

MINUTES OF THE SPECIAL CITY COUNCIL MEETING  
TUESDAY- -OCTOBER 4, 2022- -5:00 P.M.

Mayor Ezzy Ashcraft convened the meeting at 5:13 p.m.

Roll Call – Present: Councilmembers Daysog, Herrera Spencer, Knox White, Vella and Mayor Ezzy Ashcraft – 5. [Note: Vice Mayor Vella arrived at 5:31 p.m. Mayor Ezzy Ashcraft called a recess at 5:26 p.m. and reconvened the meeting at 5:39 p.m. The meeting was held via Zoom.]

Absent: None.

Public Comment:

(22-606) An unidentified caller discussed the swimming pool negotiations.

Consent Calendar:

Councilmember Daysog moved approval of the consent calendar.

Mayor Ezzy Ashcraft seconded the motion, which failed by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: No; and Mayor Ezzy Ashcraft: Aye; Ayes: 2. Noes: 1. [Absent: Councilmembers Knox White and Vella – 2.]

(22-607) Recommendation to Approve Nancy Bronstein, Interim City Manager, and Amy Wooldridge, Recreation and Parks Director as Real Property Negotiators for the Alameda Swimming Pool Association Lease Agreement for Operations and Maintenance of Swimming Pool Facilities Located at Lincoln Park, 1450 High Street and Franklin Park, 1432 San Antonio Avenue in Alameda. Not accepted.

(22-608) Recommendation to Approve Nancy Bronstein, Interim City Manager, Lisa Maxwell, Community Development Director, Len Aslanian, Assistant City Attorney, and Nanette Mocanu, Assistant Community Development Director, as Real Property Negotiators for 2440 Monarch Street, Suite 100, (Building 43), Alameda Point, Alameda, CA. Not accepted.

The meeting was adjourned to Closed Session to consider:

(22-609) Conference With Labor Negotiators (Government Code Section 54957.6); City Negotiators: Nancy Bronstein, Interim City Manager, Nico Procos, General Manager Alameda Municipal Power, Jessica Romeo, Human Resources Manager, and Steve Woo, Senior Human Resources Analyst; Employee Organizations: Alameda City Employees Association (ACEA), Management and Confidential Employees Association (MCEA), Electric Utility Professionals Association (EUPA), International Brotherhood of Electrical Workers (IBEW), Alameda Police Officers Non-Sworn (PANS), Alameda Municipal Power Unrepresented Employees (AMPU); Under Negotiation: Salaries, Employee Benefits and Terms of Employment.

(22-610) Public Employee Appointment/Hiring (Pursuant to Government Code Section 54957); Title/Description of Positions to be Filled: City Manager/Interim City Manager.

Consent Calendar:

Vice Mayor Vella moved approval of the consent calendar.  
Councilmember Daysog seconded the motion.

Under discussion, Councilmember Herrera Spencer inquired whether the position could be named instead of the specific City Manager.

The City Attorney responded the City Manager and City Attorney are always invited to closed sessions; the next City Manager would not be precluded even if not designated in the report.

On the call for the questions, the motion carried by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: Aye; Vella: Aye; and Mayor Ezzy Ashcraft: Aye; Ayes: 4. [Absent: Councilmember Knox White – 1.]

(\*22-611) Recommendation to Approve Nancy Bronstein, Interim City Manager, and Amy Wooldridge, Recreation and Parks Director as Real Property Negotiators for the Alameda Swimming Pool Association Lease Agreement for Operations and Maintenance of Swimming Pool Facilities Located at Lincoln Park, 1450 High Street and Franklin Park, 1432 San Antonio Avenue in Alameda. Accepted.

(\*22-612) Recommendation to Approve Nancy Bronstein, Interim City Manager, Lisa Maxwell, Community Development Director, Len Aslanian, Assistant City Attorney, and Nanette Mocanu, Assistant Community Development Director, as Real Property Negotiators for 2440 Monarch Street, Suite 100, (Building 43), Alameda Point, Alameda, CA. Accepted.

The meeting was adjourned to Closed Session to consider:

(22-613) Conference With Real Property Negotiators (Pursuant to Government Code Section 54956.8); Properties: Swimming Pool Facilities Located at Lincoln Park, 1450 High Street and Franklin Park, 1432 San Antonio Avenue; City Negotiators: Nancy Bronstein, Interim City Manager; and Amy Wooldridge, Recreation and Parks Director Negotiating Parties: City of Alameda and Alameda Swimming Pool Association; Under Negotiation: Price and terms of lease.

(22-614) Conference With Real Property Negotiators (Pursuant to Government Code Section 54956.8); Property: 2440 Monarch Street, Suite 100, (Building 43) Alameda Point, Alameda, CA; City Negotiators: Interim City Manager Nancy Bronstein, Community Development Director Lisa Maxwell, Assistant Community Development Director Nanette Mocanu, and Assistant City Attorney. Not heard.

Following the Closed Session, the meeting was reconvened and the City Clerk announced that regarding the Labor, staff provided information and no action was taken; regarding Employee Appointment/Hiring, no action was taken; regarding Swimming Pool Facilities, staff provided information and Council provided direction with no vote taken.

#### Adjournment

There being no further business, Mayor Ezzy Ashcraft adjourned the meeting at 6:52 p.m.

Respectfully submitted,

Lara Weisiger  
City Clerk

The agenda for this meeting was posted in accordance with the Sunshine Ordinance.

MINUTES OF THE REGULAR CITY COUNCIL MEETING  
TUESDAY- - OCTOBER 4, 2022- -7:00 P.M.

Mayor Ezzy Ashcraft convened the meeting at 7:02 p.m. and led the Pledge of Allegiance.

ROLL CALL - Present: Councilmembers Daysog, Herrera Spencer, Knox White, Vella, and Mayor Ezzy Ashcraft – 5. [Note: Councilmember Knox White arrived at 7:56 p.m., left the meeting at 8:07 p.m., joined at 8:19 p.m. and left the meeting at 10:40 p.m. Vice Mayor Vella left the meeting at 10:05 p.m. The meeting was conducted via Zoom.]

Absent: None.

AGENDA CHANGES

(22-615) The City Clerk announced the improvements for Tract 8254 [paragraph no. 22-626] was withdrawn and would not be heard.

Mayor Ezzy Ashcraft stated that she would call the Kai Concepts lease [paragraph no. 22-630] prior to Grand Street resurfacing and improvements [paragraph no. 22-631].

PROCLAMATIONS, SPECIAL ORDERS OF THE DAY AND ANNOUNCEMENTS

(22-616) Proclamation Declaring October 2022 as Lesbian, Gay, Bisexual, Transgender and Queer/Questioning History Month.

Mayor Ezzy Ashcraft read the proclamation.

Councilmember Herrera Spencer announced an upcoming pride prom party event.

(22-617) Proclamation Declaring October 2022 as Filipino Heritage Month.

Councilmember Daysog, Vice Mayor Vella and Mayor Ezzy Ashcraft read the proclamation.

Vice Mayor Vella made brief comments in support of contributions made by members of the Alameda Bohol Circle Organization.

ORAL COMMUNICATIONS, NON-AGENDA

(22-618) Marilyn Rothman, Alameda, expressed support for the City forming a Police Oversight Commission.

(22-619) Cecelia Venucci, Alameda, discussed Government Code Section 8630 and youths receiving the COVID-19 vaccine.

(22-620) Jay Garfinkle, Alameda, discussed City Council meeting duration; stated proclamations, Board and Commission appointments, and the report from the Alameda Housing Authority (AHA) matters should be on the Consent Calendar.

(22-621) Josh Altieri, AHA, made an announcement about Housing Authority activities.

(22-622) Tod Hickman, Alameda, expressed support for the proclamations presented; discussed his service in the Navy and alliance with Filipino Americans.

