

Gail Payne

From: Alyx Brun <alyxbrun@hotmail.com>
Sent: Tuesday, May 24, 2022 9:37 AM
To: Gail Payne
Subject: [EXTERNAL] Grand Street

Hi Gail,

My kiddos and I won't be able to attend the meeting tomorrow evening, but wanted to weigh in on the importance of protected bike lanes on Grand. I know the neighbors want to keep more street parking, but they really don't need as much as they have now since the homes all have driveways and garages and any visitors to those homes would still have available street parking. Protected bikes lanes are so important to help bikers of any age, but especially school-aged kids, feel safer and more comfortable riding to and from school (Wood/Franklin) and even the beach. The City's goal is to reduce driving and promote biking across the island, and protected bike lanes are a good way to do that.

Thanks,

Alyx

Gail Payne

From: Drew Dara-Abrams <dda@dara-abrams.com>
Sent: Sunday, May 22, 2022 9:48 PM
To: Gail Payne
Subject: [EXTERNAL] Transportation Commission re Grand Street

Ms. Payne,

Would you please add this to the packet for the upcoming Transportation Commission meeting re Grand Street and share with the members?

Thank you,
Drew Dara-Abrams

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Dear Transportation Commission members,

I am writing to strongly support the proposed configuration for Grand Street with protected bicycle lanes.

My family and I regularly make use of this portion of Grand Street in two ways:

- First, we walk across Grand at either the San Jose slow street or San Antonio while walking through the Bronze and Gold Coast neighborhoods. This currently requires waiting for drivers that rarely see or stop for pedestrians. Then it requires a walk across a very wide tarmac to reach the other side.

- Second, we regularly use Grand Street on bike as the way to jog north/south on the way to my kids' preschool and afterschool. There are few good options for connecting north/south by bike in the central portion of Alameda. Going on Grand from San Jose up to Eagle is the least worst of the options.

As the staff report notes, there are very few cars or trucks parked in on-street parking along Grand Street when we ride past. However, just one truck sticking out into the unprotected bike lane can make cycling awkward, especially with one or two kids riding on the back of my bike.

Grand Street is also the one corridor in Alameda on which I find I have to be very mindful not to be "doored" by a motorist — that is, the driver of a parked car obviously opening their door right into a cyclist in the bike lane. As a fit adult, I will assume these responsibilities — but I strongly believe that we should not ask for that level of skill and control for everyone who wishes to ride a bike in Alameda, particularly school-age children cycling to school.

Re safety for school kids, I'd also like to add that we are in a very pernicious cycle right now. Parents are purchasing larger and larger SUVs, which may provide more safety to the occupants of the vehicle. However, these cars are ever more dangerous to those outside of the vehicle. Collisions that used to lead to minor injuries now lead to major injuries or deaths for pedestrians and cyclists. Children and seniors are at particular risk to the high profile of vehicles' fronts. These worrying trends are visible in both local and national statistics. Redesigning key streets so that they physically protect and prioritize the most vulnerable of their users is the best means of countering those trends.

It's for all these reasons that I hope the Transportation Commission will recommend approval to City Council of the plan with protected bike facilities for cyclists of all ages along this portion of Grand Street, as well as improved intersections with bulb-outs, flashing lights, and other physical safety features for pedestrians of all ages.

Thank you for your time,
Drew Dara-Abrams
Calhoun St

Gail Payne

From: Ellen Steuer <ellen@ellen.org>
Sent: Monday, May 23, 2022 5:18 PM
To: Gail Payne
Subject: [EXTERNAL] Grand St Bike Lanes

Hello,

I live on the 1200 block of Union St and am writing to show support for the protected bike lanes proposed for Grand St between Encinal and Shoreline. I have two young kids, one currently at Wood and another at Franklin. I'd like to feel they are safer biking and walking to school with these protected lanes. I understand this may reduce street parking on streets like mine and side streets around Grand St where there will be fewer spots, and I am OK with that.

Thanks!

