

Gail Payne

From: Ben Ulrey <ubenjamin13@gmail.com>
Sent: Wednesday, May 18, 2022 10:24 AM
To: Gail Payne
Subject: [EXTERNAL] Bike Lanes on Grand

Hello,

I'm writing to support fully protected bike lanes on Grand Street and Otis. I urge every Councilmember to support staff's recommended Grand Street redesign that includes separated bike lanes for most of the street. These separated bikeways offer necessary protection and improve safety for all users (including drivers!).

As a high-injury street and important north-south connector used by many students, it's really important that we prioritize safety by providing separated bike lanes, not just paint. Indeed, [traffic deaths are the highest they've been in decades](#) -- and we have the opportunity to make our island safer. Please also, consider Bike Walk Alameda's additional suggestions for improvement.

Thank you,

Ben Ulrey

Gail Payne

From: Deborah Goldberg <goldberg.deborah@gmail.com>
Sent: Tuesday, May 17, 2022 8:44 PM
To: Gail Payne
Subject: [EXTERNAL] Support for protected bike lanes as part of the Grand Street improvement project.

Hello Transportation Commissioners,

We are writing to you to express our support for including protected bike lanes as part of the Grand Street improvement project.

Our family - including our two children - live right off of Grand Street on San Antonio and bike down Grand St daily to go to and from school, the beach, around town, etc. We have seen so many near accidents and we believe wholeheartedly that a protected bike lane would provide much-needed protection for not just our biking family, but countless others.

Thank you,
Deborah Goldberg McBride & Raphael McBride
1611 San Antonio Avenue

Gail Payne

From: Heather Little <heatherlittle9691@gmail.com>
Sent: Tuesday, May 17, 2022 8:33 PM
To: Gail Payne
Subject: [EXTERNAL] Support for Grand Street protected bike lanes

Good evening Ms. Payne,

On behalf of my family, I am writing to you to express our support for including protected bike lanes as part of the Grand Street improvement project.

I know you are aware of my family's history with bicycle vs vehicle experiences, resulting in my husband's having a nationally recognized medical emergency of a dual end collar bone break. That event forever changed how we interact with drivers and created a family of protected bike lane advocates. Mark is lucky to be alive, and had there been a protected bike lane, statistics show he would have never had an encounter with a driver. It was this very encounter that kick-started the city's Slow Down In Town initiative.

As we continue to demand better of our drivers, we must support them with creating/providing the necessary infrastructure that removes opportunities to harm those who rightfully share the road. We have two new, young drivers in our family, and I would very much appreciate our city creating the necessary supports for them as well, which specifically includes protected bike lanes.

And give my role on the school board, student safety is of utmost importance. Hundreds of students and their family members use Grand Street as a major thoroughfare for going to and from school, sporting activities, the beach, and more.

Last, while I recognize that some prominent community members have recently voiced their opposition to this much-needed improvement, citing "potential difficulty with exiting their driveway", I would like to exercise my opinion that is malarkey. Most of the homes on Grand have private driveways that can be backed into, if the drivers are uncomfortable entering Grand. And there is absolutely no difference in line of site, if the parked cars are simply moved over to allow for protected bike lanes. To say otherwise is a perspective of privilege that discounts the needs of children and families.

Thank you for sharing this humble perspective with the Transportation Commission members in time for this agenda time being discussed.

Thanks, Heather

Jim Schneider called to state his opposition for the recommended proposal of Class IV bike lanes.

He stated that the section of Otis-Encinal works well as it is, and could have enhanced bike lane lines, and new pavement is needed. These iconic homes should not have the plastic bollards similar to Clement. These are residential homes, and it will be difficult to back out of their driveways and will be a hazard visually. The street works well and is nice and wide, and he does not want to be confused with new features.

Gail Payne

From: John Brennan <johnpbrennan@yahoo.com>
Sent: Wednesday, May 18, 2022 10:15 PM
To: Gail Payne; Gerry Beaudin; athomas@ci.alameda.ca.gov; Nishant Joshi
Subject: [EXTERNAL] Petition from Grand Street Area residents regarding proposed changes

Dear Alameda officials,

I'm sending this email on behalf of over 100 Grand Street area residents who are submitting the following petition regarding the proposed changes to Grand Street. Please let me know if you have any questions. Ms. Payne, I understand from the city website that you'll forward this email to the Transportation Commissioners—thanks for doing that!