(22-623) Zac Bowling, Alameda, expressed support for the Housing Element process; stated Alameda is the first City in the State to achieve substantial compliance from its draft Housing Element.

## CONSENT CALENDAR

Stated that she endorses the letter about the Urban Forest Plan [paragraph no. 22-628] published in the Alameda Sun; discussed the cooling provided by mature trees and dead tree removal; stated trees are precious: Betsy Mathieson, Alameda.

Expressed support for the Urban Forest Plan; stated trees are a vital resource; urged the City to include an improved tree protection ordinance in the scope of work with Dudek; saving trees will help reach emission and pollution reduction goals: Chase Martin, Alameda.

Urged Council to direct staff to have Dudek include an improved tree preservation ordinance as part of the plan; expressed support for a broader range of protected species, criteria for removal and penalties for illegal removals: Christopher Buckley, Alameda.

Expressed support for comments provided by other speakers; expressed concern over matters being placed on the Consent Calendar: Jay Garfinkle, Alameda.

Urged Council consider foliage between trees in medians; discussed drought tolerant shrubs: Alex Spehr, Alameda.

Stated that he is surprised oak trees are the only protected species and redwoods are not included; urged protected species be considered: Matt Reid, Alameda.

Discussed a noise issue at her home: Shirley Chamblin, Alameda.

Tract 8254 [paragraph no. 22-626] was withdrawn under Agenda Changes.

Councilmember Herrera Spencer requested the Dudek agreement [paragraph no. 22-628] be removed from the Consent Calendar for discussion.

Councilmember Daysog requested the minutes [paragraph no. 22-624] be withdrawn from the Consent Calendar for discussion.

Councilmember Herrera Spencer moved approval of the remainder of the Consent Calendar.

Councilmember Daysog seconded the motion, which carried by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: Aye; Vella: Aye; and Mayor Ezzy Ashcraft: Aye. Ayes: 4. [Absent: Councilmember Knox White – 1 .] [Items so enacted or adopted are indicated by an asterisk preceding the paragraph number.]

(22-624) Minutes of the Special and Regular City Council Meetings Held on September 6, 2022.

Councilmember Daysog provided an edit to the September 6, 2022 minutes regarding Resolution No. 15964 to add the phrase: "Councilmember Daysog discussed the community theatre and historical museum, particularly with respect to making sure the design of the former structure does not overwhelm the latter structure."

Mayor Ezzy Ashcraft inquired which page the correction would take place.

Councilmember Daysog stated the matter relates to Alameda Point Site A.

The City Clerk stated the correction is on page 15 under the last paragraph.

Councilmember Daysog moved approval of the minutes with the modification.

Councilmember Herrera Spencer seconded the motion, which carried by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: Aye; Vella: Aye; and Mayor Ezzy Ashcraft: Aye. Ayes: 4. [Absent: Councilmember Knox White – 1.]

(\*22-625) Ratified bills in the amount of \$3,990,769.43.

(22-626) Recommendation to Authorize the Interim City Manager, or Designee, to Partially Accept the Improvements Completed by Alta Buena Vista Owner, LLC for Tract 8254, Plans for the Public Improvement of Clement Avenue Extension. Not heard.

(\*22-627) Recommendation to Authorize the City Manager to Reject All Bids, Release All Bonds Held, and Advertise for the Rebidding of the Littlejohn Park Recreation Building Restoration Project. Accepted.

(22-628) Recommendation to Authorize the Interim City Manager, or Designee, to Execute a One-Year Agreement, with the Option to Extend One-Year, with Dudek in an Amount Not to Exceed \$269,830.29 to Develop an Urban Forest Plan.

Councilmember Herrera Spencer moved approval of including recommendations from public comment to improve the tree preservation ordinance, expand the list of protected species, shrubs, trees and redwoods, as well as details that constitute and provide measures for removal, criteria and procedures to maximize tree preservation, penalties for illegal tree removal, and a feasibility study from East Bay Municipal Utility District (EBMUD) about the West End recycled water line.

Councilmember Herrera Spencer discussed the nutrient rich wastewater from trees causing toxic algae blooms; stated toxic algae blooms causes death for many fish and sea creatures; she would like the data reviewed due to recycled water being used to water trees in the West End; the matter has been raised with EBMUD, but the City has not been involved.

Mayor Ezzy Ashcraft inquired whether Council can direct staff to review EBMUD bringing recycled water to the West End and how far the discussion can continue, to which the City Attorney responded Council could provide direction on the scope of work between the City and the contractor, Dudek; cautioned Council about providing direction on the content of the agreement.

Councilmember Herrera Spencer stated that she has moved approval of the matter and a second is needed to have discussion.

Mayor Ezzy Ashcraft expressed support for a staff presentation.

The Public Works Director gave a brief presentation.

Mayor Ezzy Ashcraft requested clarification about comments made related to enhancing the protected species.

The Public Works Director stated Dudek will be reviewing the preservation ordinance; recommended not presupposing the process for specific outcomes; stated staff has specifically hired Dudek as experts; the scope of work includes review of the preservation ordinance.

The Recreation and Parks Director stated the scope of work contains significant community outreach opportunities; the current matter is the start of a long process that will include many touch points of various aspects of the community, as well as ensuring there will be a wide range of diverse voices; many suggestions from the community have been raised; opportunities will be provided for the community to provide suggestions.

Councilmember Herrera Spencer inquired whether staff is anticipating community input to be available via Zoom meetings or in-person.

The Sustainability and Resiliency Manager responded staff is planning for both in-person and Zoom meetings; stated staff has discussed holding pop-up meetings in order to actively meet and engage with people.

Mayor Ezzy Ashcraft inquired how interested members of the public will find out about the meetings.

The Sustainability and Resiliency Manager responded there will be a variety of public outreach, including being able to sign up to receive notifications, newspapers and City social media accounts.

Councilmember Daysog stated members of the public have a number of substantive comments and direction; Council cannot take specific action and presuppose the matter; the comments provided have merit and substance; expressed support for transmitting the comments and minutes of the meeting to Dudek.

Councilmember Herrera Spencer stated the comments provided by Councilmember Daysog could act as a friendly amendment to her motion; she is happy to accept the amendment.

Mayor Ezzy Ashcraft inquired the contents of the motion on the table.

Councilmember Herrera Spencer restated her motion: to approve the specific ask; expressed support for the friendly amendment proposed by Councilmember Daysog to approve the staff recommendation, as well as transmit the comments and minutes from the public to Dudek.

Councilmember Daysog seconded the motion.

Under discussion, Mayor Ezzy Ashcraft inquired whether the correspondence has been updated to include the comments submitted same-day, to which the City Clerk responded in the affirmative.

On the call for the question, the motion carried by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: Aye; Vella: Aye; and Mayor Ezzy Ashcraft: Aye. Ayes: 4. [Absent: Councilmember Knox White – 1.]

### CONTINUED AGENDA ITEMS

None.

### REGULAR AGENDA ITEM

(22-629) Recommendation to Approve Findings to Allow City Meetings to be Conducted via Teleconference.

Stated that he would like clarification about the significance; discussed the initial state of emergency declaration; questioned whether the continued state of emergency only pertains to virtual meetings: Jay Garfinkle, Alameda.

Expressed support for the Zoom phone number being placed on-screen: Carmen Reid, Alameda.

Discussed the approved age for COVID-19 vaccines; stated the vaccine is fully approved and is well-researched; expressed support for a hybrid meeting system: Joycie Smith, Alameda.

Councilmember Knox White moved approval of the teleconference findings.

Vice Mayor Vella seconded the motion.

Under discussion, Councilmember Herrera Spencer inquired the status for hybrid meeting capabilities.

The City Clerk responded audio revisions have been made; stated there are still some changes occurring to the system touch panels as well as an issue with the camera switcher causing color bars during transitions; noted the vendor is working to find a compatible switcher; staff is working with the vendor to have the changes occur quickly.

