otis as a bicyclist nor as a driver. I wish they could be made smaller. I prefer Traditional Class II bike lanes but also like the protected 2-way bicycle lanes. I do not like bollard separations.

I think the change that was made to Otis drive with the "recommended" bike lane placement is very dangerous. Bicyclists maneuvering from "bike lane" to street cannot see oncoming traffic due to the parked cars and vice-versa. Additionally, I've seen drivers who were trying to navigate the parking narrowly miss either oncoming traffic or passing cyclists. In fact, many cyclist now ride on the sidewalk. Whoever thought this up needs to go back to school. Leave the current layout as is but definitely smoothly repave and clearly mark the lanes. And, again, leave the rest alone.

What the city is proposing is one of the most "misguided improvements" that I have ever seen. This most certainly does not improve overall safety on Grand Street which is a major route for fire trucks and

ambulances. Under the recommended plan there will be only two narrow lanes for vehicles, hemmed in by parked car on one side and the buffered bike lane on the other side.

Do not reconfigure as you have done on Shoreline. This Street is used for emergency fire and ambulance. It's also the most desirable route of the 4th of July Parade. In changing the configuration for this street it creates new problems. Delivery vans, garbage trucks will now be blocking the roadway when they stop. Also how is one to back out of their driveway if they have to get clear of the bike lane, then the parked car lane and the back into the traffic lanes. Creates many new blind spots. Also creates a claustrophobic effect, car doors being open into the traffic lanes. Do not ruin one of the finest streets in Alameda. Repaving with new bold striping is all that's needed.

As a biker, I find how grand currently is- it is much more safer than on shoreline. I know many people who have had accidents on shoreline do to the proposed plan.

I find it safer as an avid biker / walker to keep the layout as it is. many bikers / pedestrians have already been hurt by the redesign on shoreline. I don't feel safe as a biker riding down shoreline with the horrible layout it is.

I am concerned about the plans the City will come up with for changes on Grand Street. There is no question that repaving is needed, along with striping, etc. I base my concern on what I have seen from the other Alameda streets that have been "improved." I am not a bike rider; however, I am concerned about the safety of bikers. My observation is that most biker safety issues are the result of the biker, not autos. I believe we would be far ahead if the City spent a fraction of the money it is spending creating bike lanes, and spent it on biker safety education. Shoreline is a great example of misdirected money. Perhaps the street is now safer for bikers, but now is hazardous for autos. Whoever decided that fewer and more narrow traffic lanes would improve traffic flow and safety? And who decided that parking your car away from the curb was a safety move? I live on Palmera Court. A few days ago I walked from my street to Central and back. I encountered dozens of cars, but only seven bicycles, and one of those was on the sidewalk. We are spending a lot of money to, maybe, benefit, percentage wise, a few bike riders. I am watching what is happening to Clement. I almost daily experience what has happened to the intersection of Otis and Grand. Where did we get people who come up with ideas like these? I think this City has lost its direction, especially as related to street maintenance and design. Please give careful thought to future action. This is not Berkeley. Thank you, Howard Brizendine

Gail, just completed the on-line survey concerning this project...receipt #55. It appeared that I was cut short under "comments". My wife and I have lived at 1012 Grand Street since 1983, where we raised two boys. Traffic safety has always been a concern, most notable during the hours that kids are going to and from school...now this appears to apply only to Wood, as Lum has been shut down, and most children attending Franklin seem to be accompanied by adults (which may be due to traffic safety concerns). My point is that traffic safety for children is of utmost concern during limited hours. Bicyclist use beyond this time remains extremely sporadic and light. Changing the bicycle lane and parking seems unnecessary and more disruptive to residents. Enhanced crosswalks are of benefit. Of most concern to residents and all traffic as well, is speed. The 25 mph limit is ignored and not enforced. In prior years, police enforcement has helped in limiting speeding. I have not been supportive of more stop signs, but this may be something that can be attempted...understanding that signage is fairly easily added or removed. I am absolutely opposed to "traffic calming", which is the imposition of congestion.

The implementation of new traffic/parking patterns on Park and Webster Streets represents this thinking. Thank you, Bill Francis

Protected bike Lanes do not provide adequate protection for bicyclists. Standard bike Lanes work just fine.