Ellen Steuer
1221 Union St

Gail Payne

From: Gena Harriet <genaharriet@gmail.com>
Sent: Monday, May 23, 2022 6:37 PM
To: Gail Payne
Cc: Gena Harriet
Subject: [EXTERNAL] Grand Street Project
Attachments: image3.jpeg; image5.jpeg; image2.jpeg; image4.jpeg; image0.jpeg; image6.jpeg; image7.jpeg

Dear City Officials involved with the Grand Street repavement project,

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

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



The project consultants' design plan is flawed. The idea for delivery vehicles is to block driveways. The rendering shows a double car width driveway. In reality most homes on Grand Street have only a narrow single car width driveway. I only counted two driveways from Encinal to the lagoon bridge that had a double car width driveway. If a delivery vehicle would fit in this space. They also show delivery trucks can park in the dedicated parking spaces. In the street parking I fear these spots won't be available. Furniture, landscape supplies, large UPS trucks double park blocking the road, these larger delivery items take longer to unload and it won't be just for



The plan for driveway visibility is similarly flawed. Again it shows a double car width driveway with a car backing out of the street. The reality, single car width with cars backing out of the driveways. The rendering shows the parked cars on the other side but if you notice the opposite side of the street the driveways have cars parked

them. When you do back out of the driveway I'm afraid you will have difficulty clearing a narrow radius are in the middle of the street. I already have difficulty attempting this with a much larger space.

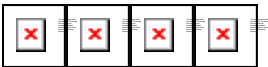


I'm also worried that cars only parked on one side of the street will cause increased pedestrians jaywalking their homes on the other side. As well as gardeners, contractors, delivery people etc. We need to consider the street as well, not all of them have off street parking. My neighbor for one uses a cane and has to park 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 there is room for cars to move out of the way for emergency vehicles, in particular fire trucks. Because the fire trucks use Grand they use Grand as a thorough way. There are several huge fire trucks that come through multiple times responding to emergencies. Where are the cars going to pull over to get out of their way?

This road is just not wide enough to accommodate the proposed plan effectively. If there was capability to widen 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 significant. It is a charming tree lined street and I'm worried that projects like these will slowly erode the character of Grand. 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 lanes or bollards. The dilapidated bollards and dirty gutters throughout the city lead me to believe there is no future repair or general maintenance for this project either. Look at our downtown and shoreline, most of the infrastructure is destroyed, damaged or vandalized and are an eyesore. We currently have street sweeping on Grand, but how often? How often is the street and keeping it clean? There is no room for the street cleaners in the separated bike lanes. The separated bike lanes are filthy, full of garbage and debris, some places so thick that weeds are growing through them. Enough the city can't maintain this in our public spaces but would you want this in front of your home? Look around town at 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. We support the community's desire for safe bike routes but there are families that have to live everyday with whatever the decision is. I believe the first design accomplishes increased safety while maintaining consideration to the homeowners on Grand Street. It had improved bike lanes, crosswalks and calming measures at a much less aggressive cost. We can work together to make Grand Street better for everyone.

Sincerely,

Gena and Pierre Harriet 1112 Grand Street

Gail Payne

From: jeannegustke@rjwproinsurance.com
Sent: Tuesday, May 24, 2022 5:51 AM
To: Gail Payne
Subject: [EXTERNAL] Grand Street Bike Lanes

Please adopt the traditional model for bike lanes on Grand Street and leave parking on the curb for city residents. It is a neighborhood! Mark the bike lane as green for visual recognition but that is enough.

Shoreline Drive design is a visual and physical mess and has contributed to more accidents for pedestrians like Wilma Chan. The bike lane against the curb just does not work for all residents of Alameda. It only caters to the bike coalitions.

Jeanne Gustke
Executive Vice President
RJW Professional Insurance Services
510-414-9722
Jeannegustke@rjwproinsurance.com

Gail Payne

From: John Brennan <johnpbrennan@yahoo.com>
Sent: Monday, May 23, 2022 10:00 AM
To: Gail Payne
Subject: [EXTERNAL] Revised email and proposal

Dear Transportation Commissioners,

Earlier I sent a petition from over 100 residents of the Grand Street neighborhood regarding the proposed changes to Grand, advocating adopting a solution closer to Plan 1 rather than Plan 2. In this email I want to: a. outline additional reasons why Plan 2 is problematic, and b. propose an enhancement to Plan 1 that I believe will further bolster cyclist safety and the level of cycling.

A. There are two other issues with Plan 2 that make it highly problematic, in addition to the reasons we cited in the petition.

First, the plan will decrease pedestrian safety because it will lead to more jaywalking. Many Grand Street residents need to park on the street—in our block alone, most of the driveways can only accommodate one car. With parking eliminated in front of over ½ the homes on each block, residents who need to park on the street will inevitably park on the opposite side of Grand from their homes. This is true of visitors and service people as well. Most people will not walk to the corner to cross. They will cross the street mid-block, increasing the risk of pedestrian/car accidents. This is dangerous and exactly the kind of activity we want to design our streets to discourage.