Councilmember Herrera Spencer inquired whether there is an estimated time of hybrid system completion, to which the City Clerk responded the project will be completed when the piece of equipment comes in; the vendor is unsure when the equipment will be delivered.

Councilmember Herrera Spencer stated that it is unfortunate that the City has been unable to provide hybrid meeting; other government agencies have been able to figure out how to provide hybrid meeting; Alameda is near Silicon Valley and members of the community are savvy with technology; people taking classes for Zoom are indicative of the problem; many speakers have been unable to connect and have supported hybrid meetings; expressed support for hybrid meetings; stated that she will not support continuing the local emergency due to the digital divide and people being left behind; her priority is to take into consideration those who do not

have access to internet or have difficulty with Zoom; staff needs to figure out how to provide a hybrid system or reach out to community members in order to have the system work.

Mayor Ezzy Ashcraft stated that she shares the desire to provide hybrid meetings; the City is moving in the direction and is waiting on equipment to be delivered and installed; expressed support for an update being provided each meeting on the status.

Councilmember Daysog stated that he will continue to vote no on the matter; he is confident that staff will move toward hybrid meetings.

On the call for the question, the motion carried by the following roll call vote: Councilmembers Daysog: No; Herrera Spencer: No; Knox White: Aye; Vice Mayor Vella: Aye; and Mayor Ezzy Ashcraft: Aye. Ayes: 3. Noes: 2.

(22-630) Introduction of Ordinance Authorizing the Interim City Manager, or Designee, to Execute a Lease with Kai Concepts, LLC, a California Limited Liability Company, for Thirty-Six Months for Building 168 Located at 1651 Viking Street, Alameda, CA.

The Management Analyst gave a brief presentation.

Councilmember Herrera Spencer expressed concern about the rent increase; inquired how staff has determined the increase amount; stated that she understands commercial properties are experiencing decreases.

The Management Analyst responded a decrease has not been experienced for the City and Alameda Point; stated staff takes rent recommendations from real estate brokers at Cushman and Wakefield who assists with determining the rate per square footage for each facility.

The Assistant Community Development Director stated one of the benefits of Alameda Point is its uniqueness; the commercial properties are unique in size and water-access and are desirable; the City is able to command a healthy rent with annual increases; discussed the 2008 recession and Alameda Point's ability to retain tenants; stated staff has been able to market Alameda Point's uniqueness and accessibility.

Councilmember Daysog moved introduction of the ordinance.

Vice Mayor Vella seconded the motion, which carried by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: Aye; Vice Mayor Vella: Aye; and Mayor Ezzy Ashcraft: Aye. Ayes: 4. [Absent: Councilmember John White – 1.]

(22-631) Recommendation to Authorize the Interim City Manager, or Designee, to Proceed with the Grand Street Resurfacing and Safety Improvement Project Final Concept, Including Preparation of Final Design and Construction Documents, Consistent with the Recommended Final Concept Plan.

The Public Works Deputy Director/City Engineer gave a Power Point presentation.

Councilmember Herrera Spencer inquired whether motorized bicycles and scooters could ride in the proposed bike lanes.



The Deputy Public Works Director/City Engineer responded in the affirmative; stated the bike lanes hold no special restrictions; the guidelines for all bike lanes would apply.

Councilmember Herrera Spencer stated the motorized bicycles and scooters can go from 26 to 60 miles per hour (mph); questioned whether there is a speed limit for the motorized vehicles in bike lanes.

Mayor Ezzy Ashcraft inquired whether motorized vehicles equates to electric bikes and scooters, to which Councilmember Herrera Spencer responded in the affirmative.

The Planning, Building, and Transportation Director stated electric bicycles are subject to the same 25 mph speed limit as vehicles.

Councilmember Herrera Spencer inquired the average speed for a non-motorized bicycle.

The Deputy Public Works Director/City Engineer responded bicycles typically have an 8 to 10 mph speed with an experienced bicyclist.

Councilmember Herrera Spencer stated that she requested a block-by-block map of Grand Street indicating parking spaces; inquired whether the information will be displayed and attached to the staff report; stated that she would like to clearly understand how many parking spaces currently exist on each side of Grand Street and how many spaces are proposed on each side per block; the information should be presented to the public as part of the record.

The Deputy Public Works Director/City Engineer presented slides showing the Grand Street parking areas.

Councilmember Herrera Spencer stated that she would like to know how many parking spaces are being removed per block on each side of Grand Street.

The Deputy Public Works Director/City Engineer displayed slides of the Grand Street configuration; stated between San Antonio Street and Encinal Avenue, there are 7 spaces in the south-bound direction and 3 in the north-bound direction.

Councilmember Herrera Spencer inquired how many [parking] spaces are being removed, to which the Deputy Public Works Director/City Engineer responded 5 spaces would be removed on the block.

Councilmember Herrera Spencer stated that she would like the numbers to be clear; she asked for the information prior to the meeting.

The Deputy Public Works Director/City Engineer stated that he is reading from the table; the north-bound direction currently has 7 spaces; the proposed renderings has 3, which is a reduction of 4 spaces; the south-bound direction currently has 8 spaces; the proposed renderings show 7 spaces, which is a reduction of 1 space; the next block between San Jose Avenue and San Antonio Avenue currently has 10 spaces in the north-bound direction; the proposed renderings show 5 spaces, which is a reduction of 5 spaces; the south-bound direction currently has 7 spaces; the proposed renderings show 2 spaces, which is a reduction of 5 spaces; the block of Clinton Avenue and San Jose Avenue currently has 9 spaces in the north-bound direction; the proposed renderings show 2, which is a reduction of 7 spaces; the

south-bound direction currently has 8 spaces; the proposed renderings show 2 spaces, which is a reduction of 6 spaces; between Dayton Avenue and Clinton Avenue in the north-bound direction currently has 7 spaces; the proposed renderings show 1 space, which is a reduction of 6 spaces; the south-bound direction currently has 10 spaces; the proposed rendering shows 5, which is a reduction of 5 spaces; between Palmeta Court and Dayton Avenue currently has 5 spaces in the north-bound direction, which will be decreased to 3 spaces for a reduction of 2 spaces; the south-bound direction currently has 8 spaces and no parking will be provided; between Otis Drive and Palmeta Court currently has 20 spaces in the north-bound direction which will be reduced to 10 spaces; the south-bound direction currently has 16 spaces and will be reduced to 11 spaces; between Shoreline Drive and Otis Drive currently has 39 spaces which will be reduced to 19 in the north-bound direction; the south-bound direction currently has 21 spaces and will be unchanged.

Councilmember Herrera Spencer inquired how many homes currently have parking in front of or to the side of their home and how many homes will continue to have parking in front of or to the side.

The Deputy Public Works/City Engineer responded that he does not have a specific count for each home; stated there is generally parking on both sides of the street which will be interrupted by red curbs on corners and no parking in front of driveways; he estimates there are four to five homes per block with approximately eight to 10 parking spaces.

Councilmember Herrera Spencer stated that she is not including parking spaces across the street, just the spaces immediately in front of or to the side of homes.

The Deputy Public Works/City Engineer stated that he estimates eight to 10 parking spaces on either side of the street per block.

Councilmember Herrera Spencer inquired whether the eight to 10 parking spaces will remain after the proposed changes.

The Deputy Public Works/City Engineer responded in the negative; stated there will be fewer parking spaces.

Councilmember Herrera Spencer inquired the amount of proposed parking spaces.

The Deputy Public Works/City Engineer responded the count will vary by block; stated the spaces will generally reduce from eight to 10 down to three to five spaces.

Councilmember Herrera Spencer inquired whether stretches of homes will not have parking directly in front, to which the Deputy Public Works/City Engineer responded in the affirmative.

