



Transportation Commission

October 23, 2013

Item 5B

Action

AC Transit – Line 51 Corridor Delay Reduction and Sustainability Project

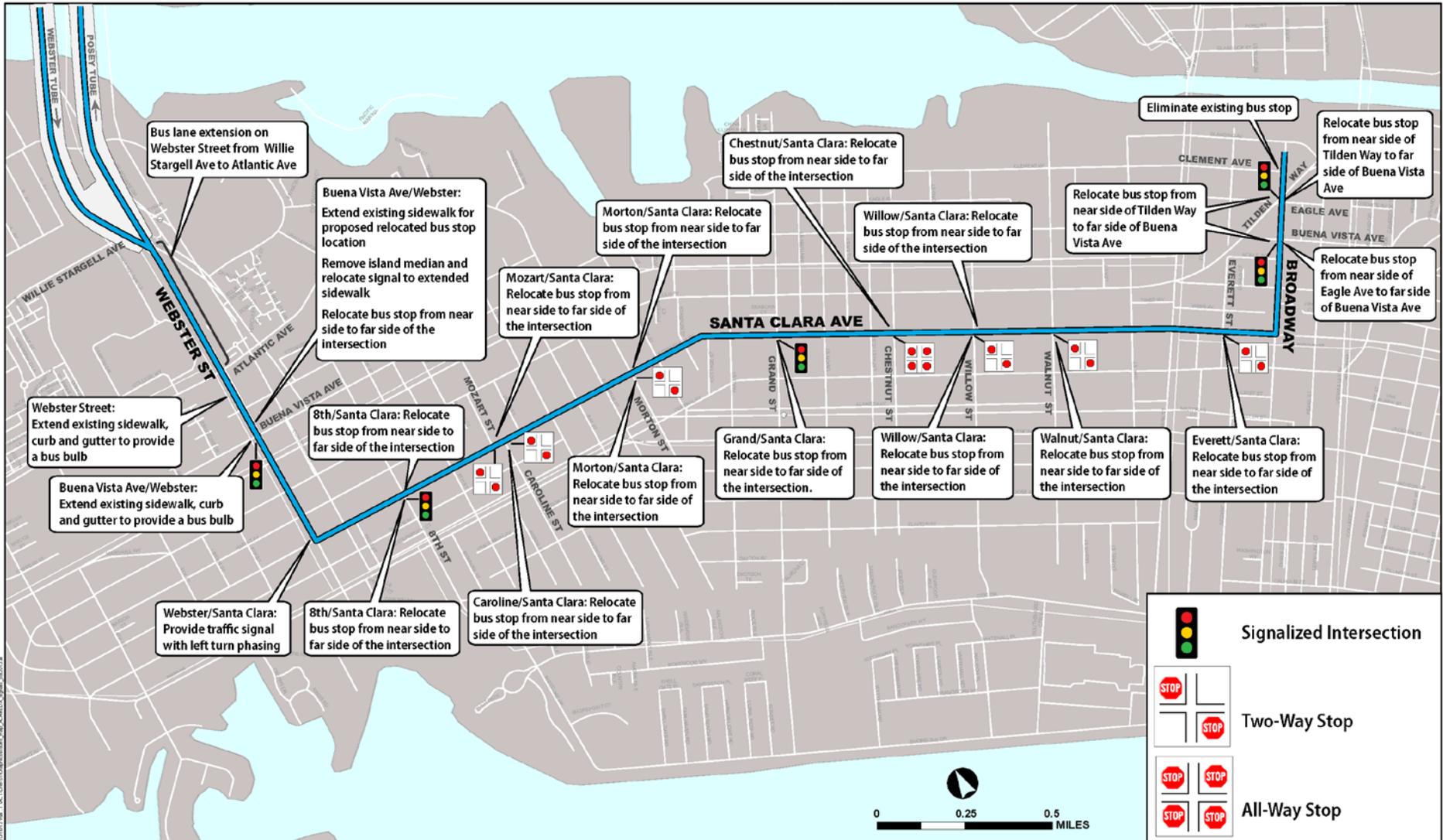
Background

In 2011, the Alameda-Contra Costa Transit District (AC Transit) Service Development Department completed a comprehensive evaluation of the service performance for Line 51, as documented in the “Line 51 Service and Reliability Report, December 2008”. This report was conducted using extensive data and contains a series of recommendations to improve Line 51’s performance.

In April 2012, the Metropolitan Transportation Commission (MTC) recommended funding for Line 51’s Project improvements based on AC Transit’s application of MTC’s Transit Performance Initiative (TPI) program. The TPI program is a pilot program to fund low-cost capital projects that improve operations and customer experience. One of three funded projects, Line 51 satisfied the requirements set forth from MTC’s project selection criteria including: 1) project readiness for implementation within 12-24 months from grant award; 2) cost-effectiveness and performance indicators such as travel time savings and operating cost savings; and 3) corridors with high ridership and more frequent service.

In January 2013, AC Transit contracted with URS as Project Administration and Project Controls (PA/PC) and initiated preliminary engineering design of project improvements. AC Transit began meetings and coordination with staff from the Cities of Alameda, Berkeley and Oakland to define and develop project scope and budget and to complete a public outreach program for the project. Exhibit 1 illustrates proposed improvements as part of the Line 51 Corridor Delay Reduction and Sustainability (CDRS) project in the City of Alameda.

Exhibit 1: Line 51A Proposed Improvements





SUMMARY OF PROPOSED IMPROVEMENTS

I. Bus-Only Lane

- Far right lane in Northbound direction between Atlantic Avenue and Willie Stargell Avenue

II. Bus Bulbs – 2 Locations

- Webster Street at Atlantic Avenue in southbound direction
- Webster Street at Buena Vista Avenue in southbound direction

III. Bus Stop Removal – 1 Location

- Broadway at Clement Avenue

IV. Bus Stop Modifications – 2 Locations;

- Santa Clara Avenue at Bay Street – Lengthening bus stop
- Santa Clara Avenue at Stanton Street – Install benches and trash cans

V. Transit Signal Priority (TSP) & Signal Modifications – 8 Intersections

1. Webster Street & Willie Stargell Avenue (TSP)
2. Webster Street & Atlantic Avenue (TSP)
3. Webster Street & Buena Vista Avenue (TSP)
4. Webster Street & Pacific Avenue (TSP)
5. Webster Street & Lincoln Avenue (TSP)
6. Webster Street & Haight Avenue (TSP)
7. Webster Street & Santa Clara Avenue (TSP and left turn phase)
8. Santa Clara Avenue & 8th Street (eastbound only)(TSP)

VI. Bus Stop Relocation from Near Side to Far Side – 11 Intersections;

1. Webster Street and Buena Vista Avenue – Northbound Direction
2. Santa Clara Avenue and 8th Street – Westbound and Eastbound Directions
3. Santa Clara Avenue and Mozart Street – Westbound Direction
4. Santa Clara Avenue and Caroline Street – Eastbound Direction
5. Santa Clara Avenue and Morton Street – Westbound and Eastbound Directions
6. Santa Clara Avenue and Grand Street – Eastbound Direction
7. Santa Clara Avenue and Chestnut Street – Eastbound Direction
8. Santa Clara Avenue and Willow Street – Westbound and Eastbound Directions
9. Santa Clara Avenue and Walnut Street – Westbound Direction
10. Santa Clara Avenue and Everett Street – Eastbound Direction
11. Broadway/Tilden Way/Eagle Avenue – Southbound and Northbound Directions



SUMMARY OF PUBLIC OUTREACH EFFORT

In an effort to reach out to local residences, bus riders, business owners and the general public about the potential proposed improvements along bus route for Line 51; the project study team invited the community to a project workshop meeting on July 9, 2013 at City of Alameda Council Chamber. The community workshop was an opportunity for members of the public to provide comments and feedback about potential improvements. Prior to meeting date, the notification process included: mail outs of meeting notifications; postings of notice at bus stops; press releases; and individual meetings with business organizations. There were over 2000 notices of meeting notice mailed to residences and adjacent businesses within 300 feet radius of proposed improvements along the Line 51. The notices were translated in Chinese and Spanish and were posted at every bus stop with proposed improvements along Webster Street, Santa Clara Avenue and Broadway. There is also a project website and phone line to receive comment.

The project study team also conducted meetings and presentations of project benefits and proposed improvements to business organizations including WABA and PSBA. AC Transit marketing staff conducted outreach to College of Alameda. Comments and feedback from community received as part of the outreach effort were documented and summarized as Exhibit to this staff report.

I. BUS-ONLY LANE

This Line 51 project proposes to extend the existing bus-only lane located in the northbound direction on Webster Street just south of Willie Stargell Avenue, to Atlantic Avenue, as illustrated below.

Webster Street between Atlantic Avenue and Willie Stargell Avenue – Dedicated Bus-Only Lane in far right lane in northbound direction



Looking south



Looking north



Discussion:

Bus-only lanes are separate traffic lanes designated for only buses to travel on, which expedites bus travel through heavily congested intersections.

This northbound segment of Webster Street is currently two lanes with a shoulder. In order to create an additional travel lane for AC Transit buses on the far right, it is anticipated that this segment will, at a minimum, need to be restriped for an additional lane with the possibility of widening the street to accommodate the additional lane by reducing the raised concrete median.

Community Feedback:

During the summer 2013 outreach for the Line 51 proposed improvements, the Community supported a separate lane for buses that will allow the buses to proceed through congested segments of Webster Street. Although supportive, there is a desire to preserve and/or maintain the landscaped median that was recently installed as part of the Webster Street Renaissance Project.

