



## Gail Payne

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**From:** Alex Marijn <marijnalexwedding@gmail.com>  
**Sent:** Wednesday, May 25, 2022 4:51 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] For Transportation commission Grand St project

I was sold on the dream of Alameda island living with the promise of streets that were safe to bike down, cars that drive 25mph, and a short bus/ferry commute to work. Of those, I suppose only the commute turned out to be true.

I want to be able to go places via bike. I want my kid to be able to safely bike to Wood Middle School someday. With cars that go 40mph here, that means fully separated and protected bike lanes AND intersections. With lots of concrete and metal to keep cars and bikes apart. So let me give my full support to giving Grand St as good of bike lanes as we can get here.

As a newer homeowner, I pay more in property tax than many of the older residents living along Grand Street. If "I pay property tax!" matters, then do the voices of the newer residents who moved here for the dazzling dream of biking and walking matter more than those who want only cars?

I am not sure why the Grand St neighbors are against bike lanes:

- It would increase their property values: <https://trec.pdx.edu/research/project/1330>
- They complain about parking, but surely they don't have so many caregivers that their vehicles don't all fit in their long driveways?
- They complain about having to drive out farther for visibility. I wonder if they drive in Alameda? This is true for most intersections. Perhaps mirrors could be put on the dividing planters to help them.
- If they are mobility impaired, and truly concerned about the disabled, making it safer for motorized scooters to transit seems desirable.

Their concern for delivery vehicles is legitimate. Truck delivery has increased in the last few years, and I can't see trucks regularly pulling into driveways for deliveries. Give them a designated delivery parking spot (every block?). This is an Alameda-wide problem. As we narrow streets, we need to create spaces for delivery trucks to stop, or they'll block all traffic. Perhaps delivery congestion pricing should be studied? Limit Amazon to one delivery truck/street/day?

My concerns:

- Are the lanes wide enough? This is a major road, and the bike lanes need to be able to accommodate wider bikes and bike passing. I also don't want trucks to run into problems.
- Can we make it Grand looking? Maybe some planters and greenery? Planters with metal bollards built into them? If they were open to the ground, it would make it easier to plant native drought tolerant shrubs and trees. Isn't that what people really don't like? The look? Surely we can have both safety and good looks.
- Do the intersections make sense for bikes? They should also be protected, and follow the international recommendations.

Thank you,

Alex Spehr

## Gail Payne

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**From:** Barbara Orbeta <orbetafamily@gmail.com>  
**Sent:** Wednesday, May 25, 2022 10:18 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Please forward to Transportation Commissioners

My husband and I were on the Zoom call May 25. While the Grand Street Improvement Project is a done deal, I would like to encourage you to have the courage next time to stand up to the bike enthusiasts and remember that not everyone wants to or does bike around town.

We continue to be concerned about the speed on Grand and now will also fret over the ability of delivery drivers to safely do their jobs, the drivers who will zip around the garbage truck and the aforementioned delivery drivers, and the ability of emergency personnel to navigate a more narrow street in which traffic has limited room to pull over. It never was about parking to us or, frankly, our neighbors; that was an offhand comment which was seized upon and mocked as if it was the primary concern.

We are saddened that Grand will have bollards, zig zags, and buffers while the real threat to safety (speeding) is ignored. Please be stronger next time to truly understand a problem before voting to radically change a neighborhood.

Barbara Orbeta

Sent from [Mail](#) for Windows

## Gail Payne

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**From:** Barry Gerharz <barry@gerharz.com>  
**Sent:** Wednesday, May 25, 2022 3:42 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Support Staff recs for Grand (item 6A)

This note is for the commissioners attending at tonight's meeting.

As a parent and teacher in Alameda who lives just two blocks from Grand and frequently bikes the stretch scheduled for redesign, I write to encourage the commissioners to support the Grand redesign. Children's lives are more important than maintaining the status quo.

Please support staff's recommended Grand Street redesign that includes separated bike lanes for most of the street. These separated bikeways offer needed protection and improve safety for all users. 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.

Thank you,  
Barry Gerharz

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barry@gerharz.com

## Gail Payne

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**From:** Chris Burrows <cburrows@pixar.com>  
**Sent:** Wednesday, May 25, 2022 4:27 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Support for improvements to Grand Street

To the members of the Transportation Commission:

I am an Alameda resident writing to you to offer my enthusiastic support for the Transportation Commission agenda item concerning recommended improvements to Grand Street, especially including a physically separated bike lane between Otis and Encinal.