Second, I've cycled all around Alameda looking at just about every bike lane on the island. There is not another street in Alameda that I could find with houses on both sides of the street where we've removed parking in front of people's homes—much less removing over 50% across several blocks. Even on Shoreline we've kept parking on both sides of the street in front of the apartment buildings. Eliminating parking on such a massive scale seems patently unfair. My next-door neighbor at 715 Grand has two school age kids that go to school in Oakland. Both parents work and share taking the kids to school and bringing them home. They can only fit one car in their driveway. They will be forced to park either across the street or in another block, taking up parking that another neighbor needs. This is highly problematic.

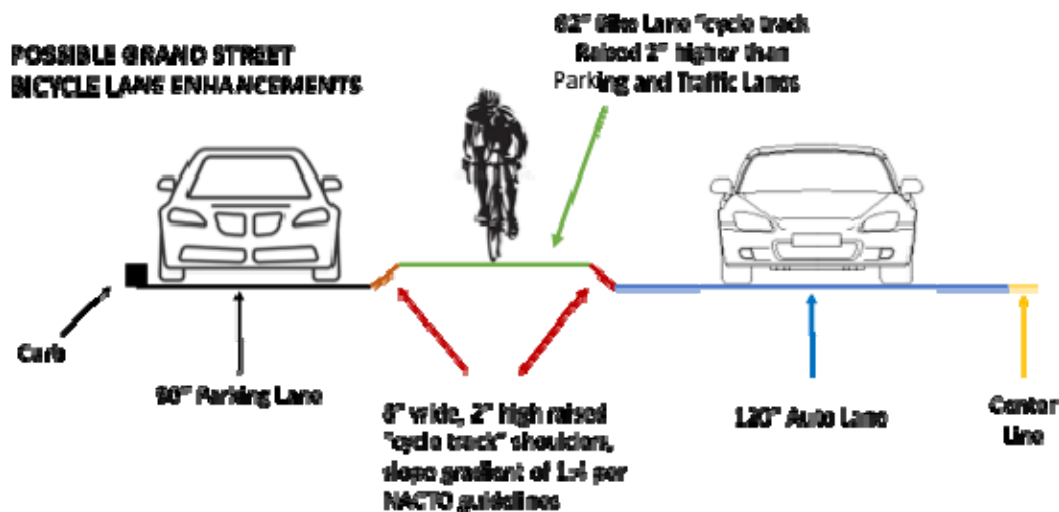
B. I'd like to contribute to the thinking and dialogue about how to further enhance safety for cyclists on Grand. Clearly the city staff and consultants are the subject matter experts here. I'd like to suggest for discussion an enhancement to Plan 1 that could boost bike safety on Grand Street without creating the problems inherent in Plan 2, cited above and outlined in our petition.

I've looked at various types of bike lanes in different states and cities to learn more about what is possible. I've also measured streets in Alameda where there are parking and bike lanes, and in some cases small buffer lanes.

Looking at streets across the city where there are bike, parking and auto travel lanes (* below please see street measurements I gathered for this exercise), It appears feasible to have a 90" parking lane, 78" bike or bike/buffer lane and a 120" traffic lane for a total width of 288" on each side of the street. On Grand Street between Palmera Court and Encinal the parking plus bike lane (there is no demarcation separating the two) is 157" and the auto traffic lane is 133" in each direction, giving 290" available to design and construct bike, buffer, parking and traffic lanes.

So how best to design and build bike lanes that feel and actually are physically more distinct from the traffic lanes? Plan 1 includes vivid striping and green coloring of the lanes, which would be a significant enhancement. Even more helpful would be a raised bike lane, where the bike lane is elevated 2" relative to the traffic and parking lanes, with gentle shoulders on either side. This could be a huge enhancement for the bike lanes on Grand, as a raised bike lane will create a distinct lane for cyclists and a physical buffer alerting drivers when they are encroaching into the bike lane. The bike lane would still be sited between the parking and auto traffic lanes, but now with real physical—not just visual—delineation of the bike lane.