Recommendation:

The study team which consists of AC Transit staff, City staff and URS consultants recommends the installation of the bus-only lane on Webster Street in the northbound direction, between south of Willie Stargell Avenue and Atlantic Avenue. It is also recommended that the design of the bus-only lane avoids impacting the landscaped median. However, if impact is unavoidable, the median landscaping will be replaced to the same standard that exists today. In addition, the project could extend the landscaped median south of current location so the street would have an overall increase of landscaped area.

II. BUS BULBS

1. Webster Street and Atlantic Avenue – Bus Bulb in Southbound Direction



2. Webster Street and Buena Vista Avenue – Bus Bulb in Southbound Direction



Discussion:

Bus bulbs are sidewalk extensions at bus stops allowing the bus to stop in the lane of travel. Being able to stop in the lane of travel while loading/unloading passengers eliminates the need to pull out of traffic and then pull back into traffic after stopping, and therefore reduces delay for buses. The Line 51 CDRS project proposes to construct bus bulbs within the City of Alameda at the two locations illustrated above.



Community Feedback:

Community members support the construction of bus bulbs as summarized below:

- The proposed bus bulbs need to match what was done for the Webster Street beautification project.
- The bulb out on Webster Street at Atlantic Avenue seems problematic for right turning bicyclists. Perhaps there is a more complete solution. It appears that the sidewalk widens twice, which means two merges. Maybe there is some striping and bollards that can make the turn more evident and clearer.

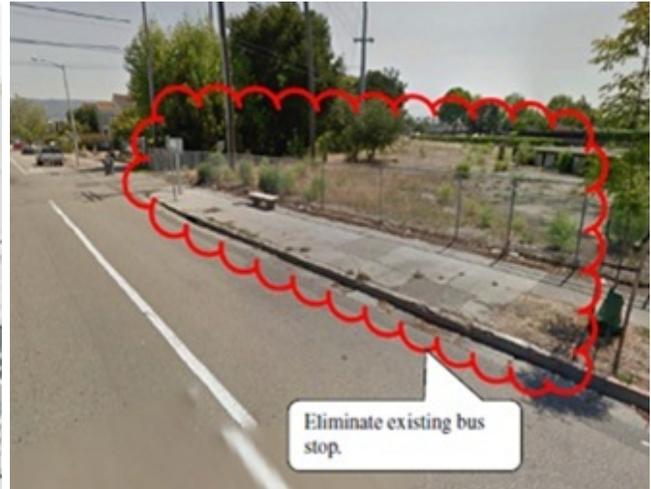
Recommendation:

The project team which consists of AC Transit staff, City staff and URS consultants recommends the installation of bus bulbs at the two intersections on Webster Street. The proposed bus bulbs will be designed to be consistent in appearance and function (to the extent possible) as those constructed as part of the Webster Street Renaissance Project and to minimize the impacts to bicyclists. In cooperation with the City, AC Transit has also applied for additional SR2T funding to augment this project with similar improvements.



III. BUS STOP REMOVAL

Broadway and Clement Avenue – Remove Bus Stop in Northbound Direction



Discussion:

The stop at Broadway and Clement Avenue would be located between a new stop at Buena Vista Avenue (710 feet to the south) and an existing stop along Blanding Avenue (480 feet to the north). AC Transit has a policy to space stops on local routes between 800-1300 feet apart. Bus stop spacing has a major effect on transit vehicle and route performance. If stops are placed farther apart on the route, then higher performance (more consistent speeds) can be achieved for longer durations of time, thus decreasing the running time of the trip.

Community Feedback:

Community members indicated that the existing stop at Broadway and Clement Avenue could be utilized more after the stop at Broadway and Eagle Avenue is relocated.

Recommendation:

The study team which consists of AC Transit staff, City staff and URS consultants recommends the elimination of bus stop at Broadway and Clement Avenue due to the resulting stop spacing of just under 1200 feet after elimination. This will improve route performance and remain in adherence to AC Transit stop spacing policy.

IV. BUS STOP MODIFICATION

Lengthening bus stops and Improved Landing Areas

1. Santa Clara Avenue and Bay Street – Lengthening bus stop



2. Santa Clara Avenue and Stanton Street – Install benches and trash cans





Discussion:

Bus stop modifications include improvements such as: lengthening red curb zone at existing bus stops; construction of ADA compliance landing area; and installations of benches and trash cans.

Community Feedback:

Community members indicated general support of improvements to enhance amenities at existing bus stops.

Recommendation:

The study team which consists of AC Transit staff, City staff and URS consultants recommends bus stop modifications improvements at Santa Clara Avenue and Bay Street and Santa Clara Avenue and Stanton Street bus stops.



V. TRANSIT SIGNAL PRIORITY (TSP), SIGNAL MODIFICATIONS & TRAFFIC SIGNAL TIMING IMPROVEMENTS

Line 51 CDRS project proposes to install TSP at seven intersections along Webster Street and one intersection along Santa Clara Avenue, listed below:

1. Webster Street & Willie Stargell Avenue
2. Webster Street & Atlantic Avenue
3. Webster Street & Buena Vista Avenue
4. Webster Street & Pacific Avenue
5. Webster Street & Lincoln Avenue
6. Webster Street & Haight Avenue
7. Webster Street & Santa Clara Avenue
8. Santa Clara Avenue & 8th Street (eastbound only)

Discussion:

Traffic Signal Priority (TSP) – is a technology that allows buses to communicate with the traffic signal. Upon approaching a signalized intersection, buses can be provided:

- An early green light for buses if the traffic signal has a red light
- A green light extension if the traffic signal has a green light but is about to change yellow

Signal Modifications – The traffic signal at Webster Street & Buena Vista Avenue will be modified with the removal of the right turn bypass. In addition, ADA ramps will be upgraded as needed and pedestrian count down system installed at this intersection.

Signal Modifications - Provide a left-turn arrow to the traffic signal for the southbound approach along Webster Street at Santa Clara Avenue. A left-turn phase along southbound Webster Street at Santa Clara would provide buses with a protected left-turn phase in order to proceed through the intersection without having to wait for northbound traffic to clear.

Traffic Signal Timing - This project also proposes to retime all the traffic signals along the Line 51 corridor, as needed after TSP, to improve overall progression of traffic along Webster Street.



Community Feedback:

Community members expressed overall support for the TSP and signal timing improvements for Line 51. One specific comment indicated that more money should go towards traffic signals to control intersections more efficiently.

Recommendation:

The study team which consists of AC Transit staff, City staff and URS Consultants recommends: 1) the signal modifications at Webster/Buena Vista; 2) installation of TSP improvements at seven intersections along Webster Street and one intersection along Santa Clara Avenue; installation of left-turn phase at Webster Street and Santa Clara Avenue intersection; and 4) improvements associated with signal retiming on a as needed basis.



VI. BUS STOP RELOCATION

From Near Side to Far Side of Intersection

The Line 51 CDRS project proposes to relocate bus stops from near side to far side at 11 intersections listed and illustrated below. Of the 11 intersections, four are signalized, and seven are unsignalized. Six of the seven unsignalized intersections are side-street stop sign controlled while one is all-way stop sign controlled.

1. Webster Street and Buena Vista Avenue – Westbound Direction (Signal)
2. Santa Clara Avenue and 8th Street – Westbound and Eastbound Directions (Signal)
3. Santa Clara Avenue and Mozart Street – Westbound Direction (Side-street stop controlled)
4. Santa Clara Avenue and Caroline Street – Eastbound Direction (Side-street stop controlled)
5. Santa Clara Avenue and Morton Street – Westbound and Eastbound Directions (Side-street stop controlled)
6. Santa Clara Avenue and Grand Street – Eastbound Direction (Signal)
7. Santa Clara Avenue and Chestnut Street – Eastbound Direction (All-way stop controlled)
8. Santa Clara Avenue and Willow Street – Westbound and Eastbound Directions (Side-street stop controlled)
9. Santa Clara Avenue and Walnut Street – Westbound Direction (Side-street stop controlled)
10. Santa Clara Avenue and Everett Street – Eastbound Direction (Side-street stop controlled)
11. Broadway/Tilden Way/Eagle Avenue – (Signal)
 - Northbound Direction – near side of Eagle to far side of Buena Vista Ave
 - Southbound Direction – near side of Tilden to far side of Buena Vista Ave

Discussion:

In general, relocation of bus stops from near side to far side of intersections can include benefits such as: increased visibility for all modes of traffic; enhanced pedestrian, bicycle and vehicle awareness; reduces operational bus delay and improves air quality; also allows the use of Transit Signal Priority (TSP) at signalized intersections; and shorter bus stop lengths resulting in less parking removals. In addition, the project study team has reviewed documented literature and best practices on this subject of near side to far side bus stop relocations and summarizes the major concerns (please see attachment).

Community Feedback:

Community members provided verbal and written concerns and feedback summarized below by locations.

