BWA: A major bicycle and pedestrian safety improvement project is the redesign of Central Ave. from Sherman St. to Alameda Point. The one section without final approved design is the section from Washington Park to Paden Elementary School, which includes the Webster St. intersection. Do you support — and will you vote to approve — a physically separated, two-way, bike lane (similar to Fernside) for this section?

Mayoral Candidates:

Marilyn Ezzy Ashcraft:
I support the concept of a separated, two-way, bike lane (similar to Fernside Blvd.) for this section of Central Avenue. But I need to see the proposed design, hear from staff and the public, including Bike Walk Alameda, and discuss the proposal with my City Council colleagues before voting.

Frank Matarrese:
I've made a point to personally observe two-way separated bike tracks in Alameda and outside of Alameda (including Europe and Asia) and am convinced that physically separating bikes from cars is the best way to increase bike safety and encourage commuting by bike, especially if we expect children to commute to and from school on busy streets like Central Avenue. I will vote to give the City Manager direction to find a solution for the Central Avenue bike way to accommodate separating bike traffic from street traffic.

Trish Spencer:
The Webster @ Central intersection is highly complex. It currently has a dedicated right turn lane at Webster toward the Tube; a bus stop on Webster, right after the right turn; and, delivery trucks supporting the businesses, that are wide and long and park for extended periods of time loading and unloading, as well as bicyclists and pedestrians. There are also business and residential driveways on the Crab Cove/SF Bay side of Central. So, the primary concern for me is where/how can such a bike lane be built that is safe for bicyclists? I also want to take this opportunity to thank all of those that have been involved to try to create a safe way for bicyclists, while balancing the needs of the residents and businesses, and I look forward to reviewing the design when it returns to Council.

We were fortunate that the protected bike lane from the Bay Farm bike bridge to Lincoln Middle School was able to be designed so that the bikes don’t mix with cars. It’s not in the middle of a busy business district, nor are there homes with driveways onto Fernside there. So, it was an ideal location for a protected bike lane.