Hi we live on Grand Street, I think the current bike lanes traffic is fine.

Please don't do the awkward bike lanes with parking as you did to Shoreline drive. That is the worst street to drive or park on and I think the confusion of the lanes, parking, biking and crosswalks contributed to the accidents we have seen there.

Safety – Speeding Issues

Drivers go too fast in this area. If we can successfully discourage speeding, we could keep the parking capacity and still improve the safety for bicycles and pedestrians.

The traffic needs to be slowed down for sure but reducing on street parking will be a hardship. Many of the homes do not have garages and lack sufficient driveways to hold all their cars.

How do we get people to slow down? Every morning I see people speeding down Grand and it not safe.

Need to do a better job of regulating school pickup drop off traffic. The street lights need to be timed differently at those times.

Speed of cars excessive. Need stop sign between Encinal and Otis on Grand to minimize speed.

Slow the cars down, speed bumps, stop signs, enforce speed limits

The current wide street invites speeding, and it's dangerous to bike in the "door zone" of parked cars. Most houses have plenty of garage and driveway parking, there's no need to have that much parking.

Car speeds are excessive and pedestrians crossing Grand are at risk.

Traffic calming is important to improve safety for all road users.

Cars need to slow down, add speed bumps or add some stop signs. Cars treat Grand like freeway.

Often some vehicles speed excessively down this stretch which is unacceptable consider that it's a route that children take to go to school.

I am a resident of Alameda, living on Palmera Court, a street just off of Grand. I would like to provide a little feedback for consideration as you plan the traffic improvements for this area. As I walk Grand each morning I notice more cars on the road and often cars going fast. In the mornings and afternoons, children are walking to and from Franklin School, Wood School, and St. Josephs. There is clearly a need to slow down the traffic, during these times. I do NOT support narrowing the road and loosing parking spots. It would be preferable, in my opinion to install road bumps or some other form of a physical deterrent for speeding. The reason I don't like the approach taken on Shoreline is that the road is so

narrow, driving it is nerve-racking as parked cars open their doors or pedestrians walk out from between cars. I guess it has worked however because I now no longer drive down Shoreline. I'm an older driver and my reactions times are slower. It just isn't a pleasant drive any more. Thank you for the opportunity to provide my thoughts.

People drive way too fast on Grand!

As with many arteries on the Island, automobile speed has become ridiculous and unchecked.

Anything that will slow down cars and protect the very large numbers of bikers on their way to Wood Middle School will be an improvement.

I have lived at 1012 Grand Street since 1983. Speeding is the largest issue and the 25 mph speed limit is not enforced. Children going to and from school has always been a concern, but the majority have been on foot and not on bicycle. "Traffic Calming" by creating congestion is a poor solution, as evidenced by Park Street, Webster, and Otis.

As a Grand St resident I am incredibly frustrated with the general safety on this main thoroughfare. There are only a handful of marked crosswalks which are regularly ignored by drivers, and the speeds at which vehicles travel is consistently above the posted 25mph and drivers appear to have little regard for pedestrians and cyclists. Given the fact that the street is so heavily trafficked, I am in favor of any efforts to not only improve the quality of the road surface but which also introduce additional safety measures for everyone to enjoy the street. I'd like to think my kids could walk to Franklin school without having to worry about being hit by a car, but that sadly is not a reality with the way Grand St is used and abused by vehicle traffic.

Safety - General

Safety is extremely important. Thank you for your work!!

The bike traffic intersection you designed at Grand and Otis is dangerous for bikes and awful for drivers. Please replace them with a conventional and safe design.

Would love to see more projects that increase the safety, comfort, and livability of our streets, and also more mass commute as well.

Please prioritize safety/people's lives over people's ability to park in all proposals to be implemented. Thank you.

Wish you would design a traffic circle at grand and Otis

Intersection Grand & Otis a mess now! Too narrow, raised cement dangerous.

please prioritize safety!

PLEASE install more "<- Cars Bikes ->" signs so that cars don't try to drive in the bike lanes!!!

Add protected intersections as well

Incorporate slow street barrier on San Jose, crossing Grand

Safety – Bicycling/Walking

Additional considerations for Halloween and the July 4th parade would be appreciated for keeping trick or treaters safe.

