

# Web Survey Comments for the Citywide Transit/TDM Plan (June through August 2016)

## Summary

**BART:** The most frequent comments pertaining to BART are as follows:

- BART to Alameda (25 total)
- Difficult to access BART (12 total)
- Improved bicycling and walking access to/from the Fruitvale BART station (9 total)
- Safety/personal security at BART stations near Alameda (4 total)
- Express buses to BART (3 total)
- High cost of BART for user (1 total)

**Bicycling/Road Diets Opposition:** The most frequent comments in opposition to bicycling or road diets are as follows:

- Shoreline bike lane is a problem (15 total)
- Central Avenue bike lane is not a good idea (6 total)
- Do not bike (2 total)
- Do not impact motorists (2 total)
- Bicyclists do not obey rules (2 total)

**Bicycling Support:** The most frequent comments in support of bicycling are as follows:

- Want more bikeways (34 total)
- Increase safety of bicycling (10 total)
- Increase bicycle parking (8 total)
- Good job on bike lanes (6 total)
- Allow bikes to yield at stop signs (1 total)
- Desire bicycle taxi services (1 total)
- Want green bike lanes (1 total)
- Ban sidewalk bike riding (1 total)
- Repave Bay Farm bike paths (1 total)

**Bicycling/Walking Support:** The most frequent comments on support for bicycling and walking are as follows:

- Want increased bicycle and pedestrian safety (19 total)
- Want increased/improved bicycle and pedestrian facilities (11 total)
- Encourage/promote bicycling and walking (6 total)
- Bicycling and walking are easy to do (2 total)
- Difficult to bicycle or walk for commute (1 total)
- Personal security issues when bicycle/walk (1 total)

**Bike Share:** The most frequent comments on bike share are as follows:

- Unsure about bike share in Alameda (6 total)
- Consider in business districts, to/from Fruitvale BART and Bay Farm (3 total)
- Promotes alternatives travel modes (2 total)
- Consider equity issues if need smart phone (1 total)
- Excited about bike share (1 total)

**Bus – Alameda Circulator:** The most frequent comments on a potential Alameda circulator bus are as follows:

- Want an Alameda only, free shuttle similar to Emeryville (29 total)
- Want shuttle to/from BART (4 total)
- Want a bus to/from Alameda Point (2 total)
- Want an intra-island bus that includes Bay Farm (2 total)

**Bus - General:** The most frequent general comments about buses are as follows:

- Want improved bus service, especially in west end and Bay Farm (29 total)
- Want improved bus service to/from BART (23 total)
- Want more reliable bus service; limited by traffic (14 total)
- Want more frequent service, especially more than every 30 minute frequency (13 total)
- Want express buses; buses are too slow (10 total)
- Want more shuttles (7 total)
- Do not like buses; buses as a last resort to use; want to see other options (6 total)
- Cannot take buses easily with kids, groceries or walk to bus stop (6 total)
- Want city controlled bus service; do not control AC Transit; AC Transit is unresponsive (6 total)
- Want a cross island bus; do not like to transfer (4 total)
- Do not like overcrowding on buses (4 total)
- Want improved bus stops (3 total)
- Want improved access to ferry terminals (3 total)
- Want real-time bus tracking system (2 total)
- Want electric buses only (1 total)
- Want smaller sized buses in Alameda (1 total)
- Need to consider personal security for bus riders (1 total)
- Want better publicity for BART shuttles (1 total)
- Want nicer bus drivers; layover issue at Fruitvale BART (1 total)
- Want to have dogs on buses (1 total)
- Want improved bus service to South Bay (1 total)
- Do not like shuttles – too piecemeal (1 total)

**Bus - Transbay:** The most frequent comments on Transbay buses are as follows:

- Want more frequent Transbay service (5 total)
- Want more reliable Transbay service (4 total)
- Does not access many parts of San Francisco (3 total)
- Do not like overcrowding on buses or full buses that pass by riders (3 total)
- Use double buses on Transbay lines (1 total)
- Want express buses; buses are too slow (1 total)

**Bus to/from Ferry Terminals:** The most frequent comments on buses to/from ferry terminals are as follows:

- Want bus service to/from Main Street ferry terminal (33 total)
- Want improved bus service to/from ferry terminals (26 total)
- Want improved bus service to/from Harbor Bay ferry terminal (2 total)
- Want a cross island bus route to run between the two ferry terminals (1 total)

**Carpools/Ridesharing:** The most frequent comments on carpools/ridesharing are as follows:

- Want more casual carpool/ridesharing pick-up locations (7 total)
- Support/encourage casual carpooling/ridesharing (7 total)
- Want better publicity of casual carpool (5 total)
- Want casual carpool locations or rideshare options in San Francisco to Alameda (3 total)
- Casual carpool/ridesharing works great! (3 total)
- Do not promote ridesharing; will not reduce traffic congestion (3 total)
- Improve passenger loading zones to better accommodate carpooling (2 total)
- Want more carpool/rideshare options (2 total)
- Work with third-party carpool providers (2 total)
- Causes traffic problems at Santa Clara Avenue/Webster Street location (1 total)
- Want carpool lanes on local streets (1 total)
- Expand parking near carpool locations (1 total)
- Need to consider personal security issues of carpooling/ridesharing (1 total)
- Does not work for short trips (1 total)

**Congestion:** The most frequent comments on congestion are as follows:

- Address west end congestion/traffic, especially with Antiques Fair (8 total)
- Will be difficult to reduce congestion and be less car dependent (6 total)
- Reduce congestion within the City, especially when schools in session (6 total)
- Reduce drive alone trips; allow safer/more alternatives (6 total)
- Address congestion to Park Street bridge during morning commute (5 total)
- Address east end/Bay Farm congestion/traffic (4 total)
- Do not sacrifice vehicular capacity for non-motorized options (4 total)
- Difficult to get on/off island due to congestion (3 total)
- Congestion is increasing (2 total)
- Widen/add lanes to high traffic area (1 total)
- Consider emergency access (1 total)

**Development:** The most frequent comments on development are as follows:

- Stop building until you solve traffic and congestion problems (22 total)
- Development will increase traffic (9 total)
- Keep Alameda authentic and feel like a small town (4 total)
- Need sufficient parking in new developments (4 total)
- Want open zones with parks in new developments (2 total)
- Want to build affordable, quality communities (3 total)
- Build a trolley/light rail into Alameda Point (1 total)
- Require developers to pay for improved transportation (1 total)

**Disabilities/Seniors/Paratransit:** The most frequent comments on individuals with disabilities, seniors and Paratransit are as follows:

- Take into consideration that the majority of seniors do not bike or use buses (8 total)
- Consider seniors and others who cannot drive (4 total)
- Make modes other than driving more convenient (2 total)
- Provide more frequent Paratransit shuttle service (1 total)

**Drive Alone Trips/Driving:** The most frequent comments on drive alone trips and driving are as follows:

- People still want to drive, especially to shopping and daycare (14 total)
- Shift drive alone trips to other modes (8 total)
- Millennials will purchase cars as they age (4 total)
- Do not reduce drive alone trips (4 total)
- Do not penalize drivers (3 total)
- Improve access to BART/ferry (3 total)
- Need additional way on/off island (1 total)

**Enforcement:** The most frequent comments on enforcement are as follows:

- Enforce traffic safety and the 25 mph speed limit better (13 total)
- Speeding has become a problem (5 total)
- Provide more speed limit signs (3 total)
- Bicyclists and pedestrians ignore the rules (1 total)
- Focus Police Department efforts on controlling traffic (1 total)

**Ferry - General:** The most frequent comments pertaining to the ferry are as follows:

- Increase ferry frequency (25 total)
- Increase/improve parking at ferry terminals (20 total)
- Provide water taxis between Oakland such as Jack London Square and Alameda (9 total)
- Provide water taxis/ferry service from multiple Alameda locations (9 total)
- Ferries are not convenient; far from residents (8 total)
- Provide ferry service to other locations such as South Bay, Berkeley or Mission Bay (7 total)
- Want better bike access to/from ferry terminals (6 total)
- Want more bicycle parking at ferry terminals; consider bike stations (4 total)
- Keep free parking at ferry terminals (3 total)
- Charge for parking at ferry terminals (2 total)
- Decrease ferry prices; address affordability (2 total)
- Want AC Transit bus service at the ferry terminals (2 total)
- Want private operators running ferries (2 total)
- Improve reliability of ferry service (1 total)
- Improve bus connections in San Mateo County (1 total)

**Ferry - Harbor Bay:** The most frequent comments on the Harbor Bay ferry service are as follows:

- Increase ferry frequency (11 total)
- Increase/improve parking (8 total)
- Do not allow the City/HOA to limit parking (5 total)
- Keep free parking at ferry terminals, especially for carpools (2 total)
- No time to take a bus to/from ferry (2 total)
- Provide ferry service to South San Francisco (1 total)
- Want scooter/motorcycle parking (1 total)
- Improve AC Transit bus service to/from the ferry terminal (1 total)

**Ferry - Main Street:** The most frequent comments on the Main Street ferry service are as follows:

- Improve parking – not in path; paved; want marked spaces; take down “no parking signs on Main Street (5 total)
- Increase parking (4 total)
- Move the dog park and make it parking (2 total)
- Increase ferry frequency (2 total)
- Want better bike access to/from ferry terminal (2 total)
- Install lights along path (1 total)
- Want more accessible parking spaces for individuals with disabilities (1 total)

**Housing-Jobs Balance/Coordination:** The most frequent comments on housing and jobs balance/coordination are as follows:

- Attract jobs as highest priority (13 total)
- Provide more higher skilled/paying jobs in Alameda (6 total)
- Increase in San Francisco and off-island commuters (3 total)
- Provide affordable housing for lower-income workers in Alameda (3 total)
- Encourage telecommuting such as with work share facilities (2 total)
- Encourage employers to hire Alamedans (1 total)

**Information:** The most frequent comments on information are as follows:

- Increase awareness of bicycling/walking safety and options (4 total)
- Publicize carpooling/ridesharing options (3 total)
- Educate about alternative transportation options such as a web resource; provide a unified message for transportation to/from Alameda (3 total)
- Need to increase awareness of AC Transit options - it works well (3 total)
- Seems strange to increase awareness about standing room only buses or inconvenient options (2 total)
- Want real-time information on traffic conditions to/from Alameda (2 total)
- Improve Alameda brand (1 total)

**Intersections:** The most frequent comments on intersections are as follows:

- Need to synchronize traffic lights (4 total)
- Need more left-turn signals at intersections (2 total)
- Improve intersection at Broadway/San Jose Avenue (2 total)
- Improve the intersection of Pacific Avenue/Constitution Way (1 total)
- Improve intersection at Fernside Blvd/Lincoln Middle School (1 total)
- Improve High Street/Otis Drive and access to the bike/pedestrian bridge (1 total)
- Improve both ends of Bay Farm Island Bridge (1 total)
- Need traffic lights to detect bicyclists and to provide enough time for bicyclists (1 total)
- Reduce cars parking at corners to increase visibility (1 total)

**Island Crossings - General:** The most frequent comments on island crossings are as follows:

- Improve travel flow on/off island during peak times (11 total)
- Fix the issues in Oakland including Chinatown and near High Street (11 total)
- Eliminate bridge openings for boat passage during peak commute hours (6 total)
- Improve emergency access/egress and evacuation plan or seismically fit “lifeline” structures (5 total)
- Charge tolls for tubes/bridges (3 total)
- Improve bicycling and bus on/off island including Oakland coordination (3 total)
- Improve I-880 (2 total)

- Improve traffic flow island access/egress at Park Street (1 total)

**Island Crossing - Additional:** The most frequent comments on additional island crossings are as follows:

- Add another way on/off island (22 total)
- Add another way on/off island in the west end (22 total)
- Want direct I-880 freeway access to/from Alameda (5 total)
- Inform community members that an additional way on/off island is not possible (1 total)
- Move the Coast Guard to Alameda Point to allow bridge in west end (1 total)

**Island Crossings - Bicycling/Walking:** The most frequent comments on island crossings for bicycling and walking are as follows:

- Improve bicycling options to/from Oakland, especially on the west end (35 total)
- Construct bike bridge between west end and Oakland (13 total)
- Improve tube paths (5 total)
- Inform community members about constraints on the bike/pedestrian bridge (1 total)

**Island Crossing - Webster/Posey Tubes:** The most frequent comments on the Webster/Posey Tubes are as follows:

- Improve west end access/egress (18 total)
- Enforce speeding in tubes (2 total)
- Improve traffic signal synchronization by the tubes (1 total)
- Improve emergency access/egress (1 total)
- Want direct access to I-880 (1 total)
- Coordinate with Oakland (1 total)

**New Innovations/Technologies:** The most frequent comments on new innovations and technologies are as follows:

- Increase carpooling/vanpooling using Uber/Lyft-like technology (4 total)
- Consider impacts of autonomous vehicles (3 total)
- Encourage telecommuters as internet speeds and capabilities improve (2 total)
- Enforce ridesharing vehicles that block traffic during pick-up/drop-off (1 total)
- Use real-time technology to reduce congestion (1 total)
- Encourage green/electric cars (1 total)
- Use on-demand parking management (1 total)

**Parking:** The most frequent comments on parking are as follows:

- Want access to parking (9 total)
- Do not provide parking citations/management as a disincentive to drive (7 total)
- Use parking management to increase incentives to take other modes, increase monies and reduce driving (6 total)
- Want a park-and-ride lot in underutilized lots (5 total)
- It is difficult to park in residential areas/public streets (5 total)
- Make other options available before reducing parking (4 total)
- Want more parking in the Park Street area (3 total)
- New developers benefit and existing residents are impacted by reduced parking requirements (3 total)
- Want more parking in the Webster Street area (2 total)
- Want a park-and-ride lot in west end (2 total)

- Want a new parking garage (1 total)
- Bus riders park in the west end (1 total)
- Increase visibility with red curbs at corners (1 total)
- Want parking permits in residential areas to park in front of own house (1 total)
- Want City to use an app for parking meters in addition to coins/credit cards (1 total)
- Provide more parking pavement markers or parking “T”s (1 total)

**Transit:** The most frequent comments on transit are as follows:

- Want more transit - it should be a priority (15 total)
- Bring back the light rail system (11 total)
- Transit takes too long so drive (10 total)
- Want more rapid transit or better ways to access it (7 total)
- Alameda is not well served by transit (5 total)
- Will not help reduce congestion or will not use transit (4 total)
- Make first/last mile of commute easier (5 total)
- Want better transit during non-commute hours (2 total)
- Want improved cross-island transit within Alameda (2 total)
- Provide low-income transit passes (1 total)
- Simplify Clipper card (1 total)
- Want smaller transit companies (1 total)
- Need to keep transit safe, especially for youth and seniors (1 total)
- Benefit taxpayer with transit improvements (1 total)

**Transportation Demand Management (TDM):** The most frequent comments on TDM are as follows:

- Require developers to participate in TDM programs, including small ones (6 total)
- Develop partnerships with private corporations/employers to participate more in TDM program options (3 total)
- Promote telecommuting (2 total)
- Include weekend and off-peak hours for TDM options (2 total)
- Want to better understand what TDM/TMA are (2 total)
- Consider intra-island travel such as bicycling and walking (2 total)
- Provide tax breaks to employees who live/work in Alameda (1 total)
- Partner with residential associations (1 total)
- Be realistic in what TDM can achieve (1 total)

**Walking:** The most frequent comments on walking are as follows:

- Promote pedestrian safety such as Vision Zero (8 total)
- Want pedestrian safety enhanced intersections (8 total)
- Decrease traffic and speed; acts as barrier to walking (4 total)
- Repair sidewalks (1 total)

**Youth:** The most frequent comments on youth are as follows:

- Want improved buses to/from/near schools (12 total)
- Address safe passageways so more children can walk/bike to school (10 total)
- Significant congestion from parents driving kids to school (7 total)
- Need to get kids to/from after school programs (4 total)
- Need to drop-off/pick-up kids at day care; bus takes too long (3 total)
- Want improved bus service for Alameda High School students (3 total)

- Consider impacts of charter schools due to their citywide enrollment (3 total)
- Millennials may still get drivers licenses as they grow older (2 total)
- Need to educate parents on transportation options for kids (2 total)
- Need more parking for school staff (1 total)
- Need to have kids behave better on buses (1 total)
- Subsidize AC Transit buses for low-income students (1 total)
- Provide crossing guards at schools (1 total)
- Change start/end times of public schools (1 total)
- Make it easier to use Clipper Card for kids (1 total)

## **BART**

**BART Comment Summary:** The most frequent comments pertaining to BART are as follows:

- BART to Alameda (25 total)
- Difficult to access BART (12 total)
- Improved bicycling and walking access to/from the Fruitvale BART station (9 total)
- Safety/personal security at BART stations near Alameda (4 total)
- Express buses to BART (3 total)
- High cost of BART for user (1 total)

### **Comments:**

Very short sighted and doomed to fail. Build trains and rail connection.

