

Shoreline Drive / Westline Drive Proposed Bike Lane Project Community Meeting

May 10, 2012

Comments and Questions Summary

Bicycling Options – Bike Lanes

1. Color bike lanes such as green as they do in Europe to help keep auto traffic out of the bike lanes.
2. What about having the bike lanes in the middle of the street?
3. Bike lanes will improve visibility.
4. The door zone is five feet and the average car door width is four feet. Bikes are vehicles as per the California Vehicle Code. The City should provide six feet bike lanes.
5. Provide signs for bike lane direction.
6. East-west bike lane connectivity is limited with the nearest one being Santa Clara Avenue. This project provides this connectivity.
7. What about in-street or separated bike lanes?
8. Will people use the bike lanes? I think it is wonderful to provide bicycle lanes; however, I find that many cyclists do not use them.
9. There is no place to go past Westline Drive on a bicycle so there is an issue of connectivity.
10. Put bike lanes on Otis Drive instead of on Shoreline Drive/Westline Drive.
11. Close one of the traffic lanes on weekends and leave it for bicyclists.
12. Adding bike lanes will encourage residents to drive less because it will make it safer. More people on Shoreline Drive, means more traffic for our struggling businesses in south shore.
13. It is essential to make our city more bike friendly.
14. The current path along the beach is heavily used by walkers, bikers, strollers, etc and a bicycle lane would make it more pleasant and safer for people walking along Shoreline Drive on the current path.
15. The bike lane on the beach side of the street is a great idea; however, to have one on the other side complicates the process of cars pulling out onto Shoreline Drive and puts the bike riders at higher risk of being hit.
16. An attractive alternative is adding bike lanes in the developing former naval air station where families can enjoy riding our bikes in safety and away from trunk routes. Planning should reflect that Alameda is a city of 75,000 people not a national park.
17. Since there is already a multi-use trail on the beach side, a bike lane should be added only on the other side.
18. As a regular commuter I find it difficult to compete with cars on the street and bothersome to pass walk/runners on the sidewalk.

19. The proposal if accepted can only enhance my daily routine by reducing/eliminating the current common dangerous bicycle practices that I encounter frequently on the narrow path and by slowing the traffic, crossing Shoreline Drive will be less dangerous.
20. “Smart growth” with focus on alternate means of transportation is absolutely essential and this bike lane project is a great first step.
21. The bike lanes also will serve as a tremendous attraction for tourists and other Bay Area residents.
22. There is a frequent occurrence of cars traveling on Shoreline Drive crashing into parked cars.
23. If given a choice between riding their bikes on the existing off-road multi-use path (shared with pedestrians), or moving out in the street (sandwiched between moving cars and parked cars) would most bicyclists choose the off-road path? I believe so because it is obviously a lower risk of injury. You COULD run a survey on the city website to verify this.
24. The new left turn lanes at intersections will force bicycles and cars to veer to the right while going through an intersection, and then veer back to the left on the other side. This is an awkward, dangerous design. As a motorist AND as a bicyclist, I find that design highly undesirable. I am also pretty sure that it violates state standards in regards to bike path safety. The reason is that the bike lanes get moved 5 feet towards the curb and this is too close for a street with on-street parking. You will NOT find your design (with the left turn lanes) anywhere in Alameda where we have bike lanes! Take a look at Grand Street or Santa Clara Avenue.

Bike Lanes Tally (written comments only)

- Support: 46
- Opposed: 21
- Beach Side: 11
- Door Zone Issues: 5
- Widen Path: 12
- Colored Lanes: 4

Bicycling Options – Path

1. Wider bike path is a good idea.
2. Provide bikeways out of the street for kids as part of the path.
3. The bike path should be increased in width: Need two lanes of traffic in each direction, especially with the summer issues.
4. How will the bicyclists transition at Broadway? Will there be a bike path behind Bayview Drive? How about extending the path all the way along the shore to the bike bridge to harbor bay isle?
5. Do not use the street to bike – the street is too busy. The path is good for recreational uses. Provide ramps for bicyclists to transition to the street.
6. The bike path is sufficient for pedestrians and bikes.
7. Path is also used by rollerbladers.

8. There are too many pedestrians and bicyclists at this time.
9. Have a portion of the increased bay side sidewalk be a “natural path”.
10. Eliminate vegetation on beach side of path.
11. Bike lanes could be added by widening the existing path along the beach, and striping a section for bicycles there.

Bicycling Options – Cycle Track (Bike lanes on the beach side)

1. The City has shown that a cycle track works on Fernside Blvd. This project is better for pedestrian safety.
2. We are only discussing cars and are not discussing bike needs. The City should provide an in-street bikeway with a median to separate cars.
3. Provide a cycle track with parking. Cyclists also could use vehicle lanes.
4. Prefer the cycle track idea. Do not like in-street bike lanes.
5. The bike path is heavily congested on weekends. The City should consider a cycle track option similar to Fernside Blvd., which would be an 8-10 foot bi-directional bikeway.
6. Having the bike lanes on one side such as the beach side would be safer because no door zone issue would exist.
7. I do not personally like cycle tracks – too much segregation, too many additional conflicts generated if cyclists leave the cycle track. If cycle tracks are installed, I will continue to ride the street and take the lane.
8. A cycle track will reduce collision risks between cars and bikes at intersections and would account that most bikers in this area are "leisure bikers" as opposed to "commute bikers". Further the bike lanes would create a greater buffer between pedestrians and car traffic.

Bike Racks

1. Do not want bike racks by the driveway at 933-1001 Shoreline Drive condo/apartments because residents could hit it.
2. Bike racks on beach side are needed.
3. Bike racks should be installed on BOTH sides of Westline and Shoreline Drives: ex – kite surf shop.
4. Bicycle racks are wonderful to access the beautiful beach.
5. Bike racks should be installed in open parking lots like at school yards, shopping centers and parks. Bicyclists will have to walk a block or two to get to the bus stop, but their bikes will not be hanging out on the main corners and creating an eyesore for our beautiful beach streets.
6. Install bike racks near Grand St. and Park St.

Bike Racks: (written comments only)

- Support: 11
- Opposed: 6

Cost

1. What is the cost of the project?

2. Where will the 10% local match come from?
3. Money should instead be spent on schools or potholes.

Coordination

1. For how long has the city been planning this project?
2. The city should not move quickly on this decision
3. What are AC Transit comments and concerns? What about the narrow model such as on Fruitvale?
4. The City should coordinate with East Bay Regional Park District.
5. The summer is the busiest time. What about emergency vehicle access and delays?
6. Provide a traffic analysis and a plan view at the next meeting.
7. Keep an open mind.
8. Impressed that staff considered the greater good more than the change that a few would not like.

Bus Stops and Shelters

1. Bus shelters with trash receptacles needed.
2. I imagine those people living at Grand and Kitty Hawk will dislike this as it will create an eyesore for their coveted and much enjoyed shoreline views.
3. Trash receptacles at existing north side bus stops are needed.
4. Shuttle stop – move to Crown Beach.
5. Bus shelters: will they be on the north side?
6. Bus Shelters? Not necessary. Weather is rarely bad. Too much \$\$\$ and additional \$\$\$ for maintenance for something new when we cannot pay for or take care of the projects we already have. It takes up too much space.

Bus Shelters Tally (written comments only)

- Support: 8
- Opposed: 3

Parking

1. Will you decrease the parking?
2. The City should widen the path, and not reduce parking—leave it as is!
3. The City should prohibit parking on the side streets, and should make parking better for weekends/summers.
4. Parking by bike lanes is dangerous due to parked car doors opening in the bike lane.
5. Do not add parking to shore side.
6. On 1001 Shoreline Drive near Westline Drive, off-street parking is limited so we park on the street. Guest parking is limited. We use side streets to park. Most of the multi-unit complexes were built with one parking space per unit on site. Add to this, nobody can park on the building side of Shoreline Drive on Friday morning from 8 a.m. to 11 a.m. due to street sweeping.

7. Eliminate parking for residents and not for others on weekend. Generate revenues by parking and providing a shuttle.
8. There is already parking. Separate the issues of parking and bike lanes. Keep existing parking restrictions.
9. Allow the parking on beach side and eliminate parking on the other side.
10. Keep night time parking and not day time parking. Build two parking garages for parking near the courthouse.
11. Allow parking 24-7 on the beach side. Need it at Shoreline Drive/Westline Drive area, which would not impact the views for lower units.
12. Parking in the park is underutilized. Creating resident parking permits for Shoreline Drive would increase the use of the fee parking area and increase monies for the park as well as for the City via permit fees.
13. The project could limit the parking on the beach side, as it is done now.
14. The single travel lane in each direction with added parking would be a great improvement for beach access.
15. There are many beach goers parked on the non-beach side who cross the four lanes, often with children in tow and carrying chairs and coolers. I am surprised that not more accidents happen.
16. There is confusion amongst all cars traveling on Shoreline Drive as to whether or not the lane closest to the beach is in parking lot mode or fast moving traffic mode.

Parking – Beachside: (written comments only)

- Support: 12
- Opposed: 20
- As Is: 4
- Residential Permits: 2

Parking - Bay Views / Natural Setting

1. Dunes are pretty and they are lower than cars.
2. The dunes are for erosion control.
3. Higher profile vehicles will impact views.
4. We do not worry about view impacts – on the ground floor, there is no problem with parking that blocks views (resident on Shoreline Drive at Westline Drive).
5. Would add litter - concerned about increased trash. Creating parking will bring un-wanted garbage on the sidewalk.
6. Parking and added bicycle traffic will disturb the bird sanctuary.
7. Please do not have parking on the bay side of Shoreline Drive as it would block the view from cars passing by or persons on bikes.
8. There are visibility issues with parked cars, especially trucks, on bay side.
9. One of Alameda's selling points is the spectacular view of the Bay. The addition of parking would adversely affect the appearance of the beach.