Councilmember Herrera Spencer inquired the percentage of homes that will have parking directly in front or beside their home.

The Deputy Public Works/City Engineer responded the estimation is difficult; stated the proposal keeps roughly 52% of the total parking spaces.

Councilmember Herrera Spencer stated that she would like to know whether it is appropriate for Mayor Ezzy Ashcraft to recuse herself from the discussion.

Mayor Ezzy Ashcraft requested the City Attorney to clarify whether or not she needs to recuse herself.

The City Attorney stated City staff has shared the calculation process as an objective engineering measure; State law provides that under the Limited Neighborhood Effects exception, a decision-maker can participate when street improvements are an issue that encompasses more than 50 homes or 5% of the residential property in the jurisdiction; this project will affect more than 50 homes and State law does not require Mayor Ezzy Ashcraft to recuse herself.

Councilmember Herrera Spencer inquired whether there will be parking in front of Mayor Ezzy Ashcraft's home.

Mayor Ezzy Ashcraft inquired the percentage of homes on Grand Street have driveways, to which the Deputy Public Works/City Engineer responded that he believes all homes on Grand Street have driveways.

The Deputy Public Works/City Engineer stated that he can provide an answer to Councilmember Herrera Spencer's inquiry with an address.

Mayor Ezzy Ashcraft stated that she discussed the matter with City staff including the City Attorney.

Councilmember Herrera Spencer stated that she would like to know whether there will be parking directly in front or on either side of Mayor Ezzy Ashcraft's home.

The Deputy Public Works/City Engineer and Mayor indicated the answer would be forthcoming.

Councilmember Knox White inquired whether the proposed lane-shifts were part of the previously endorsed plan by Council, to which the Deputy Public Works/City Engineer responded in the affirmative.

Councilmember Knox White inquired whether the direction Council gave to include four additional items in the proposed plan have been addressed with the exception of speed lumps, to which the Deputy Public Works/City Engineer responded in the affirmative.

Councilmember Knox White inquired whether Council could opt to add speed lumps to the current proposal, to which the Deputy Public Works/City Engineer responded in the affirmative.

Councilmember Knox White inquired whether the proposed plan is consistent with the Council-adopted plans for Climate and Transportation Safety, to which the Deputy Public Works/City Engineer responded in the affirmative.

Mayor Ezzy Ashcraft expressed concern over the term Council-endorsed; stated that she previously made specific requests for conditions.

Discussed Alameda declaring a Climate Emergency; stated the declaration should be kept in mind as big decisions are made; 70% of greenhouse gas emissions are from the transportation

sector; the solution is getting people out of cars; urged Council to approve the matter: Joyce Mercado, Community Action for a Sustainable Alameda (CASA).

Discussed his submittal of an alternative plan; expressed concern over the primary support for the project coming from bicyclists; stated modifying Grand Street is not necessary; other cities encourage cyclists to use parallel streets with safety modifications; Grand Street is a major, cross-town route in the event of an evacuation: Jay Garfinkle, Alameda.

Expressed support for the Grand Street project proposal and appreciation for better protections between Otis Drive and Shoreline Drive that is a high-injury corridor; stated the protected bike lane will make the area safer; the enhancements to the project have made a great project even stronger; the corridor is important for all Alamedans; urged Council to move ahead with the project: C Johnsen, BikeWalk Alameda.

Stated the impact on current residents has not been taken into account; the proposed reconfiguration is based on an incorrect assumption and is dangerous; expressed concern over the Americans with Disabilities Act (ADA) component; stated the proposed design has five ADA parking spaces on side streets; people with disabilities will have trouble navigating the distance to get to their car or paratransit van; urged Council to revert to the original plan: Karen Miller, Alameda.

Stated Alameda and Fremont are star cities in creating a connected, safe, network for bike lanes; urged Council to continue its leadership by supporting the project; stated Council is setting an example for other cities in the County: Dave Campbell, Bike East Bay.

Discussed previous community hearings on the matter; stated safety data previously provided was thin with no benchmarks; expressed concern over data being distorted; stated the matter seems to be a solution looking for a problem; expressed support for installing a four-way stop sign at Clinton Avenue and Grand Street and for street repairs: Matt Reid, Alameda.

Expressed support for the plan; stated the proposed plan is better than the previous plan; the plan is nicely detailed: Joshua Hawn, Alameda.

Stated that she is disappointed in the revised proposal; urged Council to vote no on the matter; expressed support for a similar design to Shoreline Drive; expressed concern over the plan not addressing pedestrian safety: Beth Foote, Alameda.

Expressed support for the proposed project changes, which should occur throughout Grand Street; stated the project is essential to improve safety; urged Council not to add speed humps; stated road diets are sufficient; discussed motorized and electric bikes: Zac Bowling, Alameda.

Expressed support for the improvement of the proposed plans; stated that he is pleased to see the plan include full protected bike lanes and additional pedestrian safety improvements; he appreciates that the plan has been reviewed by ADA consultants; expressed support for continued assessment of Grant Street post-project improvements: Drew Dara-Abrams, Alameda.

Urged Council to remember that streets are public and belong to people using all modes of transport, not just drivers; expressed concern over comments related to losing parking and

slowing down traffic; outlined a City of Pasadena article about implementing protected bike lanes reducing fatalities: Tim Beloney, Alameda.

Discussed an article in the New Yorker Magazine by Jill Lepore; stated that roads are for all users; Alameda has a geography that allows her to perform all errands by bicycle; urged Council to extend the bike lanes to Shoreline Drive: Betsy Mathieson, Alameda.

Stated the minor changes to the project proposal took the project from great to really great; Council has already committed to building a complete network of safe low-stress bikeways through Alameda; painted bike lanes are not low-stress; Grand Street is critical to a protected bike network; Council has shown leadership in approving the project concept; urged Council approve the staff recommendation: Denyse Trepanier, BikeWalk Alameda.

Stated safety is important to him as a parent and resident; urged Council support the staff recommendation: Doug Letterman, Alameda.

Stated the proposed plan is a patchwork quilt of varying designs without one uniform design; the design is bound to lead to confusion and accidents; the goal of reducing accidents will not be achieved with the proposed project design; the ADA accommodations are inadequate; expressed concern over creating barriers to evacuation routes; discussed people riding the wrong way on the street: Jim Strehlow, Alameda.

Stated that she finds it difficult to believe that a certified ADA consultant approved the disabled parking scheme in the proposed plan; the City violated Title 2 requirements by removing existing, accessible parking in the Shoreline Drive project; blue paint does not make a parking space ADA accessible, the distance from car to destination does; currently, all spaces on Grand Street are accessible: Carol Gottstein, Alameda.

Expressed support for the project; stated the project represents the future of Alameda and will make streets safer for everyone, including children; it is important for candidates running for election to fully embrace the proposed project as recommended by City staff: Michael Sullivan, Alameda.

Stated that her child loves to bike to school; currently, her child has to ride on the sidewalk due to danger and safety concerns; she looks forward to more protected bike lanes, especially near schools: Meredith Hoskin, Alameda.

Stated Grand Street residents oppose the proposed project plan; pedestrian safety at intersections is the biggest issue; since accidents have involved pedestrians and motorists, data shows there are no bicycle safety issue; expressed support for measures that will increase safety for all modes of transportation; stated safety can be increased without dramatically decreasing useability and access; urged Council to direct staff to come up with a better and balanced plan: John Brennan, Alameda.

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Mayor Ezzy Ashcraft called a recess at 9:12 p.m. and reconvened the meeting at 9:36 p.m.

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Mayor Ezzy Ashcraft stated that she would like clarification about how parking space locations were selected.