MAJOR GAP - lack of safe bicycle route to Fruitvale BART. As well as any other decent route so that cyclists can travel off island safely. To me, that seems a higher priority than some of the other bicycle projects.

Biking from Alameda to BART is not convenient. A "tidal" biking plan that allowed for bikes to be safely stored in/near Fruitvale or Lake Merritt would help, and/or bike sharing that allowed bikes to be parked between BART stations and Alameda.

Creation of cycle track off the island to BART over bike-safe bridges. Connecting unprotected bike lanes (painted lanes) and removing parking to provide protected lanes. Future safe cycle track to bay bridge and SF.

Commuters have to either ride a bus to get to BART or they have to drive to a BART station and find parking. During peak hours provide parking on the island and run shuttles to BART. AC transit makes a lot of stops. The shuttle I'm suggesting is more like an airport shuttle with 1 stop at each end and not stops in between. It's the tube that's the problem.

Why is there NO spur (like the Oakland airport line) from west end to west Oakland Bart...it is SO close??????? I never hear it even mentioned?????

Have a safe bike route to Fruitvale BART station

Since Alamedans have to pay for BART, there should be a SAFE sidewalk from Fruitvale BART to the Fruitvale/Miller Bridge.

Dangerous for many people to have to walk or ride bikes on the awful walkways connecting the BART Station to Alameda.

After 7:40 am, the stop and go in the posey tube in the morning is deleterious to everyone's health (psyche and lungs). but that does not mean bart should ever come to alameda. No trains and no freeways and no rapid transit tubes.

How safe is each public transit option? One of the reasons I take the ferry each day is because I feel safe on it. As a single female, I often don't feel safe at the BART terminals near Alameda - so much so that I drive to Rockridge on the few times that I need to take BART anywhere. If getting safe access to BART as easier, I'd be much more inclined to use it.

I would really appreciate easier access to BART.

BART is very close but walking is not a great option. Biking is fine but Oakland could help make the route better and safer for cyclists and potential pedestrians, or there could be a shuttle.

I think Alameda is going to need a BART stop.

Actively address the possibility of a BART station in Alameda, off of 14th St. Eventually BART will need a second tube under the bay. Make connections with BART to pursue this option from Alameda rather than somewhere else.

Another issue to consider is if you want people to use public transportation it can't cost an arm and leg. Just to get to SF from Oak BART is almost \$8 a day on top of \$3-7 in parking, and then your taking a BIG chance as to whether or not your car will be safe. That's hundreds of dollars a month just to go to and from work. This is not feasible for low income families.

BART line to Alameda? If there were BART access in Alameda that could make a difference.

We are not well served by the nearby BART stations.

Access to BART without driving

Improving transit to BART implies one can get off the island, this is not working. BART is close but not on the island!

A people mover sort of train, not too unlike the BART-OAK airport link would be good, although how this would avoid the shipping channel is a tough question.

Add parking options at BART to make it easier for Alameda drivers to dramatically shorten their driving commutes.

Roads leading to the three BART stations are often grid-locked and require crossing 880 access points.

Heard about possible BART extensions and station in Alameda. Not sure if that is true. Need additional way off West End of Alameda besides Webster / Posey Tube, especially with increased housing and development in West End. End result will be additional traffic across the island to get on Park St. Bridge.

BART should serve Alameda directly via a second transbay tube. This is likely 30+ year project. However, by that time the Bay Area is expected to be the home for an additional 2MM people. Need to be part of the conversation now.

I love taking BART into the city or anywhere. One of the problems with that is I don't know how to get to BART from my house so I end up driving to BART. The other problem with public transportation is safety. The two closest BART stations are Fruitvale and West Oakland. I'm not at all comfortable traveling on BART as a single female to these stations alone or with my children if the safety isn't improved. Walking to/from the BART train is dangerous. Nor would I let my children, as they get older, travel to/from these stations on public transportation if the safety isn't improved. It's pretty scary at these stations, especially at night.

I question whether the BART stations can really be included. I tried taking the bus to BART and it was a really difficult commute. I would have preferred to bike to BART but that is, frankly, impossible.

Why is BART ridership down when everything else is up? I've heard that BART is more and more popular, so why are fewer Alamedans using it? Do we need to improve connections to BART?

Bring BART to Alameda! This will solve many of the transportation problems!

BART 2nd Bay Crossing Through Alameda

Get Bart to come to island!

Long term south bay BART connection to reduce corporate shuttle usage in golf course park-and-ride lot.

Need to increase ease and safety at nearby BART.

Someday BART in Alameda; until then better ways to get to/from Fruitvale & West Oakland. Improve BART.

Why can't we have an extension built? They have built the shuttle extension to Oakland Airport so quickly...can't we built an extension into Alameda? Given anything that gets built soooo long to get done, we need to start on this now.

Would love to see some discussion about BART and its future viability here. What is the City of Alameda doing re: BART? If a second transbay tube is built, it would be a shame to miss the opportunity to get a station here in Alameda, connecting not only to SF, but to Oakland and points east.

Actually, we really need to have a discussion about a second tunnel devoted to a BART extension to Alameda.

Bart extension would be terrific; I have tried to take Bart and haven't been able to park at the West Oakland station.

Working with the State to increase parking at Bart, and providing an extension to the Island (using existing train tracks?) should be considered.

The only long-term plan that makes sense is to open a NEW BART station on the island, most likely somewhere out on the relatively un-developed point. This would have to involve a second tube, which is needed anyway as the current tube is not earthquake safe, but a second tube would reduce congestion across the whole system.

Alameda should have its own BART station. BART is planning for new stations, tunnels and lines in its future and Alameda should be part of that discussion. Taking the bus, driving and parking or cycling to the Oakland BART stations is time-consuming and inefficient.

We need better access to BART.

We do not have a BART station and BART doesn't go to a lot of the places we want to go.

Need a regional approach such as working toward another BART tunnel/bridge crossing the bay. As BART continues to fill up, be unreliable, not maintained, and delays increase, more and more people will move from public transportation to driving. Alameda will benefit if we play an active role in BART planning and accountability. We need to think bigger if this plan is to truly have an impact.

Also, consideration in the future for a direct Bart line into Alameda.

I'd like to ask for further exploration of BART ridership. Certainly we know that BART needs to be a critical component of our multi-transit system. However. with ridership at the four/five nearest stations below 2008 levels, despite increased access to AC Transit, I believe that most Alameda

residents do not have a significant trust in the BART system as a whole. Most would prefer to drive solo, carpool, commute on the transbay bus or take the ferry.

There appears also to be poor coordination between Alameda and the broader Bay Area transit system, in particular with BART. I would like to see a serious evaluation of and pursuit of bringing BART to Alameda Point. Objectives should also include bringing a BART stop to the West End that connects to South San Francisco.

Are there any theories about why Alameda-based BART trips have fallen? Is it because of BART and its parking lots being so crowded or because changes in where people are commuting?

Buses are slow to get to BART so many people drive to get to BART. That is not reflected in these comments.

## ***Bicycling/Road Diets – Opposition***

**Bicycling/Road Diets Opposition Comment Summary:** The most frequent comments in opposition to bicycling or road diets are as follows:

- Shoreline bike lane is a problem (15 total)
- Central Avenue bike lane is not a good idea (6 total)
- Do not bike (2 total)
- Do not impact motorists (2 total)
- Bicyclists do not obey rules (2 total)

### **Comments:**

The Bicycle Coalition of San Francisco, a bullying force in local politics has helped create a traffic nightmare by choosing to place bicycle lanes in the most popular vehicle routes. Smaller streets = safer bicycle lanes = less traffic congestion. Central Avenue bike lanes will have negative impact. Please consider alternative, parallel street for convenience and safety.

Cyclist seem on balance to ride the road with lawlessness avoiding or denying signals.

The bike lane on Shoreline is a disaster and there are going to be additional deaths unless it is modified. I drive it several times a week and there are very few if any bikers using it. It is very dangerous. Whoever designed it should be fired. People throw open their car doors and leap into oncoming traffic.

Less shoreline type and more focus on more bus routes and more ferrys

The new Shoreline bike lane and road/parking changes are a terrible change that causes many, many dangerous situations. There have been accidents and many close calls throughout the stretch. The corner turn in particular is extremely dangerous, including dangers I've seen caused by our fire trucks & garbage trucks; trucks and workers properly doing their job, but causing dangerous blockages and also danger to themselves. This change has also cluttered our beautiful shoreline, and to add insult, the bike lane is very, very lightly used. Be honest, have you ever used it? and if so, how often? 2) Otis Drive to Central Ave is now becoming congested at many different time periods. Please consider making suggestions to the public to use alternative roads. This very narrow road was not meant for handling large amounts of traffic, and combined with the park used by many small children and neighbors who live very close to the road, we are not properly using this already very busy, yet critical road.

Proposed bike lane on Central Ave is not a good idea!

I hope whatever you do is better than the horrible MESS you made on Shoreline Dr. After all, everyone is NOT a biker, it is almost impossible to get out of drive ways at apartment complexes any time of day. It is impossible to see who or what is coming from either direction at

any time of day. I am sure emergency vehicle really have a difficult time. Personally that so-called improvement is a disaster and waste of funds. Shoreline Dr. is a major route not some isolated area.

The Shoreline changes are causing numerous problems, people are being run over and killed or injured. The buses can barely make the turns onto Shoreline and the cars coming from the apartment building don't pay attention. Whoever thought it was a good idea to make these changes doesn't drive down Shoreline.

Narrowing Shoreline Dr., was one of your brilliant moves without listening to the public.

Do not put a bike lane on Central Avenue

The bike route on Shoreline is a crime! We thought there was a bike path proposed on Buena Vista or Clement -- if there is to be a "Bike Alameda" trail, there has to be complete/thorough planning before slapping them up, as was done with Shoreline.

In an effort to expand access to bicycles the city has nearly eliminated 4 lane roads, this has added to congestion. making the city more easily navigable to bicyclists is admirable but not at the expense of increasing congestion which will increase pollution and accidents.

Road Diets are proving themselves to be unsafe. The changes to South Shore have made it a more dangerous street. Drivers don't have available space to move around unexpected obstacles and there is less visibility when it comes to pedestrian street crossing. Please explore the results further before trying to apply the same theory to other streets on the island.

Unsafe bike lanes that have been put into place. South Shore is terrible, difficult to exit parking garages, bike riders on both sides of the street - not just in their lanes. Non Southshore: Some places an automobile driver has to traverse a bike lane to make a turn. (Fernside and High Streets)

Yes! The proposed Central bike path extension. As an avid bicyclist I do appreciate a dedicated bike lane. However, adding a bike lane and eliminating a traffic lane to the final leg of Central is a very bad idea. Considering the current traffic patterns and overall demographics on Central, west of Webster can be a minefield for drivers, bicyclists, and most importantly pedestrians equally and alike. As I understand from the neighborhood meetings, with the development of the Point, traffic on Central will increase by 20% in the next few years. Why then would the City of Alameda consider a redesign with 1 or 2 fewer lanes? When I asked the question the answer posed to me was "the City wants the bicyclists to experience and enjoy the trees along the Central corridor". Fewer lanes, congestion, delays due to trash pick-up, deliveries, emergency vehicles, lack of consistent safe and dedicated cross walks. This is doesn't seem to be healthy or smart for residents, bicyclists, or the trees. My next question would then be...have we learned nothing from the very poorly conceived and designed Shoreline bike path? Again, to reiterate, I appreciate a dedicated bike path and have been all over the world on my bike. The Shoreline bike path is confusing, badly designed, woefully ugly and really brings little value added to the community based upon the critical design flaws. Shoreline used to be the corridor of choice once because of the view. I now avoid Shoreline altogether because it is so congested and bicyclists & drivers are constantly dodging pedestrians in the street, car doors, emergency vehicles, people parallel parking, etc. In my opinion, Central is not the corridor to repeat this same mistake. Maybe consider Lincoln. Lincoln is much wider and capable of increased automobile and bicycle traffic. If the tree experience is of paramount importance...consider planting trees in the median and along the sidewalks on Lincoln. Go with a Green solution.

Fix Shoreline Avenue so it's not a death trap, don't repeat the mess on another street.

BTW please factor in that many of us are too old for biking. I'm 77 and the last time I rode my bike I ended up on my nose on the edge of Westline.

Stop changing street (auto) lanes into bike lanes until it can be done correctly and other transportation means are addressed. Bike population is so small and limited to summer/good weather periods. Or, where you work or even one's fashion. If I wear professional dresses/skirts, I cannot "bike to work". We have already destroyed our Southshore beauty. Let's not repeat this same mistake with wrong calculation, zero practicality, favoring to Bike organization and designing something that is so terrible in practice

YES ! Shore line Drive . What could have been a simple job has been made into a haze 25 in one dious sition . A simple white line could have (bike lane) should have been adoped .NOW, the traffic lanes are to narrow... anybody stops or double parks the whole streets " STOPS" ! This is a fact I have had it happen to myself five seperate times ,and the fools stand there grounds ! The most bicycles I have seen out there was 25 on a nice saturday ! Lets see 25 bicycle per hour VS. 75,000 residence.....YEA ! That's what said the figures don't add up ! PLUS VERY rearley do bikes stop for red lights or stop signs !!!!!!!!!!!!!!! NO body dose any thing yo correct this behavior!