The diagram below demonstrates how this could work on Grand Street. It has a 90" parking lane at the curb (* wider than Shoreline or Blanding—see measurement footnote below), an 8" buffer ramp "shoulder" rising to a raised bike lane 2" higher than the adjacent parking and traffic lanes (using a 1:4 shoulder ramp gradient ratio per NACTO guidelines), a 62" bike lane, followed by another 8" buffer "shoulder" ramp back down to the auto traffic lane. This provides a total of 78" of width between the parking and traffic lanes. This then allows for a 120" traffic lane, which is wider than Encinal east of Grand, and the same width as Santa Clara between Oak and Grand and Blanding between Tilden and Park. The 8" wide, 2" high shoulders on the bike lane are easily navigated by cyclists, but are a deterrent to motorists (both in the auto traffic and parking lanes) from encroaching on the bike lanes.



The auto traffic lanes would be about the same width as on Shoreline, but would feel wider since traffic would not be driving so close to parked cars. Drivers would be able to see cyclists when turning into driveways and side streets. Evidently the raised lanes can be continuous or can be discontinued adjacent to driveways and side streets to allow for stormwater drainage.

I acknowledge this is a layman's view but hopefully it can contribute to the discussion and eventual solution. I truly want to be as constructive as possible in finding a way to provide higher safety for all concerned and support increased cycling, without the many negative consequences of Plan 2.

Thanks for listening and considering.

Respectfully,

John Brennan

711 Grand Street

510-517-7622

JohnPBrennan@Yahoo.com

***Measurements of bike, parking and auto travel lanes around Alameda:**

- The narrowest parking lane is on Shoreline east of Grand at 84", followed by 87" on Blanding between Tilden and Park. Most are between 90 and 100". A Toyota Prius is 70" wide; a Toyota Highlander SUV is 76" wide, a Chrysler Pacifica minivan is 79.6".
- The narrowest buffer is on Aughinbaugh Way west of Robert Davey Jr. Drive at 20," with the next narrowest being on Encinal east of Sandcreek Way at 24." Most are 30 – 35."
- Bike lanes are 60" on Santa Clara between Oak and Grand, and Encinal east of Grand and east of Sandcreek Way. On other streets they vary from as narrow as 55" to as wide as 78".
- Traffic lane width is 116" on Encinal east of Grand, 120" on Santa Clara between Oak and Grand and on Blanding between Tilden and Park, and 124" at Shoreline east of Grand, 124" at Fernside north of Fairview and 124" at Central between Grand and Encinal.

Gail Payne

From: Joseph Kim <jkkim1@gmail.com>
Sent: Monday, May 23, 2022 6:32 PM
To: Gail Payne
Subject: [EXTERNAL] Bile Path on Grand Ave.

To the Transportation Commissioners:

I wish to state my strong support for a dedicated bike lane on Grand Ave. My child will be attending Wood Middle School next year and he would like to ride to school on Grand but is nervous to do so. A protected bike lane along Grand Ave would make him and us feel more safe to bike to school, and add a valuable and pedestrian friendly corridor to Wood middle school and the south shore.

Please consider installing a protected bike lane along Grand Avenue.

Thank you,
Joseph Kim, Esq.
2066 Eagle Ave.
415 283 6385

Sent from my iPhone

Gail Payne

From: Julie Robbins <julierobbins7@yahoo.com>
Sent: Monday, May 23, 2022 6:02 PM
To: Gail Payne; Julie Robbins
Subject: [EXTERNAL] Strong support of dedicated bike lane on Grand Ave

To the Transportation Commissioners:

Thank you for your time. I would like to express my strong support for a dedicated bike lane on Grand Ave. I previously served as the Parent Champion for Safe Routes to School for Maya Lin Elementary School and I led a pod of 5-9 year olds by bike during school closures. I bike to work using Grand Ave one day per week and bike to and from school with my child. He will be attending Wood Middle School next year and he is working hard to learn to ride independently in Alameda. Our family, friends and neighbors would all benefit greatly from a safe and protected bike lane along Grand Ave. Alameda should be proud of being incredibly bike and pedestrian friendly, however the Grand Ave corridor is behind other areas of the island.

Please support this important topic of making a dedicated, safe, and protected bike lane along Grand Avenue.