Parking – Visibility Issues

1. Improve visibility at driveways – hazard to cyclists.
2. Visibility issues in/out of Sand Beach Road, Fair Haven Road, Shell Gate Road and US Post Office.
3. Difficult to enter onto Shoreline Drive. Difficult to pull out of one's building and into traffic.
4. Visibility issues at Shoreline Drive/Coral Reef Road.
5. Visibility e.g. for the Shell Gate Road crosswalk is very poor; Could add blinking lights embedded in the crosswalks.
6. Parked vehicles block view of on-coming traffic.
7. Difficult to see cross traffic when exiting driveways along Shoreline Drive.
8. Need to remove parking spots to the right and left of driveways and extend the red curbs for added visibility.
9. Make the curbs on each side of all driveways and side streets a red zone to increase visibility of both lanes of oncoming traffic and bikes.

Safety

1. How many lanes will pedestrians need to cross?
2. The pedestrian/bike interactions are dangerous. The potential of bicycle collisions with pedestrians is NOT going away! No matter where the bike lanes are, beach goers will have to cross them at some point. Therefore, the biggest risk of bicycle-pedestrian collisions will not change with this proposal.
3. Raise the crosswalks to lower the speeds.
4. Crossing the street is not easy.
5. Street crossings are not safe.
6. The City should provide better crossings for pedestrians.
7. Shoreline Drive is a thoroughfare used instead of Otis Drive to speed so it needs more enforcement.
8. For pedestrian crossings—can we use simpler methods like orange flags?
9. Dog walker; frustrated with bicyclists.
10. It will slow traffic and create a safer place for pedestrians and bicyclists.
11. Traffic would not be able to pass at high speeds as they do now.
12. Many elderly are worried about safety.
13. Love the idea: General safety for bikes and pedestrians and encouragement of active transportation.
14. My two children need to cross Shoreline Drive to get to the path, which leads them to their west end schools. I (and also my children) experienced many dangerous situations when crossing Shoreline Drive with the current four-lane layout, even on a crosswalk. The four lanes lead to speeding, and even if one car stops, other cars often rush by on the inner lane in the same direction.
15. I refuse to take weekend path walks for fear of my and my dog's safety.

Traffic Impacts

1. There are going to be backups without turn lanes.
2. Left turns into apartments and condos, McDonalds and South Shore shopping center will further slow traffic.
3. What will the length of the turn lanes be?
4. Need access for paratransit drop-off and pick-up.
5. Reducing travel lanes is not prudent given future development plans.
6. Santa Clara Avenue carries as much traffic as Shoreline Drive but with two motor vehicle travel lanes.
7. Bikes take cars off the road so will reduce summer traffic concerns.
8. It is difficult to make left turns onto Shoreline Drive.
9. Shorepoint Court:
 - As a Shorepoint Ct resident: in the summer, there is too much traffic.
 - Shorepoint Ct does not have a traffic light, and already is difficult to exit. Will it be even more difficult with only a two lane street?
 - Shorepoint Ct/Westline Drive: 3-way stop sign or signal is needed;
10. There are too many bikes. Why are we taking away motor vehicle lanes?
11. We do not have an EIR for this project.
12. Traffic diversion will go to Otis Drive, which has schools.
13. Choke point on Eighth Street already exists making it possible to reduce motor vehicle travel lanes on Westline Drive and Shoreline Drive.
14. Opposed to this tomfoolery.
15. Commercial delivery/moving vans will have to double park in the new bike lane and stick out into the one traffic lane.
16. Reducing Shoreline Drive traffic lanes will create a “fire storm” from the community who live in this area.
17. Put two lanes of traffic in one direction and one in the other direction.
18. Provide left-turn lanes into all multi-unit complexes.
19. Single lanes will cause horrible traffic jams.
20. Four travel lanes only provide more options for speeders.
21. It will increase traffic back-up at the stop signs and slow traffic flow along the street, especially on weekends and during weekday rush hours.
22. Severe traffic congestion will result, particularly in the summer months.
23. Auto traffic will be forced to follow the slowest vehicles on the road.
24. In considering taking away one lane each way, I suspect there will be disruption of the flow of traffic as we wait behind stopped buses.

Lane Reductions: (written comments only)

- Support: 35
- Opposed: 33
- Keep 2 EB Lanes: 2
- Left Turn Lanes: 10
- Emergency Response: 3
- Otis Impacts: 2

Miscellaneous

1. My concern is the restrooms – unsightly and not at all like the nice restroom in Bay Farm by the bay. Could these be updated? I think there are too many. One or two nice ones would be a big improvement.
2. Improve the landscaping with low maintenance, native, drought resistant plants.
3. Bicyclists do not observe the rules of the road.
4. Will improve the scenic/recreational value of the road and beach. It would add a more quaint "beachy" feel to the area.

Shoreline Drive / Westline Drive Proposed Bike Lane Project Community Meeting #2

June 28, 2012

Break-out Group Comments and Questions Summary

Break-out Groups – Table #1

- **Priorities/Goals:** The bus parameters are tricky. The bay view is important yet parking during the day is okay.
- **Cycle Track:** A barrier – raised or delineators – would help improve bicyclist safety and the bicyclist experience. What about storm drains? This option would allow for parking and bicyclists/pedestrians to experience the bay views.
- **Other Project Concept Ideas:** From north to south, could have a sidewalk, bike path, walking path and then beach to allow for the bus landing areas needed at the bus stops on the beach side of the street.
- **Summary:** The group reached consensus on the raised cycle track – night version. Instead of only at night, the participants preferred parking at all times.

Break-out Groups – Table #2

- **Priorities/Goals:** Should reduce motor vehicle speeds and noise. Should improve personal safety.
- **Parking:** Weekdays – no parking on the beach side of the street. Weekends/holidays – parking on both sides of the street.
- **Cycle Track:** Traffic remains side by side on the entire route, and invites more families and kids to the area. Bike lanes should be on the same side of the street.
- **Floating Beach Side Bike Lane:** Is a good idea.
- **Other Project Concept Ideas:** Could have Shoreline Drive changed to a one-way street with two lanes traveling westbound, a cycle track and parking on the beach side of the street.
- **Crosswalks:** Illuminated crosswalks are needed. More crosswalks are needed.
- **Summary:** Raised cycle track is the preferred project concept idea because the bicyclists would be close to the beach.

Break-out Groups – Table #3

- **Priorities/Goals:** Should address congestion, back-up of vehicles and delay as well as pedestrian safety. Look at what other beach communities do (Santa Cruz). Provide traffic data and design the project for typical weekdays and summer weekdays - not special events. Look at project that reduces traffic volumes on Shoreline Drive, so beach is more a destination and not a through traffic facility.
- **Do Nothing Different:** Do not want to keep it the same.
- **Bike Lanes:** Bike lanes on street a concern because of car doors, driveways and side streets. The group was not anti-bike lanes. If no other options available, then would choose it but prefer other options.
- **Cycle Track:** Concerned with bikes colliding with each other from opposite directions. For bus stops, provide for striped bulb-out but raised curb to allow for ADA access. How about pedestrian crossings mid-block through cycle track? Prefer

three-foot buffer between the cycle track and the motor vehicle travel lane. If raised, be sure that there is a clear separation between pedestrians and bicyclists.

- **Floating Beach Side Bike Lane:** Is okay but is not preferred, especially concerned with visitors not understanding the designation.
- **Crosswalks:** Crosswalks at all intersections. Establish mid-block crosswalks at long blocks.
- **Parking:** Four residents at the table strongly oppose 24/7 parking on the beach side of the street.
- **Summary:** The group reached a consensus on the cycle track because it keeps bicyclists away from the north side of the street and the motor vehicles. Improved access in/out of side streets also is needed.

Break-out Groups – Table #4

- **Priorities/Goals:** Need three lanes to allow access around emergency vehicles. Consider the needs of moving trucks that double park at least one time per week, especially at Shoreline Drive and Westline Drive. A middle turn lane would solve blocking problem. Separate bikes/cars/pedestrians. Consensus: Do not like just two lanes of motor vehicle traffic during the day. Consensus: Want one westbound and two eastbound during the day and one lane in each direction during the night. Strong feelings on both sides about right-turn only out of apartments/condos.
- **Transit:** Mixed feelings about buses on Shoreline Drive.
- **Bike Lanes:** Concern about mixing bicyclists and doors/traffic, especially at dusk.
- **Cycle Track:** Everyone likes two-way bike lane shore side only. Cycle track should go all the way to Bayview Drive. May not need cycle track to detour around bus stops if just have cones at the edge of the cycle track. AC Transit buses could access the bus stops by pulling into the cycle track. Some concerns were expressed about two-way bike traffic getting around buses.
- **Widened Beach Path:** Do not like wider multi use path.
- **Summary:** The group participants prefer the cycle track – in-street option – with two eastbound lanes and one westbound lane during the day and with one eastbound and one westbound travel lane during the night.

Break-out Groups – Table #5

- **Priorities/Goals:** Maintain bay views. No backups and congestion. Slow traffic down. Maintain parking as it currently exists. Discourage Shoreline Drive as an east-west thoroughfare.
- **Cycle Track:** Place bikeway on the beach side. Do not mix bicyclists and pedestrians – need to have a separation.
- **Summary:** The group agreed to the importance of the bay views, maintaining existing parking, slowing traffic and a cycle track.