Respect the majority needs of car transportation users (especially the elderly) weighed against the minority needs of bike users. Resist loss of customer parking along Park and Webster streets due to ill-advised changes in streetscape design du jure. Solve the serious safety issues for traffic and parking created by the new and dangerous bike lane increases and reductions in traffic lanes and parking along Shoreline. Resist proposals to make similar changes elsewhere, particularly along Central Avenue.

Be careful of impacting car transit with decreasing lanes in order to gain bike lanes. Let us study the current bike lanes before making more. No need to have bike lanes on both Santa Clara and Central.

Bike lanes should be abolished except for those on Santa Clara. Concentrate more on auto traffic, public transportation, ferry service and much less on the bicycle lanes.

I'm concerned with the increased monies spent on fostering bicycle usage. Just because you can apply for a grant doesn't mean you should. I am happy to share the road, and support bicycle lanes, but not ones that create more congestion. Example Shoreline Drive and soon Central Ave. Many bicyclists either do not know the rules of the road, or dont care about them.

## ***Bicycling - Support***

**Bicycling Support Comment Summary:** The most frequent comments in support of bicycling are as follows:

- Want more bikeways (34 total)
- Increase safety of bicycling (10 total)
- Increase bicycle parking (8 total)
- Good job on bike lanes (6 total)
- Allow bikes to yield at stop signs (1 total)
- Desire bicycle taxi services (1 total)
- Want green bike lanes (1 total)
- Ban sidewalk bike riding (1 total)
- Repave Bay Farm bike paths (1 total)

### **Comments:**

Emphasis on getting people to walk and bike within the city limits. Biking and bike infrastructure should be our primary focus.

Support but would like to see more objectives supporting biking within Alameda.

It's unrealistic unless you expand the bike options and create more ferries and better ferry parking.

I really like the idea of increasing the safety of bike access to places within the island. Alameda is very bikeable, and unlike most of the rest of the Bay Area, very flat.

Good job on bike lanes so far and progress on creating a green necklace.

Increase bicycle parking

More bicycling lanes throughout the island.

We need dedicated, safe bike lanes that cross the island and better bike parking. Alameda is perfect for biking! We should embrace that attribute.

Any plans to make biking easier and more attractive? More bike lanes, etc.

Congrats for the bike lanes on shorepoint drive, this is very nice and safe for our families.

More bike routes and safe bike routes for kids from all directions to public libraries

Continue to develop a systematic bicycle network. The shoreline path is excellent and more like would be great. More bike storage facilities, especially like the bike station system at Fruitvale BART

Bike only lanes. Separate from roadways. More direct and safe bikeways. Design then into the parks that are currently being developed. Make the old rails into bike/walk trails

Improve bicycling: right now a lot of people do not feel safe riding their bicycle off the island during the morning commute.

Continue to build infrastructure that makes cycling safe for families, like Shoreline, and wide sidewalks.

Parking, security: there are too few locations to lock bikes safely, when there is they are hidden on the back of building etc. not convenient and many examples of theft.

Safety: paint is not a substitute for safe bike lanes. many parents and users travel by car to avoid issues with cyclists and cars. If we had protected lanes that would reduce that concern. I know any parents that complain about this reason why they still drive kids to school. Increasing biking for city trips would only be addressed by safer streets and PROTECTED bike lanes. Paint is not safety and people are very concerned about safely traveling on streets with speeding cars

Mainly that visibility is difficult when determining if traffic is clear to cross so drivers will pull into bike lane to see, often not stopping earlier to check for bicyclists. This is especially prevalent on Santa Clara. Central is a better street to bike safety wise, but all the stop signs are difficult for biking. Consider alternative laws to allow bikes to yield at stop signs.

More bike lanes. I know they're unpopular but making Alameda a truly bike-friendly city will reduce ride alone behaviors within Alameda

Better bike lines across town, especially around Buena Vista across.

Also, as more people commute via bike, and use bikes as a way to move around the island, is there a way to get more bike parking?

I'm excited about the upcoming cycle path projects, including Cross Alameda Trail and Central Avenue, but we can do much more. While it's not realistic to expect everyone to ride a bike

around town, we need to encourage mode shifts to mitigate against increased congestion. Even a small mode shift can make a big difference.

Bicycle infrastructure is incomplete. There's a sign claiming Alameda is a Bike City USA, but there are some major gaps in getting around the island safely. I pick up my 18 month old on my bike and it feels dangerous. The things that are built are nice, but we need to connect the segments.

Improve bike ridership by increasing bike lanes on main thoroughfares

Bike safety needs to be improved.

I have found that one can bicycle faster than one can travel on a bus. Bicycle to BART interface at least offers a more rapid trouble free travel option.

Bicycle taxi services.

Also do more to highlight the bike lanes. Paint them green like in San Francisco so it is very clear where they are.

The free bike parking at BART is great. Would be great to look at transit patterns and encourage more secured free bike parking locations in areas around the city that could be served well by bicycles.

I often do solo car trips within Alameda because I wouldn't feel safe on a bike here. People have instead been (dangerously) biking on sidewalks. We need to ban sidewalk bike riding, like most cities, and build the correct infrastructure on the streets.

My emphasis would be on bikes. The roads are full of potholes and there aren't enough safe routes. Central should be a clear bike route all the way to the ferry. If it felt safe to ride all over Alameda on a bike, a lot more people would do it. Last weekend at the sand castle event the place was packed with cars. I rode my bike, but it was scary. I can't imagine a family riding bikes to the beach with that traffic. Think of Amsterdam--make Alameda the Amsterdam of the West! We would need to consider the rainy season, though...

Expansion of bike lanes on (or within a block of) major artery roads throughout the city - I've seen plans for this from years ago, not yet enacted.

A safer way for bikes to access high congestion shopping areas (like Southshore).

If you want to promote biking on the Island, you need to provide more bike lanes- there are a fair number, but there could be more- especially on the main roads like Encinal all the way down to where it turns into Central (continue from Versailles to Oak at least for high school students biking from the East End). And more bike separation from cars is needed, like on Fernside by Lincoln middle school.

Ensure there are secure physical locations for bike storage (not just outside racks, but locked down, person- or camera-monitored, shared use facilities similar to <http://bikehub.com/bartbikestation/> civic center and bike valet).

I think the best thing we could do is to have a bike lane that goes all the way across the island (maybe on Lincoln) separated from the street by a median (or better yet just shut down a whole street except for residents) so that it would be safer for kids to ride across the island.

I think Alameda is missing a huge opportunity with people who would bike -- especially millennials -- on the West End of Alameda, if there were improvements to their experience.

Increasing safety for bicycle travel. As it is now, I feel that it's not safe for my children to ride safely around Alameda. Too many people go over speed limit, do not stop for pedestrians or bicyclist in

crosswalks and just seem to be in a big hurry. It's a little scary sometimes. I have seen too many dangerous situations to feel good about biking around Alameda and that is a shame.

I've been asking for Pacific, a Class 1 Bike Route, to be repaved for over 7 years. Cars take priority.

Biking in Alameda is not completely safe (bike routes are in serious need of paving, cars are not observant and kill bicyclists, bikes get stolen from bike racks regularly).

Alameda already has three primary business districts (Harbor Bay Landing, Park Street, and Webster Street/Alameda Landing) that provide close to redundant services to their proximal neighborhoods. A city-bicycle program could decrease auto-traffic between these business districts, and ensuring business/service redundancy between each business district would increase employment on the island and reduce inter-district traffic.

I really love the dedicated bike lane on Shoreline Drive, so much safer for pedestrians and so much more efficient for cyclists. Please expand the cycling-only lanes on the major thoroughfares so kids can bike safely to middle and high school (i.e. often across town) - that would cut down on a lot of on-island peak hour car traffic.

We need a more interconnected bike paths. We should have bike pathways running throughout the city. We have a ton of school age children being transported all over the island causing multiple single car use pick ups and drop offs.

Biking needs to be encouraged, facilitated, advertised, and incentivized.

Bike paths on Bay Farm need to be repaved.

Anything we can do to improve bicycle safety, especially for children, is important. I am lucky enough to live on Bay Farm which is very bike friendly and safe for my kids, but I would not let them ride to the main island.

We need more bike lanes for cross island travel. I would bike more to the store for quick item pick ups instead of my car, but it's not safe without bike lanes and having to ride on sidewalks. We need to focus on bike lanes!

I ride my bike to work most days, skirting around the periphery of Alameda from Bay Farm up Fernside to Blanding and across the Park Street Bridge to Coast Guard Island. No real complaints about the route--tying together the Bay Trail on the Oakland side would be nice. It's a nice ride along South Shore, too. However, I dread having to cross the middle of Alameda, down Park Street or parallel streets. Traffic lanes are narrow, pavement is bad, too many cars in too big a hurry.

Bike to transit also needs exploration to get across estuary and safely across the island.

Clearly the answer is support of bicycling and the development of an infrastructure that promotes safe travel on two wheels. This is progressive thinking, and "young" Alameda wants it! Why not promote options that don't rely on the burning of fossil fuels? Let's be progressive, think outside the box. What a wonderful example we could make for the Bay Area (locally) and California (globally), by encouraging and supporting safe travel by bicycle throughout our beautiful city!

Ensuring that all primary bike lanes connect with one another to make a clear grid to allow cyclists to access all areas of the island, safely and logically. Making sure that there are feasible and accessible bike lanes connecting to all city arteries is essential.

A barrier to promoting cycling within Alameda is the large risk of bike theft. Promoting the use of bike link lockers by increasing their availability is critical.

Safe bike routes from Park St to ACLC or Alameda College (that don't involve sharing the road with cars). Cars don't share!

Need to make Alameda a bike mecca. Need major East/West bike corridors.

I think encouraging bicycle use as a safe and viable alternative for commuting and errands would help reduce the number of across Alameda. Saying it's safe isn't enough. Cyclists need safe, efficient alternate routes across the island. I think city-wide bicycle lanes would go a long way towards increasing the awareness of bicycling as a transportation alternative. It would also encourage more people because they would feel safer in a designated (and in some cases separated) bike lane.

I miss having the number of CONNECTED bike lanes we now see in other places. Lots of local traffic can be reduced with proper and safe bike lanes... but they need to be connected to have proper impact. The moment the younger and less experienced riders have to find their way through regular traffic they will resort to other modes of transportation.

## ***Bicycling/Walking***

**Bicycling/Walking Comment Summary:** The most frequent comments on bicycling and walking are as follows:

- Want increased bicycle and pedestrian safety (19 total)
- Want increased/improved bicycle and pedestrian facilities (11 total)
- Encourage/promote bicycling and walking (6 total)
- Bicycling and walking are easy to do (2 total)
- Difficult to bicycle or walk for commute (1 total)
- Personal security issues when bicycle/walk (1 total)

### **Comments:**

Sorry I have no other input here other than to say thank you for the increased bicycle and pedestrian ways.

Improve pedestrian and bicyclist safety.

Improving and increasing bike lanes, pedestrian safety and not just in newer developments.

Also, please keep in mind that while certain walking/bike routes are safe for tall, able-bodied men, these routes are often unsafe for women traveling alone in the dark.

Living a block away from South Shore and walking or cycling there several times a week, we find pedestrian walkways that go nowhere, disappear, or blocked by the small Safeway delivery trucks.

Pedestrian and Bicycle safety must include all parties, not just cars. Education and Enforcement must be pursued to keep everyone safe.

You talk about how Alameda is well-served by transit, but not about the infrastructure (or lack of) for biking and walking

The relationship between increased traffic and pedestrian/bicyclist safety.

Significant safety improvements for pedestrians and cyclists would encourage people to walk or bike instead of driving. I would not cycle the length of the island at the moment for fear of an accident with a car. Drivers are rushing because of congestion or distracted by phones, and it is dangerous.

Bike and pedestrian safety should be high priority. At many intersections along bike routes cross traffic causes lots of problems.

Pedestrian and bicycling safety is poor. Not enough bike lanes and sidewalks are riddled with treacherous cracks and poorly lit.

The island is fantastically accessible for walkers/bikers, and to make this as desirable an option as possible would help decrease congestion by helping multimodality.

Improve safety for pedestrians and bike riders

For people to bike and walk more, we need to reduce accidents and death while walking and biking.

Make some transit corridors bike/ped only!!

SAFETY. More cars, more congestion, less safe for bikes and pedestrians. More people speeding on neighborhood streets. With more people living in Alameda, we will need to start using more SPEED BUMPS and more Stop Lights.

Great. Alameda is a natural walking/biking town – these modes of transportation should be further encouraged.

Collaborating with businesses to promote walking/biking to work is a good plan.

Walking/biking one mile is not far and can get most residents home from car sharing or public transportation.

Pedestrian and bicycle safety is very critical. As a pedestrian, I have had a number of near-misses with drivers who generally are unaware of me, or flat out don't care. As a driver, I have observed blatant unsafe and illegal driving that puts many people in danger. Unsafe speeds, illegal passing, illegal lane changing, illegal turns, not stopping at stop signs, or signals, tailgating, etc. I know I make mistakes sometimes, but not deliberately. The lack of civility in today's drivers is just mind boggling.

I've made a commitment to myself regarding driving: If where I need to go is one mile or less from my house I either have to walk or ride my bike. So far it has been great--amazing how little time it takes to ride a bike one mile!

Encourage more bicycling and walking.

Propagate the importance of walking and biking again -- of the importance of diet and overall exercise and fostering the mild mental and emotional temperament.

Increasing the safety of walking and biking should be a high priority. My kid should be old enough to walk or bike alone but it's just not safe. We almost get hit on a regular basis walking or biking as a family.

Prioritize pedestrians and bicyclists with special protected lanes, crossing signal head starts, more traffic signals for safe crossing, eliminate right turn on red in Alameda.

Make biking and walking safe in Alameda. Huge amount of our traffic is taking kids to school. Most parents would rather have their kids bike, but it's too dangerous. Truly safe bike paths to schools would help relieve traffic. By truly safe, I mean completely separate from car traffic.

Increasing car speed and congestion endangers pedestrians and cyclists and makes Alameda less friendly to both.

Extending Mitchell Ave to Main Street- at a minimum for bikes/pedestrians.

Bicycling/walking: difficult if not insulting options for families trying to get to work and school. These options are not peak period solutions. They are leisure time options.

I am particularly concerned because the changes I have seen to encourage bicycling and walking have resulted in LESS SAFER situations overall.

Alameda's walkability and bikeability are huge, increasing that mode share for schools, errands and visiting business districts is a giant source of reduction of traffic for intra-island trips. Don't limit the focus to "youth."

Look at why Bike and Pedestrian plans are over a year behind schedule and not included in this process.

Current road conditions do not make cyclists or pedestrians feel safe. I am wondering why there are so many barriers to ensuring we are quickly addressing the lack of infrastructure to help ensure we address this. We need our city to prioritize pedestrian and cyclist safety measures city-wide to send the message to our community that these modes of transportation are just as important as vehicular.