It's nigh impossible as a driver to see pedestrians trying to cross Grand on the stretch between Otis and Encinal. It would be helpful to consider how to make it safer for pedestrians to cross while allowing them to be more visible.

I think you should focus on the safety of the schoolkids who bike and walk to school. Cars might have to wait half a second longer, but it's worth it if we don't have to worry about our kids getting hit as they bike to school! Copy some Dutch traffic patterns/streets, they've figured this stuff out.

Need more safe pedestrian crossing

Please make street safe for people especially the elderly, children and disabled.

Kids crossing Grand to and from Franklin Elementary have to deal with unsafe drivers daily.

Very high bike traffic in this corridor, and vehicle traffic. Bike safety needs to be a priority because of the large amount of kids commuting to/from school on this corridor..

As a biker to Shoreline, Grand is a street where cars go very fast and are often unaware of bikers.

This is an important corridor for kids getting to Wood and the fields safely. Parking and cars are much less important than safe biking and walking.

I frequently bike with kids on Grand between Otis and Encinal and feel very unsafe with the speed of traffic and lack of protected space for bikes.

All over Alameda, drivers drive way too fast and without regard for the numerous pedestrians and cyclists on the road with them.

Pedestrian safety over car convenience is a must. People have died and it's only a matter of time before someone else gets hit by a car. Google maps sends traffic from Grand down Sherman and into residential streets near a school and it is incredibly dangerous

I would love to see a stop sign on Grand at San Jose Ave. since this is a slow street it is used by a lot of bikes and pedestrians, but it is very difficult and dangerous to cross Grand st. Often I have to walk about 1/3 across and waving my arms before cars will stop. Kids cross at this intersection to get to school (both Franklin and Wood) and while there is a crossing guard most of the time, if they don't show up it is really scary with all of the morning rush hour traffic.

Finally, we don't need lighted crosswalks at the corner of Grand and San Antonio. Traffic is already slowed at this intersection because of the traffic light at the intersection of Grand and Encinal Avenue. Where we need a lighted crosswalk, if we need one at all is further toward Otis, where it actually might have the effect of slowing down traffic. Thank you for listening to my concerns.

The new design has no way for people to drive around obstructions safely. Also, I think that general walkability should get more consideration compared to bikes. Above all a repave with higher visibility

crosswalks and bike lanes would be best. I think for Grand St art designs for the cross walks and bike lanes that complement the street would be great.

Please prioritize pedestrian safety and biking over more cars or parking.

Buses are my biggest concern while biking

Crossing Grand particularly at night is very dangerous. My husband was almost hit by a police officer trying to cross the street. We need better illumination, bulb outs, and more blinking pedestrian crosswalks on that street.

Would be nice to have 'traffic calming' at Grand and San Antonio

I believe there should be a flashing beacon system at Shoreline and Grand to protect pedestrians. It is a busy intersection with many cars, buses, bicyclists, pedestrians and students from Will C Wood. A simple flashing beacon system that is triggered by any pedestrian wishing to cross will make it this busy intersection much safer. Please do not wait for another accident/death to occur here.

Don't give the out-of-town bicycle lobby and its cohorts too much power in deciding what's good for Alameda.

If you make it safer for bikes, more people will bike and there will be less traffic.

Intersection at shore line and grand is my biggest concern and seems the most dangerous part of biking that area.

On weekday mornings, especially, Grand is busy with vehicles in a hurry. I feel very unsafe on this street both as a pedestrian and a bicyclist.

Pedestrian safety especially at crosswalks

Include revision for school crosswalks across San Jose.

My only concern is cross traffic I like the idea of flashing beacons and high visibility crosswalks.

Only issues are the cross walk at San Antonio and that cars sometimes turn fast off of shoreline into the bike lane

Please also explore intersection designs to make crossings safer for pedestrians and cyclists. It's especially hard to cross as a pedestrian or to turn as a cyclist at Grand/San Jose and at Grand/San Antonio.