Break-out Groups – Table #6

- **Transit:** Place bus stop at the west side of Grand Street and on the east side of Willow Street instead of on Shoreline Drive then only one bulb-out would be needed.
- **Parking:** No parking within six feet of a corner. Exclude parking near driveways and at the intersections on the north side of the streets. Allow tenants/residents to use the Crab Cove parking lot at night.
- **Left-turn Lanes:** Add turn pockets so drivers can turn into apartment driveways.
- **Crosswalks:** Add crosswalks for pedestrian safety. Add in-pavement crosswalks.

- **Cycle Track:** One travel lane in each direction, add turn pockets plus the cycle track. Use the night example plan day and night to allow for parking 24/7 with the removal of parking at corners and driveways on the building side of the street.
- **Other Project Concept Ideas:** Whichever plan is selected, there also should be a stripe for pedestrians on the existing shoreline path.
- **Summary:** The group participants chose the cycle track – night version – with parking 24/7 and with left-turn pockets, where needed.

Break-out Groups – Table #7

- **Priorities/Goals:** Reduce motor vehicle speeds. Make people travel the speed limit and do not exceed it. Parking is an issue – it is difficult to exit side streets and driveways on the north side of the street. Left turns are difficult to make.
- **Beach Path Widening:** Should be the ultimate goal.
- **Cycle Track:** Provide islands for bus riders. The cycle track presents bus issues. Left turn lanes should be provided where needed. Three lane options are fine; do not need two lanes each way.
- **Floating Beach Side Bike Lane:** Is confusing.
- **Other Project Concept Ideas:** Could have a summer shuttle.
- **Summary:** The group chose the cycle track with parking 24/7 except where left-turn lanes are needed at driveways and intersections. Bus islands also would be needed.

Break-out Groups – Table #8

- **Priorities/Goals:** Agree to them except one participant does not agree with reducing motor vehicle speeds as a goal because it will cause more pollution. One participant is not in favor of providing any parking for the residents in the apartments/condos.
- **Transit Issues:** AC Transit staff stated that it is an opportunity to widen the current ten-foot motor vehicle travel lanes. AC Transit buses are 10.5 feet when considering the mirrors. Need six-foot bike lanes next to parked cars. Could consider changing the bus stop locations or moving buses to another street; should make mirrors on buses narrower.
- **Cycle Track:** East Bay Regional Park District may have a difficult time maintaining the restrooms. EBRPD needs a way to gain access to the restrooms along the shoreline. Perhaps could combine the maintenance parking area with the bus landing area. Concerned with the one motor vehicle travel lane going westbound and that it might cause congestion similar to the Central Avenue/Eighth Street intersection.
- **Widen Path:** Do not foul up the roads. Do not want pollution. Consider as a long-term solution. It is the preferred solution for the long-term for some.
- **Do Nothing Different:** Should not use federal monies.
- **Other Project Concept Ideas:** Could have a floating zip lane in the middle that would change direction depending on the commute direction. Extend the bike/pedestrian path to Bay Farm Bike/Pedestrian Bridge.
- **Crosswalks:** Want in-pavement lights and more crosswalks.
- **Amenities:** More benches and restrooms are desired. A potential restroom addition could be at Shoreline Drive/Broadway.
- **Summary:** The group preferred the cycle track with all seven members in support of it because it separates bicyclists, pedestrians and motorists and has the power of the bay.

Break-out Groups – Table #9

- **Priorities/Goals:** Maintain the existing parking restrictions. Improve pedestrian and cyclist safety. Maintain dunes and vegetation. Do not plan around a handful of busy days in a year. Make it an attraction.
- **Cycle Track:** Provide a raised cycle track until bus stop. A buffer would be needed. Need to create a space for the bus landing area.
- **Bike Lanes:** Continuous turn lane?
- **Other Project Concept Ideas:** Why are there no u-turns allowed? Consider allowing u-turns on the corridor. A median island would help with pedestrian crossings.
- **Parking:** Need parking for special occasions.
- **Summary:** The group participants reached consensus on having the cycle track with a split decision over in-street versus raised. Widening the beach path also is an attractive project concept idea for the long term.

Summary of Written and Verbal Comments and Questions

Americans with Disabilities Act (ADA)

- Need to consider wheelchairs or individuals with disabilities.

Amenities

- Add benches on the path;
- Have good signage to explain usage and to make the experience better for all;
- Add signage to remind pedestrians to use crosswalks;
- More trash cans are needed; and
- Build an attractive concrete wall along Shoreline Drive where the curb on the beach side is. The wall could have planter beds built into it and benches like on Bay Farm Island, southeast of the ferry building. This wall also would provide protection for pedestrians and bicyclists from auto traffic, and would help keep the sand on the beach.

Bay Views / Natural Setting

- Alameda's great community asset is that we are near the most important thing in the Bay Area....the Bay!
- We enjoy one of the most scenic parts of Alameda - the view of the Bay, unobstructed by parked cars. Please do not take away this fabulous view by letting cars park on the bay side during the day;
- Concerned about the parking during the weekday that would block the fantastic view of the San Francisco bay, which is one of main attractions of Alameda;
- Our beautiful shoreline is one of Alameda's greatest physical assets. We should do everything practical to improve access to, and enjoyment of, our shoreline. One way to do that is to make our city even more bike friendly. I strongly oppose allowing parking on the shore side during daylight hours regardless of which bicycling option is implemented;
- I am against making the bay side of Shoreline Drive with permanent parking. I believe it would ruin the view. I live in the apartments on Shoreline and Grand. On warm nights the noise there is terrible. I believe full-time parking would make this situation worse. Traffic would be worse. The view would be obstructed. I do

not think we should allow ANY parking on the beach side. But if we must, then the current restrictions should remain; and

- No parking 24/7: it takes away from what people come to enjoy - the beautiful views and the feeling of relaxation. It would be like walking along a parking lot.

Bike Lanes

- Bike lanes like on Broadway are desired;
- Floating beach side bike lane helps meet automobile traffic needs;
- Bike lanes on both sides of the street would have twice the amount of car doors for bicyclists to run into;
- Difficult to exit driveways so bike lane on the north side is not a good idea;
- Do not see any issues with westbound bike traffic not being near the beach;
- If you add bike lanes then the street needs to be widened; and
- I support more bike lanes on Shoreline Drive. This is a fantastic town for biking because it is so flat and has so many beautiful views of the water.

Complete Streets

- Shoreline Drive will be a more "complete street" when it has more space for these other users. Currently, there are four lanes and a parking lane given to motorized vehicles. Giving a little more space for others on this wide street only seems appropriate;
- A cycle track creates a beautiful complete street with a promenade;
- The people in cars should be able to look out over the water and smile without worrying about my zig zag bicycling path around parked cars;
- This road is a true artery for bicyclists between West End/Alameda Point and East End/Bay Farm Island - let's keep the bikes segregated from any cars or pedestrians;
- Public opinion polls show that biking is supported and most folks do not bike! Alameda is flat, which is a huge incentive for families with kids to stay here;
- Any kind of development project created in the past 20 years in competing communities would have bike lanes on major roads;
- This fix to Shoreline Drive is a similar theme for all communities of a certain age, to overcome mistakes promulgated by the 1950's, 60's and 70's;
- How would the bikeway connect or go beyond this project area?
- This project would benefit the community and add to the quality of life in Alameda. In this time of high fuel costs and an epidemic of obesity, anything that encourages people to get on their bicycles benefits the community. Alameda is an ideal city for cycling, and could be a model, taking cues from cities like Amsterdam where 60 percent of all trips are taken by bike. When there is a strong culture of cycling, motorists and cyclists can learn to be respectful. Everyone is safer and everyone wins;
- We clearly need more bike lanes--this will mean less cars, and more safety for everyone, less pollution;
- A bike lane would not only promote healthier lifestyles but also would make it safer and in turn would generate more bicycle traffic. I love the idea of the shoreline being a place that screams recreation; and
- Adding a bike lane will enhance the community of Alameda and will promote more people to use their bikes and public transportation. It also will make the beach more appealing (kind of like Hermosa in Los Angeles) as it will reduce the car traffic and will enhance Alameda streets and name.

Cost

- Do not need the bike lane project; it wastes money;
- I read about the economic condition of our city and wonder why we are discussing this expense right now when we apparently are in such dire straits;
- I hope the owners of South Shore Center will help defray the costs of correcting the traffic flow issues as area improvements will bring even more shoppers!
- I feel any city funding (10 percent) can be better spent on our hospital, police and fire Department and education. Even if the federal funds cover 90 percent of the cost, Alameda still has to pick up the remaining cost.

Crosswalks

- Add more crosswalks to cross Shoreline Drive;
- Install reflectors or in-pavement lights on the crosswalks;
- Include mid-block crosswalks in the middle of long blocks; and
- The part of my walk I consider the most dangerous is when I cross Shoreline Drive in a crosswalk or in the “imaginary crosswalk” at every corner. The cars do not stop. I am forced to wait for a long break in the traffic to make it to the half-way point, then wait until someone is courteous enough to stop so that I can make it the other half of the way.