SAFETY. We walkers and bikers need to know that the price to pay for leaving our cars at home is burned calories and increased well-being, not injury or death.

Also, we need more safe biking and walking options and enforcement of laws. Car pedestrian/bike accidents are on the rise and discourage walkers and bikers from leaving their cars home.

+1000 for more walkability / bikeability inside Alameda, esp. for kids/teenagers.

Consider connecting bike/walk paths from beach to Hornet. Also creating pleasant walk/bike paths on the estuary side. Couldn't existing rail lines be converted to bike/walk paths that are separated from car oriented roads?

## ***Bike Share***

**Bike Share Comment Summary:** The most frequent comments on bike share are as follows:

- Unsure about bike share in Alameda (6 total)
- Consider in business districts, to/from Fruitvale BART and Bay Farm (3 total)
- Promotes alternatives travel modes (2 total)
- Consider equity issues if need smart phone (1 total)
- Excited about bike share (1 total)

### **Comments:**

Do hourly rental bike stations help meet those objectives?

A bike share program together with employee health initiative program might induce people to use try an alternative mode of transportation that they have not thought of using.

Bike sharing stations strategically located will allow people to access the other mass transit sites that currently require a personal car to reach - such as the Main Street Ferry.

Also, what percentage of people would not be served because they don't have (can't afford, or don't want) a smart phone?

Why is the center of Alameda and Bay Farm devoid of any bike share facilities?

I'm not clear on why we need rent-a-bike stands--I think that is a waste of \$.

Consider bike share in business districts.

What about bike sharing for getting around Alameda and to/from Fruitvale Bart?

I'm not so sure about the bike rental plans. I see those being very effective and used in heavy tourist areas... I'm not sure how well they would work here.

Bike share receives a lot of attention without making it clear how it would help reduce trips on or off the island during peak periods. Is the idea that bike share with hubs near transit stops would help people get to transit without them having to worry about having secure parking or a space on the front-of-bus rack? I feel like this is a challenging option for many people because of work clothes, the loads they carry, or simply fear. Otherwise, I would expect many Alamedans who are comfortable with this idea already would have bikes and gear that they could use to travel around the island.

The bike share program is probably not as important as protecting bicyclists right of way/safety, and penalizing dangerous drivers with heavy fines.

I think the bike share option is particularly exciting.

I don't think there is a high need/desire for bike rental/borrow stations.

Bike share stations on Bay Farm. Could be located at Safeway and the commute lot by the bridge.

### ***Bus - Alameda Circulator***

**Bus – Alameda Circulator Comment Summary:** The most frequent comments on a potential Alameda circulator bus are as follows:

- Want an Alameda only, free shuttle similar to Emeryville (29 total)
- Want shuttle to/from BART (4 total)
- Want a bus to/from Alameda Point (2 total)
- Want an intra-island bus that includes Bay Farm (2 total)

#### **Comments:**

Why can't we have a shuttle that regularly circles the island? It would visit Southshore, Park, Marina Village, the Landing shops, and Webster. Other cities have shuttles - Emeryville, Oakland, Santa Barbara.

Consider shuttle like emeryville

I'd be interested in a shuttle similar to the emery-go-round in emeryville.

We lived in Portland, OR for many years over which time Portland put in a free rail ride between Old Town, New Town, Waterfront and Good Sam Hospital. We never used our car unless we were leaving the area. The Rail car was narrow so it fit in regular lanes, so very little road work was entailed. If not rail, what about a free shuttle which would go around and around the Park Street and Webster Street areas?

I would be more likely to take public transportation within Alameda if bus frequency increased and hours expanded. Perhaps a shuttle service around Alameda and Bay Farm Island could be used in addition to AC Transit.

An alameda only shuttle

Additional shuttles around Alameda - a comprehensive shuttle service.

Perhaps a free shuttle to Trader Joes for West Enders.

A bus to the point would make sense. Between Bladium and the eating/drinking establishments there would be sufficient foot traffic to consider this and it would reduce people driving across island for these destinations. Additionally, allowing public transport options to places that serve alcohol makes sense

A free intra-city bus would be helpful

There should be a free hop on and off shuttle that links the business districts within Alameda. This is not about lack of awareness. There needs to be incentives for using public transit.

I don't see how the traffic issue on the island is being addressed and if there are plans for an Alameda roundabout like Emeryville has. I think the island needs its own shuttle/bus service. Given the realities of funding for agencies like AC transit I do not see additional access of frequency coming from there. Look at the Emeryville model of the roundabout.

How about a shuttle/bus that runs just between Webster and Park. Or between Alameda Point and Encinal and High. On a regular basis - no charge, easy on off. And how do you include Bay Farm/HBI?

Within Alameda, I usually ride my bike or walk but I think it would be great if we had more public transportation on the island. Given how small the island is, I think it is well suited for more local public transportation, especially something similar to the free shuttle service that goes up and down Broadway in Oakland or the Emeryville Shuttle-Go-Round. Having a shuttle that goes up and down Central Ave. Webster and Park St. would be great.

Dedicate some bus routes to operate only internally. Like shuttles.

Yes alameda is such a small island should be more free shuttles to take to fruitvale Bart just not only at target. If you want more carpooling and less single drivers then you need a better free shuttle system all throughout all parts of the island. It is ridiculous that Bart shuttle is only from target location. Emeryville has a extensive free shuttle system & we as a small community should have one that is much more comprehensive. Noting that we have a free shuttle on west part of island does nothing for east end of island. There needs to be a more comprehensive plan for shuttles and not just for the elderly & disabled but everyone.

Perhaps a single bus dedicated to alameda that only goes up/down Otis? Similar to oakland's Broadway bus that goes from jack London to downtown? Plus it's FREE!

There should be more free shuttles in town and connecting to Bart from the east end.

Need to increase within Alameda shuttles - Hop On/Hop Off system. Shuttles that drives around all day long and be more of a "hop on and off" concept. Instead of Bike lanes, we should have Shuttle lanes. It will carry lot more people and solve island driving problems.

Why not have a complete Shuttle system throughout the island. This will get people to stop island driving and if planned correctly, will solve many of the current congestion.

Can there be small busses, possibly provided by private entities such as South Shore Center that traverse the island to take shoppers, movie goers, and Mastic Center activists where they want to go and back which are working in coordination with public transportation?

Seniors drive a lot in Alameda. If small busses were available for going grocery shopping, going to the movies, to doctors' appointments, to the BART Stations, most of us would not need to drive. Is there a way to write an app to input where we want to go and when and when we want to go home so we could get our basic transportation needs met? And if no public transit is available within reasonable walking distance, then we would need to drive.

Small frequent shuttles to Alameda destinations i.e. Southshore, Park Street, Webster Street, Alameda Landing, Blanding etc. would be nice.

There should be a free shuttle that runs between Webster and Park St, similar to the Jack London shuttle. It would increase business to both areas, connect both areas, and would encourage me to both go to Park st more often and not drive when I do go.

Circular mini bus that serves Alameda only

If there were more local loop-type routes, more people might take the bus for in-city trips.

Shuttle service around the Isle

Maybe implement a shuttle route that circles Alameda. It could connect people to the ferry, the schools, College of Alameda, business districts, senior housing and other bus lines (maybe even part of Oakland - BART and airport). I know that if I have to go to the airport I have to take either 2 busses or 1 bus and Bart and the Bart airport connection. It takes about 1.5 hours + is a hassle with luggage - so of course I take a taxi or Über. But a a shuttle bus could solve a lot of local transportation problems for many. And please make it Clipper Card friendly.

While I live the idea of everyone using public transportation and bicycles to get around, I don't think it's practical. I've ridden the bus for years to SF and its schedule is unreliable. Why would I take the bus to south shore to shop? It would take twice as long and how do I get my groceries home?

It would be great to have a local bus or trolley that serves only Alameda. If it ran with a 10-15 min frequency that was reliable, people could use this locally on the island rather than drive to Park Street, Webster Street and park. For example, it could run down Lincoln east to Park, south along park, east on santa clara to fernside, south along ferside, then return west on encinal then central to webster, north on webster to Lincoln and on. This would connect east and west, we could take out the parking on the business sections of Park and webster streets and make them more pedestrian/bike friendly.

Cross-town commuting - give people an option to shuttle outside of personal cars from one end of the island to the other- need will only increase as WEst end rebounds.

## ***Bus - General***

**Bus Comment Summary:** The most frequent comments on buses are as follows:

- Want improved bus service, especially in west end and Bay Farm (29 total)
- Want improved bus service to/from BART (23 total)
- Want more reliable bus service; limited by traffic (14 total)
- Want more frequent service, especially more than every 30 minute frequency (13 total)
- Want express buses; buses are too slow (10 total)
- Want more shuttles (7 total)
- Do not like buses; buses as a last resort to use; want to see other options (6 total)
- Cannot take buses easily with kids, groceries or walk to bus stop (6 total)
- Want city controlled bus service; do not control AC Transit; AC Transit is unresponsive (6 total)
- Want a cross island bus; do not like to transfer (4 total)
- Do not like overcrowding on buses (4 total)
- Want improved bus stops (3 total)
- Want improved access to ferry terminals (3 total)
- Want real-time bus tracking system (2 total)
- Want electric buses only (1 total)
- Want smaller sized buses in Alameda (1 total)
- Need to consider personal security for bus riders (1 total)
- Want better publicity for BART shuttles (1 total)
- Want nicer bus drivers; layover issue at Fruitvale BART (1 total)
- Want to have dogs on buses (1 total)

- Want improved bus service to South Bay (1 total)
- Do not like shuttles – too piecemeal (1 total)

**Comments:**

An intercity bus which could service ACtransit nodes could be of great benefit to reducing drive alone congestion.

There is NO simple cross island transit.....

Having more public transit options to get to the Bart Stations (West Oakland and Lane Merritt) as well as the Ferry Terminal, would greatly assist in alleviating the traffic getting off the island.

Years ago we had AC transit express busses directly to Oakland (35x). Those were cut during the dot com bust and never restored despite the increased activity in downtown and uptown Oakland. Frequent shuttles to fruitvale were also cut and replaced with a much less frequent and less reliable route.

North/South bus transportation to get to South Shore and the Target shopping areas.

Please consider bus service line to be added to Central on the West end to serve Ballena Bay and the high school. It would make commuting to BART so much easier if we had a few stops down this way without having to walk to Santa Clara or Webster.

Perhaps shift the 51 route, so that with a bit more zig zag, more people are living closer to a stop. this will require a longer time to get across the island, but might encourage ridership. as it is, my commute is 20-25 mins by car but if i were to take 51 it is an hour including the walk to the stop. precious time!

Public transit connections to regional transit hubs could be better, specifically, public transit alternatives to Harbor Bay Ferry terminal (no A/C buses service and few shuttles serve the terminal during commute hours).

Public transit is good along Santa Clara, not so great elsewhere.

Improved transit options to the ferries and BART would make me more likely to give up taking my car.

I think in the am a bus directly from ala thru the tubes or from high st nonstop to Bartg

More information is needed about the reality of unreliable bus lines like the 20 and 21 that are often late or does not show up at all. And the 51a that bunches up and can be 5 minutes or 25 minutes between busses. There also needs to be a limited or Rapid bus that can get from the east side of the island to downtown Oakland quickly.

At this time, I live on the west side and work on Bay Farm. It takes 20 min to drive to work, by public transit it can take up to 3 hours to get there. The closest bus stop to my home is a mile and the closest bus stop to my work is a mile.

I commute on the 51A daily. The return trip from Oakland to Alameda during rush hour is a horrible experience. \* Not enough buses serve the routes during that time. \* There are not enough available seats. People are packed like sardines and are forced to stand in dangerous positions in the aisles. \* Some of the riders suffer from mental health issues and several of those riders have harassed other riders. \* AC Transit is not responding to complaints.

51A to Rockridge is suuuuper crowded during morning rush hour by the time it reaches 8th Street. Very common for buses to pass by a stop full of people because it is already at capacity. Often means another 10-15 minute wait. Very frustrating for those that must start work at specific time.

Coordinating AC transit to BART/ferry is a mess and you lose 80% of the people when they need to make more than one connection

If there were point to point access or better local access (i.e. everygoround) it could remove peak traffic to BART

Every once in a while there is no 21 bus or no way to understand if next bus is just not working for a bus. More reliability here would encourage more to rely on transit.

There aren't any express buses to Oakland downtown which will be helpful for those who work there. As Oakland's downtown gets more businesses, it will be important to get additional services there.

Also, there isn't any good transportation services to the South Bay or Peninsula. I'm sure there are some options, but for those who don't know about them, it would be good to have a site that details all of the options besides driving.

AC transit is just barely usable currently. Bay Farm to BART time is terrible.

I visit my brother and his family in Berkeley often. I have two small children. Do you expect me to take two-2 busses with my kids in tow to get there? Or just use my car like any normal person should be able to do?

For example, I'm not going to take a bus to Safeway with my two small children in tow, buy groceries, and haul them all back home on a bus. I will take my car.

Buses need to move faster on/off island. When they are sitting in traffic as well it's not much incentive.

Shuttle bus service to BART from south shore side.

Makes sense, but it is still somewhat inconvenient (because of the # of stops available, timing) for those of us who live in the center of the island to shuttle to the Bart. I end up driving to the station, which does nothing for tube back-ups. And then I have to drive to either MacArthur or Rockridge to park my car for the day, which does nothing for Oakland's traffic. If there was a designated parking lot & Bart shuttles available from area like Marina Bay (or if the same service ran from a garage near the Ferry outpost), I would be much more inclined to use it.

It's so much quicker to drive. For any local trips around Alameda, I would only take the bus as a last resort. I spent seven months living in Paris many years ago and took the Metro everywhere. It was so easy and so convenient. Increasing the frequency of the buses is probably prohibitively expensive.

But it would be lovely to give up my car if I could. It would be lovely to think that when I am too old to drive, I could rely on public transportation.

The connection to the Fruitvale BART is good and I've used that many times.

No direct route to BART or Oakland from Bay Farm.

I love the idea about transit to BART (Estuary Crossing). A brilliant idea to help commuters.

Convenience is going to be a catch-all word. "How will riding public transportation be convenient for me, if I have a large shopping trip/or I have to go to the other end of Alameda to make my purchases?"

"How convenient will it be if I have to walk more than two blocks to catch a bus?"

A parking area with access to BART that is close to Harbor Bay.

The business area of Alameda near the OAK airport/Raider's facility is under-served. Shuttle service provided from the area employers seems to attempt to make up for the shortcomings but it would be in the interest of the city to develop more routes and stops within the business parks to alleviate parking issues and encourage further business development and additional interest from other companies considering making a move to Alameda.

