

Workshop Summary of Comments for Grand Street Pavement Resurfacing and Safety Improvement Project (December 9, 2021)

During the community input part of the agenda, 8 community members provided comments out of the approximately 20 attendees, which is summarized as follows:

1. Denyse Trepanier: She expressed disappointment in seeing bike lanes next to the travel lane and parking north of Palmera, and she wants a protected bike lane on Otis Drive.
2. Michael Chan: About the parking loss, there is a lot of demand during the weekends and due to the apartment so feels that the parking loss will be a big impact. Expressed concern about the bus island since a car went over the one on Shore Line Drive. The removal of the right-turn lane at Otis causes delays.
3. Lynn Huang: Lives on Grand Street, and echoes that they see a lot of use of the park so is unclear how it will go on the weekends and if it will cause more walking. She is concerned about the bus island and is curious how it will impact traffic. Is worried about when the bus blocks traffic. Would like to see reflective bits in the road at the concrete curb extensions.
4. Kristen Gray: Love that the meeting is happening and about safety. Would love to see something to help out Wood School. She mentioned two people who were killed this year. Would like a crossing guard at Wood School. She is a worried parent.
5. Carol Gottstein: She lives on Grand Street, and grew up here so is familiar with the neighborhood. There is at least one Amazon truck on the street at any given time. People are working on their houses and parking dumpsters at the parking spaces, which are wide so need to be factored into the design. She does not like the curb extensions at Otis and Grand, and wants to see red reflectors for the evening. She would prefer an all-way stop at San Antonio.
6. Jonathan Lau: Recognized the neighbors who have been lost on our street. He lives on Grand/Shore Line. He feels it is unfair that pedestrians compete with the big size of vehicles, especially since vehicles have increased in size. He requested speed cushions and roundabouts in neighborhoods. He wants bigger, bolder and faster changes. He witnesses speeding on Otis and Shore Line. He requested a roundabout at Otis/Grand. People are rolling through the stop sign at Shore Line/Grand, and requested a roundabout.
7. John Brennan: He lives on Grand Street. He is concerned about the lane width, especially with Shore Line Drive since it is about safety and on Shore Line Drive people are entering/exiting close to the travel lane in a cramped way. He wants to see a roundabout at Grand/Otis rather than what was implemented. He loves the enhanced crosswalks at San Antonio/Grand, and is interested in speed bumps. He is a bicyclist, and he wants a balance of preserving parking and making it safer.

Post Meeting email due to technology issues:

8. Andrew Kluter: Hi Gail, I tried raising my hand tonight on Zoom but whatever reason I couldn't get admitted into the discussion. So, I'll pose my question / comment here, and would appreciate a follow up from you and consultant team. I live a block off Grand between Encinal and the Lagoon Bridge and drive/walk the corridor frequently, and pre-pandemic used to walk over the bridge daily from the W bus. Generally, I support the goals of the project, especially to increase walking crossing visibility and safety all along the Grand corridor including between Otis and Encinal.

My question / comment focuses on the proposed Lagoon Bridge design. Pre-pandemic, walking felt like a harsh environment over the bridge, with only about 5-foot wide paths on both sides, barely enough for one person to walk past another. As walkers, we are hemmed in one side by concrete bridge rail and the other by a tall metal rail (both sides of bridge). During the pandemic now when I walk over the bridge, sometimes I walk within the parking lane to physically distance myself from people walking in the other direction, again not a desirable condition, in this instance facing cars driving through a mostly unstriped area. There is so much space devoted now to pavement width on the bridge, and highly disappointingly, the proposed design does not appear to modify this at all. The plans as far as I can tell don't remove the steel rails nor widen the sidewalks. Even with all the project's proposed accommodations for parking, travel lanes, and bicycles, it seems there is still plenty of room to remove the steel rails and devote at least 3-4 more feet width for both sidewalks. The parking would protect those of walking from moving traffic. On behalf of those of us walking along this corridor, I am advocating for a sidewalk widening both sides of the bridge and steel rail removal be incorporated into the proposed design over the Lagoon. Walking is otherwise comfortable along this corridor; it would just seem a lost opportunity and absolute shame to not address this uncomfortable gap for walkers across the Lagoon Bridge while the project is still under design. Please let me know what can be done to address this concern as part of this Project.