Thank you,
Julie Robbins Kim (she/her)
Parent of future Wood Middle School student and small business owner in Alameda
(uses bike only for this job)
julierobbins7@yahoo.com
415 373 8598

Gail Payne

From: Karen Hardy <karenannhardy@gmail.com>
Sent: Monday, May 23, 2022 5:57 PM
To: Gail Payne
Subject: [EXTERNAL] Bike lane for Grand Ave

I live on Lincoln Avenue and I'm extremely interested in improving bike lanes throughout our city. I support the grand Avenue proposal and I also am very enthusiastic for making Lincoln Avenue only three lanes with bike lanes on either side and better pedestrian access. Grand and Lincoln are busy streets in Lincoln especially has been full of hot rodders it is quite dangerous.

Very sincerely
Karen Ann Hardy MD Professor Stanford University

Sent from my iPhone

Gail Payne

From: Karen Miller <karenmillercrs@gmail.com>
Sent: Saturday, May 21, 2022 2:59 PM
To: Gail Payne
Cc: Marilyn Ezzy Ashcraft; John Knox White; Trish Spencer; Tony Daysog; Malia Vella
Subject: [EXTERNAL] Grand St Reconfiguration
Attachments: Otis.jpg; Grand.jpg

Dear Transportation Commission,

We live a block away from Grand St and vehemently oppose the proposed changes to Grand St. We wholeheartedly agree with the 100 or so Grand St homeowners and neighbors who wrote their letter. This configuration will make Grand St a dangerous road. The lanes are too narrow and leave no room for cars to pull over to let emergency vehicles pass. Station 3 of the Fire Department is on Grand St and uses it as a major artery to traverse the island. There are other ways of slowing down traffic to include 4 way stops, reducing the speed limit and enforcement. Putting the bike lanes adjacent to the sidewalk is so dangerous for pedestrians as it promotes speeding of bikes. Karen was almost hit by a fast moving bicyclist in Oakland on Telegraph Ave, where they have the same configuration, a few days ago as she attempted to step off the curb, cross the bike lane and get in to her car.

And then there is the problem of taking away parking on one side of the street. What happens to elderly grandparents or disabled visitors who come to visit and can't park in front of the house? What happens to disabled homeowners that have to cross a bike lane to get in to an Uber? There are so many problems with this plan. We have attached 2 photos of intersections. One is the corner of Grand and Dayton. The other at Grand and Otis. Which do you find easier to scan for pedestrians or bikes? These were both taken at 5pm on Friday the 20th. Do you see any bikes at either intersection? The proposed bollards and road markings just add chaos to what was an open view of the road.

We are so tired of the Bike Walk Alameda folks driving the conversation when they are not the majority of this town. You reference the survey taken this month. According to your own survey the split on satisfaction of safety of Grand was 54% indicating safety concerns and 46% indicating they were not concerned or neutral. This is not a mandate. Regarding the question asking if you are satisfied with the way Grand currently operates, the satisfaction rate was 62% adding up neutral to very satisfied. We are adding neutral to satisfied in both examples, as clearly if you checked neutral you were not unhappy with the status quo. People are going to continue to drive regardless of how many bike lanes you provide and you are making it more difficult for them. This is not Amsterdam and there will always be more cars than bicyclists or pedestrians. I agree that safety is a concern for everyone but you can't keep prioritizing bicyclists and pedestrians over drivers. In regards to the impact on climate, we will all be driving electric cars in the future and you have way more idling cars now on Otis and Grand going West as there is no longer a right turn lane. The same will be true with this reconfiguration on the side streets entering Grand.

The condition of most roads in Alameda is deplorable and we would like to see the \$3M spent on maintaining the roads that we have rather than spending it on this proposal. We have other more pressing needs for the \$3M than to try to remedy a problem that doesn't exist.

Regards,

Karen and Keith Miller

720 Paru St



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Gail Payne

From: Ken Freeman <frees49@hotmail.com>
Sent: Monday, May 23, 2022 5:38 PM
To: Gail Payne
Subject: [EXTERNAL] Protected Bike Lanes on Grand Street

Hello Gail,

I have lived in Alameda since 1983, on Sherman Street.

I, like many others, ride my bike everywhere, often.

I would like you and the rest of the board to vote in favor of adding bike lanes to Grand Street.

The more bike lanes we have, the more people see them and see people riding their bikes and this reminds people on a daily basis to get out of their cars and use their bikes instead.

Thank you for your support of Bike Lanes in Alameda.

Ken Freeman (510-390-0704)

Gail Payne

From: Megan <meganc.laney@gmail.com>
Sent: Monday, May 23, 2022 6:05 PM
To: Gail Payne
Subject: [EXTERNAL] Protected Bike Lanes on Grand in Alameda- YES!!!