As a parent of two children who use Grand Street as a north/south route to bicycle from our home on San Jose Ave to their grandparents' house on Eagle, I am deeply concerned about the safety of non-automotive modes of transportation along that corridor. Automotive traffic travels at a very high rate of speed between Otis and Encinal, a stretch frequently shared with pedestrians and bicyclists heading to and from Wood Middle School or the South Shore beach. Any opportunity to provide physical separation between cars and other modes of transportation should be urgently pursued and would strongly support the city's Vision Zero goals. Paint alone will not keep bicyclists safe.

Thank you for your consideration,  
Chris Burrows

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A collection of locations and attributes

## Gail Payne

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**From:** John Jensen <j510jensen@yahoo.com>  
**Sent:** Wednesday, May 25, 2022 5:04 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Please don't create more traffic on Grand

Grand St. currently has no traffic congestion (other than at Ottis due to inability to turn right). Please don't mess it up. These bicycle freeway ideas - where do they come from? Bad solutions looking for non-existing problems. All have the result of increasing drive times, which increases pollution. Putting up pedestrian goal posts just makes it harder for drivers to get around, actually decreasing safety.

Increase bicycle safety by educating bicyclists!

John Jensen  
Clinton Ave resident

[Sent from Yahoo Mail for iPhone](#)

## Gail Payne

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**From:** Laura Satersmoen <lsatersmoen@fisherartfoundation.org>  
**Sent:** Wednesday, May 25, 2022 4:19 PM  
**To:** Gail Payne  
**Cc:** JohnPBrennan@yahoo.com  
**Subject:** [EXTERNAL] Grand Street proposal - Stop Signs and NOT changes in street elevation and reduced parking.

Dear Ms. Payne,

I am a Grand Street resident, and the mother of a Wood student who walks to school, so I am vested in the decision on what happens on Grand Street.

Traffic is very difficult on Grand. Sometimes it takes me 2 minutes to pull out of my driveway (I have timed it). The proposed changes to the street will make it much harder to navigate getting onto the street, and I believe cause more accidents and traffic problems out of frustration and inability to see what's coming.

Keep in mind I have a son who walks to school, whose safety is my primary concern. I do not think your proposals will increase safety, but in fact, decrease it.

Parking will be more difficult. Why does every other resident in Alameda have the ability to park on the street, whereas if your proposal goes through, only 50% of the residents will be able to park on the street? This doesn't seem fair to penalize Grand Street residents this way.

Why not try to simplest solution to reduce traffic safety issues on Grand, namely STOP SIGNS. They're cheaper, and proven to be effective. We lobbied hard for stop signs when a blind man was hit at the corner of San Jose & Grand about 10 years' ago, but the city didn't think it was enough of an issue to warrant them at that time. At least try stop signs first, then see how it's working before making more drastic and imprudent changes that will make it much harder on those who live on Grand..

My vote is for STOP SIGNS ONLY. All the other proposals will make it more of a mess.

Thanks,  
Laura Satersmoen  
912 Grand Street

Laura Satersmoen  
Executive Director  
Fisher Art Foundation  
151 Third Street  
San Francisco, CA 94103  
510 387-3061 mobile

## Gail Payne

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**From:** Matthew Evjen <matt@evjenaviation.com>  
**Sent:** Wednesday, May 25, 2022 3:15 PM  
**To:** CityCouncil-List  
**Subject:** [EXTERNAL] Support for Item 6a, Bike Lane Improvements

Dear Council Members and Commissioners,

My name is Matthew Evjen, I am a newer homeowner and 5 year resident of Alameda on Otis Dr near Grand St. I am also the parent of a soon to be student at Wood Middle School next year.

I fully support efforts to improve bike lanes on Grand Street. I have been biking my daughter to school at Otis elementary school for the past couple months since we moved and would love to have added improvements between Otis and Shoreline as well. I am forced to enter the street often by Wood Middle School because of pickup and drop off traffic.

I also attend church on Grand Street and frequent the Fortman Marina, Grand Street is an excellent North/South route and improvements would make it safer for my family and others.

Living off of Otis and having lived previously off of High street, I do not see the arguments of dangerous exiting of driveways as valid. At my current residence I can easily see cyclists and pedestrians, and can use the bike lanes and buffer area to reverse out and wait for traffic to leave. I have no doubt after seeing the proposed improvements, residents on Grand would be able to similarly exit their driveways.

Traffic is a major issue for me in Alameda and I strongly support 6a and any improvements to bicycling and pedestrian access.