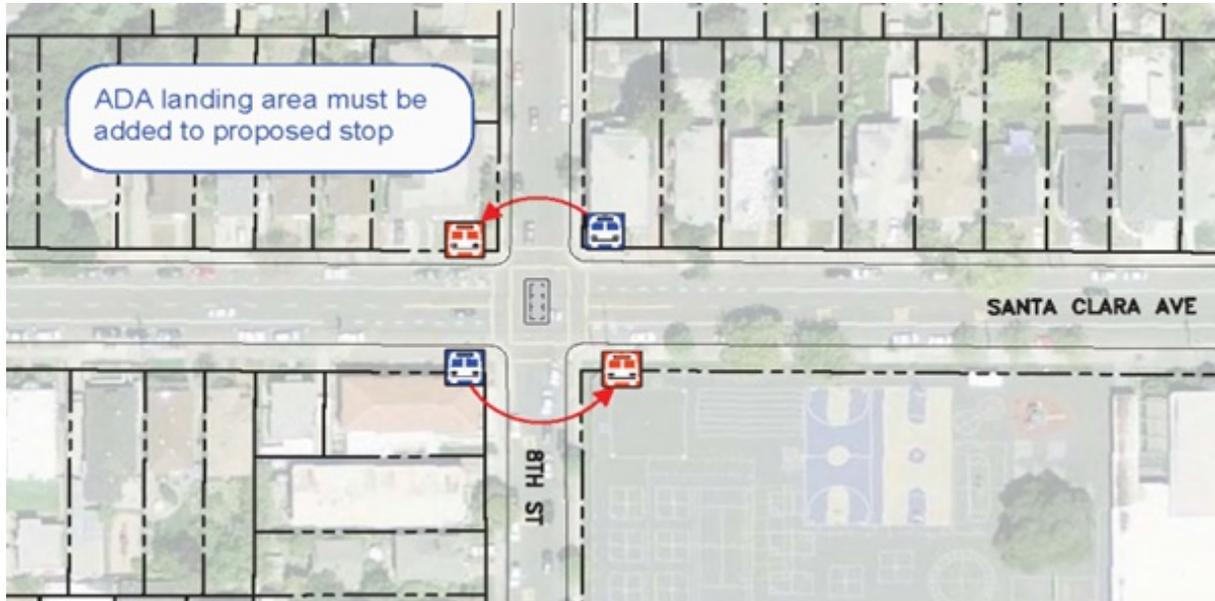
1. Webster Street and Buena Vista Avenue – Stop Relocation from Near Side to Far Side in Northbound Direction; and Removal of Free Right-Turn Lane



Community Feedback:

- Stop relocation and closing of free right is a good idea for safety at Webster and Buena Vista.
- Current pedestrian island and free right turn lane creates hazards and barriers to riders, especially those with disabilities.
- Proposed stop will help with boarding and alighting at busy location.

2. Santa Clara Avenue and 8th Street - Stop Relocation from Near Side to Far Side in both Westbound and Eastbound directions.



Community Feedback:

- Potentially lower owner's property value
- Impact needed parking spaces required by elderly and current residents
- Impact loading zone
- General noise, exhaust and discharge from bus operating are unpleasant
- New bus stop will cause bus riders to congregate in front of home
- Suggest relocating bus stop to 9th Street or eliminating stop at 8th Street
- Many accidents at this location and an unsafe condition because traffic from 8th turning onto Santa Clara Avenue cannot see beyond the bus

3. Santa Clara Avenue and Mozart Street – Stop Relocation from Near Side to Far Side in Westbound Direction.



Community Feedback:

Comments and feedback received for this location were not in favor of relocation bus stop. The reasons for not supporting the bus stop relocation were general in nature including: current bus stop is functioning fine and do not need to be changed, and combining line 51A stop with Line O stop would be more helpful than relocating.

4. Santa Clara Avenue and Caroline Street – Stop Relocation from Near Side to Far Side in Eastbound Direction.



Community Feedback:

Residents expressed concerns that relocating the bus stop would impact parking in general, parking used by elderly to access businesses, and parking used by multi-family units. In addition, the Line 51 reliability Report mentions that this intersection has the lowest delay, so what's the purpose of proposed improvement.



5. Santa Clara Avenue and Morton Street – Bus Stop Relocation from Near Side to Far Side in both Westbound and Eastbound Directions.



Community Feedback

During summer 2013 outreach for Line 51 CDRS project, residents expressed their concerns summarized as follows:

- Relocation of stop will impact residential parking in area.
- Existing trees may have to be removed to accommodate stop
- Tenants at 1323 Santa Clara have to back out of the driveway directly into the proposed bus stop, and there are elderly that require transit assistance at proposed bus stop
- Noise level from buses could affect work/sleep schedule of those tenants with bedrooms on the Santa Clara side of the street.



6. Santa Clara Avenue and Grand Street – Bus Stop Relocation from Near Side to Far Side in Eastbound Direction.



Community Feedback:

During summer 2013 outreach for Line 51 CDRS project, the community expressed concerns and opposed relocating the bus stop from the near side to the far side because of the extensive impacts to the Church's daily operation. These concerns are summarized below:

- The space in front of stop is use daily and often for pick-up and drop off for children to day care center; weddings, funerals, community gatherings and special events
- Concern that bus stop will block access
- Noise concerns that could disrupt service
- Impact elderly and physically disabled as the used space for parking and drop off
- Inconvenience, hardship and safety issues
- Significantly interfere with the day to day operation of the church
- Maintaining existing drop off point allows accessible ramp in front of the church to be efficiently utilized.
- Need for alternative design of this improvement or consider eliminating improvement.

7. Santa Clara Avenue and Chestnut Street – Bus Stop Relocation from Near Side to Far side in Eastbound Direction.



Community Feedback:

- New location blocks driveways and traffic and eliminates parking
- Proposed location is in front of an empty lot and impacts no parking
- The stop sign in front of the existing stop at Chestnut allows riders with mobility issues to catch the bus
- Current location in front of a parking lot creates no hardships for residents or traffic.
- Passengers will loiter in front of people's yards at the proposed location

8. Santa Clara Avenue and Willow Street – Stop Relocation from Near Side to Far Side in both Eastbound and Westbound Directions.



Community Feedback:

During summer 2013 outreach for Line 51 CDRS project, residents expressed concerns of impacts summarized as follow:

- Proposed stop will impact already limited parking
- Proposed relocation will make it more difficult for drivers to back out of their driveway
- Residents are concerned with the behavior of people who loiter at existing bus stops and would not like them to loiter in front of their properties

9. Santa Clara Avenue and Walnut Street – Stop Relocation from Near Side to Far Side in Westbound Direction



Community Feedback:

- Relocation of stop will impact parking and restrict access to residents homes
- Improvement will increase safety at this intersection
- Cross-traffic is not able to see around the bus and is blinded by the buses in the stop.
- Moving bus stop to the other side will increase pedestrian and driver safety

10. Santa Clara Avenue and Everett Street – Stop Relocation from Near Side to Far Side in Eastbound Direction.



Community Feedback:

- The relocation of the bus stop will impact street parking spaces and a lot of businesses do not have parking lots

11. Broadway / Tilden Way / Eagle Avenue – Stop Relocation from Near Side to Far Side in Eastbound Direction.



Community Feedback:

Broadway and Buena Vista

- Bus stop relocations move the stops to unsuitable residential locations impacting parking.
- Buena Vista is a main route for children walking and bicycling to Edison School. The relocation of the bus could potentially create safety hazards and expose residents and children to exhaust from buses.
- On 1647 Broadway, Karen Pierce is bed ridden and the stop will be relocated directly in front of her room.

Broadway and Tilden

- This intersection at Broadway and Tilden is very susceptible to accidents for people who cross the road due to the width of the street. The relocation of the stop to Broadway and Buena Vista is a safer location.
- The proposed location could potentially impact traffic at the intersection of Buena Vista and Broadway, which is heavily used by children to make their way to school.



Recommendations for Bus Stop Relocation:

The community expresses overwhelming concerns and oppositions to proposed bus stop relocation from near side to far side. The study team has registered all concerns and comments and documented them in Exhibit A to this staff report. Based on technical evaluation of anticipated time savings, enhanced visibility conditions and operating benefits that relocating bus stops provides, the project team recommends bus stop relocations in two groups as follows. The strongly and highly recommended locations are those associated with bus stops at non-signalized intersections where relocating stop from near side to far side provides the most visibility and operating benefits (*refer Exhibit B for discussion and graphic of potential safety concerns of near side stop*). The highly recommended locations are those associated with bus stops at signalized intersections, where visibility is less of a concern and therefore not as urgently needed improvements. The study team which consists of AC Transit staff, City staff and URS Consultants recommends relocating bus stops from near side to far side as follows:

Strongly and highly recommends bus stop relocation:

1. Santa Clara Avenue and Mozart Street – Westbound Direction (Side-street stop controlled)
2. Santa Clara Avenue and Caroline Street – Eastbound Direction (Side-street stop controlled)
3. Santa Clara Avenue and Morton Street – Westbound and Eastbound Directions (Side-street stop controlled)
4. Santa Clara Avenue and Chestnut Street – Eastbound Direction (All-way stop controlled)
5. Santa Clara Avenue and Willow Street – Westbound and Eastbound Directions (Side-street stop controlled)
6. Santa Clara Avenue and Walnut Street – Westbound Direction (Side-street stop controlled)
7. Santa Clara Avenue and Everett Street – Eastbound Direction (Side-street stop controlled)



Highly recommended, however, not urgently needed:

1. Webster Street and Buena Vista Avenue – Westbound Direction (Signal)
2. Santa Clara Avenue and 8th Street – Eastbound and Westbound Directions (Signal)
3. Santa Clara Avenue and Grand Street – Eastbound Direction (Signal)
4. Broadway/Tilden Way/Eagle Avenue – Eastbound and Westbound Directions (Signal)



CONCLUSION

I. BUS-ONLY LANE

Project study team recommends installation of the bus only lane on Webster Street in the westbound direction, between Willie Stargell Avenue and Atlantic Avenue. It is also recommended that the design of bus-only lane avoids impacting the landscaped median. However, if impact is unavoidable, the median landscaping will be replaced to the same standard as provided by the Webster Street Renaissance Project.