The Deputy Public Works/City Engineer stated the goal of having parking on both sides of the street requires the lane shift; with the lane shift, street section is needed to line up the two sides of the intersection; driveways and visibility for driveways is needed and the remaining space is left available for parking; parking spaces were not designed to favor one location over another; the criteria carried throughout the corridor.

In response to Mayor Ezzy Ashcraft's inquiry, the Deputy Public Works/City Engineer stated a determination had been made by the traffic engineering consultants who were not considering any particular residences.

Councilmember Herrera Spencer inquired whether there will be any parking directly in front of or adjacent to Mayor Ezzy Ashcraft's home.

The Deputy Public Works/City Engineer responded there is no parking directly in front of Mayor Ezzy Ashcraft's house; stated the parking is located on the same side of the street, just north of the location.

Councilmember Herrera Spencer inquired whether there is parking adjacent to Mayor Ezzy Ashcraft's home and how many parking spaces are currently on the block.

The Deputy Public Works/City Engineer responded in the affirmative; stated the south-bound direction currently has 8 spaces and the proposed configuration has 2 spaces.

Councilmember Herrera Spencer inquired how many homes are currently on the block, to which the Deputy Public Works/City Engineer responded there are 11 homes on both sides of the street.

Councilmember Herrera Spencer inquired whether there will be 2 spaces on Mayor Ezzy Ashcraft's side of the street, to which the Deputy Public Works/City Engineer responded in the affirmative.

Councilmember Herrera Spencer stated one of the two spaces will be adjacent to Mayor Ezzy Ashcraft's home; inquired where the other space will be located, to which the Deputy Public Works/City Engineer responded both spaces will be in front of the same location.

Councilmember Herrera Spencer inquired how many spaces will be on the other side of the street on the same block.

The Deputy Public Works/City Engineer responded two spaces; stated the spaces are located further north-bound.

In response to Councilmember Spencer's further inquiry, the Deputy Public Works/City Engineer stated the spaces are split between two properties.

Councilmember Daysog stated that he continues to believe that the alternative plan achieves the aim of increasing bicycling, safety, slowing down cars, and addresses concerns raised by Gold Coast residents; a viable alternative plan should be pursued to address concerns that have been raised; Council should evaluate all options; each Councilmember will decide on matters accordingly.

Mayor Ezzy Ashcraft stated that she and staff reviewed the proposed project plans; expressed support for the crosswalk enhancement improvements; stated the majority of injuries occurring for bicycles or pedestrians have been in crosswalks and intersections; expressed concern about the block containing Wood Middle School; stated that she wishes staff had not removed the painted bicycle lane; some of the kids coming down the west side of Grand Street will continue on the side of the street; people use the side of the street to get to the beach and Crab Cove; expressed concern over the zig-zag configuration causing a hazard for inexperienced drivers; stated Vision Zero indicates cities must plan for inexperienced drivers; that she would like a public safety consultant to address the configuration; City staff thought the safety issue revolved around public safety vehicles traversing the street; stated the issue remains unaddressed; vehicles travel too fast on Grand Street; the staff report suggests speed cushions could be added mid-block; expressed support for adding speed cushions and for the City not losing the more than \$800,000 in time-sensitive federal funding; stated that she would like to include direction to staff to move forward on everything originally recommended with the added enhancements brought back to Council, including the two-way cycle track for the Wood Middle School block, the flashing beacons in two intersections, and the mid-block enhancement; she would like the City to study Grand Street and the implications of the new treatment over the next year; expressed support for bike lanes being painted green; stated the matter does not have the type of statistics she would like to see for a dramatic change; the statistics provided do not indicate the number of incidents or locations; discussed a bicycle incident near her home which did not involve another vehicle; stated there is much good in what was originally brought to Council; more might need to be done; expressed support for the matter being studied for one year while moving forward with the current federal funding with review of more data and more community involvement and outreach; expressed support for the advocacy of BikeWalk Alameda; stated that she must look at the details when acting as a decision-maker; she believes some items are being overlooked; she would like to ensure the City moves forward in a cautious, yet smart manner; more can be done with more data.

Councilmember Knox White inquired whether the proposed design looked at using existing best practices for engineering and whether staff is confident that the shifting lanes is safe and the best solution for addressing all issues, including climate and transportation, not just safety.

The Deputy Public Works/City Engineer responded the separated bike lanes can be designed safely, to engineering standards and will be more comfortable for riders.

Councilmember Knox White moved approval of the staff recommendation with Mayor Ezzy Ashcraft's recommendation that once the staff recommendation is put in place, the City spends some time analyzing the project and if any changes need to be made, due to unsafe conditions, the changes can quickly address said needs.

Mayor Ezzy Ashcraft stated that she is not supportive of the zig-zag feature.

Councilmember Knox White stated direction was given to staff to return with a plan that included the zig-zagging; re-addressing the zig-zag is not part of the proposed motion; he believes Council raised issues about the zig-zag; direction was given to staff in June; a professional has been reviewed the proposed project for months; it is time for Council to act; his motion is to move forward with the plan that three members of Council asked staff to return with; information can be analyzed as the zig-zag occurs; he has not heard credible presentations as to whether

there is an actual safety concern related to the zig-zag; he trusts staff will provide professional advice.

Mayor Ezzy Ashcraft stated a public safety expert's opinion was not included.

Vice Mayor Vella seconded the motion.

Under discussion, Vice Mayor Vella expressed concern over design conflicts; stated that she wants to see the project move forward; considerable work and meetings have already been done.

Councilmember Knox White stated Council was explicit in regard to comments related to public safety advice; the motion language did not include a public safety person; Council should accept a trained, public engineer who understands safety design.

Councilmember Herrera Spencer stated that she prefers taking more steps; expressed concern over fast forwarding the project; stated the City needs to slow traffic; good suggestions have been provided by staff and the public; expressed concern over pedestrians crossing the street; requested clarification from City staff about new legislation related to jaywalking.

The City Attorney responded that he does not have the information.

The Planning, Building, and Transportation Director stated that he knows little on the subject; he believes the reference being made relates to legislation that makes jaywalking less of an infraction than previously; jaywalking is not something the City worries much about; the propensity to jaywalk is presumably the same in either alternative.

Councilmember Herrera Spencer stated that she understands the legislation makes jaywalking no longer a crime in the State; the information is relevant since the project is moving parking spaces; people will not have parking spaces in front of their homes and will have to cross the street to get to their cars; many of the homes in the area have tandem driveways which accommodate one car; cars will have to go through the bike lane; requested clarification be provided on the visual demarcations of the bike lanes.

The Deputy Public Works/City Engineer stated the proposal includes a combination of concrete barriers, low curb barriers, and upright bollards; the upright bollards help with visibility to see demarcation; concrete barriers help protect bicyclists in providing separation; parking located next to the bike lane will also provide separation and protection of the bike lane.

Councilmember Herrera Spencer inquired whether a person with a driveway will have a cement barrier on each side.

The Deputy Public Works/City Engineer responded the barrier will not block the driveway and will be offset.

Councilmember Herrera Spencer questioned whether people backing out of driveways will be watching for children, pedestrians, and people on e-bikes and scooters riding at various speeds within the area.

The Deputy Public Works/City Engineer stated clearances are designed to provide space



needed to turn in and out of the driveway.

Councilmember Herrera Spencer inquired whether other locations in Alameda have separated bike lanes as-described for the residential tandem driveways.

The Deputy Public Works/City Engineer responded the design is unique; stated typically, the designs has been in front of school areas; driveways along Clement Avenue east of Grand Street have driveways.

The Planning, Building, and Transportation Director stated the bike lanes are protected on Clement Avenue, the same as the current proposal.

Councilmember Herrera Spencer stated speakers raised concerns related to ADA compliance; noted ADA parking spaces will now be on the cross streets; expressed concern about the location of ADA parking spaces; stated most ADA parking spaces are directly in front of a business, not around the block; expressed concern over having e-bikes, scooters, and children riding bicycles facing each other; inquired whether two-way bike lanes will be included.