Mailed flyer mentioned proposed cross walk beacons at San Antonio and grand- I feel like it would make more sense to do it at San Jose and grand because 1) already a protected crosswalk and grand and encinal so it would make more sense to skip San Antonio and provide the light beacon protected cross walk at San Jose as this provides a closer protected cross walk for Clinton street as well. Also since San Jose is already a slow street, it would follow that more bicyclists and pedestrians utilize it as a cross street when traversing Grand Ave. Of course if lighted beacons can be provided at all grand intersections that would be optimal but if just one is to be provided north of Otis, it should be San Jose for aforementioned reasons. Thank you!

I would like to see safety improvements for pedestrians and bicycle users along Grand

I would also mention that as a driver it's *VERY* hard to see pedestrians waiting to cross Grand between Encinal and Otis in particular.

Parking Concerns

Maintaining current parking adjacent to Rittler Park is crucial; pulling into/out of the spaces along the park on Otis is dangerous and causes traffic issues. There is a lack of parking for those using the park. 4-way stops at San Jose, Clinton, and/or San Antonio would not only reduce speeds on Grand but would provide a safer pedestrian route for those going to Franklin Elementary or Franklin Park.

Grand St - between Otis and Shoreline - does not have ample parking when sports are scheduled on the fields. Instead of traditional parallel parking, have diagonal parking spots.

If parking is removed, those cars are going to move into the neighborhoods east/west of Grand-don't do it.

Another concern is if your home is on the no parking side of the road there will be less of a buffer between driving cars and your home.

Parking is Important for those on Grand without Garages

double parked delivery trucks will end up blocking one of these lanes which will completely block emergency vehicles. Grand street is lined with houses most of which have driveways which exit on to it. Imagine the danger involved in trying to back out of one of these driveways into a narrow lane of traffic¹ Several of the homes lining Grand Street have little cement landings which give people with, walkers, canes, crutches and wheelchairs a safe place to disembark from a vehicle onto a flat, stable landing which leads the sidewalk. If the City's recommended plan is adopted handicapped persons will be forced to navigate through the City's buffering or through multiple parked cars. this plan completely ignores the fact that Grand Street is a residential street with many handicapped, frail older people living here of course there is the problem of eliminating Grand street parking and forcing more parking on the side streets. Those are residential streets and children play in them! the recommended plan would result in a visual disaster.

Street Trees

I would like this project to include additional street tree plantings in vacant planting sites (large stature drought tolerant natives) such as Coast Live Oak trees. Let's plan on shading some of that vast pavement and making it more comfortable for all.

Opposition - General

The renovations on Park Street have ruined the aesthetics as well as the safety and parking availability for this downtown area. It's appalling. Please do not ruin the beauty, the parade route, and the functionality of Grand Street. I'm an Alameda native and third generation Alamedan.

This plan sounds like more congestion and worse outcomes. Right now the wide space feels safer and more practical for parking. Your first question neglects many other items that are more important. I live

on grand street and oppose this plan because it feels tight and reduces lateral view and feels more dangerous. This is a lazy solution.

We need a 4 way stop at the intersection of Grand and Clinton or Grand and Dayton, we need a restriction of vehicles taller than 6 ft not to park right before the red curbs at all intersections of Grand, we need cross walks labeled/drawn at all intersections , we need the old police/fire box that is now covered in ivy and blocks view removed for safety at the south/east corner of Grand and Dayton removed (donate to the Alameda Museum).

No

I feel adding concrete barriers (like how was recently done for the Grand Street / Otis Dr intersection) actually adds obstruction to pedestrian/bike view. Sometimes adding in barriers/signs/etc obstructs drivers views and/or adds extra distraction, thus doing opposite of what was intended.

Making changes to the infrastructure will not reduce the accidents related to carelessness on the part pedestrian, cyclists, and drivers. Installing obstructing structures complicates the safety issues for everyone. Change for the sake of change is counterproductive.

I strongly oppose the recommended new plan for Grand St. Such a decision would be another opportunity for sideswiping, delivery truck disasters and a true eye sore for such a beautiful street in Alameda. Please, please hear the people and don't force this decision on us. PLEASE.

Do not install more confusing, impractical eyesores like the "improvements" on Shoreline and Otis.

It would be safer if converted back to 4 lanes, as it used to be.

Leave Grand Street as is!

