

From: bmathieson@aol.com
To: [Transportation Commission](#)
Subject: [EXTERNAL] Fwd: May 24 Transportation Commission Meeting, Agenda Item 6A -- SUPPORT
Date: Monday, May 22, 2023 7:30:42 PM

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

From: bmathieson
To: transportation@alamedaca.gov <transportation@alamedaca.gov>
Cc: athomas@alamedaca.gov <athomas@alamedaca.gov>
Sent: Mon, May 22, 2023 7:28 pm
Subject: May 24 Transportation Commission Meeting, Agenda Item 6A -- SUPPORT

Honorable Commissioners:

As an Alameda resident, outdoor restaurant patron, and everyday bicyclist, I wholeheartedly support the Draft Recommendations for the Park Street and Webster Street Commercial Corridor Restriping Plan.

I would like to elaborate, however, on the discussion in Recommendation #1 in the staff report. The existing wording states, "The parklet program continues to benefit a number of merchants..." In actuality, the program benefits a vastly greater number of diners -- Alameda residents, employees, and visitors -- than merchants. My family and I have dined outdoors in Alameda at least weekly -- and only outdoors -- for the past 3 years and will continue to do so wherever the option is available.

The green thermoplastic proposed for the bus stops, which I believe indicates a shared bike lane and bus stop, looks like a good idea. I would like to see the bike lanes painted green in their entirety to emphasize their presence. This will be especially important for drivers who must cross the bike lanes to park (and open their doors) and for wannabe double parkers.

Finally, I hope more bike racks can be installed to make dining, food takeout, and shopping by bicycle even more convenient and secure.

Thank you for your good work.

Sincerely,

Betsy Mathieson
Alameda

From: [Allison Marin](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] May 24, 2023 meeting comment on 6A
Date: Monday, May 22, 2023 4:13:51 PM

I live at the very end of Webster St so I drive, walk, and bus up and down the length of Webster regularly.

I am happy restriping will finally happen; it is currently super confusing and frustrating to travel on both Park and Webster and see people parking and driving so badly due to the stripes. And I'm happy to see that staff recommend keeping the existing two-lane with left turn pockets; this is a big improvement as a driver and pedestrian (even if some say it is slower to drive, my experience is that it is more pleasant and less stressful).

But I do have some concerns that I'd like you to consider as you make your final recommendations:

Double parking is common along the length of Webster, but **it is the worst in front of the post office between Central and Taylor** (and East Ocean which is outside of this proposal but should be looked at as well). Even the USPS trucks regularly double-park here!

I'd like to see the parking spots closest to the Post Office be limited to 15-minute loading spots and add one handicapped spot. It would also be great to have time-limited parking near Haight St to keep cars moving for the Farmers Market and other shops that people move through quickly.

Bike lanes: I don't ride a bike and I'm not a bike safety expert, but **the plan right now seems like a half-hearted attempt at bike safety and I don't believe that it will make bike travel on these roads safer—especially on Webster.** The staff report notes: "If this extra roadway space was not used for bicycle lanes, it would very likely be regularly and illegally used for double-parking." With the proposed configuration, bike lanes will absolutely be used for double parking. And if we are adding bike lanes, bike parking options probably need to be added as well.

(Also, you are missing a parklet in front of 1226 Park St. Maybe it is expiring and going away soon?)

Thank you!
Allison

From: [oogielaflick](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Pinstriping email
Date: Tuesday, May 23, 2023 3:46:29 AM

Hi TC,

I received the email about Pinstriping returning to Webster and Park streets. This is long overdue and in fact, should have never been changed in the first place. Webster and Park streets have been 4-lanes, two in each direction, for decades. We have more vehicles on the island than ever before and yet, both streets were shrunk down to two lanes, one in each direction! I mean, nowhere does this make sense in an ever increasing vehicle traffic scenario. On both streets, just the slightest vehicle stoppage, starts a chain reaction of traffic backups, behind whatever the obstruction is, whether that is a pedestrian crossing at a crosswalk, garbage truck stopping to pick up garbage, someone trying to park in the craziest parking that has ever been devised, a bus stopping to pick up passengers, etc. Of course, there is also the madness that ensues on both streets as one is coming into Alameda and traveling into the city. Upon coming to the points on both streets, where the original 4 lanes then change into two, there is the ever present honking of horns, slowdown of traffic, as people who either don't know any better or whatever, are all of a sudden, jockeying to try to merge into the ONE through lane, creating once again, another traffic tieup that could be avoided by going back to the 4-lane that was originally the layout. But, it gets worse! Whenever there is a bridge opening on Park street, well, it was already a nightmare before, but NOW, with there only being two lanes a few blocks from the bridge, it takes FOREVER for the backed up traffic in Oakland, to clear out because of the constraints of there only being two lanes to disperse the traffic.