The Deputy Public Works/City Engineer responded in the affirmative; stated a two-way bike lane will be between Otis Dive and Shoreline Drive.

Councilmember Herrera Spencer inquired whether the bike lanes are separated on Fernside Boulevard.

The Deputy Public Works/City Engineer responded there is a curb separation between the traffic and two-way bike lanes near the school.

Councilmember Herrera Spencer stated Alameda has many places with high use of bicycles and pedestrians; expressed concern over ADA compliance, students, e-bikes and scooters in separated bikes lanes; discussed a bike and e-scooter accident; stated the electronic devices move at a fast speed; there is concern about trapping bicyclists together in a small area; she would prefer painted bike lanes; inquired where delivery trucks will park.

The Deputy Public Works/City Engineer responded delivery trucks are supposed to use legal parking spaces and would use available Grand Street parking to make deliveries.

Councilmember Herrera Spencer stated the response is unrealistic; delivery trucks often block bike lanes and cars by double parking; expressed concern over not accommodating delivery vehicles; stated that she would like to start by improving pedestrian access and take the project step-by-step to see how it will work out.

On the call for the question, the motion failed by the following roll call vote: Councilmembers Daysog: No; Herrera Spencer: No; Knox White: Aye; Vice Mayor Vella: Aye; and Mayor Ezzy Ashcraft: No. Ayes: 2. Noes: 3.

Mayor Ezzy Ashcraft moved approval of her earlier comments; questioned whether the language is understood or needs to be restated; stated it is important to move the project forward and maintain the federal funding.

The Planning, Building, and Transportation Director stated that he understands Mayor Ezzy

Ashcraft's motion to be keeping the protected bike lanes on the block from Shoreline drive to Otis Drive in front of Wood Middle School, the rest of the segment will convert to bike lanes and keep all pedestrian improvements that were included in the staff recommendation along the entire corridor; questioned whether the motion includes speed cushions.

Mayor Ezzy Ashcraft stated that she would like input from the Deputy Public Works/City Engineer.

The Deputy Public Works/City Engineer stated speed cushions can be added if Council so desires; inquired whether the project includes the bridge portion of Palmera Court or Otis Drive.

Mayor Ezzy Ashcraft stated the project would continue to Dayton Avenue, across the bridge, at the first intersection of Dayton Avenue.

The Deputy Public Works/City Engineer stated the bike lanes will be traditional between Dayton Avenue and Encinal Avenue and painted green where most effective; speed cushions will also be added in locations where there are traditional bike lanes.

Councilmember Herrera Spencer questioned whether the matter could return to Council with the new proposal; stated that she has not seen the proposed configuration.

The Planning, Building, and Transportation Director stated the configuration consists of traditional bike lanes, which are the same as Santa Clara Avenue.

Councilmember Herrera Spencer inquired what the conditions will look like for the stretch of Dayton and Encinal Avenues and whether the matter can return to Council with Mayor Ezzy Ashcraft's proposed changes.

The Deputy Public Works/City Engineer stated traditional bikes lanes are being proposed from Encinal Avenue to San Antonio Avenue; traditional bike lanes are also proposed from San Antonio Avenue to Clinton Avenue with parking on both sides of the street; traditional bike lanes are proposed from Clinton Avenue to Dayton Avenue; separated bike lanes are proposed south of Dayton Avenue for the bridge approach; the configuration will continue south.

Councilmember Herrera Spencer further inquired why the matter cannot return to Council with the proposed changes.

Mayor Ezzy Ashcraft responded the project is running against losing funding due to deadlines.

The Deputy Public Works/City Engineer stated staff is attempting to extend the funding deadline; however, it is likely that construction will not occur in 2023 of the matter needs to return.

The Planning, Building, and Transportation Director stated staff needs to return to Council with a contract for approval; final plans can be provided at that time.

The Interim City Manager stated staff will return with a contract that will show the final plan; Council can be provided with a visual of the proposal as part of approving the contract.

Mayor Ezzy Ashcraft stated the proposed plan is the original project proposal.

Councilmember Daysog stated the proposed configuration is similar to the east-west conditions on Otis Drive; concurred with Councilmember Herrera Spencer; stated Council needs to see what is being voting on; the presentation conceptualizes the bike lanes; he would support staff returning with changes in the future.

Mayor Ezzy Ashcraft stated the proposed project configuration is the same as originally presented, with the addition of the crosswalk safety enhancements.

The Planning, Building, and Transportation Director noted the design of the Dayton and Encinal Avenues segments will be as presented; stated the bike lane is Class 2 with parking at the curb; the bike lane is striped with paint outside of the parking; travel lanes exist in the middle; the proposed bike lanes are the same as in front of City Hall; all crosswalk and pedestrian improvements at the intersections included in the staff recommendation will be maintained; the proposal moves the parking spaces to the curb and gets rid of the curve in the road.

Councilmember Daysog inquired whether the segment in front of Wood Middle School will look the same, to which the Planning, Building, and Transportation Director responded in the affirmative.

Councilmember Daysog stated the proposed configuration addresses residents' concerns related to parking and crossing Grand Street; the initial proposal was ambitious and bumping up against concerns raised by many; other parts of Alameda have traditional bike lanes; the issues previously referenced are solved with the proposed configuration; expressed support for the motion.

Councilmember Daysog seconded the motion.

Under discussion, the Interim City Manager stated Council does not have to give up the proposal forever; the rest of Grand Street will be reviewed and there will be an opportunity to review the configuration.

Councilmember Knox White stated the streets mentioned have two to three foot painted buffers; inquired whether the proposed plan includes the same buffers, to which the Planning, Building, and Transportation Director responded in the negative.

Councilmember Knox White stated the motion keeps Grand Street as-is with a bit of daylighting, blinking signs, and curbs; from a biking standpoint, Council is doing nothing to meet transportation and climate goals; the lanes can be painted green or not; from Dayton to Encinal Avenues, Grand Street the same; he cannot think of a public outreach process with overwhelming support, except for the residents of Grand Street, that has not approved the staff recommendation; Council has received well over 50 communications with only two opposing the project who did not live on Grand Street; staff has performed the work; he will not support the motion; expressed concern over the project changes from Council-adopted policies and plans; stated the City appears unable to achieve easy transportation goals on easy to improve streets; expressed concern over future improvements on difficult streets.

Councilmember Daysog inquired whether a painted line separates the bike lanes on Otis Drive and Encinal Avenue and whether it is possible to have a bubble-line.

The Deputy Public Works/City Engineer responded there is only enough space to have the bike and parking lanes; stated there is not enough room for an additional buffer next to the bike lane.

Mayor Ezzy Ashcraft inquired whether there is a physical buffer on Otis Drive, to which the Deputy Public Works/City Engineer responded the bike lane is painted except the intersection is protected.

Councilmember Knox White stated if the motion passes, the action will have cemented a colossal lack of leadership on issues which are most important; if the project does not pull through, the City should give up on the Oakland-Alameda bridge across the estuary; no one will bike to the proposed bike bridge without a protected bike lane network; correspondence has been received from parents and seniors who do not live on Grand Street and do not feel safe while traveling Grand Street; he understands the concern over loss of parking; however, those who want to bike on Grand Street should enjoy doing so; people currently biking on Grand Street do not enjoy doing so and do not feel safe; the proposed configuration will not change the high injury corridor rating; other policies have been addressed by the project; there is no point in voting for half-measures; stated the proposed bike lanes in front of Wood Middle School will not be used and people will question why the proposed plan was approved; discussed Lincoln Middle School's bike lane; stated middle school kids are able to figure out how to use the bike lanes.

Mayor Ezzy Ashcraft stated her concerns for safety are valid; there is not adequate room without meandering; she wants to understand meandering can be safe; the matter can be analyzed over the next year.