I would like to see more shuttles going directly to BART stations. Most of the time when I leave Alameda I'm going to a BART station, usually 12th Street Oakland or Fruitvale. It can take up 30-45 minutes, depending on the time of day, to get to a BART station from the middle of the island where I live because of traffic. And my trip is usually not even half over when I get to the BART station. I still have to take BART and figure out transportation on the other end. I would like to see something like a rapid bus stopping at strategic points on the island and then taking people directly to BART. I believe this will help reduce car traffic on the island because I see it in my own behavior. If I see that a bus is not going to come for awhile and I know it's going to take me ages to get to BART on the bus anyway, I'll order a Lyft, even if I know I have to wait for the driver. It will still be faster. But if there was a rapid bus that was faster than the regular bus, I'd be much more likely to take that and save myself the money.

Definitely need more public transit options to BART.

Buses are a great option but there is not one that goes across the island from end to end without transferring. The transfer options add unreasonable commute times.

As a person who commutes daily to a job site outside of Alameda, I want to be able to use public transit. I want there to be an affordable, reliable, timely option to deliver me from my home in Alameda to BART and back. Right now that doesn't work and I drive alone.

The bike shuttle would work better if it operated on an AC Transit type schedule.

Getting to Bart via AC transit is a true waste of time. How about small, diesel free, shuttles to Bart stations? When I have gone to Bart on AC transit there are very few people on them.

Transit to SF is good as is transit to BART. Transit elsewhere leaves much to be desired. I do agree that bus service within Alameda leaves something to be desired. A lot of areas really are not that well served, especially at night. And if you have to transfer to another bus to get across town, you can expect to wait for quite a while for that next bus.

Make sure the bus lines along Park St to the Fruitvale BART station run frequently.

Shuttle service to BART and to Ferry on weekends/evenings.

Webster, 8th St, Park, Encinal, Central, High St, South Shore (shopping) with regular buses.

Would save multiple driving trips if we could get to the city or Jack London/12th street at other times (coming from Alameda Landing).

The fact that the 20 and 21 are the primary buses across the Island and only come once every 30 mins is an impediment to growth. Only two main streets are served by busses, the center of the Island is unreachable by walking. How should residents get to work if they don't live on Santa Clara? How should anyone get to Park St or the Mall if they don't want to drive and they live past Webster? We need a light rail and more frequent busses.

I do believe we can improve commuter options and incentives to not drive by having the free shuttles that run on the weekdays to also run on the weekends (ie Target shuttle, estuary shuttle).

Additionally, the times for the shuttles during the weekdays should begin running earlier( before 7:00am) and end later.

We need more frequent transportation to the Bart station, Lake Merritt or 12th street.

I wanted to join a carpool that leaves out of downtown Oakland for my job. The bus takes 32 minutes to make an 11 minute drive. Thus I would have to drive to the carpool spot and pay crazy parking fees. SOOO I am just driving myself in my car.

Please petition to bring daily AC service to Alameda Point's National Historic Landmark - the USS Hornet Museum.

I'm thrilled at the proposal of the 19 bus on Buena Vista coming back.

Create a BART express for AC transit (51Alameda express) that runs during peak times. This express could have stops only on alameda, then go direct to either the 12th street station or fruitvale.

24/7 shuttle service to the mainland.

If the 51A/20 can be sped through the tubes, possibly through use of contra-flow lanes, during rush hour, it would be a major improvement.

I'd like to see the Estuary Crossing buses increase in frequency. I use it daily and would appreciate more flexibility.

Half measures, like shuttle buses that only run certain hours of the day and are sponsored on the whim of businesses, are not a sustainable approach to an integrated transit system.

Also there should be transit options from Main St Ferry to Spirit Row, Hornet and monthly Antiques Fair.

No buses from Park St area to Oakland Airport.

Many people I know are discouraged from riding the bus into Alameda from Fruitvale BART because the 51 operators seem to take breaks there. I have personally waited as long as 15 minutes for a driver to allow people to board the bus and 10 minutes waits are common. This should be addressed with AC Transit as the drivers could take a break at a less busy and noticeable place in their route. Sometimes the drivers are quite rude to people asking when the bus will leave.

Negotiate shuttle services for major organization e.g. Kaiser hospital, negotiate shuttle to BART/ferry

5. Not all of Alameda is well served by transit....east end has only INFREQUENT service on the O line.....West end shuttles are ridicules!

The frequency of bus service. There is a 30 minute wait between each bus no. 21. That is too long a time to wait for a bus.

Provide covered bus stops down center of island for rainy days.

Park street to webster street express bus

Buses during commute hours can be highly unpredictable

I am not a bus user, I bike, walk or ferry. Nor am I a fan of buses. They are load, emit pollutants and on shoreline dr. they are dangerous.

Without city controlled bus transit options we will continue to be a hostage to AC Transit's priorities, which are not the same as Alameda's. Line 51A is the worst operating line in the AC transit system, that in itself shows the low priority AC Transit puts on serving Alameda.

Anyone who thinks Alameda is "well-served by transit" does not ride AC Transit on a daily basis. It is horrible. It may look good on paper, but in reality, the buses do not run reliably and are overcrowded to the point that drivers frequently turn away passengers. AC Transit has become an unrealistic choice for anyone who needs to be at work on time.

It would be great to explore some sort of shuttle considerations to reduce the need for SOVs and parking.

Private shuttles such as the Target or Marina Village office should continue to be encouraged.

Alamedeans can make up their own minds if they want to take a bus or not without being forced by some city planners.

Transportation: more bus routes, electric busses only.

You might ask the transit operators to investigate smaller sized buses for on-island driving. Our streets make it prohibitive to do enough with the routes to make a difference unless something changes, either bus size, limit street parking, or forget buses and put on huge numbers of shuttles for Alameda.

The routes for all buses should be re-examined.

The west Central Ave. area seems to be missing from your plans. There's no bus service, not now, not in your plans.

Difficult because I'm often running errands and have a lot to carry so public transit isn't an option.

If I have to go to the grocery store, I am taking my car. How would the planners presume one is able to carry 5-6 grocery bags and juggle children on public transit?

I'd prefer to see other options besides increased bus frequency. Buses are large, make frequent stops that impede traffic, they're loud and have higher levels of emissions.

I'd be more interested in bus service if it came, reliably, more than once every 30 minutes, and if I didn't have to take 2 or 3 buses to get to my destination.

We have gaps and a reduction in AC Transit runs that should be working in concert with the ferry/Bart modes, but instead competes against it.

Increasing bus service is a good thing, but with the current backup at the tube, it's not particularly predictable as far as transit time is concerned.

Improving bus frequency is huge.

Bus frequency and reliability is too poor.

Buses are very frequent, but I think the main problem is that they are not reliable. There is nothing worse than missing a bus because it came early. A real time bus tracking app would make using the bus so much more pleasant.

Buses will only run on time if they have room to maneuver through traffic.

Keep the bus and shuttle systems robust.

Better access to BART (more shuttles, etc.) would help a ton. Since there is VERY limited parking at BART, people need solutions that allow them to leave cars at home and take public transit to BART.

There are a few areas where it is not easy to get to a bus stop (especially if it's raining) within 5 minutes

I'm not going to wait for a bus or walk late at night because personal safety is more important than regional transportation. Goals should reflect women's safety issues.

I think one idea is to have a bus that is specifically for getting to the BART. More people would take BART from Alameda if there is direct transit.

No one wants to take the bus unless they have to.

Need better publicity of the multiple shuttle options now available off the island to BART

Please keep improving AC transit service in Alameda - more frequent buses!

I definitely agree with increased bus frequency both for Transbay buses and to Fruitvale BART.

Good but the buses are limited by traffic.

Add L.E.D. 'bus arrival' signage along park street (and eventually all stops) announcing next bus times.

Corporate shuttles and park-and-ride lots avoiding payments into existing actransit / ace infrastructure.

Alameda relies way too heavily on busses. Buses are the worst option and as Alameda gets more expensive relying on them is unwise. Wealthy commuters will not use bus options and prefer Ferry, bike or carpool.

The bus lines are terrible: consider the lines in Oakland, CA that proceed along Broadway, San Pablo, International Boulevard, and Foothill Boulevard -- one had surely to plan these lines with the people in mind that these buses are meant to serve: the poor and seniors and disabled. According much more bus lines would prove in order. I should add, greater diversity and openness of drivers, who bear greater sense of "globe." And if that means hiring drivers who bear greater exposure to the world or who have become more educated in the Schools -- so be it. For there is nothing quite as daunting as boarding a crowded bus in the east bay and countenancing surly bus drivers, plus countenancing the patrons themselves. Again, let those who design and plan this all reserve two days a week in which they be required to ride these buses and public transportation lines -- therewith would forms and expressions improve fast and in the right way.

I know there are busses. They are not always convenient, especially late at night and during non-commute hours.

AC Transit - Their route is not in-sync with our needs in town and the city's "we're working with AC Transit" is not a true statement. How could AC Transit stop the route to Ferry if this was the case. We don't have the control so we can't count on this system completely

Beyond commute hours, transit is not that great. Headways are too long and Transbay service to Alameda ends at 10pm.

I have learned over the years not to trust AC Transit busses will be there when, or even near to the time, the schedule shows. This makes them unreliable and it would take me a while to trust the busses again.

Buses are EXTREMELY slow, and a terrible solution.

Buses do not come often (every 15 mins for most used bus line: this is CRAZY).

Transit options on the west end of Alameda. Whether I want to take AC Transit or some other means to get to BART it's very difficult to find suitable options so I feel forced to drive.

You need to find a way for people to travel with their dogs, like we do in London. It makes the decision point for public transit so much easier.

AC Transit is a bloated bureaucracy; their service is generally not very good (some exceptions). See Emery Go Round for a better model. Therefore, it matters a lot which buses become more frequent. Google buses and the like should be strongly encouraged.

The buses are very slow (with a very few exceptions), don't go where we want to go generally, not infrequently have unpleasant people on them, and are infrequent.

Bus is not coming on time and comes 2, 3 together. Not reliable.

AC transit is a disaster and does not seem to listen to the needs of Alameda.

Coordinating existing shuttles better (Marina Village and Alameda Landing are running at the same times) - a slight staggering would be more valuable.

I also think we need to work with AC transit to figure out what our policy is for private shuttle operators using their bus stops.

AC transit could be petitioned to better serve our growing commuter population.

Think about having more covered bus stops with seats (and garbage cans). Heavy rain and hot sun alike turns people away for using the bus.

Transit schedule reliability absolutely depends on keeping the delays at the bridges and tubes low. Even for an on-island trip, the "BART-to-BART via Alameda" buses (51A, proposed 19, 20, O, etc.) can be horribly delayed if the crossing points are choked. (e.g. I have experienced an hour wait when buses are usually every 20 minutes. Multiple buses were stacked up in the same traffic jam.)

There currently exists an abundance of options for bus travel on the island. How many buses go by everyday with only a few passengers? ALOT! More buses are not the answer.

I am a frequent bus rider within Alameda and to Oakland and SF. I would love to see even more bus options yes!

The 51A/O are slow, offer no Limited services, vaguely reliable, and with too-limited hours. The shuttles are also useless unless you live in a couple of small areas, or drive to the stops.

The far West End of Alameda is NOT well-served by transit. There is one bus, which runs every 30 minutes, and takes a long time to get to downtown Oakland. It does not run to the ferry. It does not effectively connect the ferry and BART to the businesses on the base most in need of transit options (alcohol purveyors).

What we don't have are transit options that are regularly consistent, cover enough of the west end or are affordable with respect to transferring.

Buses are over-full by the time they get to Webster St. -- some won't even stop for you! I've also been harassed by people on buses and at bus stops on the island.

## ***Bus - Transbay***

**Transbay Bus Comment Summary:** The most frequent comments on Transbay buses are as follows:

- Want more frequent Transbay service (5 total)
- Want more reliable Transbay service (4 total)
- Does not access many parts of San Francisco (3 total)
- Do not like overcrowding on buses or full buses that pass by riders (3 total)

- Use double buses on Transbay lines (1 total)
- Want express buses; buses are too slow (1 total)

**Comments:**

You could add that transbay buses must be double buses during commute hours. The SF bound 8:00am O bus is always packed to standing before it gets to Webster, if it shows up. The 8:00 am bus is never a double bus. The 7:15-7:30 buses are double buses and rarely packed. The buses going to the Island at 5:15-6:00 pm are always packed, not always double buses, and are not on time.

More transbay busses please!

Bay crossing buses need to have a better schedule - more buses more often.

The OX is unpredictable.

Increased W frequency at 8 am the bus is often standing on frequency at 8 am.

It is very difficult to take public transportation to many parts of San Francisco.

The major problems as I see it is if you work in SF you need to DRIVE to Bart or Ferry. AC Transit to SF is not an attractive from the West End because the busses are loaded SRO by the time they get to Buena Vista. If there were additional shuttles in areas outside of the new developments it would help.

Normally I use the casual carpool and drive into SF picking up riders. I tried to go by bus/BART this week to avoid having to park in SF. Twice this week I waited for the 'O' bus to go to Fruitvale BART, calling 511 for estimated departures times, and both times it wasn't expected for another 45+ minutes (I was there on time for its scheduled arrival). If we're trying to keep cars off the road, that's not a livable situation. Especially if you work at off-peak hours. Because of where and when I work, it can take me two hours to travel 17 miles on public transit. It doesn't have to be that way. Please consider more frequent bus lines down the High St. corridor to BART and including more rapid lines as well.

For those boarding transbay buses late in the route during peak commute times, it often means standing for the duration of the trip to San Francisco. This is unsafe as well as quite uncomfortable.

Bus overcrowding in the AM. East enders can get seats on transbay buses but West enders often have to stand. More frequent and reliable bus service.

For me, for example, public transit to my job in SF (3rd and 24th) is longer and more expensive than driving. Plus, time options are severely limiting. So I drive.

Improve bus frequency, reliability and times within Alameda is critical especially to those using AC transit (i.e. O bus route) to get to SF.

I wish some of the existing public transit options into SF would take me directly to/from SF General Hospital where I work. Having to take 2-3 different forms of public transit each way just makes the trip too long, and driving is easier and quicker.

What's also problematic is that the transbay bus that I take regularly is often only half full.

***Bus to/from Ferry Terminals***

**Bus to/from Ferry Terminals Comment Summary:** The most frequent comments on buses to/from ferry terminals are as follows:

- Want bus service to/from Main Street ferry terminal (33 total)

- Want improved bus service to/from ferry terminals (26 total)
- Want improved bus service to/from Harbor Bay ferry terminal (2 total)
- Want a cross island bus route to run between the two ferry terminals (1 total)

**Comments:**

More direct, rapid public transit from Park St commercial area to seaplane lagoon ferry terminal.

Need more ferry/bus trips in evenings and weekends.

Need better bus/shuttle services to Ferry areas.

Buses to schools and Ferrys would help commute on the island

Rush Hour Shuttle between Main Street Ferry Terminal and Webster & Lincoln, morning and evening. I walk to the ferry in the morning but must take the O or W home because there's no public transportation From the ferry terminal. You might reduce reliance on cars if there were a Ferry Shuttle.

Ferry terminal at old base is not easily accessed by bus.

Since AC Transit is refusing to do so, a shuttle service to and from the Main Street ferry terminal might be an option worth exploring.