II. BUS BULBS

Project study team recommends installation of bus bulbs at the two intersections on Webster Street at Atlantic Avenue and Buena Vista Avenue. It is also recommended that the design of proposed bus bulbs be consistent in appearance and function as those constructed as part of the Webster Street Renaissance Project.

III. BUS STOP REMOVAL

Project study team recommends the elimination of bus stop at Broadway and Clement Avenue.

IV. BUS STOP MODIFICATIONS

Project study team recommends bus stop modifications improvements at Santa Clara Avenue and Bay Street and Santa Clara Avenue and Stanton Street bus stops.

V. TRANSIT SIGNAL PRIORITY (TSP) and TRAFFIC SIGNAL COORDINATION

Project study team recommends signal modifications at Webster/Buena Vista & Webster/Santa Clara, and TSP improvements at seven intersections along Webster Street and one intersection along Santa Clara Avenue. In addition, improvements associated with signal retiming for corridor wide coordination is also recommended.



VI. BUS STOP RELOCATION

Project study team strongly and highly recommends relocation of bus stop from near side to far side at following locations:

- Santa Clara Avenue and Mozart Street – Westbound Direction (Side-street stop controlled)
- Santa Clara Avenue and Caroline Street – Eastbound Direction (Side-street stop controlled)
- Santa Clara Avenue and Morton Street – Westbound and Eastbound Directions (Side-street stop controlled)
- Santa Clara Avenue and Chestnut Street – Eastbound Direction (All-way stop controlled)
- Santa Clara Avenue and Willow Street – Westbound and Eastbound Directions (Side-street stop controlled))
- Santa Clara Avenue and Walnut Street – Westbound Direction (Side-street stop controlled)
- Santa Clara Avenue and Everett Street – Eastbound Direction (Side-street stop controlled)

Project study team also highly recommends relocation of bus stops at following locations; however, these are not urgently needed.

- Webster Street and Buena Vista Avenue – Westbound Direction (Signal)
- Santa Clara Avenue and 8th Street – Eastbound and Westbound Directions (Signal)
- Santa Clara Avenue and Grand Street – Eastbound Direction (Signal)
- Broadway/Tilden Way/Eagle Avenue – Eastbound and Westbound Directions (Signal)



EXHIBITS

A. Summary of Community Comments From Workshop

And

B. Article on Farside Bus Stops



EXHIBIT A

Line 51 Corridor Delay Reductions and Sustainability Project Community Workshop

July 9, 2013

General Group Comments and Questions

- Discussion about breaking into two groups, one for Santa Clara and Grand and another group for other improvements. People are concerned that their intersection would not be as voiced as the Santa Clara and Grand.
- Was study done for whole route or bus stop to bus stop?
- She is a frequent AC Transit bus rider during all times of day. There are some delays on the bus route and feels that the moving the stop from near to far will not improve the route. The time delays that she observes are associated from bike riders mounting their bike and boarding wheel chair passengers on. AC Transit is doing a good job by providing these services. AC Transit should spend the money towards technology to change signal timings. It is more plausible and will provide better time savings as well as not affect residents. (Virginia Darrow)
- Do we know why it is slow and delayed?
- What are the criteria for improving parking?
- The relocation of moving the stop that is in front of a single family home to a multi-unit home has different affects/impacts.
- Some existing stops require additional lighting. Some stops do not have benches. Money should be spent towards traffic signals. Drivers do not pay attention to people at cross walk and their signs.
- Would the 10.5 million dollars be used towards moving and relocating stops?
- Public would like to see parking analysis on the website prior to the next meeting.
- On Caroline and Santa Clara –At the Caroline Street stop, the bus sticks out into the intersection.
- Everett St need to take 3 parking spaces and gives back two parking spaces. Is this always the case?



Breakout Group Comments and Questions

Breakout Groups – Table #1

Santa Clara Avenue and Grand Street – Bus Stop Relocation

- Concerned about the space in front of the church. The space is used daily for the drop off for children, used for weddings and funerals and other events. They (the church) understand the overall goal of the improvements, but they are unhappy with the bus stop relocation to in front of the church. They prefer the relocation to a different corner (Ann Jenson).
- Bus will move right in front of her home. She finds it dangerous to back out of her if the bus stop is located there. Bus stop takes up the entire length of the front of her house. The location of the current bus stop isn't located in front of their driveway. The bus stop brings people and trash to the stop location and effectively her house. She bought the house 35 years ago and the relocation of the stop lowers the value of homes. (Eleanor Wiley)
- In terms of safety, the church is very active and has a daily day care center with many events. The relocation is where the drop off point is. Children will be subjected to oncoming traffic. There is gate in front of the church that is the main entrance. It is used during weddings or services of mourning. This is the only entrance and having a bus stop here is not a feasible option. There are many reach out groups and they need spaces for parking. There would be noise issues. The doors are often open during service. This would make it difficult when service is in session. Options could be to move the stop to Union St, Peru St, or not moving it at all. (Norman S.)



Breakout Groups – Table #2

Santa Clara Avenue and Morton Street – Bus Stop Relocation

- Owner of two homes on Santa Clara and Morton. The images on the posters are outdated. At the bus stop location heading westbound, there is a new crosswalk which cars idle at the intersection. The apartment buildings require parking spaces there at that location. There are existing trees and they would need to be removed for the stop location and to improve line of sight. The stop relocation does not improve visibility for people who have to back out of their driveways. There is buildup of soot and pollution because of the bus stopping. This existing bus stop location has graffiti, drug sales, and prostitution. Mary represents 25 other people who do not speak English and were unable to understand the notices. Other people were on vacation and did not see notice and were unable to be notified. (Mary Amen)
- Lives in the house where stop will be located. The new stop will create noise and will disrupt residents. Stop blocks driveway and creates a safety issue while backing out. (Clifton Smith)
- Property owner near new stop location westbound stop. Where existing stops are, the driveways are located in the back. He is concerned that the bus stop will hang over the crosswalk. There is a blind lady who lives nearby, the stop will create complications. The trees at proposed location will most likely need to be removed. (Dave Rudloff)
- Mother has difficulties walking and seeing. The relocation of the stop at Santa Clara and Morton will create difficulties for her mother to ride the bus and add safety issues.

Santa Clara Avenue and Caroline Street – Bus Stop Relocation

- Relocating the stop will take up 3 parking spots. Bob discusses the reliability report and based on the report, this intersection has the lowest delay. There are stop removals/improvements for Santa Clara and Caroline in the reliability report that do not match up with what is suggested here. 5 or 6 customers of the hair salon who are elderly will not know where to park if they cannot park in front of the stop. (Bob Sullward)



- The same proposal was brought up 10 years ago and did not pass. The intersection has the least delay along this segment. His family has owned this location since 1910; he is the 3rd generation and would like to leave the property for their children. Previously there were other stores, but slowly they have become residential buildings. As buildings become houses and apartment buildings, there become less and less spaces available for parking. Dan respectfully asks to consider not moving this stop. (Dan Valenzuela)
- The curb was previously painted red because there were no driveways blocking the way. On the other side, it is an apartment building, and it would possibly remove 5 parking spaces. Those people who normally park there will need to find parking elsewhere and make it more difficult to find parking. (Allen Bryer)
- Space indicated does not seem representative of the actual amount of spaces to be taken by the bus on the image. There are residents above the hair salon, suggests bus stop should be relocated to the senior home. *The crowd notes that there is an existing stop there. (Matt Valenzuela)
- She will be taking over the business. The image is not representative. The picture depicts open parking, but the existing spot is often occupied. People have their windows open to enjoy fresh air, but won't be able to enjoy the fresh air if there is a bus stop at that location. (Leslie Valenzuela)

Santa Clara Avenue and Chestnut Street – Bus Stop Relocation

- The bus stop is in front of an empty lot in front of a church. If the bus stop was relocated to a CPA office, we would be eliminated parking. There is a driveway that it blocks, which has for 4 cars at that residence. The bus will hang out and block the intersection. The current stop provides smooth sailing for the bus and the relocation will make it difficult for everyone. (Rose - CPA Office)

Santa Clara Avenue and Willow Street – Bus Stop Relocation

- She is resident and serves on several committees to provide accessibility and other committees to ensure that money is well spent. She is disappointed that Line 19 left. People have to walk far distances to get to the stop. She was in a wheel chair before, and AC Transit does a good job to provide accessibility. The nearby street is dangerous and money spent could be spent on air conditioning or improving safety. (Harriet Saunders)