Cycle Track (*Bike lanes on the beach side*)

- Needs a dedicated barrier or a substantial buffer between the car lane and the cycle track - at least three feet to avoid the car door zone;
- Moves cars inland and moves recreational activities to the beach. Both directions of bicycle travel could enjoy the proximity to the beach;
- Would be annoying when riding from Safeway to Westline Drive;
- Could be south of the pedestrian path;
- Want a cycle track with 24 hour parking that switches between parking and left turn lanes, where necessary;
- A protected bikeway will increase bicycling and walking along the shoreline recreation area by decreasing conflicts on the shoreline path and by significantly increasing the safety for all people walking and biking;
- Makes the path safer for others while still maintaining enough traffic flow;
- Would prefer a separate bicycle "island" like the one on Fernside Blvd. to keep cars out of the cycle track. An island is particularly helpful for kids;
- Consider an island between the traffic lane and cycle track where buses could drop off and pick up passengers as they do in San Francisco. The paths could be modified to accommodate width of islands;
- Would be the most natural relaxed cycling experience;
- Consider the impact of delivery vehicles that block the motor vehicle travel lanes;
- A street level cycle track creates a debris problem for cyclists, as road-level debris migrates but cannot be swept;
- Prefer beach side improvements – the beach is the destination of much slower bike traffic that is unpredictable. It is not a bike commute;
- In Germany they often have a bicycle path alongside a walking path. Is it possible to just widen the existing pathway and install a barrier to separate pedestrians from bicyclists?
- The cycle track would separate the three forms of traffic, and would make it safer for everyone, especially children;

- It need not be an elaborate affair, and could consist of road striping and simple concrete dividers; and
- Adding a cycle track would increase the frequency with which I would ride with my kids, especially during baseball season when we go over to the fields at Grand Street and Otis Drive every weekend and also to South Shore Center to run errands.

Parking

- Maintain existing restricted parking on the beach side of Shoreline Drive;
- Allow parking after 5 p.m. on the beach side of the street;
- Parking is going to be an issue in apartments but there are limits to how many people should be living in apartments by law;
- Allow parking on the beach side at night and on weekends;
- Parking is fine if there is room for buses/stops;
- Provide night parking for residents in condos/apartments;
- As a resident on Shoreline Drive, I am in favor of parking on BOTH sides. After 5:00 pm, it is impossible to find parking on Shoreline Dr. if you do not have parking at your building. If we have guests, there is no place to park. If you do not live on Shoreline Drive, it should not be a problem for you. I understand there are residents who claim it will block their view. From what I have observed, most/all should be able to see over a car without a problem. I personally would rather see the parking rather than a bicycle lane. Everyone does not ride a bicycle, but most do have a car ---in some cases more than one;
- Seven feet wide parking spaces seem adequate rather than eight feet spaces;
- Allow parking on both sides at all times on all sections - except Shell Gate Road to Grand Street - to allow room for wider lanes in each direction;
- Consider parking meters/fee for non-residents during peak season with funds going to beautification and improving community areas; and
- Use Crown Beach and Washington Park parking lots for shuttles to/from beach on the weekends and in the summer or for residential permit parking on weekdays or find other parking lots to use in Alameda for special events.

Parking – Visibility Issues

- SUVs/vans parked at the corners make it impossible to view the on-coming cars;
- Reduce parking near side streets on the north side with increased red curbs – it is difficult to pull out into traffic and the parking blinds the intersection;

Path

- Change multi-use path to pedestrian path. Eliminating the dangerous bicycles on the current narrow path would be a definite plus;
- Widen beach side
 - For cycle track/pedestrian path similar to Stanley Park in Vancouver, Canada;
 - Even if it takes more time and is more difficult to build;
 - The beach is artificial, and requires the moving of sand each year. It is quite wide, and moving the dunes over a few feet would not impact it very much;
 - Replant the plants;
 - To triple its current width like the city of Redding's river walk pathway; and
 - With minimal impacts on the existing road.
- Not for widened beach path - plants are important to the beach;

- ipods and headphones are ubiquitous, and an oblivious and wandering pedestrian wreaks havoc on a cyclist's ability to ride in a straight line;
- I walk on the path for exercise and have never had any trouble with bikes. Good bicyclists call out to pedestrians and bad bicyclists will be bad whether or not they have their own separate lane;
- The path is too narrow to safely and conveniently handle cyclists, pedestrians, dog walkers, people with piles of beach gear and parents with strollers;
- The current path situation is often tense for me and other path users. I also have tried riding on the street but find it even a less enjoyable experience;
- Stripe the existing path;
- Extend the path on the shore side of Bayview Drive or somehow improve bike access there rather than making bicyclists go down Bayview Drive; and
- The shoreline path is one of the great recreational resources on the island. The path is often overcrowded and uncomfortable to use, and not as safe as it could be for pedestrians and cyclists. Cyclists must be careful not to hit pedestrians. Motorists must avoid cyclists forced onto the road when the path is too crowded.

Safety

- I do think people will drive slower with a single lane;
- Cycle track seems safest, least conflict with drivers;
- Public safety is #1: If there have been numerous accidents involving automobiles, joggers and pedestrians then do something about it immediately. If not, then that must tell you that the system we have right now works;
- The cars traveling down Shoreline Drive do not like me riding in their lane and honk at me or drive closer to me than is safe or they cross the middle yellow line into oncoming traffic to pass me. Shoreline Drive is gorgeous and all people should feel safe and comfortable enjoying its beauty;
- Pedestrians and anyone cycling no faster than walkers such as kids with training wheels should have a protected path. It is an ideal way to provide all people with a safe way to enjoy the beauty of Shoreline Drive;
- Cyclists do not observe stop signs - many continue on their way and do not observe the vehicle code requirements;
- I live on Shoreline Court, and I am concerned about how emergency crews are going to get into this area with only two lanes on Shoreline Drive;
- I generally avoid riding on Shoreline Drive if possible, and I never take my kids there to ride, although I wish I could, primarily to enjoy the view along the bay;
- We live near the beach, but Shoreline Drive has always been a tough route for us to bike with our kids. The kids are not safe enough to ride in the street, nor can they handle their bikes well enough to be completely considerate and safe navigating pedestrians, dogs and strollers on the path along the beach. While bike lanes would be an improvement, they still expose bicyclists to fast-moving cars and to opening car doors. I am in complete support of the proposed protected bikeway adjacent to the walkway;
- Last year, Alameda Little League partnered with BikeAlameda to encourage players and their families to cycle to/from games. The program had limited success, in part, because Harbor Bay families felt uncomfortable cycling along either Shoreline Drive or Otis Drive; and
- Safety for cars, cyclists and pedestrians requires that each have a dedicated travel corridor.

Traffic Impacts

- Will more stop signs slow traffic or add congestion?
- No slow traffic because it causes pollution;
- Speeds must be lowered to 20-25 miles per hour;
- I am strongly opposed to taking away a lane of traffic. I use Shoreline Drive to get to the other side of the island, and try to avoid Otis Drive and the Southshore traffic. Shoreline Drive is both scenic and diverts traffic off of heavily used and one-lane Otis Drive.
- Discourage the use of Shoreline Drive as an east-west thoroughfare for cars. Encourage Shoreline as an east-west thoroughfare for bikes;
- If you eliminate two lanes of traffic, that will put the cars even closer together than they are now and will make my trip across the street even more hazardous. It will also make it difficult for cars to make a left turn from the apartment/condos.
- As it is now, traffic backs up at the stop signs at Grand Street and at Willow Street. If you eliminate two lanes of traffic, it will only back up more;
- Otis Drive is a poorly designed, overbuilt and wasteful example of an arterial that can handle what-ever small amount of traffic needs to cross town that is affected by a change on Shoreline Drive - it ought to also have a bikeway;
- The change may affect the ability of emergency vehicles to move quickly;
- I do not think going to a single lane in each direction will impact traffic that much;
- Need 11 feet for motor vehicle travel lanes;
- Between Shell Gate Road and Grand Street, there are seldom cars parked at night. Thus, make this section with a continuous left-turn lane without parking;
- Reduce the number of lanes on Shoreline Drive for cars to have a calming effect;
- Enhance recreational use for the beach area;
- Having the additional parking plus the additional bike lane will create narrower auto lanes and with the current traffic, daytime as well as early evening (when residents are returning home) is sure to cause backups and difficult moments both for drivers as well as cyclists;
- Could have a flexible middle drive lane that changes direction with the highest commuter traffic flows to/from the tube/I-880;
- Would like a lane line extension at Westline Drive/ Shorepoint Court;
- Make Shoreline Drive one way going westbound; and
- Would like to see signals or more stop signs at Alameda South Shore Center.

Transit

- Move bus stops to side streets;
- Eliminate one to two bus stops;
- Shift bus route to Otis Drive;
- Construct bus bulb-outs in the beach side travel lane between Grand Street and Willow Street with parking on this segment in between the bus bulb-outs;
- With respect to transit, I do not think there is enough service to matter; and
- I am against bus shelters. I believe they encourage young people to hang out and smoke pot, such as at Grand Street and Santa Clara Avenue. I would rather wait for a bus in terrible weather without a bus shelter, rather than risk having teens congregate at the bus shelters. I also have noticed litter and graffiti are problems at bus shelters.

Miscellaneous

- Identify on comment form where participants live - this meeting was supposed to be for Alameda residents and there are a few Oakland residents here;
- Do not discriminate against tourists;
- Make Crown Beach shine!
- Study similar beach towns for solutions such as Santa Cruz or Monterey; and
- This was excellent.