Thanks very much,

John

John Brennan
711 Grand Street
510-517-7622

Dear City of Alameda officials: Gerry Beaudin, Interim City Manager; Nishant Joshi, Chief of Police; Andrew Thomas, Planning, Building and Transportation Director; Gail Payne, Senior Transportation Coordinator; Transportation Commissioners Samantha Soules, Alysha Nachtigall, Michael Hans, Rebecca Kohlstrand, Tina Yuen, Scott Weitze, Randy Rentschler:

We, the more than 100 undersigned residents of Grand Street and associated side streets, are writing to you about changes the city proposes for Grand Street from Encinal to Otis. We applaud and endorse the city's goals to make our streets safer, slowing traffic and improving safety, especially for pedestrians and cyclists.

However, the current proposed solution needs rethinking. Many of us walk and bike throughout Alameda and appreciate the increased ability to do so safely. Our kids bike and walk to school. We all support safe streets for cyclists, pedestrians, and drivers. We all need to be willing to give up some things for the common good, but the recently proposed plan with a bike lane between parked cars and the curb and alternating no parking blocks reduces safety and imposes significant burdens on Grand Street residents.

The current proposal will make Grand Street significantly less safe and usable for residents. Unlike Shoreline Drive, Grand Street residents must back out of their driveways, which is already difficult. The proposed configuration significantly increases the likelihood of collisions by making it more difficult to see oncoming traffic and requiring drivers to back much further into Grand Street—likely into the opposing lane of traffic—before they can turn onto the street. The proposed configuration will also increase double-parking of delivery and service vehicles, effectively blocking a major cross-town street. Impatient drivers will unsafely swing around the double-parked vehicles creating further risks.

Aging in place will become much more challenging under the proposed plan. As many of our residents age or cope with disabilities they rely on home health-aids, care givers, delivery services, and visits from friends and relatives that allow them to remain in their homes. Removing parking for more than half of our residents increases the burden on those with disabilities and impairs the provision of services and visitation.

There are better and less disruptive ways to make Grand Street safer and slow traffic down, which is one of the biggest issues on Grand:

- Put in more 4 way stops to force traffic to slow down
- Install speed bumps
- Reduce the speed limit to 20mph
- Put in electronic speed monitoring signs or devices, including traffic enforcement cameras
- Encourage the Alameda Police Department to increase patrols on Grand
- Deploy clearer, more vivid signage, bicycle lane striping, and crosswalk lights
- Encourage students biking to school to use sidewalks, as many already do.

We urge you not to proceed with the current plan but to come up with another that improves safety while maintaining accessibility and usability. A new plan needs to have clearer bike lanes, add clear crossing markers at intersections with traffic blinkers, preserve parking on both sides of Grand Street and provide for clearly marked auto travel lanes. The original/prior plan did just that: it enhances the current bike lanes with clearer lane marking and buffering divisions, without drastically removing parking.

Thank you for listening to our concerns and factoring them into achieving the goals we all share and the city is working towards: an Alameda that is safe and usable for pedestrians, cyclists, drivers—and residents!

We, the undersigned residents of Grand Street and associated side streets

First Name	Last Name	Address Number	Street	Email	Phone
Denise	Bartalini	1224	Bay Street	dabart@comcast.net	510-769-9776
Sally	Damsen	1243	Bay Street	sdamsen@hotmail.com	510-523-1823
Fred	Damsen	1243	Bay Street	gjd@gmx.us	510-523-1823
Michael	Lee	1633	Clinton Street	mike@modelint.com	510-995-8514
Connie	Ulasewicz	1633	Clinton Street	cbu@sfsu.edu	510-995-8514
Barry	Parker	1622	Dayton Street	parkerorthol@gmail.com	510-504-5136
Lolly	Parker	1622	Dayton Street	parkerlolly5@gmail.com	510-504-5137
Matthew	Dean	1639	Dayton Street	madean1@gmail.com	510-865-8830
Elizabeth	Dean	1639	Dayton Street	eadean1@gmail.com	510-865-8830
Katy	Davies-Perez	1700	Dayton Street	iamkatydavies@gmail.com	415.200.7027

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Bob	Poala	1710	Dayton Street	rhpol@comcast.net	510-522-5227
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Jeff	Thomas	921	Grand Street	Jeffreyfthomas@gmail.com	650-346-3327
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Lois	Francis	1012	Grand Street	billf510@comcast.net	510-523-9420
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Andy	Wohn	1100	Grand Street	andywohn@gmail.com	646-825-0518
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Howard	Brizendine	1715	Palmera Court	hbrizendin@aol.com	510-522-4888
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James	Harrison	1615	San Antonio	jthvette@comcast.net	5105213818
Suzie	Harrison	1615	San Antonio	bentiedog@comcast.net	51052138318
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David	Penney	1620	San Antonio	dave@dpce.com	(510) 326-4796
Joanie	Weber	1621	San Antonio	Joanie722@gmail.com	(925) 998-8021
Andy	Weber	1621	San Antonio	Andy@atweber.com	(510) 566-1510
Steven	Kibler	1625	San Antonio	kiblerlinda@gmail.com	408-309-6760
Lisa	Kibler	1625	San Antonio	kiblerlinda@gmail.com	510-919-3947
Madeline	Deaton	1615	San Jose	mmdeaton@att.net	(510) 523-2443
Myrkle	Deaton	1615	San Jose	mmdeaton@att.net	(510) 523-2443
Milt	Friedman	2626	Santa Clara Ave.	michelleminor@gmail.com	5109151243
Michelle	Minor	2626	Santa Clara Ave.	michelleminor@gmail.com	5109151243