I live just one block off of Grand St and I was not sent anything regarding this change. If I wasn't signed up on the transportation updates from the City, I would have not known about it. I am on Paru St at Dayton and with the upcoming reconfiguration of Sherman St with the right turn only and what is being considered on Grand St I feel like I'm in a Disneyland autobahn. Sending letters is not the same as getting feedback from the residents. Obviously, I too am concerned about the accidents that are taking place but when I read about how they occurred, they would not have been prevented by the actions that you are taking. The fatalities were caused by drunk drivers and the angle of the sun in the eyes of another. When I first moved here, you NEVER went over 30 mph, as you knew that you would be stopped by the police. That is not the case anymore and that is how you slow drivers down. I wouldn't mind the City installing stop signs along Grand St which would accomplish the same thing at much less of a cost. Our streets are so in need of repair and I would rather see the money being spent on fixing the existing streets. Thank you for your time.

I live on Grand street, please do not destroy our street by changing the street configuration. The street is grand because it is wide. This will make the street look like shit.

Leave the traditional lanes in place. Maybe use bolder marking for the bike lanes or color them. Do not create this new layout which is visually unappealing . Please not this roadway is commonly used by fire and ambulance and does not need an obstacle course to navigate. That happen when UPS and Fed Ex

stop in the middle of the road and then block traffic. Also how do homeowners back out of their own driveways trying to watch out for the bike lane, the parked cars and then entering the traffic flow.

Research has shown the average bike lane user is a white, middle aged male making \$250,000 per year. The reality does not match your intended result. The reconfiguring of Otis and Grand has resulted in multiple accidents and intensified congestion. Shoreline and Grand had a fatality since that intersection was reconfigured. Clearly the separated lanes is not effective nor efficient. A simple stop sign at either Grand and San Jose or Grand and Clinton would be more desirable.

Separated bike lane will prevent homeowners from using dumpsters for roofing, construction debris removal. We must maintain our homes! Will also negatively impact drivers with disabilities loading mobility aids into and out of their cars. A paratransit van will have to block an entire lane to disembark a passenger. Remember that disability is not a choice, but riding a bicycle is.

The street is fine the way it is, no reason to spend money there when there are other more important issues.

Reducing the width of a street makes vehicle egress more hazardous.

Please leave the streets alone! Please survey the affected neighborhood as they are impacted by these changes more than the bike folks who have an agenda

Please leave it alone and do nothing but repave.

Stop screwing up our streets!

Grand St is fine compared to much more unsafe roads in Alameda.

You need to repaint the lines on the street for bikes and cars, please don't change the current way the street operates.

The new intersection at Grand and Otis is dangerous. Good intentions but poor design. Please do not replicate that design in other parts of Alameda.

Keep the street small town like it is please. Change the configuration and my quaint neighborhood will feel like a big urban throughway.

Unnecessary.

I think this section is pretty good overall.

works perfect as is, wide and very little Road lines to confuse everyone.

BUSES ON GRAND STREET. The promised that would never happen when it wanted voter approval to extend Grand Street to build south shore.

Other Streets

The major problem in this area is the new intersection at Grand and Otis.

The traffic calming updates to Webster, Shoreline, and Park Streets are, in my opinion, less safe than before. The traffic flow weaves from left to right around various created obstacles. there is an

overabundance of lights and signs. Car doors open into the lane of traffic. I could go on and on. The changes make for brain overload. Chaos on our streets does not make them safer.

Grand and Otis intersection is horrible. Please fix it! And keep whatever wannabe traffic engineers that designed the Grand and Otis away from all other intersections.

I have heard numerous complaints about the visual complexity of the upgrades made to the Grand St. /Otis Dr. Intersection. People are very confused about the complicated markings.

The intersection of Grand and Encinal should a roundabout.

Improved conditions on the section from Shoreline to Encinal is important because of the beach, the little league fields and Wood Middle School, but conditions from Central to Buena Vista on Grand Ave are less safe for bicyclists -- more traffic and more parked cars due to higher densities. Yet this stretch is also an important connector to major transit lines and the cross-Alameda path. I hope this project can be extended to cover the entire length of Grand Avenue.

Extend improvements all the way to Fortmann!

What about Grand Street between encinal and clement? That section is even worse and needs immediate attention

Bike Lane safety is great, but would like to see longer connected stretches, rather than just disjointed segments that require crossing less safe segments/intersections.