- New buses are 42' long. There is a telephone pole and other structures at the proposed location which provides only 24' for the stop. The bus would block the intersection of Willow Street. It is already backed up on Willow St, and the relocation of the bus stop will not help. There is a bike lane that would be impacted. (Owner of brown building)
- There is a fire hydrant and mailbox before her driveway. Already backing out is difficult. There are few single homes at this location. The other buildings are apartments which results in taken parking spots. She suggests that the stop should be removed. In this area, there are bus stops every at intersection. There is low ridership when it isn't commuter hours. The stop is used for kids to do recreational drugs. Bus drivers break the speed limit if they don't pick up people. The existing stop is in front of the side of the apartment building, new location would be in front of a residential house and block driveways. (Erin Cordell)
- Concerned about the block, there is an elementary school, day care and other facilities. There are young children and elderly walking around the streets. Money can be put towards cleaner buses. The intersection is dangerous. A stop light or stop sign would be appreciated. People don't stop for passengers. Buses travel fast (over the speed limit) if they do not need to stop. (Mike Cordell)
- She has 4 children who went to Alameda High School. The children have almost been hit by cars many times. Cars hit one of the pedestrian paddles in the intersection, and the sound it makes sounds like a car accident. She has called police about individuals who hang out in the shelter at 2am and are noisy and do suspicious activity. Limited parking near the day care for drop off. People parks in front of her house to bring kids to day care, putting the bus stop there takes up that spot. She would love to have stop signs. People go from Oak to Chestnut without stopping and go over the speed limit. (Olive)
- He uses bus and rides bike. The safest drivers are the people who drive AC Transit bus. Never worry about AC Transit bus passing him. People should be more concerned about the other drivers. He worries about parents who double park, and people who are bad drivers. They put up panels that make sound, and they are there for a reason. They are there to prevent people to get hit. Concerned about Webster Street and the people who interfere with buses, also on Park Street. He does not see people using recreational drugs. People smoke at bus stops and it is illegal. Signs could be bigger. Buses are cleaner by 90% than 15 years ago. Soot build up is due to cars and trucks. Does not like the stop to be moved. (Jon Spangler)



Santa Clara Avenue and Everett Street – Bus Stop Relocation

- Issue with the relocation of Everett stop. The westbound Everett stop on the other side was eliminated. The eastbound stop was not, for the reason that there would be too much space between the other bus stops. Eliminate the stop. If there was no issue removing the old westbound stop, there wouldn't be an issue removing the eastbound stop. The stop will impact parking spaces. A lot of businesses do not have parking lots. (Rob Ratto of the Park Street Business Association)

Broadway and Tilden Way – Bus Stop Relocation

- People do not have parking lots and it is difficult to find parking during street cleaning. This stop is near the end of the line. Eliminate the Tilden and Broadway stop because it is not being well used since it is at the end of the line. (Dan Parthou)

Santa Clara Avenue and Walnut Street – Bus Stop Relocation

- The bus usually stops at the crosswalk which has a lot of foot traffic from high school students. Kids stop at this corner and wonder if they should go or wait. Moving to the far side of Walnut would eliminate this issue. Eliminate the stop at Willow and people could use the Walnut stop. (Phillip Conde)

Santa Clara Avenue and 8th Street – Bus Stop Relocation

- Hears inappropriate conversations, prostitution, drugs, and people urinate and defecate in planter boxes. Neighbors had to change their lawn due to trash from bus riders or crowds that hang around the bus shelter. Hears a lot of bus noises, breaks and beeping for lowering the bus. The pavement for the school increases the sound. Moving the stop to in front of the school will move the troubling people to in front of the school. Putting the stop in front of home will have people wait on his lawn, and will they bring and leave behind trash. He has two dogs, and bark. People have come to his house to ask to use the restroom. His dog might bite people who approach them. If the stop is moved to in front of his house, he would like compensation (i.e. noise buffers and a fence). He prefers to move the stop to 9th and Santa Clara. There are more businesses there and an existing Transbay shelter. (Michael Tuttle)
- The stop relocation will impact the school, safety and the children. While there are not many people who represent the intersection, they will be able to get signatures of people who are concerned. (Trish Spencer)



Individual Written and Verbal Comments and Questions

General

- "Stupidest plan I have seen in a long time. Please do not do this. Thanks" (Jeff Cole)
- Are benches going to be moved? Suggests new benches and trees to provide shelter on hot days. Please paint curbs and put notices that there are bus stops and to be careful while crossing the busy intersection. (Marie)
- Website does not provide report (Warren Lyons)
- In favor of relocating the bus stops to far side to provide passenger safety, other cities have made similar changes a long time ago. There should be no net effect on parking spaces. Passengers will not cross the street in front of the bus immediately after they get off the bus. (Hadi Mosef)
- I am not in favor of relocating bus stops. All other aspects I approve of. The bus stops for decades have been important to building, placement of fire hydrants, driveways. This change will impede traffic. (Gary Canton)
- I think that there were a number of good reasons for not moving most of these stops. The proposal to affect the stoplights to expedite bus travel sounds excellent. By the way, in the last 3 years, I have found the 51A to be significantly timelier. The only problem is being buses that do not come at all. (Mary Clare James)
- We found the concept to improve bus service for the Alamedan's who ride the 51 route a good one. As part of our conversations we made a number of suggestions to enhance the project and people's views of the buses along Webster and garner support. 1) First and most important if stops are moved and bulbs created they need to match what was done as part of the Webster Street beautification project. This would have a couple benefits: It will give us a jump start on the next phase of the Streetscape work from Pacific to Appezatto; it also would mean that when we finally do get the money to move on with the rest of the work, the bus stops would not be interrupted. It would also show that AC transit cares about the Webster St businesses and users. Improving the south bound stop at Buena Vista would help alleviate the issue of people sitting on the railings at Elders Inn which Elder's Inn was trying to design around last year. 2) Suggested that AC Transit be aware of the signage at the Chevron Station and how the stop would fit at that



corner. (Something that we noticed after the meeting is that with the entrance into Chevron near the corner they may need to move the stop to mid-block or move Chevron's entrance); 3) Improves the crosswalks at the intersections where there are bus stops, in some manner. As an example I suggested what was done in Oakland along Webster St in Chinatown. This would help make the street a bit more pedestrian friendly and enhance the tie between pedestrians and buses. 4) Install message boards at the stops to indicate when the next bus is coming. There is now a smart phone App for to get messages, but not everyone has a smart phone or knows of the App. It was suggested the signs would let people decide if they have time to run into one of our businesses while they waited. 5) The concern is that the bus lane between Atlantic/Alpezzatto and Stargell made need to cut into both the painted median as shown and the landscaped median because the new lanes do not quite meet the CalTrans standards and CalTrans does have jurisdiction here. I suggested that instead they move the curb, landscaping & sidewalk into the park area as the landscaped median is important to the entry into the Webster St Business District. (WABA)

- I support the transit line 51 changes. I believe it will increase safety on the corner intersections of all bus stops. Specifically, the intersection of Santa Clara and Walnut in Alameda. Cross traffic is not able to see around the bus; cross traffic is blinded by the buses in the bus stop. Moving the stop to the opposite side will increase pedestrian and driver safety. (Phil Conde)
- There was mention of a parking abatement study at the July 9th Community Workshop, which was to be completed prior to the deadline for comments to be submitted. To my knowledge, and I have looked extensively, this study is not available. I believe that there would be valuable pertinent information about the amount of parking that would be eliminated as a result of bus stop relocations across Alameda. This information should be able to be used to help residents as well as AC Transit planners determine the appropriate course of action in this matter. (Michael Cordell)

Webster Street between Atlantic Avenue and Willie Stargell Avenue – Dedicated Bus Lane

- Is the plan to widen the roadway to accommodate the proposed new bus lane? Currently there are two lanes on Webster and before entering the tube, there is a bump out to allow the bus to drive past traffic and enter the tube. We are unclear as to whether the intent is to construct a new lane thus decreasing the sidewalk and possibly encroaching onto our 186 Senior Citizen site, or just re-stripe the roadway. (Keivan Abidi)



- I'm also opposed to a bus lane only going south on Webster by construction of a bus bulb at Webster and Ralph Appezato Pkwy, Webster Street has too much continuous traffic to devote a lane to bus only at that intersection. (Virginia Darrow)
- The bus only lane from Atlantic -Stargell sounds like a good idea sometimes in AM commute hours buses stack up, so this may help. (Susan Aldrich)

Webster Street and Atlantic Avenue – Bus Bulb

- Bus bulb will improve travel time and reliability. Bus stops are heavily used and buses are often stuck in northbound traffic approaching the Posey Tube. (Steve Gerstle)

Webster Street and Buena Vista Avenue – Stop Relocation, Bus Bulb and Removal of Free Right-Turn Lane

- Removal of free right at Webster and Buena Vista intersection will create more accidents, and will waste money. The intersection works well just the way it is, and does not see a problem. Both stops would be in front of a gas station. This is not a good way to spend taxes. (Anonymous).
- Stop relocation and closing of free right is a good idea for safety at Webster and Buena Vista. Current pedestrian island and free right turn lane creates hazards and barriers to riders, especially those with disabilities. Proposed stop will help with boarding and alighting at busy location. There are many low income housing near the stop and be a valuable addition to the community. (Steve Gerstle)
- I don't object to moving the bus stop at Buena Vista from the 76 gas station to the Mobil gas station- very few vehicles use the right turn lane so removing it has little impact. However on rainy days bus commuters often stand under the 76 gas pump awning to keep dry- so they may need a bigger shelter because the Mobil pump awnings are farther away from the proposed new stop at this busy location. (Susan Aldrich)
- The bus bulb proposed across the street in front of Chinese Kitchen I oppose, because this will narrow the right lane and worsen the bottleneck at this corner. Lots of vehicles come south on Webster from the tube. Also many apt dwellers use west Buena Vista and turn onto Webster St here, also restaurant customers, liquor store & 7/11 patrons so I rather have traffic flow quickly here and not have to wait behind bus bulb. Thanks for giving me the chance to comment on the project, let me know what happens. (Susan Aldrich)



