

From: [Brian Nguyen](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Comment re: Oakland-Alameda Estuary Bridge
Date: Sunday, November 12, 2023 10:51:47 AM

Dear Members of the Alameda Transportation Commission,

I am writing to express my enthusiastic support for the proposed estuary bridge between West Alameda and Jack London Square. As a homeowner and resident of the Bay37 community, I believe that this transportation infrastructure will significantly increase our quality of life while preserving accessibility of our city.

My decision to move to Bay37 was positively influenced by the proposal, with the understanding that one of the main options was for the bridge to connect directly to our community. Being a former resident of Jack London Square, I know firsthand how much of a game-changer it would be to have a Jazz club, craft coffee shops, a movie theater, breweries, a Farmer's market, and a ferry terminal within walking distance. On the flip side, I have friends from JLS and West Oakland who would utilize the bike path regularly for commuting and leisure, as it provides connectivity to Target and Safeway (the only full-service grocery store in a 3-mile radius).

Some of my neighbors I've spoken with have concerns about potential increases in crime and homelessness. It's important to note that additional foot traffic generated by the bridge can boost local businesses and generate increased tax revenue, providing additional funds for essential services such as law enforcement and public safety measures. By providing better connectivity and access, the bridge will also contribute to improved economic opportunities, potentially reducing some of the root causes of these societal issues.

I firmly believe that the estuary bridge aligns with our city's vision for sustainable development and improved quality of life for its residents. I commend the Commission for considering this project and encourage the allocation of resources towards its realization.

Thank you for your time and dedication.

Sincerely,
Brian Nguyen
Taxpayer, Homeowner, and Resident of West Alameda

-----Original Message-----

From: John Galloway

Sent: Thursday, November 9, 2023 5:32 PM

To: Rochelle Wheeler <rwheeler@alamedaca.gov>

Subject: [EXTERNAL] Oakland-Alameda Estuary Pedestrian-bike bridge presentation

What I do NOT find in your estuary bridge presentation is:

- * You claim that key uses would be commuting, accessing services and recreation but I find no survey data showing how many people even claim that they would switch from other transport to a bike for commuting or service access were this bridge available.

- * While the Posey & Webster tubes are very bad for bikes, they are also bad for cars and likely will have to be replaced/rebuilt/expanded at some point but I find no data estimating when this might occur yet this seems key to determining if such a bridge is worth the cost since new/expanded tubes could greatly improve bike access.

- * I do not see any info on similar projects elsewhere in the world yet there must be at least a few somewhere. How did they turn out and how much did they cost?

- * What of the alternative of a very small bike and pedestrian only (possibly fully automated free) ferry that only crosses the estuary. While not nearly as sexy as a sweeping bridge such likely is orders of magnitude less expensive. I do not see alternatives such as this investigated in your presentation.

-john galloway

-----Original Message-----

From: John Jacobs

Sent: Thursday, November 9, 2023 11:48 AM

To: Transportation <transportation@alamedaca.gov>

Subject: [EXTERNAL] Bicycle Bridge

Please don't waste any time or money working to develop a bicycle bridge in West Alameda. I see it as being much like the situation of the Richmond Bridge, which closed lanes to traffic to accommodate a few bicycle riders and is now facing pushback from the communities it serves. I wouldn't want to see the City of Alameda make the same mistake spending huge amounts of money to satisfy a very limited number of people when there are other much more urgent situation's that require attention and money.

John Jacobs

Fourth generation Alameda resident



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Board of Directors

November 14, 2023

Denyse Trepanier
President

Dear Transportation Commissioners and Staff,

Brian Fowler
Treasurer

We'd like to comment on several items on the [11/15 agenda](#).

Tim Beloney
Secretary

6A: AC Transit Realign

Cyndy Johnsen
Board Member

We appreciate the challenge of optimizing bus service within existing funding constraints. With the vast majority of transportation funding still going to highways, this seems like a good opportunity to underscore the importance of including in our City's legislative agenda support for laws that better align transportation funding with transportation goals. We look forward to the day when we can enjoy the unconstrained service scenario!

Maria Piper
Board Member

6B: Performance Metrics

Lucy Gigli
Founder, non-voting

We fully support hiring a consultant and funding as necessary to help with this important project, and/or budgeting for a contract with an outside firm for ongoing support as needed. Staff is limited and unable to get to all they need to do as is. We shouldn't be choosing between implementing projects that are designed to meet vitally important safety, equity, and climate goals, and gathering the comprehensive data we need to measure their effectiveness. We need to do both. Our budgeting should reflect this.

6C: Oakland-Alameda Estuary Bridge

It's great to see the progress made by consultants and staff on this project. The screening criteria matrix is an especially helpful tool in considering the many variables and constituents together, holistically, and identifying the best options moving forward. While nothing will please everyone all of the time, it feels like with these designs and alignments, we're a lot closer to pleasing a lot of people most of the time. We're very grateful for all of this thoughtful work.

Non-Agenda Item

A non-agenda item we wanted to bring to your attention in case you were not aware of it, is the passage of [AB 413](#), which makes it illegal in California to park within 20 feet of a crosswalk, whether it's a striped crosswalk ("marked") or not ("unmarked"). As you know, the City of Alameda adopted a daylighting ordinance in 2019, but its mandate applies to just some crosswalks; this legislation is stronger in that it applies to all crosswalks.

The new State law does not require cities to paint daylighted curbs red, but we're hoping this practice will become a standard part of the Public Works process, as red curbs will be very helpful in communicating these new parking prohibitions to the public.

If you could recommend or otherwise support this change in process so it happens as a default, we think it would have a huge impact on safety.

Thank you for your consideration,

Bike Walk Alameda