No, while the intentions during the pandemic were somewhat understood, because of the parklets that were allowed to happen, the fact is that it was really never a good idea and just another of the Mayor's boondoggles, along with providing homeless people with a brand new place to live on Fifth street, when there are people working one, two, and three jobs just to make it, but who then do not qualify for help, because they "make too much money"! I mean, the homeless are rewarded for not working and yet, those who work are penalized for working! This is what has become of Alameda. What a mess. Please do something about the traffic lanes and return them back to 4 lanes, two in each direction, on Park and Webster streets. It only makes SENSE.

--Dr Keith Garrard

From: [Nick Ksiazek](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Webster Design Feedback
Date: Monday, May 22, 2023 10:37:22 PM

Hello,

My biggest suggestion would be extending protected separated bike lanes as far down Webster street from the cross Alameda trail as far as possible. Even to Lincoln would make a huge difference.

That section from Lincoln to Ralph is the worst part of Webster to ride a bike on.

Additionally getting as much of a protected N - S bike route as possible would make the bike network much better in West Alameda. If you don't use Webster the only other routes are Wilma Chan/8th and Poggi/5th.

If there is some way to add texture in addition to striping to make drivers more aware of the bike lanes on Webster it would help. Something like rumble strips or the dots.

Also if a parking space on each side could be designed for bike/cargo bike parking it would help get more people mode switching.

Regards,
Nick



(510) 516-0497
P.O. BOX 2732
ALAMEDA, CA 94501
www.bikewalkalameda.org

**Board of
Directors**

Denyse Trepanier
President

Brian Fowler
Treasurer

Tim Beloney
Secretary

Cyndy Johnsen
Board Member

Maria Piper
Board Member

Lucy Gigli
*Founder,
non-voting*

May 23, 2023

RE: Agenda Item 6A: Park Street and Webster Street Commercial
Corridor Restriping Plan

Dear Transportation Commissioners and Staff,

We believe that our business districts and community overall will be much better served by the street configuration proposed here rather than reverting to the pre-pandemic configuration. While we would much rather see protected bike lanes (versus unprotected) in these districts, we acknowledge the planned phasing for bike facilities as described in the Active Transportation Plan, and are writing to express our support for staff's recommendations.

However, we're very concerned that we'll see a lot of double parking, endangering bicyclists' safety by blocking bike lanes, and impeding traffic flow. In anticipation of that, we strongly encourage you to give a lot of thought to how parking will work. Local resident Drew Dara-Abrams has written a very compelling post titled [*The Future of Walking, Biking, and Dining on Alameda's Two Main Drags*](#) that dives into the issue and proposes solutions, including this key one:

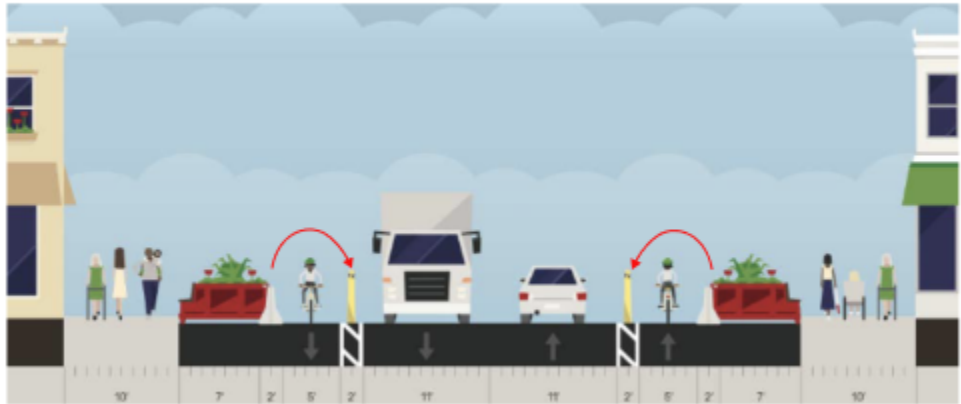
Set the price to park to an amount high enough to have a sufficient number of parking spots open at every hour, on every day, on every block of Park Street with Class II unprotected bike lanes.

We encourage you to read this post in full for greater context and other thoughtful ideas relating to parking, such as inventorying and signage for existing parking garages, lots, and spaces, as well as other elements of this plan, all of which we support.

In sections of the corridors where there are parklets instead of parking, we support installing posts between the bike lane and the traffic lane as shown in this image, but also wonder if moving the barriers out from the edge of the parklet, so they protect both bicyclists as well as diners, might be something

to consider:

Figure 1: Standard cross section of the draft recommended striping plan in areas where parklets are located in front of businesses.



Dangerous driving and turning maneuvers also concern us, and we hope you will consider effective countermeasures, like adding posts to the centerlines (“hardening”) to prevent drivers from passing stopped vehicles, and “no right on red” restrictions or bollarding to reduce intersection collisions.

Finally, we hope we’ll see more on-street bike corrals — at daylighted corners on side streets and midblock for example — as part of this restriping plan. These are easier and more convenient for people with larger bikes, and help preserve sidewalk space for pedestrian traffic.

Thank you for your consideration.