Public transportation to the ferry terminals must be improved.

Centralized lots with shuttles is a workable solution!

Increase number of ferries, number of routes, number of trips and institute RELIABLE ferry shuttle service throughout the Island, hopefully NOT AC Transit whose shuttles are NOT RELIABLE.

Time bus schedule to ferry! When I lived in Australia, the buses would wait for all ferry passengers to disembark AND THEN the bus would go on it route (and the ferry would wait for the bus!) now, AC Transit pulls away right before anyone has gotten off the bus - so annoying!

Need a bus stop at ferry stations.

Access to the ferry terminals via bus is much needed and should be reinstated. The parking has become impossible; therefore, there needs to be an alternative.

Yes, we do have some good buses. However, I have never understood why there are none timed for the ferry service? Or, why there is no shuttle to the ferry terminals?

There's only one bus line servicing the Alameda Point ferry terminal. We need more. Or provide more shuttle service to this ferry terminal.

No busses to the Main St Ferry! Parking is awful we need more transit to both Ferrys

Even though our Transportation is great, we need to include bus stops at the alameda ferry terminal. It's very hard to access the terminal and is not very convenient for Alamedans.

Need to do something about transit connection with Main St. Ferry.

How about a means of getting to/from the ferry? There's no bus.

Getting from Park Street to either of the ferry terminals involves miles of walking or rides on irregular buses.

Bus service to Main Street Ferry Terminal.

We desperately need bus services to the ferry terminals. That is an obvious mode of transport but underutilized because people either don't want to park their car there all day (and we should be trying to reduce auto traffic for such things anyway) or cannot find parking when they get there. A bus service just makes sense.

It is unfortunate there is no transit to the main street ferry. Maybe that will change as more houses are built in the west end.

Transportation to the Ferry, Main St. Should be much better and at least more parking.

There should be busses running a circuit to the island to get people to the ferry. But there are none. Why? Is it that AC transit is too busy promoting it's competitive offering, the transbay bus?

Have the 31 bus Stop there again. Advertise the 31 bus route so people know it's there. Those who don't want to pay can use the 31 bus.

There is no way to get to the Main street Ferry terminal without a car. If the city is serious about public transportation, they should at least provide a way to get to the ferry on a bus. The notion that we need to build a parking structure there is ludicrous.

I love to take the ferry to San Francisco. Lately, it has been difficult finding parking at the Main Street terminal. The easier it is to access public transit, the more likely we will use it.

Need bus service to Alameda Ferry Main Terminal. Better parking access at Bay Farm Ferry.

There needs to be better access to the Main Street ferry stop (bus or shuttle to that area).

The City of Alameda really needs to consider making public transportation from the Main Street Ferry Building more consistent, convenient and comprehensive than it is today. I recently had to take the Ferry from SF to Alameda Main Street. When I arrived there was no public transportation to be found. Some ferry riders knew of a bus stop located somewhere on the Point but there were no instructions or directions posted. This is nonsensical to me and should be to the City of Alameda too.

I've had awful experiences with the bus. I took the one that leaves from South Shore and it took a full hour to reach the ferry.

There used to be coupons on your ferry ticket to allow transit on muni and ac transit. There is no incentive to commute using alternate methods and the bus that went directly to the ferry has been cancelled.

There should be buses that run along Santa Clara and Otis to the ferry.

Last night I considered taking the ferry back from SF, but didn't because there was no good way for me to get to my condo in the Gold Coast from the ferry terminal.

There needs to be better access to the Main Street ferry stop (bus or shuttle to that area).

It would be awesome if there was a single cross-island bus from Bay Farm Ferry Terminal to Main Street Ferry Terminal with several stops along the way, including school stops. Ferry commuters to SF would have more options and students attending west-end charter schools could have a reasonable transit commute.

AC Transit stopped their route to Ferry stations. Not a productive move. They are archaic structured system with resource shortage already. Can't count on them to act smartly, to do what's best for the Island nor to act swiftly.

No bus lines to Main St ferry.

The fact that AC Transit does not run regular service coordinated with the ferry system is unbelievable and they should all be fired and new thinkers brought in. It's that simple on that one...of course the exaggeration is for emphasizing the point.

Bus service out to Main Street ferry terminal - can't imagine why you don't have it.

Improved access and coordination between ferry service and buses. Currently, the Harbor Bay Ferry terminal is scheduled to be visited by AC Transit during ferry service hours in the evening. This is not always the case - scheduled buses frequently bypass the ferry terminal entirely. Also, in the morning if AC Transit is running late the ferry will leave before getting the transferred passengers. There must be better coordination between the agencies and or another shuttle option considered.

The ferries need coordinated bus service. If AC Transit can't be trusted, Alameda should consider something like the Link system in San Leandro or the Emeryground in Emeryville. The ferries are amazing but the parking is ridiculous. The Main Street terminal has much more frequent ferries but it's virtually inaccessible from anywhere east of Webster by bicycle, leaving ferry riders to cars. That simply makes no sense.

Service to Main Street Ferry - Shuttle service to Ferry on weekends/evenings.

Increasing public transit to or near the ferry terminals. I don't use the main alameda ferry mostly because I have to drive to it. Why aren't there shuttles or more buses to the terminal?

It would be worth conducting transit marketing research to see if riders would take transit to the Ferry Terminals.

Why, why why did your offices ignore the rider data from the Ferry? The increase in ridership is obvious and what bus goes out there? How frequent is it? Why should I have to drive to the Ferry when the point is to reduce traffic and car commuting on the roads?

Why is there no transit to the Main Street ferry terminal, and no discussion whatsoever of adding it? I've been puzzled by that ever since I moved here.

To me, the solution is found in island-centric mass transit options on the island to carry folks to the ferry. Focus on improving shuttle service to ferry terminals. That will reduce driving incentives more than parking management.

This seems to entirely ignore connections to the Alameda Main Street ferry. A bus going there would be fantastic.

Improving transit to ferries will definitely decrease cross island traffic at peak.

Add regular/frequent bus service to/from ferries (+1 - on the list already).

Primary example is getting to the Main St. ferry: even with the expansion, there is no plan to provide transit there. Or is the plan to close that station once the lagoon ferry stop is opened? That should be clarified.

Consider dedicated public transit options to/from Main Street Ferry terminal.

Mass transit options to the Main Street Ferry.

Good plans, but looks like there is nothing planned to address the need for transit options at Main Street Ferry Terminal. Plus No buses to Main Street Ferry from Park St!!!

## ***Carpools/Ridesharing***

**Carpools/Ridesharing Comment Summary:** The most frequent comments on carpools/ridesharing are as follows:

- Want more casual carpool/ridesharing pick-up locations (7 total)
- Support/encourage casual carpooling/ridesharing (7 total)
- Want better publicity of casual carpool (5 total)
- Want casual carpool locations or rideshare options in San Francisco to Alameda (3 total)
- Casual carpool/ridesharing works great! (3 total)
- Do not promote ridesharing; will not reduce traffic congestion (3 total)
- Improve passenger loading zones to better accommodate carpooling (2 total)
- Want more carpool/rideshare options (2 total)
- Work with third-party carpool providers (2 total)
- Causes traffic problems at Santa Clara Avenue/Webster Street location (1 total)
- Want carpool lanes on local streets (1 total)
- Expand parking near carpool locations (1 total)
- Need to consider personal security issues of carpooling/ridesharing (1 total)
- Does not work for short trips (1 total)

**Comments:**

Provide a ride share location for pick up and drop off for city commuters.

Increase the # of casual carpool lanes and the awareness of them. maybe better signage?

Have you considered something like 'Chariot' to help carpool off the island to bart stations?

Ride sharing is CAUSING traffic problems at Santa Clara and Webster. Carsharing is only available at peak times and even then the people drive their cars to carsharing locale and take up all of the parking lot for the regular patrons of the stores/Farmer's Markets in the area.

Support casual carpooling

Why isn't there a formal casual carpool from SF to Alameda during the evening commute? Maybe more would carpool in the morning if this was in place.

When I first fractured my legs I asked anyone on Nextdoor for a carpool that was not a haphazard line somewhere, and no one knew of any at all.

Make carpooling available at specific locations so that there is trust. Owners picking up may need a decal on their cars to build trust

More use of rideshare both on & to leave & return. Many drivers reside on island.

The casual carpool to San Francisco is pretty amazing. I use it every day. I realize carpool was included in several statistics. However, it seems many people don't/didn't know about East Bay Casual Carpool. I was scared to use it until I jumped in head first. It's great!

No chart/map for casual carpool pickup and drop offs.

I've only been here a year but the casual carpooling that I saw in Emeryville doesn't seem to be active here.

Carpooling through tunnels and bridges. Local "fast track" through streets at peak commuting hours. There are extra lanes of traffic expanded at rush hour in cities by making a street no parking during the day to add an extra lane of traffic...

Great idea. We usually ride in the HOV lane because we have 2 or 3 people in the car. It makes for a much faster trip.

Greater participation in and promotion of rideshare programs could help.

It would be great to have the city help connect carpoolers to locations other than San Francisco.

More can be done to encourage carpooling and casual carpooling. Webster and Santa Clara pick up location is posted, please post Park Ave and Encinal Ave. Also identify locations around the city that have open parking during the week and encourage them to promote becoming a carpool meet up spot. Residents can meet up at South Shore, Nob Hill, Marina Village or Crown Beach, park and jump into carpools. Having folks parked at the retail locations, encourages shopping when commuters come back home.

The prevalence of ride sharing (a good thing) and maybe an increased role of taxis should also spur the city to improve passenger loading zone access.

Please improve the incentive to casual carpool back from SF to Alameda. It works well getting to the city but the return trip is busy on the ferries and buses.

You can promote ride-sharing all you want, but people like their routines and don't want to meet/ride with new people, accommodate another person's schedule, so the City's money is better spent making it easier to get on and off the island for drivers, buses, and bikers alike.

Plan to improve (or add) parking via park-and-ride lots close to common carpool pickup locations.

Carpooling, carsharing, and ridesharing are all well and good, but staying safe needs to be of utmost importance. Getting in the car with a stranger is something that we are taught not to do from a very early age, with good reason. If we are going to emphasize these modes of transit, we need to make sure that the people who use them can all stay safe, both the drivers and the passengers.

There is no way to set up carpooling for my short trips to dentist, etc.

Additional Casual Carpool sites would be great. To my knowledge there are currently only 2 at either end of the island.

Carpooling needs to be encouraged, facilitated, advertised, and incentivized.

Encourage car pooling

Please be very careful when you lump ridesharing in with these options. Ridesharing is not fundamentally a positive force to reduce traffic.

Certainly Car Pool areas near the tube/bridges would be a wise/simple way to decrease single ridership off the island.

Sadly with so many new residents in recent years, my family included and more residents to come, even carpooling won't dramatically reduce traffic congestion.

Has the city considered hosting a ride share board for within Alameda transit?

I've chosen to carpool off of the island because I've found public transit to be both unreliable and unsafe.

Areas clearly marked (and allowed) to encourage carpooling. Carpooling was more used 10 years ago, and even if a number of people do not head to downtown SF I still think a larger number would use this choice if it was easier to use.

## ***Congestion***

**Congestion Comment Summary:** The most frequent comments on congestion are as follows:

- Address west end congestion/traffic, especially with Antiques Fair (8 total)
- Will be difficult to reduce congestion and be less car dependent (6 total)
- Reduce congestion within the City, especially when schools in session (6 total)
- Reduce drive alone trips; allow safer/more alternatives (6 total)

- Address congestion to Park Street bridge during morning commute (5 total)
- Address east end/Bay Farm congestion/traffic (4 total)
- Do not sacrifice vehicular capacity for non-motorized options (4 total)
- Difficult to get on/off island due to congestion (3 total)
- Congestion is increasing (2 total)
- Widen/add lanes to high traffic area (1 total)
- Consider emergency access (1 total)

**Comments:**

Those are nice soft objectives but it is going to take something big to improve congestion and I do see these goals making a significant dent.

Alameda is an island. The streets were laid out before cars we invented. The streets could not and should not be widened.. New residents just have to learn to drive down our narrow streets. It's part of the charm of our island.

Yes, please consider the timing required to implement transit improvement plans and correspond the timing of housing development accordingly. Another very important consideration is any emergency needs to exit the island, i.e. Hospitalization, as the roads are currently congested at many times in addition to commute hours, including, but not limited to weekends and before and after school times. Alameda hospital does not accept many insurances, we have many seniors and children in our city, and very limited routes. This can be a terrible combination and deserves our immediate consideration for a workable solution.

Most urgent is the congestion within the city. The city is fairly well served by public transportation but most people aren't using it enough within the city limits.

Explore Otis Drive from High St to Park St. and Broadway

Is there a plan to take cars off of Oak St? This is a bike lane but it is too congested with cars.

Traffic on the West End is significantly impacted by the increase in housing and the fact that there is only one two-lane tube in each direction.

Otis and Broadway are super busy too and there are not any new developments over this end, but there seems to be more traffic coming from either Harbor bay or from points south, perhaps trying to avoid freeway traffic? So many cars crossing into the main island from HB then heading down Broadway to Park or FV bridge, it is very busy during commute hours, and there is some speeding.

To go from Otis to the Park St bridge via Broadway used to take approximately 5min. It now takes 15-20 during rush hour. This is an issue even when using public transportation (Bart) as you still need to be able to get off the island to get to Bart and to get to Bart via bus is not time efficient.

Easing congestion at school hours through town.

Congestion increasing - for Alamedans - is not about the highways. It is about the arteries connecting the island to the mainland. With Alameda continuing to build housing complex after housing complex and adding thousands of cars to our island - not to mention the number of people now coming onto and off of the island to work, shop, and visit....it's making it extremely hard for us regular tax paying homeowners to come and go. I have to leave an extra HOUR on many days just to get where I'm going....the tube is choked so often that I have missed meetings even when I have left buffer windows of time. The days when there is an antique fair forget it....it can take over an hour just to move down Webster St.

Congestion is increasing terribly.

Again, going to the other side of the island I will always take the car....

Streets are congested, parking in neighborhoods on west end is congested.

It seems absurd that living off of Park Street requires me to have a car to go a few miles without it being a major hassle.

More thought needs to be given to the increasing congestion on the island. The traffic at commute time brings some corridors to a standstill and even in non-commute hours it is difficult to get off the island. To assume that the people buying the newly built homes, especially on the north side, are going to use mass transit is unrealistic. As much as we would all like to see a society less dependent on our cars, it won't happen anytime soon given the poor planning and high cost of transit companies.

Sunday morning traffic jams on West End due to Vintage Fair at Alameda Point.

Widen or add lanes to high traffic areas.

Sounds good, but how do we achieve these objectives when traffic is increasing because of the benefits of private vehicle ownership?

This is all good, but do please recognize that US culture is that the car is king, and while we are making progress we aren't Amsterdam. I applaud efforts to encourage other modes of transport but we need to still think about the number of cars we have on the island and we can manage those better.

Focusing on the last/ mile is short sighted; we need to get people out of the vehicle stream along their entire commute path.