Shore Line Drive / Westline Drive Proposed Bikeway Project Community Meeting #3

October 18, 2012

Break-out Group Comments and Questions Summary

Break-out Groups – Table #1 (Broadway section; Shore Line Drive between Broadway and Park Street Focus)

- Like the proposed south side crosswalk at Broadway/Bayview and the buffer zone.
- Add a loading zone for Fed Ex and UPS trucks. Each building needs a loading zone.
- If the parking were 24/7, the cycle track could be widened; should leave it as one lane only (beach side of the street); want one lane with 24/7 parking to slow traffic in southernmost lane; 7 foot wide parking: (like the PM version of the area) Have 24/7 parking. Expanded buffer zone for the cycle track.
- What about speed bumps?
- There are a lot of seniors in buildings who have small dogs and walk them and it is very dangerous.
- Direct cyclists into the easement behind homes on Bayview Drive. Leave the easement dirt (like Crissy Fields).
- Need more definition on road for pedestrians and bicyclists.
- Is there a way for residents to have permitted parking? Residents could rent a couple of spots when they need to move or accept large deliveries.
- Add an Alameda Paratransit stop in this area.
- Bus stops should stop around the corner and not directly on Shore Line.
- Buffer: No plastic poles; like the planters; curb stops: paint like a small curb. Want decorative planters like what is on Fernside Blvd. Long-term, love the planter idea.
- Work with East Bay Regional Park District to convert multi-use to a pedestrian path.
- Loading zone: Investigate the entrances and driveways for delivery trucks.
- Do not want to sacrifice parking in front of the building for a crosswalk. The new crosswalk could place pedestrians in conflict with speeding traffic.
- Need ADA accessible parking. Could have it as an Alameda Paratransit Shuttle stop instead of handicapped parking.
- Reduce from 4 lanes to 2 lanes at Shore Line Drive / Broadway.
- No cars on Sundays. Close the street to vehicle traffic on Sundays. Direct traffic to street through South Shore Center.

Break-out Groups – Table #2 (South Shore Center Focus)

- Loading zones are needed in the westbound parking strips to keep delivery trucks, phone and cable service trucks, moving vans, etc., out of the traffic flow. Sight lines are seriously compromised for the apartment and condo dwellers when double-parked at the apartments and condos, especially along the curve where westbound Shore Line Drive becomes Westline Drive.
- How will the permanent parking spots on both sides affect the traffic flow when cars are parking and pulling out? Example: Westbound curbside permanent spots between the Post Office and Grand Street.
- Install a left turn lane for eastbound drivers wanting to reach the Post Office.

- The mid-block eastbound bus stop recommended for removal needs to be relocated instead if walking distances from any stop would be longer than ¼ mile without it.
- Bus shelters with windproof/waterproof sides and backs are a must at all Alameda bus stops. Alameda receives as much rainfall every December as Seattle does, and the prevailing westerly winds on most days are often very cold and chilling.
- Drivers having to occasionally wait behind buses that are stopped to load or unload passengers at bus stops — even and especially for the loading of wheelchair-using passengers — must be understood as a normal and expected fact of island life. We all occasionally wait for 5-15 minutes any time one of our drawbridges goes up. Loading a wheelchair-using bus passenger takes only 2-3 minutes. “Take a deep breath, relax, and slow down.” Perhaps signage should be installed citywide to educate drivers about proper behavior re: stopped buses?
- A full set of crosswalks and three-way stop signs - like the ones at Park Street and Shore Line Drive - is needed at South Shore Center Drive. The sight lines from the current stop sign on South Shore Center Drive resemble the limited visibility at Park and Shore Line Drive. The limited visibility creates unsafe conditions without stop signs on all three sides.
- Preferred Barriers between the Cycle Track and Parking Strip:
 - a) Wheel stops and concrete curbs should provide a significant physical safety barrier between the eastbound parking strip or traffic lane and the proposed cycle track so that cars cannot intrude on the cycle track.
 - b) High-visibility (fluorescent orange or neon yellow) treatments should be used to warn drivers and cyclists of the separation and maintain the three-foot barrier.
 - c) Spaced concrete wheel stop barriers will help with drainage and debris as well as being cost-effective. Any future landscaped planters should be durable, highly visible, and equally protective of cyclists, not just attractive (and perhaps thereby ineffective as visible safety barriers).
- All signage for beach parking, shuttles to or from the beach, bike parking facilities, etc., should be simple and straightforward, avoiding visual clutter and confusion.
- Establishing beach-access parking areas at the Crown Beach or South Shore Center parking lots and implementing a short-run (electric-powered) loop shuttle from those lots to the beach can make all parts of the beach accessible to visitors who drive to Alameda while reducing traffic conflicts and the demand on limited parking spaces along Shore Line Drive.
- Parking permits could help residents of multifamily complexes on Shore Line Drive.
- The raised islands (such as the one on the eastbound curve where Westline Drive becomes Shore Line Drive) and painted zones proposed for channeling the auto traffic could be used to provide raised (curb-height) islands with multiple bike parking racks at several locations along Shore Line Drive and Westline Drive. These bike racks would also reduce auto-caused traffic congestion by encouraging visitors to ride their bikes—or to bring their bikes on buses—to Crown Beach, South Shore Center and other destinations in Alameda.

Break-out Groups – Table #3 (Grand Street to South Shore Center Street Focus)

- Waiting for someone to get off a bus is not a big deal.
- All way stop is needed at the shopping center street by the post office.
- Wheel stops are preferred.
- Provide an enhanced shuttle for individuals with disabilities.
- Bicycle parking on island: southeast side of intersection Park/Shore Line Drive.
- Loading zone to improve visibility.

- Limited mobility people need parking.
- Bus stop would block traffic from two directions.
- Loading zones in front of apartments.
- Wheelchair access from raised bus island.
- Want path on the dunes, which are manmade and can be moved – just need to pour more asphalt.

Break-out Groups – Table #4 (Grand Street to South Shore Center Street Focus)

- Do not like buses stopping in lane because motorists are not patient and buses cause congestion several times an hour.
- Motorists will stop to back-up into parking.
- Need stop signs on Shore Line Drive at the post office.
- Queuing occurs for motorists waiting for left turn into post office street.
- Need to re-think the post office drop-off.
- Does one lane only improve visibility from side streets?
- Cycle track is favored but not at expense of traffic lane.
- Prefer glass bus shelter.
- Prefer low on-the-ground buffer such as striping or curbs.
- Check out “Shasta Living Streets” or Davis.

Break-out Groups – Table #5 (Shell Gate Road to Grand Street Focus)

- Need to fix the traffic signal light at Otis/Westline to be more responsive.
- Continue cycle track into park and end it at Shore Line Drive rather than Westline.
- Terminus at 8th Street is a concern.
- One-way street going westbound that stops at Shorepoint Court.
- More crosswalks are needed, especially flashing/lighted ones.
- Lower state beach parking costs.
- Concern at the post office and Shorepoint Court.
- Concern about vehicles parked on the north side of Shore Line Drive that block visibility of side streets. Perhaps the City could create loading zones here.
- What is the City’s obligation to provide parking to privately owned condo area?

Break-out Groups – Table #6 (Shell Gate Road to Westline Drive; Westline Drive Focus)

- Shore Line/Westline ramp: needs stop sign for bicyclists going between cycle track and the state beach path.
- Shell Gate Rd. & Westline Drive: crosswalk west of Shell Gate Road.
- A sidewalk on Westline Drive so people could walk to Otis Drive on the west side of the street.
- Bike parking at kite boarding area such as a bike corral near the kite board shack. Want a whimsical bike structure. The bicycle corral should not obstruct views yet it should be visible to reduce theft.
- Want crosswalk across Shorepoint Court.
- Better lighting on walkways so that it is lower and lights the walkway, not the road.
- Confirm that pathway is for both bicyclists and pedestrians.
- Move Paratransit stop to the far side of Shorepoint Court at the medical centers or at Crown Bay.

- Bike racks at bus stops.
- Have bus shelters on both sides of the street.
- Add loading zones near condos on the north side of the street.

Break-out Groups – Table #7 (General Discussion)

- “In Favor” = 2 members; “Not in Favor” = 2 members; “Undecided” = 1 member.
- Stay within budget = 4 members agreed; 1 said to do what is needed.
- Parking on both sides of the street 24/7 = “For”: 1 member; “Against”: 4 members.
- Pedestrian safety – want more study on it, including individuals with disabilities.
- Great job = 1 member.
- Great simplicity; wants as is = 1 member.
- What is the City’s obligation to provide parking for private property multi-unit complexes?
- Concern about maintaining new paint every year.
- Only change would be to use the night-time parking area on the south side as a day-time bike path.
- Possible congestion by stopped or oversized vehicles.
- Want handicapped parking on the south side of the street.
- The plan is too complicated and too confusing for motorists.

Break-out Groups – Table #8 (General Discussion)

- Concerns about emergency access with two travel lanes.
- Concerns about cost and who would pay for it.
- Opportunity for the city; fire safety should not prevent project since Fire Department is fine with it.
- Cycle track will encourage residents to bicycle.
- Concerns about buses blocking eastbound travel lane, especially when a passenger with a wheelchair is involved. Instead should eliminate parking on the north side to create more space at bus stops.
- Buses block similar streets like High Street and Buena Vista Avenue.
- Two travel lanes could create traffic jams similar to 25 years ago when the police blocked access to the street.
- Beach does not belong to Shore Line Drive residents only.
- Owe it to the larger community to improve bikeways.
- No path: sand dunes used to blow into the street and would hit windshields.
- Want path to Bay Farm island.
- Want to extend cycle track to Washington Park.
- Why has it taken so long to do something?
- Want crosswalk at Shore Line Drive/Park Street – west side of street – and a crosswalk at Fair Haven Road as well as other side streets.
- Want the Westline/Shore Line Drive curve to have a narrower motor vehicle travel lane such as 11 feet.
- Want a physical barrier.

Comment Card Feedback Summary

Other Features

- **Bus Shelters:** 7 votes; Comments: Shade would be welcomed; not on beach side; glass shelters so as not to obscure views; not to block view.
- **Alameda Paratransit Shuttle Stop;** 4 votes; Comments: move stop to in front of grocery store; add a stop at Broadway.
- **Loading Zones:** 5 votes; Comments: especially near driveways or side streets.
- **New Crosswalks:** 11 votes; Comments: with lights; many needed on Shore Line.
- **Signage for Beach Parking:** 4 votes; Comment: "Why?"
- **Bicycle Parking:** 6 votes; Comments: inverted U's scattered along the length of the beach; wind kite shop, Grand, Park and Broadway; bike corrals.
- **Cycle Track Buffer Area:** 5 votes.