We want Protected Bike Lanes on Grand!!

Live on a boat at Marina Village Yacht Harbour Gate 9. I work at 2526 Blanding Ave and ride my bike to work. The new protected bike lanes on Clement are wonderful, and safe! We need a protected bike lane corridor down Grand Ave to Shoreline Drive

Bikes are a key piece of transportation we need to embrace in Alameda.

- We're adding housing, and need safe ways to get around without cars.
- We have unique year around bike transportation options with our weather.
- Grand crosses the width of the island

I took the time to click down google's street view of Grand Avenue (I know it's only a snapshot in time..) and there are driveways, church parking lots, and empty spaces all along every block. I

Megan Laney

Gail Payne

From: Patrick Traughber <patricktraughber@gmail.com>
Sent: Monday, May 23, 2022 7:11 PM
To: Gail Payne
Subject: [EXTERNAL] I support the Grand Street protected bike lanes

Hello Commissioners,

I support the Grand Street protected bike lanes. We need these to make alameda safer. If it means removing car parking, or reducing car lanes, that is totally fine. It is a good trade off if we get fully protected bike lanes. The important part is that the bike lanes are wide enough for people to pass one another and there is a physical separator protecting people on bikes from the motorists who make the decision to drive a car in our neighborhood.

Please install protected bike lanes ASAP here. Thank you, Patrick

Importance: High

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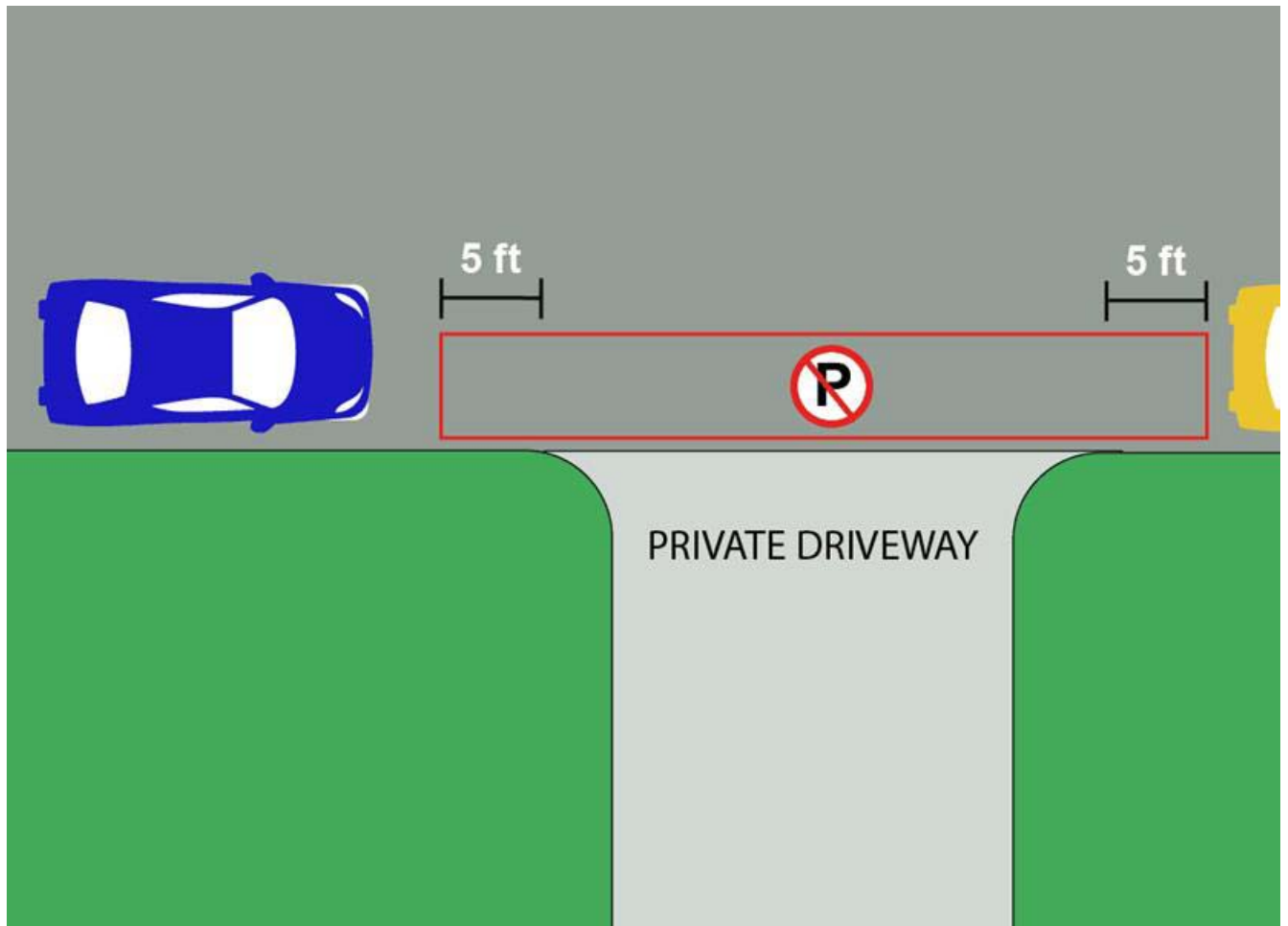
1. Vehicles in driveways should not be permitted to pull out into traffic in reverse