Santa Clara Avenue and 8th Street – Bus Stop Relocation

- Does not wish to remove bus stop from current location at Santa Clara and 8th Street. (Mike Tuttle)
- Do not relocate stops at Santa Clara and 8th. Alternatively move the bus stops to existing stops at Santa Clara and 9th street which has several businesses. Moving stop to 9th street will mitigate noise, increase safety and decrease security risks at Santa Clara and 8th. Moving stop will cause trouble for Michael's dogs as they bark and howl at the slightest notion of anyone near the front yard. Adding more strangers to the curbside will cause more trouble for dogs and individual. Stop relocation can potentially lower owner's value. Stop will impact necessary parking required by elderly and current residents. Putting stop in front of the Maya Lin Elementary will bring trouble makers and garbage to the strip next to the playground. Bus stop will impact loading zone and parking. (Michael Tuttle)
- Current Issues with Bus Stop Shelters at 788 and 801 Santa Clara include: general noise from buses themselves; exhaust and discharge from bus; loud Drunk/ Belligerent individuals during the day, night and weekends (individuals have threatened Michael Tuttle if he calls the cops); individuals smoking tobacco and marijuana; homeless individuals defecating and urinating in planters and on the library building; Kids and Teens defecating and urinating in the planters on the library building; Kids and teens throwing rocks at Michael's property and dogs; loud cell phone conversations taking place during the day or night (some if not most are offensive and some racially charged, some involving domestic issues, some involving complete nonsense); loud conversations between individuals and groups; carpoolers standing in driveway and lawn or in neighbors driveways; strangers sitting on the stops and doorway of the home at 801 Santa Clara Ave; fights; trash and cigarette butts in residents' yard, Library, and school playground. (Michael Tuttle)
- No preference on stop location Santa Clara and 8th/Mozart. Suggests that Line O bus stop be moved along with the Line 51A stop, because separation of stops is inconvenient to riders who can take either Line 51 or Line O. (Gregg Hamm)
- Recommend that you eliminate the stop at Santa Clara and Eighth. The O doesn't stop there anymore; same rationale should apply to the 51. The 51 is a 24-hour line. We are repeatedly awakened by idiots at 2:00 a.m. waiting for the bus and not giving a thought to their neighbors. Consolidate the Santa Clara/Eighth with the Santa Clara/Ninth stop. (Paul Beadleston)



- Moving them would create even more havoc than already happens at that intersection. There are many accidents at this intersection, both during the day and at night. Moving the stops across from where they are would create even more havoc. Anyone turning right from 8th onto Santa Clara, from either direction, when an AC Transit bus is stopped at the new location, could not see around the buses to see if it was safe to make their right turns and might pull into the opposite lanes of traffic to get around the buses. At this time, they have a clear view. Not being able to make right hand turns would further add to the already problematic traffic backups on 8th. Parking is a large issue in this area, as there are many multiple family homes and apartments. Between 8th & 9th Streets, one day per month you cannot park on one side of the street and another day you cannot park on the other side, for street cleaning. (Carolyn & Richard Pounds)

Santa Clara Avenue and Carolina Street – Bus Stop Relocation

- Moving stop from nearside to far side at Santa Clara and Carolina intersection was denied previously by the City Council. He only has 3 parking spaces in front of his business and parking is limited and moving the bus stop will impact his business. Handicapped clientele have contacted the City about this issue. (Dan Valenzuela)
- Requested delay details for project and at Santa Clara and Caroline. (Ms. Sullwold)
- I am against the bus stop at 1000 Santa Clara Avenue because this business and building has been in my family for 94 years. Also, I am an independent contractor in this salon. I have been in business for myself for the last 10 years. Prior to that my family owned it. I have disabled clients that could not see me because of this AC Transit move. I also know Girl's Club located in this block, Paden school children and preschoolers. This would be catastrophic. I have done basic hair for 34 years. No way should this happen. (Letty Soogian)
- Relocating the bus stop at Santa Clara and Caroline is a bad idea. (1000 Santa Clara) would eliminate 5 parking spots (for residents and business patrons). These people need accessibility to this area as many are disabled and elderly. The existing bus stop has been in existence for well over 50 years. It works! (Matthew Valenzuela)
- I do not approve of plan to move bus stops at Santa Clara/Caroline. Will lose too many parking spaces. (James Cooper)



- I live at 1548 Mozart Street and regularly use the 51A and O bus line up and down Santa Clara. While I don't care which side of the street the bus stop will be, I think it is critical in terms of convenience to put the 51A and O bus stops back to the same stop. Frequently when I am going to SF I will take whichever comes first: the 51A to City Center BART in Oakland or the O directly to SF. I *HATE HATE HATE* having to decide which to take and end up missing the other bus. The buses don't come THAT often that an O would have to wait for a 51A to load. It is a huge inconvenience to riders to have the two buses at different stops. (Elisa L. Williams)

Santa Clara Avenue and Morton Street – Bus Stop Relocation

- Don't relocate Morton Santa Clara westbound bus stop on the north side because of Health & Safety; Parking; and Tenant Impact (Dick Rudloff)
- We oppose the westbound Santa Clara/Morton Street bus stop relocation for the following reasons: 1) Tenants at 1323 Santa Clara have to back out of driveway directly into proposed bus stop, and there are elderly (92 years old) that require transit assistance at proposed bus stop; and 3) Tenants at 1323 Santa Clara have bedrooms at Santa Clara side of street and could affect work/sleep schedule. (Brian Rudloff)

Santa Clara Avenue and Grand Street – Bus Stop Relocation

- Do not relocate stop in front of the church at Santa Clara Avenue and Grand Street. We have many handicapped parishioners who use the space for parking and drop off. Also, space is used for weddings, funerals, and food bank every Thursday. (Aida Meriweather)
- Do not relocate stop in front of Christ Church at Santa Clara Avenue and Grand Street. Stop relocation is hazardous for public safety and a potential liability for AC Transit. There are activities every day at the church and it creates a busy, crowded environment. (Susan Linney)
- Objects to the proposal to relocate the bus stop Santa Clara Ave and Grand St. Traffic is consistently smooth and does not warrant a change. Relocating the stop would seriously impair the critical parking and preschool loading areas located in front of the Church. Use our precious public funds for other important projects. (Thomas Varghese)



- Relocating bus stop at Santa Clara Ave and Grand St would pose undue hardship on the elderly and physically disabled. The ability to be able to drop them off directly in front of the Church is important for their safety. The church hosts numerous community groups and social outreach group meetings. Relocating stop in front of the church will ruin events (i.e. weddings). (Randy Yee)
- As a member of Christ Episcopal Church which is located at 1700 Santa Clara Ave. I am familiar with the groups that utilize the facilities and the activities that take place at that site. The relocation of the proposed bus stop to 1700 Santa Clara would remove a valuable space used by many who would otherwise not have adequate parking and drop-off spaces to serve them. Relocating this bus stop would create inconvenience, hardship, safety issues and unpleasant situations for church members, individuals and groups utilizing the facilities, and residents of Santa Clara Ave. I would strongly recommend leaving the Grand St./Santa Clara Ave. bus stop where it is and not relocating it to 1700 Santa Clara Ave. (Dennis Yee)
- Do not relocate bus stop at Santa Clara and Grand Street. It decreases parking and handicapped access, and increases load noise and decreases safety. Will impacts weddings, funerals, and negatively impact members with physical disabilities. Hale Foote)
- I totally disagree with this proposal due to the inconvenience this will cause to the church. This is also a safety issue because children and old folks are dropped and picked up in front of the church. Also this will cause inconvenience while funerals and weddings and other activities conducted at the church. (Lisa Johnson)
- I'm a parishioner at Christ Episcopal Church at 1700 Santa Clara, the location for your possible change. Christ Episcopal Church is not just a community gathering place on Sundays. It is a daily and nightly community gathering place and hence, the white painted curb for passenger drop-off and pick-up right in the front of our campus. We also have our ramps constructed nearby so as to complement this important entry way to our church grounds. Christ Episcopal Church reaches beyond its parishioners to serve our community and that requires access to all in attendance and with consideration for each ones' capabilities. Please, do not take our loading zone away. (Karen Ratto)

-



- This proposed change for the Santa Clara/Grand St. stop would be detrimental to Christ Church. Would block the only spot available for drop-off/pick-up of small children for the pre-school on site; would be awkward for the local funeral parkers for delivery and pickup of caskets for funerals; obstruct the lines of people using our site every Tuesday for a food bank; too much noise caused by coaches pulling out during services; “get away” during weddings. (Joan Clerk)
- I respectfully oppose moving the bus stop at Santa Clara and Grand, for the following reasons: a) It will significantly interfere with the operation of the church; b) It will significantly decrease the safety of kids being dropped off and picked up for pre-school on weekdays; c) The intersection is controlled by a traffic light and pedestrian crossing signal, so pedestrian safety is not significantly an issue; d) The stop at the opposite side of the street is not being moved, so arguments for moving the stop would seem to be negated by this. (John P. Brennan)
- I am against the proposed move of the bus stop at Grand and Santa Clara from the side of houses to in front of Christ Church. This space in front of the church is vital for the drop-off of small children for a Day Care, Elderly and physically impaired for services and meetings, weddings and hearses for funerals. Also the noise of buses stopping would be disruptive. Fully agree with concept of near to far side except at this corner. (Julie Denny)
- As an Alameda resident of 5 years, frequent user of all AC Transit bus lines serving Alameda (I do not own a car), and parishioner at Christ Church, I have only one comment about the project. Moving the eastbound bus stop from the near side to the far side of the Santa Clara-Grand intersection would cause a number of problems for the church with a relocated stop in front of the main entrance. These would far outweigh any benefits such as change would bring to the bus service. (Peter Davis Espy)
- I’m totally opposed to the proposed bus stop move at Grand and Santa Clara. I am a frequent bus rider and what exists now works well. As a church member of Christ Episcopal Church, this change would be detrimental to traditional church usage—hearse parking, bridal party limos, food bank lines, crowds for our 1,000 people attendees for Thanksgiving dinner, annual rummage sale, and handicapped visitors. Please don’t make this unnecessary change. (Virginia Darrow)