Sincerely,  
Matthew Evjen  
1234 Otis Dr.

## Gail Payne

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**From:** Matt Humphrey <matthewthumphrey@gmail.com>  
**Sent:** Wednesday, May 25, 2022 7:17 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Grand Street Redesign

Dear Transportation Commission,

My family regularly bicycles throughout Alameda, and in particular, my two sons ride the length of Grand St. every day from Pacific St. to Wood Middle School. I am writing you on behalf of our family to ask that you please support staff's recommended Grand Street redesign that includes separated bike lanes for most of the street. These separated bikeways offer needed protection and improve safety for all users.

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.

I also ask that you consider Bike Walk Alameda's additional suggestions for improvement.

Thank you for your consideration.  
Matt Humphrey

## Gail Payne

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**From:** Neela Miller <neela.miller@gmail.com>  
**Sent:** Wednesday, May 25, 2022 8:15 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Grand Street Safety Improvements

Hi there,

I wasn't able to attend the transportation meeting tonight, but as someone who lives near Grand Street it's really important to me that the protected bike lanes and crosswalk improvements are made. I have a 3 year old and we frequently cross Grand to go to Franklin Park, or ride bikes down Grand to go to the beach. I hope that the staff supported recommendations go through.

Thank you!

Neela Miller

Sent from my iPhone.

Sharon Schneider wants traditional bike lanes. She lives on Grand Street, and feels like it works well as is. Wants reduction of speed limit and more enforcement. The recommendation creates confusion and unsafe issues such as backing out the driveway.

## Gail Payne

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**From:** Shaun Parsons <shaun923@gmail.com>  
**Sent:** Wednesday, May 25, 2022 4:25 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Protected Bike Lanes On Grand

Gail,

I was hoping to be able to log in to the transportation commission meeting tonight but I am travelling. I want to write and express my support for protected Bike lanes on Grand. As the major North South artery in the city I feel it should have better infrastructure to support bikers.

I feel like I am on high alert riding up from Otis where cyclists are in the door zone on both sides of the street and motorists take liberties with the posted speed limit and generally treat the stop signs on the cross streets as yields. I also have to ride around double parked vehicles and Amazon trucks often, which exposes me to a rear end collision when I move out of the painted bike lane.

We might also improve congestion along Shoreline by making it easier to ride to the beach instead of subsidizing free parking for private vehicles of single family home owners and their package deliveries.

The infrastructure on Shore Line and the cross island trail makes it easy and fun to get from one end of the Island to the other. In fact, having access to the bike lanes on Shore Line has gotten me to ride multiple times a week as a newer rider - I have even replaced some car trips to the grocery store and local restaurants with bike rides. Let's make a commitment to making going North to South safe and fun for ALL Alamedans as well.

Thank you,  
Shaun Parsons

## Gail Payne

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**From:** Bajema, Tessa M <tessa.bajema@usbank.com>  
**Sent:** Wednesday, May 25, 2022 4:47 PM  
**To:** Gail Payne  
**Subject:** [EXTERNAL] Comments on Grand Street improvements

Hello,

I would like to share some comments ahead of tonight's Transportation meeting. I'm not able to attend as planned, so hope these comments will be considered in written form alternatively.

My name is Tessa Bajema and I live at 722 Palmera Court with my husband and two school aged children – Lute, 9, and Charley, 5. My son and I bike or walk to school at Franklin Elementary every day, including today. So I know first hand about the safety concerns there are on Grand Street. I am currently practicing with my son letting him walk ahead and learn how to cross the crosswalk on his own, how to sense when all traffic is truly stopped. A few weeks ago, what I told him could happen finally did happen. Someone didn't stop. Luckily, he wasn't too far in the crosswalk.

I share this all to say that I am in complete agreement that pedestrian and bike safety needs to be addressed. However, I have concerns like my neighbors do, about eliminating parking on Grand Street. I know that that will push more parking and traffic onto Palmera Court. With two young children who frequently play in the street with other neighbor kids – added vehicles, traffic and strangers is very concerning.

We all want to increase safety for pedestrian, cyclists and motorists. There are many ways to increase safety for all—including cyclists—on Grand without the unprecedented move of taking away parking in front of people's own homes. This includes slowing down traffic on Grand, which is one of the biggest issues. I urge you to find a plan that considers the alternative measures below:

- 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

Thank you!

Tessa

**Tessa Bajema**

Assistant Vice President | Public Affairs & Corporate Communications | Business Line Communications Manager

Pronouns: She/her/hers

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U.S. BANCORP made the following annotations

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