Instead, they should park by backing into the driveway, rather than potentially injuring pedestrians or cyclists because of limited visibility sectors

Driving into the street nose first makes it much easier for the driver to scan any approaching vehicles as well

This rule should be encoded into traffic law and tested for all drivers, just as parallel parking is

2. If a vehicle is identified as parked in an existing parking or bike lane and is identified as belonging to a home with an empty driveway, such a car should be ticketed
Only because parking in bike lanes is “normalized”, does not mean such behavior should be condoned
Once or twice a year, the police and parking enforcement should issue tickets for cars parked in bike lanes in order to get the message across
Cyclists or their family will sue, if a cyclist is injured or killed due to a blocked bike lane
3. The yellow light changing into red at a large intersection, should be extended in duration, so a cyclist or group of cyclists may transit this intersection
This will prevent cyclists from being caught in the intersection when the light turns red, just because the yellow light is timed for motorized vehicles
Some belligerent drivers have used their green light as an excuse to intimidate and honk at cyclists, knowing full well, that the cyclist is still negotiating the intersection
4. Furthermore, all drivers should be taught to check the sideview mirror, before opening the door adjacent to a bike lane
5. Regarding the objections by home owners about perceived reduction in parking spaces:
A parking study should be conducted to count and statistically evaluate how many driveways are actually used or utilized only occasionally
How many garages are utilized for parking rather than storage or conversion
The incidence of double parking
The results of this study to be promulgated to these home owners to clearly show that driveways are underutilized
6. What would also enhance safety, where a parking lane exists, would be to drop parking spots adjacent to a driveway
Such locations, if occupied by a vehicle, make it difficult for a driver exiting his driveway to ascertain whether the street is clear
Instead, such drivers will hesitantly poke into traffic or take their chances, without really knowing how safe it is



Best regards,

Ralph J. Bruni

Vice President, Team Alameda

Tel: (Direct) 510 864 4299

Mobile: 510 710 6702

Email: RBruni8107@aol.com



Gail Payne

From: Shay Phillips <shayphurray@gmail.com>
Sent: Monday, May 23, 2022 5:40 PM
To: Gail Payne
Subject: [EXTERNAL] Grand street improvements

Transportation Commissioners-

I can not make the meeting tomorrow evening but want to put in my 2¢. I am a huge fan of protected bike lanes merely for the safety they provide. As Grand is a heavily biked corridor for kids headed to Wood, Franklin and SJND schools, Riddler and Franklin Park as well as Shoreline beach I would like to see the city implement the safest means available for our children.

Thank you,
Shay Phillips
Alameda resident and mother of children that commute by bike.

Sent from my iPhone

Gail Payne

From: Willie Bass <williebass98@gmail.com>
Sent: Thursday, May 19, 2022 8:46 PM
To: Gail Payne
Subject: [EXTERNAL] Support for Separated Bike Lane on grand Street

Hello,

Recently the bike lane built behind the Del Monte factory has created a safe route for me to get to work and as a result I've started biking instead of driving for my commute. I'd like to bike more, but don't feel safe on most of the roads in Alameda. I wanted to voice my support for a protected as opposed to a traditional bike lane as part of the grand street repaving project. I and many of my fellow Alameda residents I've talked to would be eager to utilize expanded, safe bike access around the island.

Sincerely,
Willie Bass