Don't sacrifice capacity for vehicles for non-motorized options.

I also think it is a mistake to in essence "punish" car drivers, even solo car drivers, by changing lane configurations as was done on Shoreline and, to a degree, on Webster, and is being discussed for Central. Any plan must consider that for the immediate future (next 20 year), cars will still be the major method of moving around town. Efforts should be made to make it easier for drivers to get on and off the island, or across the Island, along with increasing options for transit, biking, etc.

In order for this to work you need to stop reducing 2 lane Thoroughfares into 1 lane making it impossible for traffic flow to continue while people are making turns into drive ways business or trying to park or being stuck behind busses that have to block the street to make a stop.

Traffic flow/ street design is bad on Park street. A project to improve how it works would be appreciated.

HUGE problem on west end with the antique market on Sunday afternoon. Massive jam for at least two hours on Sunday afternoon.

Some of us need cars to get around.

We are a nation built on car travel. That is not going to change anytime soon. Public transit use will only nominally increase no matter what until we have a massive cultural shift (which is still not really taking off).

High congestion areas are getting worse (tube and bridges and feeder street congestion especially)

There needs to be traffic control officers at Webster street during the Auctions the first Sunday of the month. Traffic officers can help move the auction traffic faster.

When I worked in San Ramon and Hayward, I was not as fortunate to have a good alternate transportation solutions.

In addition to weekday commute traffic, weekend traffic especially on warm days is a nightmare connecting from Otis and the Webster Street Tube. It can take 30 min to get off the island when traffic backs up all the way to Otis Street.

I encourage the use of per-car parking stickers/passes to reduce number of cars owned, and highlight out-of-town car parking issues, and putting those car-tax fees into bicycle-related improvements (cycle tracks, bike bridge).

Decrease or at worst maintain the number of cars on the road during peak times. Allow safe alternatives to driving alone.

Congestion on Doolittle bridge exiting Harbor Bay during commute hours. Drive will increase no matter the incentives. Need to address exiting Bay Farm across Doolittle bridge during peak hours.

Traffic flow on the island is awful, especially during peak commute times!!

We need to explore congestion on the island. There are more and more people moving onto the island and less ways to get off which creates tons more traffic congestion. Creating more ways to get off the island and decrease traffic congestion.

Review existing traffic flow patterns to improve efficiency of current peak hour conditions.

Congestion and traffic on the Island is also increasing (not just Freeways as implied). I think you need to expand this discussion and review some traffic signals/flow along key routes to Park St Bridge and other Island tunnels/bridges, esp when planning large redevelopment nearby. For example, there is no left-turn only signal on Blanding Ave to enter the Park St Bridge, so during rush hour this street gets clogged and traffic wraps around the block. I applaud less cars, but smother traffic flow also is needed.

Periods outside of commute times are interesting too -- first Sundays are a disaster for the West End and that doesn't seem to be captured here.

I have never been in traffic within Alameda. There is very little traffic within Alameda. I have never had any significant delay driving to South Shore, Webster, Park, Bay Farm or anywhere else. For that matter, I have never had an issue getting off the island, even with the drawbridge up.

Engineering safe driving with roundabouts, raised crosswalks, extended sidewalk ramps at intersections.

Nothing in the aforementioned emphasizes incentivizing transportation alternatives relative to cars.

The morning traffic leaving Bay Farm should be studied. It is a mess.

YES, If you are going to allow more housing built on an island with limited ingress and egress on and off the island then you need to explore and return to the original traffic patterns from yesteryear when major arteries were four lanes. Fernside, Encinal, Central Ave, Shoreline and Lincoln all need to be four lanes like (most of) Otis to help move autos through the city in a timely manner. Changing the traffic pattern like the now Shoreline only adds to congestion and does not improve traffic flow. Stop approving more new housing on the island. More development will only mean more cars which in turn will only mean more congestion and frustration. Once these additional units are built and more people and cars are added to Alameda the problem only gets bigger and then there is no solution. Cars are a fact of life, especially since we are an older

generation who relies primarily on them as the only viable means of transportation for getting around. You will never solve this problem as long as you allow more housing to be built on the island and you persist on converting the major parties from four lanes to two lines to accommodate those very few who ride and use bicycles for their means of transportation.

While regional patterns may have shifted, traffic through the Webster tube and over the bridges at rush hour seems to be at an all time high.

## ***Development***

**Development Comment Summary:** The most frequent comments on development are as follows:

- Stop building until you solve traffic and congestion problems (22 total)
- Development will increase traffic (9 total)
- Keep Alameda authentic and feel like a small town (4 total)
- Need sufficient parking in new developments (4 total)
- Want open zones with parks in new developments (2 total)
- Want to build affordable, quality communities (3 total)
- Build a trolley/light rail into Alameda Point (1 total)
- Require developers to pay for improved transportation (1 total)

### **Comments:**

Your goals are laudable though possibly not realistic in view of the population growth especially on the West End of Alameda!

Much higher density housing (i.e., 60-plus units per acre) close to or on Webster and Park,

The housing currently being developed (and planned) will pretty much destroy our access on/off island. Why isn't there planning NOW to address this vital part of our lives? ALL realtor/developers should be required to put up dollars to address island accessibility from and to Oakland--and to help develop that access.

No more market-rate new housing. We don't want more million-dollar cookie-cutter townhomes. Don't build housing at Alameda Marina.

The traffic congestion is due to too many people living in Alameda. Yet the city continues to plan for more housing as if the problem does not exist. There are many families living here with both partners working and kids. Cars are a necessity for these people. Goals and objectives which don't measure the time constraints faced by two working parents, who operate under strict time constraints while attempting to pick their kids up from preschool or school aftercare, simply ignore the reality and cause stress for struggling families.

How does promoting affordable housing relate to these objectives?

Housing shortage and high rent causing rental units to have multiple renters to solve affordability and also increasing automobiles for one unit.

More housing will increase that traffic in addition to "commute" traffic.

Congestion is increasing and the City is approving more and denser building projects. Aprx 2,000 additional housing units along Clement and the Del Monte project along with Marina Shores which is being built. Park Street crossing off the island will only get worse. And the City is approving more housing. Hello stand on Park & Clement between 8 - 9 am for a week and think about how at least 500 - 1000 more vehicles will impact that area - Park is already backed up to Encinal,

Blanding, Clement and at least Beuna Vista are backed up also for at least 2 - 3 blocks. Hello has anyone looked at the cumulative impact of all these developments?

How has Alameda population changed over time? Please consider limiting the growth of Alameda's population, because the roads within Alameda have become much too crowded and it is becoming unsafe, in addition to delays getting on and off the island.

You have to be kidding that you can even think this goal is achievable. It relies on the assumption of massive employment growth in Alameda; what large business wants to be trapped on an island?

I see no discussion of commercial traffic and its contribution to congestion, particularly "island crossing" traffic. Any further development in Alameda, particularly as regards Alameda Point, will necessarily increase the amount of commercial traffic, particularly on and off the island. Even if all goals below are met, or even exceeded, congestion will increase uncomfortably due to the increase in commercial traffic resulting from new development.

I believe this goal is completely unrealistic, given the growth (already approved) for the Island. The city has approved the growth; it is now up to the city to make sure drivers are able to get off the island. Abdicating this responsibility by instead deciding on a goal of "no increase in drive alone trips" is political malpractice.

Development is bringing in too many people.

Have you polled the new house subdivision people to find out if they would welcome a shuttle so they don't ALL HAVE TO DRIVE and clog the tube?

Bring in the kind of developers who are more interested in building affordable, clean, quality communities than in getting rich. Non-profits! Community-funded.

WE need to stop growth until the City of Alameda can provide adequate and safe transit to all existing residents.

Speaking on development, what makes the most sense, while continuing to keep Alameda authentic and feel like a small town. Also please keep Ron Cowan out! He is bad for Harbor Bay !!! What else can be done to connect Bay Farm to the main Island? I don't really see anything addressing Bay Farm in the 6 proposals?

Build a trolley/light rail into development plans for Alameda point. So far it's only looking like cheap suburban sprawl to the disproportionate advantage of developers and disadvantage to City of Alameda and its inhabitants. Please study and adopt a thoughtful visionary plan for the future. Reference NY 2030, etc.

Create density zones and open zones. I realize the parklike Alameda can't stay that way forever, but with sensible realistic development zones and green zones it will be an attraction going forward.

It is not feasible to promote development with zero parking first. This contributes to the existing congestion problems.

Projecting impact of additional housing and business development on traffic congestion

I used to look at the hills when I drove down Buena Vista. Now it looks like a solid wall of buildings that are one on top of the other. They are too tall and they are not setback from the sidewalk. It's like living in a giant shadow. What an ugly mistake. Thanks planning board.

Honestly I want to see Alameda grow and prosper economically, but is developing every inch of space and increasing the traffic really good for the city? Do you value QUALITY OF LIFE as highly as economics? Whenever there is mass growth the quality of life actually goes down. We

don't care about more fast food places, huge chains and more nail salons. We'd like more space, clean air, ease of getting around and a sweet small town feel. But again, can't we ever say enough is enough when it comes to building new housing complexes? ???? The two things (housing and transportation) are absolutely related.

What are the plans to accommodate the traffic increase from the new developments at Alameda Landing?

We are having a building boom in Alameda, but it is changing the character of the island. I agree we need the housing, but we have lost the unique style that has always existed here. Additionally, where there are apartments among older neighborhoods the planning didn't seem to consider the influx of cars on smaller residential streets. These older homes have no garages, so adding an apartment building with 6 units and 2 parking places adds at minimum 4 more cars, but realistically this adds 10.

The island was never meant to hold as many people as are coming in. Alameda planners are not doing their job and instead are motivated by the money. if they cared so much...this would have been done years ago.

To crowded not enough can be done to accommodate all the new building.

Concern re Callus changing their original development (retail-commercial business) of Alameda Point -- to add more housing and a hotel! Let's hope that they are required to address getting on/off the island if that plan-change is approved??

Also PLEASE stop with the less parking spaces per unit will get people to stop driving. No it won't. People will just park in the street and the streets will become more congested. That idea does NOT work.

Note that since the survey "Housing and Jobs" slide #9 was produced, the developers of the parcel "Alameda Marina 1800-2033 Clement" have formally proposed a plan to add 500 housing units. That brings the total \_just\_on\_Clement\_ to over 700 units. That's a lot of cars.

Population in the Bay Area has more than doubled since I started driving, this growth will continue to slow any commuting anywhere in the Bay Area including Alameda. Knowing that growing population creates most of the commuting issues I don't understand why the City of Alameda is set on increasing the population on the island by thousands of people. The ongoing drive to build new homes, new condos, new apartments is staggering. City planners have ignored the fact that there have not been any improvements to the current infrastructure to accommodate the increases in population. The city needs new ways on and off the island. Two new bridges are needed to make a difference. One bridge would be the bare minimum to make any difference. City Planning has been irresponsible not planning for the increase in population.

Accommodation for increased congestion with increased development (particularly on the Point). If the glut of traffic from Antique Fair Sundays is any indication, the West End is woefully unprepared for adding vehicles to the road.

Impact of Oakland development on Alameda traffic. Impact of regional growth, including air traffic and ferries, on Alameda. Are there adequate fuel cell/electric charging stations for projected growth?

My fear is that as we expand and build in Alameda, especially on the West End, no one is taking into account the need to proper infrastructure to manage the increase in population. Is one hospital enough? Do we need to expand roads? We definitely need more park space and more ways to get around Alameda without using cars.

The housing has increased to a level that makes traveling from the island at peak commute hours very difficult.

If by public/private partnerships you mean community benefit agreements, there is a lot to leverage. With all the development going on/planned, there should be an opportunity for a huge investment - like a flyover from 880 or something. But the community benefit seems to be just pennies to the millions that are being gained by developers. Don't sell the city out to them!!

Yes. How is it that they continue to build housing on the island with no other viable way off the island. Sometimes it can take 20-25 minutes to get off the island from a route from shoreline through Webster tube. At times it gets so caked up on Westline, even during non commute times that one has to take alternate routes that go way out of the way. And if one route is locked by an accident, forget about getting off the island in less than an hour. And yet more and more housing is going in. It seems unsafe and it's definitely frustrating as a long time resident. Quality of living and commuting going down just for tax dollars.

Stop all permitted commercial and residential construction until new egress paths are established off the island. Make it a prerequisite of any construction.

Stop all new housing construction on the island. It is the root cause of the increase in car traffic on the island and across our tunnels and bridges. No amount of TDM efforts can overcome the two cars that will come with each unit.

Stop building all the housing units and shopping malls that are increasing traffic.

Challenge of housing density and future development directly tied to increasing lack of street parking and increased road bottlenecks.

Just a couple of years ago a developer proposing additional housing on the base said, "We don't have to worry about public transit. Once the people are here, the agencies will have to do something." This is not acceptable and I'm glad to see that the city is moving in a different direction.

This survey is a ridiculous sham. Why is congestion increasing--because Alameda continues to build high-end, market-priced houses way above our ABAG numbers (the greater the income of a person/family, the more likely they are going to drive) and because TDM has no specific, measurable goals for success or penalties for failure, and, in fact, will not limit the number of cars on the island, or how much they are driven because Alameda is NOT well served by transit, and people will not commute by bus, and the city has no authority over AC Transit, BART, or the ferries. The entire premise of Alameda's TDM is that car use will diminish. (Do you really think Google, etc. are working on driverless cars because they are going away? Tesla is building more and more to go out of business? Uber and Lyft will be driving less?) There is zero evidence of diminishing use of cars happening any time soon. Virtually every bike person in the city has a car--and uses it. Virtually every family has 2 cars. The more houses you build, the more cars you have, and the more cars you have, the worse the traffic. If you really want to do something worthwhile, conduct a city-wide traffic impact study by outside, professional, civil engineers, using current data--not the old, compromised data in the EIR, and really examine how bad things are getting, and what the overall impact of all this growth will mean for traffic city-wide, and what the safety implications are. You should be ashamed of this survey. It's crap.

There are not many options or developments planned for bay farm.

Alameda has too many housing units, and it especially has too many no-income low-income units. I do not understand why developers are not made to pay their share of the cost of new residents--these people contribute to wear and tear of roads, need police, fire and emergency assistance, new schools and health resources. Non-profit housing does not even pay property taxes, so what

is the purpose of having it here? As a homeowner I get to have more congestion and pay more property taxes and no one is representing my interests.

We haven't even started the development at the Del Monte building, housing near Clement and Oak, Military Base, and couple other areas...and traffic is so congested throughout the island during core commute periods and even during the day. One can imagine what it would be like once above developments are completed.

Stop building until you solve traffic and congestion problems.

Why, they still building houses with out doing what needs to be done years ago ! Maybe when traffic comes to a near halt they might ,but I dough it . IN my experience the "CITY" dose not have that long lost stand -bye called " COMMON SENCE".

Recognize the need to preserve the invaluable character of Alameda's historic single family residential environments against multi-unit and transportation-related physical changes. Understand that Alameda is not primarily a transportation conduit between other destinations, but is itself mainly an island bedroom community destination. Do not jeopardize the unique character of Alameda's single family residential neighborhoods--its major asset--by changing them to benefit transportation.