Signage for Beach Parking

Signage	Tally	Signage	Tally
	3		2
	7		1
	1		3
	2		1
	2		1

Cycle Track Buffer Area

- **Wheel Stops:** 4 votes; Comments: allows breaks in the buffer for bicyclist commuters entering side streets.
- **Curb:** 1 vote
- **Plastic Delineators:** 5 votes; Comments: ugly, yuck!!, too ugly.
- **Pavement Striping:** 8 votes
- **Decorative Barriers:** 5 votes; Comments: yes, if low maintenance and if maintained; bollards, k-rails, metal guard rails, concrete planters...safest, especially for kids; preferred if it does not encroach too much on the lane; alternate paving such as pavers or cobblestone; best; no need to spend money on this.

Long-term Possibilities

- **Cycle Track**
 - Extend to Washington Park: 9 votes; Comments: very important
 - Colored: 7 votes
 - Raised: 3 votes
- **Widened path:** 4 votes
- **Landscaping:** 5 votes; Comments: palm trees; the City and County need to do a better job; stop spending extra taxes.
- **Others?**

Summary of Written and Verbal Comments and Questions

Amenities

- One idea I did not see considered was adding areas that could be licensed to vendors, perhaps on a seasonal basis, to offer food or equipment rental. Right now the area is lacking in these kinds of amenities, making it more of an area to pass through, rather than linger. The other side of the street has residential and parts of the shopping mall that are not useful to people looking to spend time at the beach. For example, the "Pedal Beach" seasonal rental company could be located on the beach side of the street, rather than on the other side. Along those same lines, I think it would be nice to make this area a high quality beachfront area with nice looking benches, bus shelters, landscaping, etc. Right now it looks like an afterthought that is nice because of the proximity to the Bay and its functionality as a multi-use path. But it could be much nicer and be a real destination spot for the City. (Andrew Massey)

Bay Views / Natural Setting

- Having parking on the beach side of the street will obstruct the view (the last view of the City that we have.) South Shore should have never been built, but since it is here, do not take away the last remaining unobstructed view. This is a no brainer. Tell this to city council. (Patricia Cardosa)

Bike Parking

- I think the majority of Alameda residents and, especially those that use that area, would be in favor of and would add a lot of value with minimal cost. Those items would be: installing bike racks (Sara Sanchez)
- Install Bicycle racks only at GRAND & WILLOW - but for sure also near Post Office and McDonald (or Court House). (Christian V. Houtryve)
- Make sure the bike racks will be installed near "Grand" near "Post Office" and near "McDonald or Courthouse" and near "Broadway" street-end on Skyline Dr., - These locations are most in demand by bikers. (Christian V. Houtryve)
- My husband's locked bicycle was stolen in front of the Veteran's Building on Central Ave. He is upset that 300+ bicycle thefts each year are not taken seriously in Alameda...I don't know what the planning department can do directly to stop bicycle thefts (there is enough education for the victims). (Arlene Deeley)
- Bike corrals across from S. Shore Center & near kite surfing and near Kitty Hawk. (Bonnie Wehmann)
- Re: the bike corral idea that was brought up for at the curve at Westline/Shore Line: Please place near kite shack so as not to obstruct the curve view (and other activity) at the curve. (Kerri Gogolin, Chris Taylor)

Bus Shelters

- Installing bus shelters ... is probably a good idea. (Maureen Weaver)
- I think the majority of Alameda residents and, especially those that use that area, would be in favor of and would add a lot of value with minimal cost. Those items would be ... bus shelters....(Sara Sanchez)
- Please provide bus shelters only on the north side of Shore Line. (William Smith)

Cost

- How about keeping Alameda solvent!!!! Enough cities are going bankrupt. Leave the special bike path for another time. I use my bike for all my Alameda errands and never had any problems. (Ros McIntosh)
- \$Cost? \$400K yikes. (Dave Duffin)
- Only plan for bike lane in current beach-side parking lane. Do not plan for anything that exceeds the grant amount. (Melissa Murphy)

Crosswalks / Sidewalks

- We appreciate the striping for bicycles and the additional crosswalks. (V. Jason Rucker)
- Installing ... crosswalks is probably a good idea. (Maureen Weaver)
- I think the majority of Alameda residents and, especially those that use that area, would be in favor of and would add a lot of value with minimal cost. Those items would be: installing ... crosswalks. (Sara Sanchez)
- Install a pedestrian crossing (lines) at corner of Shore line and Willow (next to existing bench). (Christian V. Houtryve)
- There should be painted crosswalks on both sides of Shore Line Dr. at South Shore Center & Willow St. Cross walk at Park St. westside. (Lucy Gigli)
- Park St. & Shore Line: marked crosswalk from beach to Sushi House; Fair Haven Rd. – crosswalk here and on all these side streets. (David Burton)
- The more crosswalks, the better. (Catherine Egelhoff)
- Would love a sidewalk on west side of Westline at some point! (Cyndy Johnson)
- Both crosswalks leading into shopping center should line up with walkway. (Donna Vaughn)
- More crosswalk and blinkers to indicate someone is crossing. (Diana Powell)
- Love the plan! Main concern: make crosswalks safer, e.g. by not allowing parking close to them. Also improve crosswalk visibility, e.g. flashing lights, more visible marking. (Klaus Schniederger)
- Really need a crosswalk from the apt. side over to beach on Shore Line at Westline. As close to the curve as is safe. (Kerri Gogolin, Chris Taylor)
- Try to add more crosswalks across Shore Line Dr. as well. (Jim Wullschleger)
- Extend the sidewalk along Westline Drive on the west side of the street so it connects with the sidewalk across from the Otis, Westline intersection. (JoanAnn Radu-Sinaiko)

Cycle Track (Bike lanes on the beach side) - General

- For the bike alley, I just see it as more dangerous vs less dangerous than the current configuration. However, I've used the one on Fernside and, even though not my choice, it is pleasant/safe enough. (Sara Sanchez)
- I agree with the proposed "cycle track" because the present multi-use path is too narrow to accommodate walkers and bikers. A cycle track is more pleasant and safer than riding in a bike lane in the street. (Andrew Massey)
- As a biker I do not like the idea of biking in the proposed bike lanes
 - 1-biking the entire length of the shoreline with opposing bike traffic or car traffic next to you requires twofold concentration and raises the chance of accidents should you glance towards the bay view
 - 2-if heading toward Westline you have to cross traffic to get into a bike lane?????
 - 3-and if heading towards Westline and you want to turn to a side street off Shore Line to visit someone you have to cross traffic again??? (K. Pipkorn)

- The bike cycle track goes along the park side of west line. This is unnecessary. The bike track along shore line should follow the walking path into the park and on pavement through goose land and Washington Park to Central. Though not shown, a bike lane from central to Otis through Washington park and east bay regional park (Goose land) to shore line is reasonable. (Philip Tribuzio)
- Absolutely support the 2 way cycle track with raised barrier – preferably like that on Fernside Blvd. Very much want to see the cycle track extended to the Bay Farm/Harbor Bay Bridge along the shore. (Jeanne Lahaie)
- In the long run, I'm in favor of the bike track. To accommodate all the needs, I think you've found a well-balanced but complex solution. (Andy Drake)
- Long term continue cycle path up to Central to connect with bike lanes. (Bonnie Wehmann)
- I'm hoping there will be signage, striping, etc. to keep pedestrians, strollers, groups, dogs out of the cycle track. The cycle track should be for faster-moving bicyclists. (Cyndy Johnson)
- I'm a big fan of the cycle track. We need better bike access and pathways. (Michael Sullivan)
- Painted cycle path – so pedestrians can walk without worry about a bike coming. (Diana Powell)
- Both ends (terminus) of cycle track are very problematic. At Otis, the bikers are directed to go onto sidewalk. At Broadway, the street severely downsizes. (Jack Powell)
- I think the perfect bike lanes would be like the ones on Fernside between Garfield and High St. They are so nice and wide, very comfortable to bike on, not squeezed like some bike lanes. (Nic Drexler)
- At the Broadway and Bayview terminus, a signal that included a “scramble” phase could safely handle cyclists entering and exiting the cycle track. (During the pedestrian “scramble” phase, cyclists could safely enter or leave the cycle track while pedestrians crossed the street. The “scramble” would be manually triggered from any direction at any corner, including the mouth of the cycle track.) (Jon Spangler)
- At the Otis/Westline terminus, one of these options should be considered:
 - a) cyclists exiting the cycle track could be routed to a safe point inside the Crown Beach SP parking lot, where NB and EB cyclists could safely join the parking lot circulation and exit EB at Otis Drive/Westline Drive;
 - b) the cycle track could be extended around the Crown Beach SP parking lot (to avoid the hazards of bicycling across the crosswalk at the Crown Beach SP parking lot entrance). The new terminus of the cycle track could be at the Lower Washington Park parking lot. (Jon Spangler)

Cycle Track (Bike lanes on the beach side) - Buffer

- Cycle track striping /plastic posts / decorative barriers ok; curb / wheel stops are hazardous and could result in law suits...cycle track landscaping is costly and unneeded. (Philip Tribuzio)
- There needs to be a barrier for it to be a cycle track, especially since you have two ways traveling of bikes. (Lucy Gigli)
- No plastic delineators! Please color cycle track. (William Smith)
- Absolutely support the 2 way cycle track with raised barrier – preferably like that on Fernside Blvd. Very much want to see the cycle track extended to the Bay Farm/Harbor Bay Bridge along the shore. (Jeanne Lahaie)
- Cycle track buffer should allow street sweeper access. (Bruce Kibby)