Gail Payne

From: Judy Frankel <judyfrankel@att.net>
Sent: Wednesday, May 18, 2022 9:00 AM
To: Gail Payne; Tony Daysog
Cc: Malia Vella; Trish Spencer; John Knox White; Marilyn Ezzy Ashcraft
Subject: [EXTERNAL] GRAND STREET Class 4 bike lane is dangerous for cyclists

I'm writing as a cyclist who has been hit and, seen the carnage that class 4 separated bikeways create at driveways and intersections. As well as creating bike on bike and bike on pedestrian crashes

This class 4 separated bikeway encourages right hooks at each driveway and intersection. As well as danger from those turning left from the other direction while cyclists are hidden behind parked cars.

Motorists are required by law to turn right from the right edge of the roadway. Cyclists then pass thru on the left of them. These poles make that impossible and then motorists make the turn across the thru bikeway into thru Cyclists who remain invisible, hidden behind parked cars until the point of impact.

There is also not enough space for safe passing within the bikeway. The stantions are dangerous to cyclist trying to pass other cyclists, or trying to avoid obstacles in the roadway debris, or glass and which also includes pedestrians entering or exiting their parked cars with children and baggage. They also can't safely merge out of the bikeway when needing to make left turns.

This leads inexperienced innocents to their death. Experienced riders who know that class 4 bike lanes are optional use by law and understandbtheir dangers will choose to be safe and visible by using the travel lane and will be harassed by motorists who don't know the law. Sharrows are required to educate them.

A much safer option for all users is a class 2 buffered bike lane without physical barriers that are also buffered in the door zone. This also makes it wide enough to pass a car stopped to park within the bike lane.

The danger at intersections far outways issues between intersections. A wide class 2 with buffers is much safer than the physically separated optional use class 4 separated bikeway and works for all.

Judy Frankel

[Sent from AT&T Yahoo Mail on Android](#)

Gail Payne

From: Laura Gamble <lgamble05@gmail.com>
Sent: Tuesday, May 17, 2022 5:47 PM
To: Gail Payne
Subject: [EXTERNAL] Item 6A on the 5/25 Transportation Commission Agenda

Hello Commissioners,

Thank you very much for your service to the community.

I am writing to respectfully encourage you to support staff's recommended redesign of Grand Street that includes separated bike lanes for much of the street. These separated bike lanes are an important way to keep our island safe and functional to those who prefer greener modes of transportation.

As a frequent biker and pedestrian on this street, it is abundantly clear that this corridor is not safe - for people walking, for students at the many nearby schools, or any human being on a bicycle.

Thank you for your time and consideration.

Laura Gamble

Gail Payne

From: Lilli Keinaenen <lilli.keinanen@gmail.com>
Sent: Tuesday, May 17, 2022 7:04 PM
To: Gail Payne
Subject: [EXTERNAL] In support of bike lane on Grand

Bicyclists in Alameda need big arteries of streets to bike along safely. Sharrows and paint alone won't keep us safe, we need separated bike lanes to encourage more biking.

This is part of the climate plan, and Grand will beautifully connect to the Cross Alameda Trail.

Thanks for your consideration.

Lilli Keinaenen
lilli@keinaenen.com
4154898223

Gail Payne

From: Mark Dieter <mark.j.dieter@gmail.com>
Sent: Tuesday, May 17, 2022 8:16 PM
To: Gail Payne
Cc: Jeanette Weisman
Subject: [EXTERNAL] Grand Ave Protected Bike Lanes

Transportation commission,

I am writing in favor of protected bike lanes on grand Ave. protected bike lanes are important for making cycling and other active modes of transportation accessible to more people. If our community is going to adapt our transportation system to meet the needs of the future and to reduce our climate impact these types of project are crucial. Grand is an important N-S corridor in alameda and we lack other good options at the moment, so this corridor should be upgraded and made as safe and accessible as possible.