Councilmember Daysog stated that he sees many bicyclists taking Otis Drive; the proposal for Grand Street is a little less-than the Otis Drive conditions; however, the two streets are similar; people utilize the bike lanes and drivers move slower; conditions appear to be safer; conditions seem to work for Otis Drive between West Line Road and Willow Avenue and could work on Grand Street as well.

Councilmember Knox White stated the issue is that the proposed bike lanes have a two to three-foot buffer between the cars and bike lanes and not a four inch painted line; Grand Street has always required caution due to the lack of bike lane buffers; the proposed plan builds back existing conditions and Council is doing nothing; Council has heard from traffic experts and professionals; questioned the purpose of a one year safety study; expressed concern over the proposed plan; stated the motion is disappointing; questioned why Grand Street is special.

Councilmember Daysog concurred with Councilmember Knox White; questioned whether it is not possible to add bike lane buffers on Grand Street.

The Deputy Public Works/City Engineer stated the street section being discussed is 48 feet wide; the measurement allows 18 feet for parking, 5 feet for the bike lane, and 10 to 11 feet for travel lanes in each direction; the addition of a buffer changes the bike lane width to 8 or 9 feet.

Councilmember Daysog inquired whether other strategies can be deployed to discourage people from opening car doors into bike lanes or enhance safety for bicyclists, to which the Deputy Public Works/City Engineer responded the approach would be education based versus engineering based.

Councilmember Daysog stated the proposed configuration is not similar to Otis or Fernside Drives; questioned whether the City should get stuck in status quo by doing nothing; stated the decision is difficult; expressed support for continuing to second the motion on the table; stated the approach allows Council the possibility of three years to consider an alternative.

Mayor Ezzy Ashcraft stated the project will not be constructed next year if Council does not approve the matter and will be pushed out further.

Councilmember Daysog stated the concerns raised by Councilmember Knox White are spot-on; expressed support for bike lane buffers; stated the buffers are not possible from an engineering standpoint; he has heard from Grand Street residents that crossing the street is a big issue, which Council is addressing.

On the call for the question, the motion failed by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: No; Knox White: No; and Mayor Ezzy Ashcraft: Aye. Ayes: 2. Noes: 2. [Absent: Vice Mayor Vella – 1.]

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(22-632) Councilmember Daysog moved approval of giving Council an additional 3 minutes.

Councilmember Knox White seconded the motion, which carried by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: Aye; Knox White: Aye; and Mayor Ezzy Ashcraft: Aye. Ayes: 4. [Absent: Vice Mayor Vella – 1.]

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Councilmember Herrera Spencer stated that she would like to see a drawing of the proposed changes at the segment with separated bike lanes at Shoreline Drive.

The Planning, Building, and Transportation Director displayed a presentation slide; stated the idea of the previous motion is to have the separated two-way bikeway in front of Wood Middle School, then continue the protected, two-way bikeway to Dayton Avenue.

In response to Councilmember Herrera Spencer's inquiry, the Planning, Building, and Transportation Director stated the benefit of going to Dayton Avenue is the ability to use a protected, low-stress, bike lane; if people are uncomfortable riding in the unprotected bike lane on Grand Street, Dayton Avenue is a good spot to turn off of Grand Street and use a parallel street; some parallel streets are nice and have less traffic; however, people have to negotiate major crossings that do not have signals; the benefit of extending to Dayton Avenue is providing bicyclists an option to get off of Grand Street and onto a side street.

Councilmember Herrera Spencer stated there will be no changes from Dayton Avenue to Otis Drive; inquired whether Dayton Avenue to Encinal Avenue will remain the same with only flashing beacon signals added; stated that she is having a difficult time understanding the proposed configuration from Dayton Avenue to Encinal Avenue.

The Deputy Public Works/City Engineer stated from Dayton Avenue to Encinal Avenue will remain similar to existing conditions with the exception of painted bike lanes; the road will be resurfaced and repainted with flashing beacons installed and crosswalks repainted; Dayton Avenue to Otis Drive will have a bike lane along the curb across the bridge to Otis Drive with a one-way cycle track; Otis Drive to Dayton Avenue will have bike lanes on the side with travel

lanes in the center; the section will have parking reduction to provide space around the driveway entrances.

Councilmember Herrera Spencer inquired whether staff can display proposed cement barriers and locations.

The Deputy Public Works/City Engineer stated the section has a curb-side bike lane with concrete barriers to keep cars out.

The Planning, Building, and Transportation Director stated the concrete barriers act as a wheel stop.

Councilmember Herrera Spencer inquired where delivery trucks will park to deliver packages to homes on either side of the street and whether staff can display Grand Street with the proposed configuration.

The Deputy Public Works/City Engineer responded the slide was previously shown; noted that he does not have an in-person rendering.

Councilmember Herrera Spencer stated that she will not be able to support the matter; she would like real drawings; expressed support for real-life renderings to ensure Council understands the proposed configurations; stated that she would like more illustrations.

Mayor Ezzy Ashcraft stated there is concern over the loss of parking; there are no homes located on the bridge section of Grand Street.

Councilmember Herrera Spencer inquired whether there are no homes along the proposed section.

The Planning, Building, and Transportation Director responded there are homes along Dayton Avenue and the bridge section.

Councilmember Knox White stated that he will not be supportive of the motion; noted Vice Mayor Vella has left the meeting; he will be leaving the meeting.

Mayor Ezzy Ashcraft inquired whether it is possible to narrow the travel lanes on Grand Street to add the buffer portion to the bike lane.

The Deputy Public Works/City Engineer responded that he is not sure; stated the parking and bike lanes would have to be narrowed; the travel lanes would be narrowed to the minimum of 10 feet wide; there could be space for a small buffer next to the bike lane.

Mayor Ezzy Ashcraft stated that she is trying to give the bike lanes as much space as possible; inquired how the task can be accomplished.

The Deputy Public Works/City Engineer responded City standards are eight foot parking lanes, which is the staff recommended width; stated the City standard travel lane width is 10 feet; the task will be difficult.

Mayor Ezzy Ashcraft inquired whether the City ever departs from the standard, to which the Deputy Public Works/City Engineer responded in the affirmative.

The Planning, Building, and Transportation Director stated Park Street has a seven foot width; stated the street will be tight; staff can squeeze the parking lane to provide a little extra width for the bike lane buffer; however, people squeezed into the parking lanes will still swing their door out into the bike lane; staff tries to keep the width at eight feet so people keep their car tight to the curb; Council can provide direction to proceed with the bikes lanes and maximize the size of the buffer to the greatest extent possible; staff can look at the seven foot parking lane; there is likely no way to go below the 10 foot travel lane.

Mayor Ezzy Ashcraft expressed concern over unintended consequences

Ryan McClain, Fehr and Peers, stated there will be more of a conflict for the door zone, if Council approves a seven foot wide parking lane; the trade-off between one concept conflicts with another; decreasing to anything less than 10 feet wide for travel lanes will mean trucks traveling in the buffer space.

Mayor Ezzy Ashcraft inquired whether Grand Street is a truck route, to which the Planning, Building, and Transportation Director responded in the negative.

Mr. McClain stated delivery trucks will drive in the buffer space; the plan could squeeze out more space to add in a bit more paint; however, other conflicts will arise.

Councilmember Daysog stated there is public concern over how skinny Shoreline Drive is; points being raised are considerable.

Mayor Ezzy Ashcraft inquired whether any solution is to be seen for the proposed configuration; stated repaving, restriping, and adding other beacons on Grand Street will make a difference.

Mr. McClain responded the proposed plan for Grand Street will be in line with existing conditions; keeping standard parking and bike lanes on both sides of the street does not allow much flexibility.

Mayor Ezzy Ashcraft inquired whether there is any way to make improvements without the meandering.