- I'm writing as a member of Christ Episcopal Church of Alameda to tell you what a hardship it would be to have a bus stop right in front of our church. Space is limited in that area. That only parking lot we have is very small and in the rear of the church. Most parishioners park on nearby streets, wherever possible. Having a bus stop right there would take away what little space we already have. I personally walk from home rather than trying to find a spot. For weddings and funerals, it's the only space available to allow uncomplicated access to the front door. It would be a struggle to find a spot for those events if we didn't have that space. We have an active church and some of our disabled parishioners park there on Sundays. We leave our doors open during events which would allow the noise of buses to interfere with whatever was going on inside the church. As I mentioned, it would be a terrible hardship. (Violet Grayson)
- Please leave as is; the proposal to move the Southbound Santa Clara bus to the front of Christ Church does great harm to those who use the Church's front door. This entry is in use not just Sundays; our users include a pre-school age center; continual use by many organizations including seniors, funerals, weddings, etc. This proposal creates a major impediment for all. (Helen Sause and Sam Sause)
- There never seemed to be any problem with the current location of bus stops. In front of the church is rather precious space to the church. Disabled parishioners park there for services. It is a drop-off space for other parishioners. It is important space for funerals and weddings' arrangements. There is enough noise from Santa Clara traffic and from the bus stop directly across the street that disturbs Sunday services. We don't need buses to be stopping and starting immediately in front of the church. Please don't do this. (Laureen H. Moyer)
- Having a bus stop immediately in front of Christ Episcopal Church is not good for the church. We need that space open for access to the church for Sundays, special services throughout the year, weddings and funerals. We also have a daycare center on the campus, and they need the space for safe drop-off and pick-up of the toddlers. A bus stop would create a visual block from the road, rather than the open space. This space is part of our architecture. It's a space meant to convey the church's openness to the whole community. (Anne Jensen)

Santa Clara Avenue and Chestnut Street – Bus Stop Relocation

- Does not see need for moving stop at Santa Clara and Chestnut, moving stop in front of a business is not good. The Church did not request the move and does not want it. Relocation will jam the street up. (Rose)



- Complaint from a resident/business person about the proposed bus stop change on Santa Clara Avenue at Chestnut Street - eastbound and south side of street. Person is part of the CPA complex where the new bus stop is being proposed and does not want it there. She says the current location is an empty parking lot, which needs to trim its landscaping. She does not want to come to City Hall for the community workshop, instead she file this complaint with the City via phone. (CPA Group)
- The 51 is the lifeblood of Alameda. It goes where people need it to go and it stops where people need it to stop. Making changes to it should not be treated lightly. It has always had an 'on-time performance' issue and the fault lies not in Alameda, but it seems that Alameda is being forced to be the scapegoat with regard to stop changes just by being at the end of the line. The southbound 51 is late before it even reaches Alameda. Moving or eliminating stops in Alameda will not solve the problem anymore than splitting the 51 into two separate lines has solved it. The proposed relocations of stops seem ill advised and capricious. The new locations block driveways and traffic. I wonder if anyone actually visited the locations to see how people park or where the driveways are? Moving stops from before stop signs/lights to beyond them only makes it easier for bus drivers to sail past waiting passengers and use the excuse they didn't see them. To be specific, regarding the stop I use at Chestnut/Santa Clara: it is a busy stop and used by many people who have already walked at least 3 blocks to get to it. Many times there are people running for the bus. The stop sign that forcibly stops the bus allows them to catch up—especially those with mobility issues. Moving the stop will leave more people behind. Additionally, the current location of the southbound Chestnut/Santa Clara stop in front of the church parking lot creates no hardship for residents or traffic. There is no driveway to be blocked. It is a neutral location. It is wide and open with room for a shelter, making waiting passengers more visible. However the proposed new stop location will block access to at least two (2) driveways. It will lead to waiting passengers loitering in people's front yards. The location is shaded with trees making prospective passengers difficult to see—that is, if the driver is even looking for them. Please leave the Chestnut/Santa Clara stop alone. Moving the stop is merely cosmetic and does nothing to improve 'on time performance'. (M. Saxx)



Santa Clara Avenue and Willow Street – Bus Stop Relocation

- I am a resident of Alameda and I take AC Transit every day for my commute to work. I board the 51A at Santa Clara at Willow and I go southbound to Fruitvale BART. My stop does not have any shelter or benches. I greatly support the efforts for bus stop improvement so that I can have protection from the elements. I also support all efforts to improve efficiency in the route to make my trip quicker and more convenient. (Christina Hawkins Johnson)
- Parking is already at a premium in this neighborhood due to the number of apartment buildings, and I currently have no spots directly in front of my house. I am also extremely concerned that I will have an even more difficult time backing out of my driveway. Please keep in mind that this is not only the stop for the 51, but for THREE other lines as well. I'm also concerned that the bus patrons who sit at the two local stops will be directly in front of my house. How will this change with a bus stop at our front door? Also, this would present a situation where 2 STOPS would exist on my block, which is completely COUNTER-PRODUCTIVE according to the ideas presented by AC Transit at the Community Workshop on July 9 as far as how to remove delays in the line. As stated by a representative at that meeting, having a bus that stopped at every other block would be too many stops, and this bus currently stops at EVERY BLOCK from before Park Street to after Chestnut. Please consider removing at least one stop from this line in this area, and the one at Willow would be a perfect choice. I DO NOT have a problem with the plan as a whole. IN MOST CASES, NOT ALL. Intersections should be judged individually. Lastly, and Very Importantly, I did not receive proper notification of these proposed changes. I find this to be an incredibly GROSS OVERSIGHT and it would appear that AC Transit was trying to pull a fast one, making changes to my property without directly contacting me for rebuttal. It doesn't seem right. (Erin Cordell)
- I would like to register my opposition to the relocation of the bus stop at Santa Clara and Willow in Alameda on the north side of the street. I live at 2071 Santa Clara Avenue, which is on the corner of Santa Clara and Willow, directly where the stop is proposed to be relocated. I'm concerned about the behavior of some of the people who frequent the bus stop, particularly late at night. The parking situation on our block is already difficult due to a mailbox, an elementary school, a day care center, a church and multiple apartment buildings. Removing parking from directly in front of my house would drastically reduce the number of parking spaces. (Michael Cordell)



Santa Clara Avenue and Walnut Street – Bus Stop Relocation

- Does the relocation of the bus stop at Santa Clara and Walnut include Line O, or only Line 51? (Beatrice Duncan)
- I am serviced by the Santa Clara & Walnut bus stop. I am a daily rider of both the 51A and the O. I am not in favor of moving the stop to the far side of the street. Unlike others I do not have any big grievances as to why it should not be moved, but this is my reasoning. One problem that I have with the move is that parking is an issue on this street, there are 4 parking spaces where you would like to move the stop currently. Why hurt the reputations of AC Transit and the City of Alameda by making it harder for people to have access to their homes? No one wants to walk a block from their car to their home. The area where the current bus stop is located includes both residential homes and businesses that have parking spaces. It is in front of homes, but those residents enter their homes from their garages in back so are less impacted by the bus patrons. I feel that the bus stops do not need to be relocated in general. Santa Clara Avenue is a one lane in each direction street, extending the sidewalks would just make maneuvering it that much more cumbersome. I also do not feel that getting rid of bus stops is the answer. From Oak to Willow the blocks are extremely long which is why you have a bus stop at the end of each corner. If you must eliminate bus stops I would suggest the ones on Santa Clara that are 51A bus stops only (there aren't many). My biggest issue is that I feel that better use can be made of the grant. As stated during the meeting the time delays are caused in large part (80%) to traffic signal timing. I feel that money would be better served in the traffic light area. I am also sure that time blockages can be attributed to the fact that the bus line goes down Broadway Street which is heavily congested, I am sure there could be some bus stop spacing done in that area (particularly between 11th and 14th, there are three stops), which would prove to be more beneficial. (Detra Duncan)

Santa Clara Avenue and Everett Street – Bus Stop Relocation

- The stop relocation at Santa Clara and Everett does not improve safety of the corner. It removes 2 or 3 parking spaces from a congested restaurant area during lunch and early evening. Problem of Everett Street Traffic having clear lines of sight for crossing traffic at both existing and proposed locations. Suggests bus stop be repositioned to the middle of the block in front of US Bank between their two driveways. (Jerry Sherman)