- Delineator sticks not needed to separate lane from bikeway, just wheel stops. Paint bikeway green or dark red. Long term, provide pedestrian – scale lighting on bay side of street. (Joseph Martinez)
- Love the bikeways and green pavement. Think we need some form of raised barrier, similar to Fernside Blvd. (Marilyn Ezy Ashcraft)
- Wheel stop barrier with green paint on cycle track or plastic delineators like NY. Decorative banner on curve or plastic poles. (Bonnie Wehmann)
- Barriers need to keep bikes in, cars out and skateboards off. (Jack Powell)
- For barriers use the ones from Brussels/Hamburg example – wheel stops. They allow getting in and out of the cycle track but provide some protection. (Klaus Schniederger)
- Like the curve barrier idea, to avoid more accidents at Shore Line/Westline (Kerri Gogolin, Chris Taylor)
- How about colorful banners on tall poles (6-12 feet?) to help delineate the cycle track, bike parking spots, bus stops, and/or bike rentals? A rainbow of colorful flags along Shore Line Drive and Westline might be lots of fun-and help people find the "features" along the route? (Jon Spangler)

Opposed - General

- Thanks for inviting us to these meetings; but one wonders why bother to attend when it looks like the original plans are going to be implemented anyway! There were a lot of good suggestions made in the workshops e.g. dedicated pathways for the bikes on the beach side by the sidewalk, concerns for the emergency vehicles that use Shore Line Drive every day, nothing mentioned about the impact on the bird sanctuary or even the traffic study, paid by the city. Oh well so much for democracy and what the affected community wants...looks like the special interest group wins again. (Jim Wong)
- I remain completely opposed to this ridiculous idea. My "focus" is to junk the entire concept. Do you have a table for that? (Beth Friedman)
- I prefer to bike in the traffic lanes, which is legally provided for by current traffic laws! Keep Shore Line Drive the way it is! Don't fix something that works already. (K. Pipkorn)
- DO NOT WANT ADDITIONAL PARKING OR BIKE LANE, WE ARE HOMEOWNERS ON SHORELINE FOR OVER 20 YEARS AND HAVE ENOUGH TRAFFIC AND PARKING PROBLEMS . DO NOT APPROVE THIS (Dr. Andrea R Anderson)
- I live by the beach and ride my bike along Shore Line on a daily basis. There is room to ride in the street or on the current path! During the hours when cars are not allowed to park on the beach side, cars use the left lane when someone is riding a bike in the right lane, essentially creating a bike lane...same on the other side of the street where there are two car lanes at all times. (Judy Broughton)
- I still prefer the "no project" option as does everyone I speak with about the subject. (Roberta Hough)
- Why so long to get the project going? (Dave Duffin)
- I have spoken to a myriad of bicyclists and no one complains about needing a separate bike lane on Shore Line Dr. (Maureen Weaver)
- In times like this, governments are spending too much money. Send the bike lane dollars back to the tax payers! (Joe Bogar)
- While I like the idea of a bikeway along the shore, I oppose the proposed reduction of motor vehicle lanes to accommodate it. The road is bad enough as it is. (J.W.T. Meakin)

Parking

- Please do NOT ... modify parking restrictions!!! These modifications would only serve to ... eliminate Shore Line's relaxed and open mood, and obscure views of our lovely bay. (Sara Sanchez)
- I do not see the purpose of adding parking to the beach side of the street. It will ruin the views and make the biking and walking experience less enjoyable. (Andrew Massey)
- Please DO NOT put painted bike lanes on Shore Line next to parked cars & allow car parking on the beach side during the day....this would just create MORE obstacles for bikers because people open their car doors into bikers after parking next to the bike path & step in front of bikers when getting in & out of their cars!!! (Judy Broughton)
- Squeezing onto a two lane street with view of oncoming cars obscured by parked cars would become more difficult turning left or right. Shore line dr. becomes a residential street liable to obstructions of double parked service trucks, delivery trucks, large furniture vans servicing apartments etc. (Philip Tribuzio)
- On eastern Shore Line Drive by Broadway, there is no need for 2nd east bound lane. Allow parking for beach and shift at intersections to allow left turn. One lane east bound from Park to Bayview Parking 7' 24/7. Designated loading zone for buildings (Fed Ex, UPS, etc.) could be day time only. (John Knox-White)
- Do not want to lose any parking in front of 300 Broadway (at Shore Line) to make way for crosswalk. (Jeanne Lahaie)
- I think the suggestion to create residential parking in the Crown Memorial Beach parking lot is excellent! This could be evening parking with residential stickers. (Vanessa Laymon)
- I am still concerned about moving vans parked on Shore Line in front of 933 & 1001 with no 2nd lane to get around these vehicles. (Alexe Attebery)
- Parking on house side of Shore Line should be prohibited far enough away so people turning onto Shore Line can see. (Donna Vaughn)
- My concern is parking on Shore Line, trying to make a left turn onto Shore Line from Sand Beach. (Diana Powell)
- Can we reduce the fee for Crown Beach parking lot? Lots of people park in the neighborhood on the weekends to avoid fee, especially Shell Gate. (Klaus Schniederger)
- South Shore Center should be approached and asked to contribute to the congestion and parking problems based on previously approved TDM or similar plans and budgets. South Shore Center could contribute a portion of its parking lot(s) for permit-based residential parking or parking for visitors to the shoreline area. (Jon Spangler)

Path

- It is my strong opinion that it would be FANTASTIC to just increase the width of the current pedestrian walkway with half being asphalt and the other half being hard packed earth or crushed stone of some sort. It would also be wonderful to refresh the landscaping and incorporate more California native, drought resistant foliage. (Sara Sanchez)
- I now feel the best plan is to expand the existing bike path and create a separated pedestrian path on the beach by moving the sand dunes 6-8 feet towards the water. The existing path should be made wider and smoother, striped for two lanes, one in each direction, and the pedestrian path should be

- parallel but separate by 3 feet. EBRP should be strongly encouraged to get on board with this. This plan avoids the whole argument against taking out street lanes to autos, and insures the bike lanes are completely safe from car doors accidents. I feel this idea is more aesthetic as a whole and follows existing plans already put into place such as the So Cal beach cites of Newport and Huntington and dare I say Copenhagen, which I recently visited and was thoroughly impressed with their cycling culture and infrastructure. (Jim Gordon)
- I am a daily walker along the current shoreline path. I am in total agreement with the widening and marking of the path for both pedestrian and bicycle lane traffic to alleviate the current safety hazard created by the narrow path and leave the current status of the road as status quo. Thank You for your efforts in trying to improve this wonderful recreational part of Alameda. (Winton Hohl Laguna Vista)
 - At various times of day, my experience had been that there is more auto traffic than bike traffic ... some of the cyclists that I have experienced don't always observe traffic rules...consequently, feel that widening the beach path to accommodate cyclists, keeping the traffic lanes as they happen to be ... and to not allow daytime parking along the water side of Shore Line Drive (as is currently the practice) - that should be maintained. (Virginia Krutilek)
 - Leave the Shore Line Drive alone. Put a bike path and walking sidewalk side by side on the beach side of the street like the ones around the lagoon in Bay Isle Pointe out on Harbor Bay. (Sheila Lewellyn)
 - Dunes should move to accommodate bikes – NOT cars. If we're going to do this, we should do it right. Spend the money to move the dunes & plants toward the bay to make room for bikes, pedestrians, roller skaters – like in So Cal: Redondo Beach to Santa Monica. (Carol Gottstein)
 - Prefer widening existing walkways & moving dunes toward bay. (Donna Vaughn)
 - While experienced bicyclists have been riding on the street for as long as I can remember, I would hope that this new design will encourage less experienced bicyclists to use the new lanes also. However, I believe that young kids (with their parents) will still use the ped path for safety concerns. The young kids (under 10) I don't mind as they don't go whizzing by peds in a reckless way. My concern for peds/bikes on the same path is so many bicyclists don't call out and it makes elderly walkers very nervous due to balance issues, etc. I hope that if these changes are implemented that we do see all bicyclists using the lanes and that the signage is such to encourage the usage. (Audrey Lord-Hausman)
 - I do not want the project with the restriction on the layout. It makes sense to lay a sand walk on the beach, similar to the some of the beach entry ways, slats and rope. Then lower the dunes to open the visual to all. Let the cyclists take over the pathway. It needs leveling for walking and seems perfect for the bike riders. Where there is no cycle path, walk the bicycle...Extend the cycle lane to connecting with the pathway that travels by the windsurfing rental hut. People that are cyclists can certainly dismount their bicycle and walk through this area so everyone is safe. (JoanAnn Radu-Sinaiko)
 - An alternative to consider is a lower impact pedestrian path that leaves more of the dune area intact. An existing natural and informal path running roughly through the middle of the dunes parallel to the paved path already receives some use. This path could be upgraded with the use of materials that have less impact on the dunes such as the kinds of wooden walkways and composite lattice walkways already in use to provide access from the current paved path to the beach. These are, in fact, already in use: they bridge the dune from the paved walkway to the beach and appear to withstand a lot of impact. See more detail

here: <https://raisingsandradioalameda.crowdmap.com/reports/view/2>; And watch the You Tube piece here: <http://youtu.be/asnZbmvOwWw> (Susan Galleymore)