Sincerely,

Bike Walk Alameda

From: [Drew Breunig](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Park & Webster Street Striping
Date: Tuesday, May 23, 2023 10:59:38 AM

Hi,

I fully support all plans to add bike lines to Webster and Park Street, preserving parklets where possible, for the following reasons:

1. **There are no good options for cycling on Park Street.** Cyclists currently have 3 options: using side streets (where possible!) to enter Park exactly where they need to be, biking directly in the flow of auto traffic (the best, but not ideal option), and biking on the sidewalk. I frequently observe kids choosing the sidewalk, and I don't blame them! But this isn't ideal for pedestrians. Currently, we opt for the street, which surely frustrates cars and is more dangerous than protected lanes. Protected lanes would free up the flow of traffic, protect cyclists, and protect pedestrians on the sidewalks.
2. **Safe cycling will encourage more cycling, relieving pressure on parking.** The biggest benefit to cycling to Park and Webster is not having to look for parking. Locking your bike is easy and reduces the number of spots needed and reduces traffic circling, looking for parking.
3. **It emphasizes the unique assets of our city.** Alameda is relatively dense, flat, with a diverse population of small businesses, and some of the best weather in the world. Making it easier to bike and do business outdoors in our city capitalizes on the qualities that make our home great.
4. **Traffic with only 2 lanes has been fine!** Honestly: I can't tell the difference between traffic pre-COVID and today, on Park. And business traffic seems to have rebounded well on Park.

Thanks!

Drew Breunig
1208 Fountain St.
Alameda, CA

From: [Transportation](#)
To: [Transportation Commission](#)
Subject: FW: [EXTERNAL] Fwd: 5/24: Updated Park/Webster Striping at Transportation Commission
Date: Tuesday, May 23, 2023 11:04:06 PM

From: Dave Heefner
Sent: Tuesday, May 23, 2023 10:24 PM
To: Transportation <transportation@alamedaca.gov>
Subject: [EXTERNAL] Fwd: 5/24: Updated Park/Webster Striping at Transportation Commission

Hi there!

Very happy to see parklets staying -- they bring such a positive vibe to Park Street :)

Has the option been considered to close the more foot traffic heavy parts of Park Street entirely, such that cars cannot travel down it?

Were there any surveys done on this for general sentiment of residents and businesses?

I've seen plenty of articles online with great reasons to close certain streets to cars, but there are likely some deeper implications I may be missing (like bus routes, access to homes, etc).

Thanks,
-Dave

└──────────

From: [Shane Tzen](#)
To: [Transportation Commission](#); [CityCouncil-List](#); [City Clerk](#)
Subject: [EXTERNAL] Updated Park/Webster Striping at Transportation Commission 5/24
Date: Wednesday, May 24, 2023 2:48:25 PM

To whom it may concern,

It's quite apparently to all users of both Park St. & Webster St. that the current setup fails all of its users. The right remediation isn't to regress and make things even worse.

Because the commercial/shopping sections of Park and Webster street have high levels of pedestrians and bicycle traffic, it frequently comes into conflict with automobile traffic. This along with parking, creates congestion, confusion, and unnecessary friction and danger to folks and family enjoying a walk down the street, dining at an outdoor parklet. Nobody really enjoys eating while breathing in car exhaust or fearing out of control drivers.

These streets should NOT be primarily through streets, and would in fact be much better commercial districts if they were closed to automobile traffic altogether. Similarly, the San Jose City Council unanimously voted to move forward with plans to make a downtown section of San Pedro St. a permanent pedestrian-only walkway. See <https://abc7news.com/san-jose-pedro-street-sj-car-free-pedestrian-mall-market-square/13291939/>

It would be far more beneficial if the thoroughfares were moved off of the commercial zones so that traffic can move more smoothly without having to contend with the amount of people walking around, crossing the streets, chasing after children, or waiting for folks trying to find parking spaces.

We should definitely not return the roads to four lanes. We should not return parking to the edge of the curb. Putting paint on the ground and calling it a bicycle lane isn't going to do much to protect pedestrians and is only going to put bicyclists and drivers in conflict.

Instead, I recommend closing the commercial sections to automobile traffic, removing all parking, expand the width of the sidewalks to make it easier to walk and shop, and expanding the space to allow more outdoor dining!

Thanks for your consideration,
Shane

From: [Kate Brennan](#)
To: [Transportation Commission](#); [CityCouncil-List](#); [City Clerk](#)
Subject: [EXTERNAL] Updated Park/Webster Striping at Transportation Commission 5/24
Date: Thursday, May 25, 2023 10:33:03 AM

Alameda City Council and Transportation Leadership,

I am writing to urge you to consider making our community spaces **designed for people and commerce** and not optimized for cars. The decision in front of you about Park St & Webster St is a pivotal moment and one that demands courage from you as leaders.

We should NOT return Park to a multi-lane road that causes congestion, reduces the ambiance for all Alameda residents and visitors, and makes it unsafe to move about as a pedestrian. European cities have flourished with car-free commerce and community spaces. San Jose, California is taking the bold step to make San Pedro Street in their downtown permanently closed to car traffic. I would love to see Alameda do the same - it would be better for business and our community overall.

Best of luck as you move through this important discussion,
Kate Brennan
Alameda resident