Broadway and Buena Vista Avenue – Bus Stop Relocation

- Broadway and Buena Vista Avenue stop should be relocated to the nearside of street before, because a lot of bus stops are located before traffic lights (common design); bus will have to slow down while passing the green light causing following cars to slow down; Bus will have to stop twice if traffic light is red. (Guolin Zhang)
- As a resident of 1641 Broadway (cross Buena Vista) I am dismayed by bus stop relocation aspect of this project. The objective is to reduce delays and increase efficiency. Bus stop relocation does not do this. It merely moves bus stops from existing adequate locations designed as bus stops to unsuitable residential locations. The proposed bus stop in front of my house would eliminate 3 parking spaces at the southwest corner of Broadway and Buena Vista. Three houses on this corner have no garages. They share 1 driveway among the 3 houses. Street parking is essential. The proposed relocation would place another bus stop diagonally across from me at the northeast corner of Broadway and Buena Vista. This would double the parking problem by eliminating an additional 3 parking spaces at the same intersection. The houses adjacent to the proposed bus stops are setback about 20 feet from the street. Buses would be stopping virtually outside their front window. Houses at existing bus stops are setback further from the street, not as close together, closer to open space, and nearer to commercial areas which would be more convenient for bus passengers. The proposed locations are currently landscaped with 50 foot tall trees and 4 foot tall cactus. Not sure if landscaping will be removed but to do so would be a real loss to our neighborhood as much of Broadway from Buena Vista to Santa Clara has had trees removed recently. Overall, it would be a mistake and misuse of funds to complete the bus stop relocation project. Eliminating one bus stop at Broadway and Clement is reasonable to reduce delays. And if the Broadway/Tilden stop has to be moved, there is an unused stop at Broadway and Lincoln with an existing bench. But to relocate 2 bus stops to the corner of Broadway and Buena Vista would do more harm than good. (Thomas Juranty)
- AC Transit's proposed relocation of Transit Line 51 bus stops to the corner of Broadway & Buena Vista in Alameda is a dangerous proposal for two reasons. First, Buena Vista is a main route for children walking and bicycling to Edison school. The intersection at Broadway & Buena Vista is already a dangerous crossing for them because cars and trucks coming off the freeway into Alameda along Broadway are on their first block of Alameda's 25 MPH speed limit (Tilden is 35 MPH), there are no school crossing sign posts or safeguards, and there are no



paid school crossing guards

(although crossing guards appropriately are provided in the quieter neighborhood streets on the other side of campus because there is no stoplight and children otherwise would be at risk). Putting bus stops at the intersection will result in cars attempting to pass buses without being able to see when children are in the road. Elementary school children do not have the same ability to perceive traffic dangers, no matter how well they understand them conceptually, so they are more likely to cross too late, to look at the wrong light and cross against the light, and to misjudge the speed of a traveling bus or car. Nor would crossing guards alleviate the danger entirely. Second, non-electric buses stopping and starting emit clouds of exhaust, and idling buses are particularly dangerous, especially for children. Children walking to and from school will be exposed to more air pollution that will linger all day, long after the smell has dissipated from the last bus going by, and to bursts of toxic air when a bus is starting up as it approaches or leaves the intersection. Residents have recently raised concerns about the impact on parking spaces for residents near the Broadway & Buena Vista intersection, given the street cleaning schedule on Buena Vista. It looks from my vantage as if the proposed relocation will expose many children and families to a substantially increased risk of injury from traffic accidents as well as to environmental hazards. (Tamara Lange)

- Myself and residents on Broadway and Buena Vista Ave opposed to the proposed Bus Stops on Broadway and Buena Vista Ave. Please pay particular attention of the most affected resident on 1647 Broadway. Her name is Karen Pierce and she is bed ridden and disable. Her living room has been converted to her bedroom due to all the necessary health equipment that she requires on a daily basis. (Dan Tuazon)

Broadway and Eagle/Tilden Way – Bus Stop Relocation

- I would like to voice my opinion and agree to the changes that will be made to the bus stop move in the Broadway/Eagle /Tilden St. vicinity in Alameda. The particular section is very susceptible to accidents for people that cross the road due to the width of the street. My kid and I have multiple close calls from accidents because the street has a very fast changing stop signs, there are too many cars moving about in this location compared to the proposed Broadway and Buena Vista site. I would very much agree to have them moved into the new Buena Vista St. location. (A. San Juan)



- We have 3 major concerns: #1 concern would be to eliminate the bus stop from the near side of Eagle Ave and Broadway which we believe to be a safety hazard as it intersects with several lanes of traffic at Tilden Way/Broadway/Eagle Avenue. Vehicles cut over heading North on Broadway to go East on Tilden Way to Oakland. They use this bus stop lane as a second traffic lane to make the turns/pass other vehicles. We find it very dangerous to even enter/exit our vehicles on the driver's sides by these vehicles and buses cutting over to pass or turn. The buses also block visual traffic flow for residents trying to back out of their driveways. #2 concern would be to keep current bus stop at Broadway/Clement. This site would be utilized more if the Broadway/Eagle Ave bus stop was eliminated. This location is the least intrusive to private residences as well. # 3 concern is not moving a bus stop to Broadway/Buena Vista Ave. Traffic could become compromised with vehicles turning from Buena Vista onto Broadway when a bus is pulling in/out and dropping off/picking up passengers. Traffic issues would affect pedestrian safety which should also be considered given the fact that Edison Elementary School students/families use crosswalks at this intersection. (Eddie & Dianne Matsuoka)

EXHIBIT B

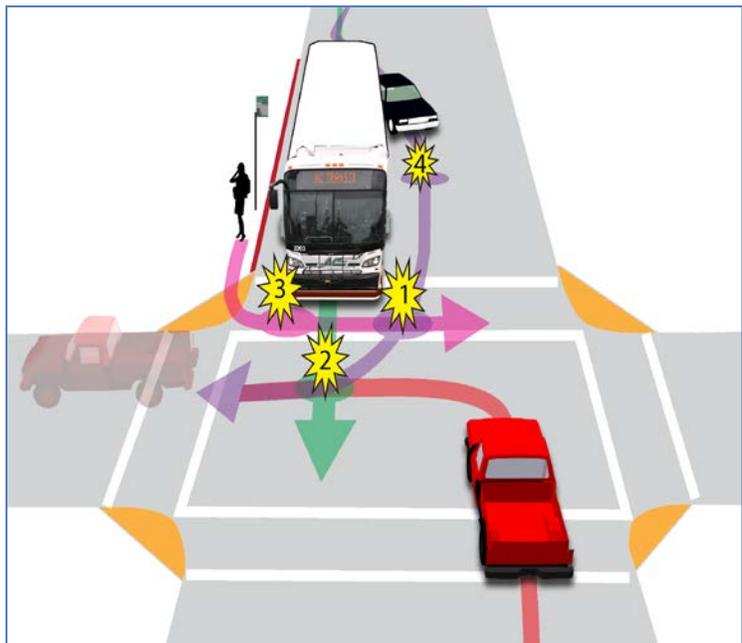
In recent years (i.e. since 2004), transit engineers have increasingly come to favor locating bus stops on the far side of intersections. This evolution in design criteria is now reflected in design recommendations from the Institute of Transportation Engineers (ITE), the American Association of State Highway and Transportation Officials (AASHTO), and the American Public Transportation Association (APTA). As a desirable design criterion, locating bus stops on the far side of intersections is also consistent with AC Transit Board Policy No. 508- Bus Stop Policy.

There are two sets of interrelated reasons behind the preference for locating stops on the far side of intersections: a) Safety Concerns; and b) Operational Benefits. The operational benefits have been more thoroughly studied and quantified than the safety concerns, but both sets of issues are discussed in the relevant literature, as noted in what follows.

Safety Concerns

There are four specific safety-related issues that have been called out with respect to the location of bus stops on the near side of intersections¹. These concerns are listed below as well as illustrated in the graphic:

- 1) Conflicts with other vehicles making right turns – coaches at near-side stops obscure the view of traffic lights and cross traffic as well as delaying the right turns of following vehicles.
- 2) The bus obscures the view pedestrians have of oncoming traffic in lanes next to the bus. There is a tendency for impatient pedestrians to step into a crosswalk in front of a stopped bus, then into the lane(s) beyond, even if the





intersection is equipped with lights and crosswalk signals. Some 23% of all vehicle accidents occur at intersections; some 55% of all injury accidents occur at intersections. About one-third of these injury accidents are the result of pedestrians ignoring the traffic control signals.²

- 3) Placing the bus stop on the far side of the intersection encourages pedestrians (including those that may have just gotten off the bus) to cross behind the coach. Anecdotal evidence suggests that some passengers leaving a bus at a near-side stop will immediately cross in front of the coach, not taking time to determine if it is safe to do so. The bus driver may also be concentrating on departing the stop as quickly as possible, and may start just as a former passenger steps in front of the coach.
- 4) The drivers of other vehicles behind a bus stopped at a near-side location may try to pull out from behind the bus into an adjacent lane, especially if they see a green traffic light, and are impatient to cross the intersection before it turns red. This impatience can lead to unsafe lane changes, in the face of oncoming traffic in the adjacent lane.

Operational Benefits

There are four specifically operations-related benefits to locating bus stops on the far side of intersections. These benefits are especially measureable when the intersection is equipped with traffic lights. The benefits include:

1. Avoiding delay caused by traffic lights turning red just as the bus completes the passenger stop. Measurements indicate that each relocated stop saves up to 70 seconds of schedule time if the coach can cross the intersection first, then make the stop.
2. Improves the efficiency of bus deceleration, as the coach has the length of the intersection through which to brake.
3. Improves the merge back into traffic, as the coach has the red light behind to create gaps in traffic, and can therefore depart the stop with less delay.
4. Facilitates the positive effect of pre-empts, if they are to be used to expedite the bus operation. Operationally, the best benefit of pre-empts comes when the bus pre-empts the signal on approach, rather than on departure from a near-side stop.³



References:

¹ See especially *Transit Capacity and Quality of Service Manual*, 3rd edition, TRB, 2013, Chapter 6.

² *Intersection Safety Issue Briefing Sheets*, US Department of Transportation, FHWA, and ITEs, April 2004

³ *TRB Manual*

Weiner, Richard, *Tool Kit for Bus Stop Safety and Accessibility*, Institute of Transportation Engineers, 2006
Technical Conference and Exhibit.