The Planning, Building, and Transportation Director responded Council is going through all analysis that staff and consultants reviewed; stated staff discovered there is not enough room; something had to give; staff took out parking to make room; staff made a strategic decision to not remove parking entirely for one side of the street and made sure there is parking on both sides of the street resulting in a meander; staff took out one row of parking in order to have an extra seven feet of width; getting rid of the meander means having one side of the street lose parking on the full length while the other side of the street keeps parking; the meander allows the City to put some parking on both sides of the street.

Mayor Ezzy Ashcraft expressed concern over the loss of funding; inquired the proposed Grand Street plan for first round funding application.

The Deputy Public Works/City Engineer responded the Citywide paving grant is the funding opportunity; stated the street was proposed based on safety concerns and it being a high-injury corridor.

Mayor Ezzy Ashcraft inquired whether the City would have performed the repaving and restriping when funding had first been applied for.

The Deputy Public Works/City Engineer responded the first application for funding was for repaving and restriping of any street.

Councilmember Herrera Spencer inquired whether funding for repaving can be used to add a four way stop or other items to help pedestrians cross safely.

The Deputy Public Works/City Engineer responded in the affirmative; stated the money can be used for anything for the project; Caltrans has to approve the City plans; the process will include environmental impact reports and submitting to Caltrans to bid the project and begin construction; once construction begins, the City can submit for reimbursements through grant funds; the City is only eligible to use the funds when a project is under construction.

Councilmember Herrera Spencer concurred with public speakers which have expressed support for pedestrian enhancements.

Councilmember Daysog stated the alternative plan is the bike path without as much or any buffer included; he does not think the proposed narrower Grand Street option will work; inquired whether the City can install poles to provide visual cues and clearly separate bike and travel lanes; noted a car traveling at 25 mph could easily move through the visual cue.

The Planning, Building, and Transportation Director responded the issue with installing the poles is that people need to park cars across the bike lane.

Mayor Ezzy Ashcraft stated that she would encourage Council to find a way to move forward and ensure Grand Street is safer for pedestrians, including school children; having people use Dayton Avenue to reach Peru Street is a reasonable compromise.

Councilmember Daysog stated Council should move ahead with the bike path as-discussed; stated the emphasis for the project is getting people to cross Grand Street; expressed support for the alternative plan; discussed the inability to install buffers at the bike lanes; stated considerable concerns have led to the alternate plan of the bike path; Council has vetted the alternative and should make a decision to move forward.

Ryan Shafer, NCE, displayed engineering drawings of Grand Street; stated the previous concept presented to Council had the bike lanes terminating and going to protected bike lanes after the bridge.

In response to Mayor Ezzy Ashcraft's inquiry, Mr. Shafer stated there is some reduction in the parking lanes for protected bike lanes north of Otis Drive; parking will have to be reduced in order to have daylighting and visibility for driveways; the bridge area has substantial parking which will be maintained; the plan terminates protected bike lanes just after the bridge and bike lanes continue until Palmera Court; the plan preserves more parking and brings the transition from protected bike lanes back to the bridge; the bike lanes can terminate just after the bridge.



Councilmember Daysog stated residents have expressed a desire for the original plan.

The Deputy Public Works/City Engineer stated the plan shown was presented at the first community meeting in December.

Councilmember Daysog inquired whether a continuation of traditional bike lanes would occur further north, to which the Planning, Building, and Transportation Director responded in the affirmative.

Mr. Shafer stated there is a small buffer in the transition area.

Councilmember Herrera Spencer expressed support for ending the lanes at Otis Drive for focus around Wood Middle School.

The Deputy Public Works/City Engineer inquired whether there would be traditional bike lanes north of Otis Drive.

Mayor Ezzy Ashcraft inquired whether there is concern over loss of parking spaces.

Councilmember Herrera Spencer responded that she is concerned about more than just parking; expressed concern over unsafe double parking; stated students approach the area from all angles.

Mayor Ezzy Ashcraft stated not much double parking occurs on the bridge portion; questioned whether a motion is ready to be made.

Councilmember Herrera Spencer moved approval of the proposed discussion.

The Interim City Manager inquired whether the motion includes the additional proposed enhancements of the crosswalk and flashing beacons, to which Councilmembers Daysog, Herrera Spencer and Mayor Ezzy Ashcraft concurred.

The Deputy Public Works/City Engineer inquired whether a two-way bikeway in front of Wood Middle School is being proposed; stated the original plan indicates a one-way bikeway.

The Interim City Manager stated the plan presented proposes a two-way bikeway; inquired whether the presented two-way bikeway would go from Shoreline Drive to Otis Drive with traditional bike lanes and other enhancements spanning from Otis Drive to Encinal Avenue, to which Councilmember Herrera Spencer responded in the affirmative.

The Interim City Manager requested confirmation that the motion includes approving two-way bikeways from Shoreline Drive to Otis Drive and traditional bike lanes with the other enhancements, such as beacons at crosswalks, from Otis Drive to Encinal Avenue.

The Deputy Public Works/City Engineer stated the ADA parking spaces must be included.

Councilmember Herrera Spencer inquired whether bollards would be included, to which the Planning, Building, and Transportation Director responded in the negative.

Councilmember Herrera Spencer expressed support for the proposal.

Councilmember Daysog seconded the motion.

Under discussion, Mayor Ezzy Ashcraft requested clarification of the motion.

The Deputy Public Works/City Engineer stated the motion is to approve construction of two-way, separated bikeway in front of Wood Middle School from Shoreline Drive to Otis Drive, traditional bike lanes will be constructed north of Otis Drive with enhanced crosswalks, including flashing beacons at two intersections, San Jose Avenue and San Antonio Avenue, adding ADA accessible parking, and speed cushions.

Mayor Ezzy Ashcraft inquired about green paint.

The Planning, Building, and Transportation Director responded green paint can be added where appropriate.

On the call for the question, the motion carried by the following roll call vote: Councilmembers Daysog: Aye; Herrera Spencer: Aye; and Mayor Ezzy Ashcraft: Aye. Ayes: 3. [Absent: Councilmember Knox White, and Vice Mayor Vella – 2.]

(22-633) Adoption of Resolution Adopting the Equitable Building Decarbonization Plan. Not heard.

(22-634) Recommendation to Receive a Six-Month Update on the Alameda Community Assessment Response and Engagement (CARE) Team Pilot Program. Not heard.

#### CITY MANAGER COMMUNICATIONS

(22-635) The Interim City Manager announced an upcoming Webster/Posey Tube closure and EBMUD project virtual meetings; stated the City's Active Transportation Plan has been posted.

#### ORAL COMMUNICATIONS, NON-AGENDA

(22-636) None.

#### COUNCIL REFERRALS

(22-637) Consider Directing Staff to Reform the Fee Towing Companies Require Alameda Residents to Pay to Retrieve Towed Vehicles. (Councilmember Daysog) Not heard.

(22-638) Consider Directing Staff to Address Massive Corporations Purchasing Housing. (Councilmember Herrera Spencer) Not heard.

(22-639) Consider Directing Staff to Create a Requirement for Upfront Payment of Candidate Statements if a Candidate for Local Elected Office Has a Balance Due from a Prior Election. (Councilmember Knox White and Vice Mayor Vella) Not heard.

#### COUNCIL COMMUNICATIONS

(22-640) Mayor Ezzy Ashcraft announced a Boys and Girls Club fundraiser and a proclamation presented to Jeff Miller of the Boys and Girls Club; discussed a session on equitable mobility.

ADJOURNMENT

There being no further business, Mayor Ezzy Ashcraft adjourned the meeting at 11:13 p.m.

Respectfully submitted,

Lara Weisiger  
City Clerk

The agenda for this meeting was posted in accordance with the Sunshine Ordinance.