Thanks,
Mark Dieter

Sent from my iPhone

Gail Payne

From: Nancy Gordon <nancyjoy4business@gmail.com>
Sent: Wednesday, May 11, 2022 5:36 PM
To: Gail Payne
Subject: [EXTERNAL] 5/11/22 Nancy Gordon re SURVEY & Grand St. so-called Safety ProjectA

5/11/22

To Gail Payne
From Nancy Gordon

RE: Grand St. Resurfacing and Safety Improvement Project:

I am HIGHLY OPPOSED to this project! Was out of town and missed the timing to fill out the survey, but definitely wanted you/the council and whomever else is involved that I do NOT want this project for a number of reasons.

First, I live a block away, and use Grand St. many times during the day/week, etc. My children walked to school (Lum and Wood) and they were plenty safe in the past. I've noticed the crossing guards in the last few years – we did not have them when my children were young. This seems plenty helpful for school children, and having busses won't keep people from driving their children to school! In fact, with MORE traffic on Grand, which is already quite busy, there will be more people trying to circumvent the proposed "bus route" and therefore driving through adjoining neighborhoods and potentially causing accidents on the narrower streets, etc.

Grand St. is only Single Family Residences, unlike the mixed neighborhoods (business, houses, shops, etc.) where we currently have bus lines. The busses are noisy, not even sure how many people even use them here in Alameda – unless it's the route along Santa Clara for those who work in SF (?).

Interesting that I rarely have seen anyone on that "free" shuttle bus that was supposed to "help elders," and others without cars. That was a waste, in my experience. We elders need our cars more than ever, vs. doing errands on bikes (dangerous!) with small baskets for whatever we need to cart home from shopping, etc. I believe I am like many of our older citizens – once I go out for errands, I do them all at the same time, and can fit everything into my car, besides being safer than biking, or trying to carry stuff on a bus!! (And we have more seniors now than in the past, per my experience,)

The configuration that's proposed is ridiculous. Harder for people to park on the street, & with bicyclists going by this causes a greater hazard when pulling away from the curb. I have yet to hear any bicyclist ring a bell or use a horn to warn that they're nearby, behind, etc. – like we all did as kids! AND many have earbuds so are distracted, too. So with huge busses going up

and down Grand, this would create a more dangerous situation for children, as well as adults. (My friend Sam Sause was killed at Grand/Otis several years ago by a bus – AND he was wearing reflective clothing, too.)

I am sure many others have filled out the survey with their comments AGAINST this unnecessary and unwanted so-called “improvement.” The funds could certainly be used in better ways...resurfacing isn't really needed, but that would be fine. NOT the rest of what's proposed.

Very sincerely,

Nancy Gordon
1021 Union St.
Alameda, CA 94501

Gail Payne

From: paolo@finelineconst.com
Sent: Wednesday, May 18, 2022 11:08 AM
To: Gail Payne
Subject: [EXTERNAL] Grand St changes

Hello,

My name is Paolo Friedman and my wife Siam Peav and I live with our three children at 816 Grand St. My phone number is 415-720-6990. I think the proposed City plan for Grand St. will cause a real problem for us and our parking situation as well as our ability to exit our driveway safely. It is imperative that the parking remains as is. The City already took every corner parking place and painted red zones thus reducing parking by 2 vehicles per side per block (4 spaces total).

Increasing frequency of 4 way stops perhaps at every other block is the right thing to do for traffic calming.

Bike lanes and laws regarding bikes are flawed. Bikers are not insured motorists and yet cause accidents by not signaling, weaving or running stops and traffic lights. They get the benefit rights of a pedestrian and put themselves and others at risk frequently, all while taking up more valuable space on the roads.

Bike routes should always be run on less vehicle traveled streets. The City should use the tax funds for police, fire depts, more clean ups and park and rec facilities and not impact further the lives of the highest paying property tax home owners on the island.

Thank you,

Paolo

Sincerely,

Paolo Friedman

Gail Payne

From: John Knox White
Sent: Wednesday, May 18, 2022 9:35 AM
To: Gail Payne; Nancy McPeak; Erin Garcia
Cc: Andrew Thomas
Subject: FW: [EXTERNAL] Grand St. Bike Lanes

For TC.

Best,

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

From: Stefani L <stefani.letto@gmail.com>
Sent: Wednesday, May 18, 2022 9:31 AM
To: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>
Subject: [EXTERNAL] Grand St. Bike Lanes

Dear Council,

I'm writing to express my strongest support for protected bike lanes along Grand St. I bicycle all over Alameda, and can't tell you how many close calls I've been involved in and/or seen around town. Every protected bike lane is one less child put at risk of terrible injury or death, and one less driver traumatized by a moment's inattention taking away a life. Especially on a route to a school!

It's time we prioritize safety for bicyclists over convenience for cars. Please help bring Alameda into a vibrant future where our city looks like busy European ones that people love to visit, rather than a racetrack for climate-killing cars.

Sincerely,

Stefani Leto
Homeowner, long-term Alameda resident, parent to four Alameda kids