Safety

- Our family is excited that Alameda is taking steps to make Alameda a safer, greener city for all. (V. Jason Rucker)
- I think this configuration is extremely dangerous and is potentially very hazardous. Reducing traffic lanes with people trying to turn onto Shore Line I think is also hazardous because visibility issues. (K. Pipkorn)
- When I bike on Shore Line Drive I choose to bike in the road rather than on the paved pedestrian path. I do that because bikes on that path present a hazard to the many pedestrians who use it to better enjoy Alameda's shoreline. Biking on the roadway is hazardous and many of my friends with my bike refused to do it. They ride on the pedestrian pathway no matter how congested it might be. From my personal experience and observations I feel the safety to Alameda residents and visitors would be definitely improved by providing for bikes lanes and keeping the current blacktop path for pedestrians. (Robert Kiley)
- Shore Line/Westline curve – keep road narrow to slow traffic. (David Burton)
- I think your idea actually can work. It might help to add arterial stop signs enough to slow traffic down and increase pedestrian safety. Shore Line Dr. is now an expressway and people drive too fast (now) to make it safe to add something this complicated, but if they were forced to slow down, that wouldn't be the case. (Jim Wullschleger)
- Although riding a bicycle across a crosswalk that connects on both sides to a recreational path (such as a cycle track or a Class 1 path), doing so runs counter to the general theories and “rules of the road” underlying the CVC as well as the CVC prohibition of bicycling across crosswalks, which is a known hazard. Riding bicycles across a crosswalk creates a significant collision risk, and that behavior resulted in the recent death of Brandon Sorensen at Everett Street and Santa Clara Avenue here in Alameda. In fact, the likelihood of increased bike-car collisions at the two ends of the cycle track, in my opinion, may make a cycle track less safe overall than installing Class 2 bike lanes between Otis Drive and Bayview Drive along Westline and Shore Line Drive. (Jon Spangler)

Signage

- If more bike racks were installed, make sure with clear signs, that no more bicycles use the "sidewalk" along the buildings side of Shore Line Dr., but only on the 'beach' side. To-day many bikers ride 'ON' the sidewalk, endangering kids and elderly. The Alameda Police Department hardly ever tickets bikes using the sidewalk of the buildings side. (Christian V. Houtryve)
- Finally place signs to 'advice' dog-walkers to walk their dogs on the beach sidewalk, this way we will lessen unpleasant 'dog-tarts' on the concrete building-side walkway. Dog poo is slippery, it smells, it attracts flies and it's very un-civic of the owners. (Christian V. Houtryve)
- Educational signage on the roadways, the 8-foot off-street recreational path, and the cycle track should recommend “best practices” and safe behaviors for all facility users (vehicle drivers, cyclists of all ages and abilities, pedestrians, rollerbladers, parents pushing strollers, MP3 player users, etc.). (Jon Spangler)

Support - General

- I am limited to expressing my strong support for the bikeway proposal by e-mail. Please keep the proposal moving towards completion. I hope that Measure B1 will pass and permit many additional biking and other transportation improvements. (Jerry Harrison)
- In the event I am unable to attend the meeting I wanted to tell you that I wholeheartedly agree with a proposal to reduce lanes and parking and to add a bike lane on Shore Line. I think we should constantly strive to make Alameda a destination, efficient and beautiful. Shore Line does not need to be a major commuting thoroughfare and indeed should be a place for our families to ride their bikes unafraid of the traffic speeding by. I lived in Davis for years and because of the bountiful bike lanes and trails and racks, people got rid of extra cars and used bikes for everything. We rode to grocery stores, the movies, out to restaurants. I think Alameda is ripe for just this kind of thing. (Ingrid Mackay)
- I have never seen enough traffic on Shore Line to require the existing two lanes in each direction. The proposal that makes the most sense to me is one lane in each direction, with parking and bike lanes. As a frequent pedestrian (with dog), the idea of getting the bikes off the asphalt path sounds great. The path is too narrow for bike, rollerblade and pedestrian traffic in two directions. (Jill Staten)
- Making it safer for bikes and cars to co-exist on transportation pathways will decrease congestion, smog, parking issues, road maintenance needs, and the carbon footprint. Thank you for being part of this effort. It has been amazing to see how many more bike commuters I see from Bay Farm Island that ride on designated bike lanes all the way to Fruitvale Bart station. Soon, many more will be riding bikes with baskets to shop along Shore Line Drive - I hope! (Don Curtis)
- I've looked over the proposal, and I really do like it! I think it's a great solution for everyone. (Joshua Diamond)
- Great job so far. (Melanie Adams)
- Excellent job. Very well balanced response to all issues raised in all three meetings. (Bruce Kibby)
- I'm amazed at how well you have integrated the concerns that were voiced at the initial meetings. (Catherine Egelhoff)
- Highly support this project. (Joseph Martinez)
- It is no small feat to address so many disparate views, but you did it well – and stayed so calm and patient as always. (Marilyn Ezzy Ashcraft)
- Good job city! (Stefan Schinzinger)
- Good suggestions all around. Consider doing a temporary street test (cones for 1 week) to ensure traffic flow & safety & identify problems. (Alex Danneubauer)
- My vote is that we absolutely do this! And I think we should think about building a beach-facing parklet into the bus stop area at Grand! (Donna Eyestone)
- Another wonderfully managed community meeting on a potentially divisive topic. Thank you! (William Smith)

Traffic

- The traffic in Alameda used to flow reasonably well for years when we had no specific channels for driving straight ahead, or left or right turns-EG Otis and Park. The traffic there is always backed up. It didn't used to be that way. If you establish bike lanes on Shore Line Drive you will destroy the flow of traffic. Is it that public officials need something to do or are they really here to help. Bicycle traffic on Shore Line Drive is not a problem and consequently does not need a solution. (Maureen Weaver)

- Please do NOT reduce the number of travel lanes ... These modifications would only serve to create traffic.... (Sara Sanchez)
- Create a driving pattern to channel 'most traffic' to OTIS , via Grand and Willow, and reduce traffic congestion along Post Office and Office Max lanes of Shopping Center. (Christian V. Houtryve)
- Shore Line is too congested, and it will be too difficult to turn into condos. Problems making a left turn will hold up traffic. (Mr. Klein, Otis Drive)
- I am in total support of these changes for a bike lane, etc. (Scott Fenton)
- Otis drive becomes the desired through way, or it will be necessary to place stop signs at every other outlet street to Shore Line. (Philip Tribuzio)
- Right turn from Central to Eighth Street should be re-configured to allow safe turning for bus and emergency vehicles. bad for bikes (Philip Tribuzio)
- Westline and Otis intersection is in need of left turn lights to treat park entrance as 4 way cross street regardless of proposed bike lane. (Philip Tribuzio)
- Excellent job! Drivers need to realize they have options – if they grow impatient with the turn from residential streets, they can “make the block” use Otis or other cross streets. Likewise, if a driver cannot wait for a bus to unload, they should consider Otis, Central, Lincoln, Buena Vista, etc. (Vanessa Laymon)
- I am still concerned about emergency vehicles. (Alexe Attebery)
- I believe it will cause considerable congestion along Shore Line...The street will become a zoo on weekends and on hot days. (Dorothy Horner)
- The idea of reducing the automobile lanes on 8th as it streams into Westline is a terrible idea. As a driver, I rarely drive that way because of the mess it is now. It would be terrible mixing, walkers, cyclists and cars in that tiny through way to Lincoln. (JoanAnn Radu-Sinaiko)

Transit

- Can bus stops on Shore Line be moved to the side street? (Anonymous)
- Need better public transportation (Alameda Paratransit/AC Transit) at Broadway & Shore Line. (Jeanne Lahaie)
- Shuttle bus from Washington Park/Crown Beach parking area to Shore Line (with 2-3 stops along beach) to operate during peak hours on summer weekends to reduce unnecessary traffic flow along Shore Line. (Alex Danneubauer)

Miscellaneous

- I am the person who suggested the 1-way street concept on Shore Line Drive. Parking would be on BOTH sides of the street. Here is how (Starting from beach side: Pedestrian walkway (existing beach path, above street level)
 (4ft) Bicycle Path (street level) - this could be widened if the small buffer area between the pedestrian path and the street was used.
 (10ft) Parking
 (12ft) 1-lane of 1-way vehicle traffic
 (12ft) 1-lane of 1-way vehicle traffic
 (10ft) Parking
 1-way traffic would be on Shore Line, from Broadway to Westline, then continued on Westline to Shoreline Court. Westline between Shoreline Court and Otis Drive would be 2-way traffic, with parking on both sides, but with no bicycle lanes. 1-way traffic would be on Broadway, from Bayview to Shore Line. As stated, parking would be on both sides of the street, with areas set aside for bus stops. The bus stops would be on opposite side of street from the bike path, so no special issues would be needed. With traffic now flowing in only one direction on

Shore Line, pedestrian crossing would be safer, and it will also be easier for traffic entering onto Shore Line from side streets, as all will be right turns. Traffic congestion is mitigated because there are now two lanes dedicated to traffic flow, so if there are emergency issues, there is a second lane for traffic to get around. With the addition of possibly doubling of the amount of parking on Shore Line, maybe the city would consider parking meters along the beach during daylight hours, with the condo and apartment owners having permit parking (1 space), thus providing the City of Alameda a means to gain some much needed funds. Those are the thoughts I had for this area. (Jack Powell)

- As an aside, I also think Park Street should be reduced to two lanes with diagonal parking or large bulb-outs with foliage and benches, perhaps a large over street sign like in the old days. Like so, SO cute!! Give it an inviting feel so people want to linger, hang out, shop. Right now, the cars racing down the street is actually a bit scary and I don't linger at all. It has so much potential, but needs some vision – less nail shops, more diversity of offerings, some beautifying. Park Street should not be a main traffic thoroughfare, it should be a mainly pedestrian avenue traffic dispersing to other large roads. We need to build upon the charm that Alameda currently offers rather than squander it with horrible architecture and signage. (Ingrid Mackay)

