

## Comments + Questions from the Chat

*Individuals' names have been substituted with numbers to preserve anonymity.*

### General questions & comments:

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18:59:06 From 001:

Side note: street design is far more effective at reducing traffic crashes than enforcement. I strongly support narrower streets, raised pedestrian and bike crossings. More trees along streets. Any proven design tools for slowing down cars will improve street safety, and we should use all of them that we can.

19:15:56 From 003:

There is a very old sign on the West side of Grand (hard to read because of wear and small) prohibiting any large trucks over 3 tons on Grand-it is ignored with tankers trucks etc using Grand-will this sign be made larger and this be enforced with the new improvements and put in both directions of Grand? It is not the delivery trucks I am talking about

19:25:57 From 001:

If we want trucks to be gone from certain streets, why not make them less desirable for trucks to drive down? (Another case for making streets narrow)

19:27:25 From 002:

That sign about no trucks is in the 1100 block of Grand.

19:26:25 From Rochelle Wheeler, City of Alameda, to Everyone:

Janine - If you'd like to email us the exact location of that sign, that would be helpful for us to see. Email to [Transportation@alamedaca.gov](mailto:Transportation@alamedaca.gov)

19:26:51 From 005:

Thanks for the presentation

19:29:38 From 007:

I just wanted to show my appreciation for the staff. I'm continually impressed by how forward thinking and evidence driven staff is when tackling tricky designs like this.

19:30:10 From 004:

I wonder if we can make our streets, like Balboa Island. One way on each street.

19:31:17 From 008:

YES! Thanks for the staff's dedication, hard work, and terrific skills across Alameda to make our streets safer and better for all roadway users!

19:32:15 From 009:



### Safety:

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18:49:07 From 005:

On any plan, I fear for those backing out of their driveway into the narrowed traffic lanes.

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18:49:08 From 011:

The photo simulation of alternative #1 shows a car parked right up next to a driveway curb cut on the left. It looks as if this would obscure riders from drivers turning into the driveway from the street. I would hope the final design would have more daylighting to prevent these sorts of blind spots. (Also listed in Plan 1)

18:54:24 From 001:

Also in favor of removing "turn right on red" !

19:07:12 From 008:

Pedestrians' and cyclists' safety and convenience have long been treated as among the lowest priorities in transit affix design, including ion Alameda. Which alternatives will create the safest conditions for cyclists and pedestrians?

18:59:19 From 010:

Can you address pedestrian safety with the three alternatives?

18:52:21 From 002:

A 7.5 ft width still violates the minimum width for an ADA parking space, which is currently available the length of Grand. How will you get around that? minimum ADA width is 8 ft

**Traffic Enforcement / Speeding:**

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18:49:43 From 010:

What plans are there for enforcing speed limits and ticketing dangerous driving?

18:51:06 From 005:

But not with the speed of traffic

18:56:44 From 003:

Also I would like to see four way stops for speeding cars at either Grand and Clinton or Grand and San Jose, in any of these alternatives adding four way stops have not been included

19:07:12 From 002:

why weren't new 4-way stops considered? wouldn't they be cheaper and more effective than many elements of these designs?

19:10:18 From 004:

I agree with the previous speakers. The drivers of these vehicles think we live on speedway.

19:14:19 From 002:

In SF out in the Sunset Avenues there are literally stop signs at every corner, regardless of the volume of cross traffic. They do seem very effective at slowing traffic there, despite the previous response from Mr. Vance.

19:16:00 From 004:

If I was able to get my hands on 'speed' reader and a license plate reader....and I sat on my front porch, I could make the city a bunch of \$\$\$.

19:27:46 From 008:

I heartily agree with the need for more APD officers on the streets enforcing traffic laws to make

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our streets safer for all. APD is down to 66 sworn officers from the 110-120 officers in APD when we moved here 25 years ago.

19:28:47 From 002:

Won't narrowing the street make it more difficult for APD to pull over speeders?

**Raised Bikeways:**

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18:47:28 From 010:

How will street sweeping work on the raised bike lanes?

18:48:56 From 012:

If there is a raised bikeway, is it still legal for a bicyclist to ride in the street with cars if they want to

**2-way Bike lanes / Bicyclists:**

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18:49:13 From 013:

I worry about having cyclists traveling in an opposite direction on one side of the street.

19:10:04 From 008:

I am gravely concerned t about any two-way cycle track options on Grand because there are so many cross streets, many of them quite busy. The intersections, where drivers will have to actively look for bikes traveling in BOTH directions at once, which they are NOT used to doing. Bikes are safer when they, too, follow the same "rules of the road" as other roadway users so the rules are as simple and as uniform as possible.

19:19:50 From 008:

The block of Grand between Shoreline and Otis has very few conflicts compared with the rest of Grand (Otis-Clement). The conflicts increase greatly as soon as you have residential housing and more cross streets on BOTH sides of Grand. The Wood School neighborhood is NOT the same as the rest of Grand! It is not a matter of the "novelty" of two-way cycle tracks but rather that they greatly increase the potential conflicts between road users - and the danger to younger cyclists.

19:21:28 From 005:

Kids biking to school will ride two abreast no matter what is said

**Parking:**

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19:03:33 From 005:

Seems like all the % loss of parking suggestions will support the city's ultimate goal to "drive people out of their cars"

**General approval of Alternatives 1 or 2:**

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18:47:13 From 013:

Hi everyone. Really appreciate all the hard work that's gone into this to have a first rate,

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continuous solution from Shoreline to Clement. Either alternative 1 or 2 is a much better step forward than the prior plan.

18:53:51 From 001:

Thanks all! Definite improvement to put more space between cars and bikes. Making sure that bikes aren't forced to ride between moving cars and sometimes moving cars (eg: parked) is huge! Also in favor of reducing the street width (as Andrew mentioned it slows cars down). Overall I think option 2 is best, but 1 is also a great improvement.

19:13:23 From 011:

Great presentation. Thank you staff for all your hard work. All the alternatives are better than current conditions.

**Alternative 1:**

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18:51:11 From 007:

For alternative 1, what are the options at intersections to help bicyclists cross safely (especially considering Northbound, right turning traffic)?

18:52:43 From 012:

For alternative #1, is there any way to get a bigger buffer than the proposed 2' buffer? It seems like there might be a car door conflict with a 2' buffer.

19:00:43 From 003:

If Alternative 1 is implemented how will continuing the two way bike lane on the East side be done at the East intersection at Grand and Otis be done because it is already a bit of a mess there with cars turning North onto Grand from Otis and also those turning East from Grand onto Otis

19:02:20 From 011:

The Clement Avenue cycle track is similar to the alternative #1 and it is frequently blocked by parked cars and trucks. I have also seen several drivers accidentally enter the cycle track. Alternative #1 should have bollards at major intersections to prevent drivers from accidentally driving in the cycle track. Keeping the cycle track clear of parked cars will also require more enforcement than is currently happening in Alameda.

**Alternative 2:**

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18:48:51 From 013:

Alternative 2 does seem easier for motorists to navigate since cyclists will be traveling in the same direction as autos on each side of the street.

18:54:30 From 003:

I believe that Alternative #2 is safer and best because bikers will still ride on the west side of the street (not in bike lanes) because they do that on Shoreline currently.