

**From:** [Sean McQuillan](#)  
**To:** [Transportation Commission](#)  
**Subject:** [EXTERNAL] Comment on Grand St Bike lane  
**Date:** Wednesday, June 21, 2023 6:27:06 PM

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Ahoy!

Sorry to email late - was planning on coming in tonight but am on last second baby duty.

General comments -

As a general policy for all projects, please ensure that all parking has equitable and impactful bike parking within 100ft of car all spots. The current bike lanes in the city are built without bike parking - making point to point trips to destinations along bike routes impossible.

Increasing bike parking is the single largest lever we can pull to encourage people to feel safe biking. It's cheap, easy to install, and makes bikes as useful for point to point trips inside Alameda as a car.

Writing in public comment:

I *oppose* delaying the project by nearly a decade in order to increase parking at the cost of several million unfunded dollars. A rough calculation shows that the staff recommendation plan costs about \$20,000 per parking space added - more than the market value of most of the cars parked on Grand Street today.

I *support* expedited improvements to this cross-town childrens bike lane. The sections north of encinal are definitely some of the most complicated biking in the city, and after Central is basically impossible for a child to navigate. Unfortunately that means north central Alameda students, who are too far to walk to school, cannot effectively use this plan.

The staff approved plan looks nice, but with no funding, staffing, or any serious proposal to complete the project it is a fantasy.

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Comments on the staff approved plan (if adopted)

Separated bike lanes are used in one place in Alameda today and leave a *lot* to be desired as a cyclist who uses them daily. Separated one lane bike lanes are easier for both bikes and cars to navigate.

The current design of the cross Alameda trail has several very serious flaws that will translate to the Grand st corridor without intentional design.

1. Crossing all five stoplight roads are dangerous crossings that require a cyclist to ride on the sidewalk, push a button, and wait 1-3 minutes to cross.
2. Despite pedestrian control lights, cars are allowed to take a right on red, and consistently do so while bikes have priority. Please remove right on red where cars must turn across

bidirectional bike traffic - it is an unsafe maneuver for everyone.

3. All crossings are marked as a pedestrian crosswalk, despite being a high traffic bike lane. As a result, there is great confusion about who has priority and how to correctly navigate intersections. Reading the DMV drivers handbook has no instructions for either bikes or cars in crossings marked this way. Please avoid this style crossing on Grand.

4. Due to the use of crossing buttons, a bike approaching a stop light on the cross alameda trail must *always* come to a stop for 1-3 minutes. Even if the light is green on approach and there are no cars in the intersection. Please ensure that bikes are given equal priority at lights in the grand design.

5. Separated bike lane on Clement is used as daily all day parking by automobiles. No enforcement is done. As a result, bikes are forced to merge into truck traffic. Any design on Grand should intentionally use medians, poles, or other mechanisms to avoid the bike lane becoming a parking lot like Clement.

Thanks

Sean

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Sean McQuillan

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