If you stop allowing more development, there will be fewer transportation issues.

You need to specifically address how people will reach the new jobs in Alameda Point.

Too late - you have already failed. With the City allowing new development in Alameda there is and will continue to be an increase in drive alone trips. People have to drive places where transit is not an option. The congestion has already noticeably increased with the addition of the new homes near Target and more homes are being built each day.

Parking is an issue for new construction. There should be 2 designated on property parking spaces for 2 and 2+ bedroom units to keep streets from becoming more congested.

There must be a sustainable path for Alameda that isn't focused on additional growth, period.

If the City had played a more active role to integrate land use change for transit (and there still may be time), the land directly adjacent to the Harbor Bay Ferry terminal could have been (still could be) acquired (thru purchase, including eminent domain, or lease, with the revenue from additional ridership and parking fees recovering the cost) for improvement/expansion of the "terminal" and added parking area.

Stop all commercial and residential development until the out of town traffic issue is resolved.

### ***Disabilities/Seniors/Paratransit***

**Disabilities/Seniors/Paratransit Comment Summary:** The most frequent comments on individuals with disabilities, seniors and Paratransit are as follows:

- Take into consideration that the majority of seniors do not bike or use buses (8 total)
- Consider seniors and others who cannot drive (4 total)
- Make modes other than driving more convenient (2 total)
- Provide more frequent Paratransit shuttle service (1 total)

### **Comments:**

Taking care of my elderly mother has shown me that driving should still be necessary for those with mobility issues.

I'd probably make use of something along the lines of the Paratransit Shuttle, if it were more frequent, and with wider route coverage. A modest fare, perhaps a subscription, would seem appropriate. As a driver of mature years, I'm hesitant to support actual discouraging incentives to driving; We don't need to make it easier to drive, but we don't need to actively make it more inconvenient. The increased convenience and availability of other modes, plus a little time, will take care of the cars.

Please also consider out other large groups, such as seniors, those who don't or can't drive, telecommuters, etc. And most importantly, think of outside-the-box solutions!!

There are more seniors and disabled Alameda citizens who do not drive or have cars. They need transportation which usually means someone is driving them. We will never reduce automobile use, so Alameda needs to get real and deal with the increasing number of cars.

Take into consideration the "graying" of Alameda and the presence of more seniors. How many of them can ride their bikes, get in and out of buses unassisted?

There are some of us that are too old to safely use a bicycle. Most of the buses have steps up to seats. Difficult to manage with arthritis.

I thought Alameda was heavily seniors. Your emphasis on bikes seems to be misguided. Are you interested only in commute options? Seniors are interested in intra-Alameda options.

Alameda is a city of many older residents. THEY DON'T BICYCLE and many cannot walk long distances. They need to use their cars. Help them do that.

Additional focus on the needs of disabled and elderly to get to places that enhance quality of life beyond essential medical appointments.

We are a multi-aged population....you will not find the majority of "older" Alamedans on busses or bikes--and Alameda has many, many seniors living here. The transit system currently in place to take "seniors" or citizens around on Tuesdays-Thursdays is minimally used because it does not bring folks to their homes....usually, they have to go to a pickup point. If they are shopping, that can cause a real inconvenience and usually, they are not happy to haul their groceries home in that manner....many are not qualified for Paratransit; thus, they use their private cars....alone.

I know seniors who would like to use the Mastick Center shuttle bus. But they have to get to Mastick to sign up to use the shuttle program. For that, they need to use paratransit. The result - they don't use the shuttle.

Aging population and restrictions on the mobility needed to make use of public transportation. I used to access AC Transit with no problem at all with the 6 block walk to the bus stop. When my knee started giving out, the 6 blocks each way, in addition to more walking at my destination, became more difficult, so I stopped walking to the bus stop and took my car instead. I am not alone in this change.

Consider the elderly and handicapped who cannot walk and bike to destinations on the island.

### ***Drive Alone Trips/Driving***

**Drive Alone Trips/Driving Comment Summary:** The most frequent comments on drive alone trips and driving are as follows:

- People still want to drive, especially to shopping and daycare (14 total)
- Shift drive alone trips to other modes (8 total)
- Millennials will purchase cars as they age (4 total)
- Do not reduce drive alone trips (4 total)
- Do not penalize drivers (3 total)
- Improve access to BART/ferry (3 total)
- Need additional way on/off island (1 total)

**Comments:**

Focusing too much on trying to change mind set of drivers to use public transportation and not finding ways to build more paths for us drivers to exit/entry alameda

22% of young people plan on never getting a license? At some point these young people will be forced to move out of their parents' house and make it on their own either through old age or death. Young people have a way of not knowing much about anything. I wouldn't count on this group never wanting personal freedom of movement.

It's nice that Millennials drive less and own fewer cars, but keep in mind that they're young and still relatively stressed financially. There is no reason to assume that they won't get cars as they age. Look at data for how car ownership numbers increased for previous generations.

I am very much against anything that penalizes drivers. Please add all of these great transit options, but don't use social engineering to force drivers off the road. If you provide great transit options, then people will want to drive less. Do not use a stick to force behavior.

By definition, Millennials are young people. They will grow older, have families, and need cars. Please don't base your plan for transportation on the commute patterns of today's young people. They will change, and they will eventually get driver's licenses, buy cars, and need parking spaces. It would be very short-sighted to limit parking today based on the habits of young people.

People still want to use their cars for convenience, privacy, safety, and control of their environment.

This is an island with limited access and egress. It is impossible to get around the island during commute hours. This is a suburban environment with people who commute. Public transit is terrible. It takes over an hour to get to downtown Oakland or a 10 minute drive. Wake up..... people can not/will not get out of their cars and the transit plan needs to realize this and plan to minimize the gridlock.

I don't think limiting "drive alone" trips should be the primary goal to strive for. The primary goal should be decreasing transportation time/cost per traveler. Solutions to that goal may well end up limiting "drive alone" trips - but there is nothing inherently wrong with "drive alone" trips. On the other hand, if your primary objective is to limit "drive alone trips", you may wind up not measuring or focusing on what counts, or even ending up with counter productive policies. For example, if the objective is simply to limit "drive alone trips", then a policy that ends up increasing taxi/Uber drives with a single paying customer across the crossings would be a big win having two people in each car! However, it's counter productive to what actually matters, potentially having two vehicle crossings just to move a single person in/out of Alameda. Don't focus on the wrong thing!

NO to reducing drive alone trips: absolutely not! I live in a 5 generation Alameda Home, My family came here in 1881. I was born here 70 years ago and am 4th generation in the same

home. My children are 5th generation. I taught in Alameda from 1965 to 2005, and drove my car or rode my bike to school all those years. Now that my kids are in their mid '20's, I'm widowed and alone, I certainly don't want anyone to sign me up for a carpool!

I don't think it's going to work. People like driving in their cars.

Good idea, hard to decrease drive alone trips.

It can't be helped that some will be alone trips.....some folks may be on their way to pick up riders.

When all is functioning I believe people will be glad to leave their cars behind.

You must consider when one is driving it is because no one else is going where you are going, ( San Francisco) at the time you are going or coming back. You will never get people out of their auto. Even when I take the Ferry to SF plus Muni, it is an all day ordeal.

I agree with the objectives A and B, but your options seem to be "pie in the sky". If I have to get to my dentist in Berkeley, I have to drive - there is no other way.

In my area (Ballena Bay), we do not have convenient service for: 1) Doctor's appointments; 2) grocery shopping; or 2) restaurants, so we have to drive in our car. Bikes are out for us, buses have seldom service and walking is totally impractical for long distances - particularly when carrying packages. Bart is NOT accessible to us because the nearest Bart stations have no parking after the commute times and are dangerous.

Residents need their car for drive alone trips to medical appointments, grocery shopping, trips to shopping centers, going to church, attending the theatre, going out to dinner, attending classes and events in various places. Need car especially at night. It's much safer than public transportation.

Abandon the goal of getting people out of their cars. It's not going to happen. DEAL WITH REALITY, not some fantasy. People need to drive. For a long while, I endured a double ferry commute from Alameda to Larkspur and then walked 1.3 miles to my office. The Harbor Bay Ferry is so over-crowded that a once great commute is just miserable.

Do not limit drive alone trips as you have do idea what some of us have to do. That is a joke.

When you look at the statistics for only Alameda it is alarming how many people drive alone. You should explore ways to get them out of the car and into public transportation both on the island and commuting off of it.

And I can tell you haven't read the Bay Area Council poll just this recently that shows that even millenials prefer to driver their car to work.  
<http://documents.bayareacouncil.org/bacptranspocg.pdf>

Keep in mind that we need to now commute to the commute. in otherwords, with more people taking the bus, BART, ferry, or carpooling, there is still a need to get across the island to that transit point. We drive to get to the shared commute. And we do so because many of us have daycare drop-off/pick-ups to contend with. We carpool to the first spot (daycare/school drop), drive alone to the second spot (parking at the ferry) , and rideshare to the end destination (Pier 41 in my case). What can you do to ease the shuttling of people to those commute points to get the ferry or BART?

Part of what I love about Alameda is that it is not overly regulated or micromanaged. It improves my quality of life to not have to race out to feed a meter all the time or stress about tickets or drive around aimlessly for parking. Whenever possible, I walk to where I am going, but sometimes, driving is necessary. If feels or time limits are required to balance accessibility with demand, I

understand that. But please choose a path of moderation. There's a reason I don't live in Berkeley, and I'd hate for Alameda to lose its easy island feel.

Very aggressive yet needed to change peoples' habit regarding travel options.

You have already reduced traffic lanes on Shoreline and now soon to be Central. Is your real plan to just get rid of cars altogether on this Island?

This will help the poor and that is good, but it will not really stop anyone who can afford to from driving their cars.

Reducing incentives to driving shouldn't be the answer. Increasing incentives to alternative methods and reducing traffic congestion should be the answer

Most Alameda residents are single-person drivers. So most of our tax money comes from people who drive alone. Despite this, it seems like city officials and transportation committee members want to punish these people instead of serve them. It is great to provide residents with alternatives; however, I look forward to seeing some relief as a single driver. Invest in alternatives that help everyone, not just users of public transit.

I think the idea of decreasing drive alone trips across the island is not a practical one. With the buses at capacity and infrequent, it does not make it an attractive option. It's much easier to get into your car and go where you need to go rather deal with the hassles of public transit.

As the population in Alameda ages, people will be less likely to use most of the mentioned forms of transportation. If you are traveling in Alameda for grocery shopping for a family the only real option is a drive alone trip. How can a person move numerous bags of purchases while traveling on a bus, walking, riding a bike?

No. 1 goal should be to decrease drive alone trips. The objectives are fine. I think for some devil is in the details. For instance, some of the assumptions I've read about how people would use transit and not drive or have a car so we can build all these units of housing without parking or addressing the limits of living on an Island don't really seem realistic or practical solutions.

I see push back from people who don't want to change. They are used to their cars and driving by themselves. But how do you fight the car culture? I don't know.

We still have a majority of transportation falling under "drive alone". This really needs to decrease.

Not sure what can be done to reduce drive alone trips. Will there be a fee to drive over any of the bridges if driving alone? The only thing that will work is making driving alone more costly than using public transit. That is by reducing cost and time of travel for public transit.

There is simply no way on the West End, given the amount of proposed development, to avoid an increase in drive alone trips at island crossings at peak period. In addition, the current wait times to cross on the West End are ALREADY unacceptable, especially at rush hour. I am a huge proponent of transit oriented development and efforts to reduce GHG emissions, etc. but just pretending that a problem does not exist is not an appropriate approach to tackling a problem.

Is it possible to decrease drive alone trips rather than just stop increase?

It is striking that so many drive-alone commutes are to Inner East Bay locations. These cities do have some level of BART and bus service, but maybe the first/last-mile gap occurs in those communities. If so, what are Alameda's plans to work with neighboring cities?

Not sure how you plan to convince alone drivers to give up driving for public transportation when one can get to their destination quicker by driving.

More in-depth surveys of drive-alone commuters are needed. Are those drivers likely to move to public transportation? Time is their biggest factor. The reality is that it is much quicker to drive to West Oakland BART to get into SF than it is to bus to 12th Street in Oakland and catch BART.

It is the non-peak rush hour traffic that appears to be much harder to plan for especially when population increases in a dense area. Outside of the need to go to/from work mainly but car and between three hour spans at the beginning and end of the weekdays, what other reasons force people into their cars (solo and multi-occupant)? For instance, I play in a few soccer leagues off the island. I almost always drive to the field alone even if I know of other team members that live in Alameda and we could likely carpool together. I do that mainly because of my desire to have CONTROL over what I can do once I am done playing soccer. Meaning, I may want to grab something to eat with SOME of the guys afterwards. However, some of the other guys may not want to because of various reasons like needing to go work or back home immediately to be with their families. Two things emerge from this. I, as most of us do, have a control issue. I want to determine what I am going to do after I am done so I want to be able to come and go as I please. Also, let's just say for example five of my teammates live in Alameda. If we all went together that obviously would be great and save gas and wear and tear on four other cars. However, because we all live different lives we all have different things to do after we have completed the one thing we did together for the last couple of hours. As such, the algorithm needed to determine the likelihood of what five different people will do after having spent the last couple of hours doing one thing together would be difficult to determine and possibly undermines transportation planning many times.

## ***Enforcement***

**Enforcement Comment Summary:** The most frequent comments on enforcement are as follows:

- Enforce traffic safety and the 25 mph speed limit better (13 total)
- Speeding has become a problem (5 total)
- Provide more speed limit signs (3 total)
- Bicyclists and pedestrians ignore the rules (1 total)
- Focus Police Department efforts on controlling traffic (1 total)

### **Comments:**

More speed limit & No Passing signs.

We also need more traffic calming throughout the city, reducing lanes on Webster and Park. What happened to the Central Ave reconfiguration? Why did the city approve a drive-through for Peet's on Webster? (Why isn't law enforcement being more vigilant, ticketing people parked and driving in bike lanes, double parked along Webster in particular.) We need to be less car-oriented by increasing the viability of transit and bicycling.

Speed limits aren't being respected. This is probably an outgrowth of the congestion, but I wish that the 25 mph speed limit was better policed. Alameda is full of kids, and it feels increasingly dangerous to let them bike or walk in town.

We need to slow traffic down on our streets to be safer for everyone. Traffic on Otis Drive is like a speedway. It has no bike lanes and cars do not obey the crossing lights.

I just realized today that we don't have very many speed limit signs.

Maybe people get road rage because they really don't know the speed limit is 25 MPH

Speeding has become a major problem lately. Where are all of the patrols??

Here's a thought - make sure traffic rules are obeyed with the police force ticketing law breakers. Every day for 4 months when I drove to the ferry I waited for someone to either change the traffic signs at Central and Pacific, or ticket the cars that every day broke the law. The right lane is supposed to go straight or turn right ONLY. Instead, every single car turns left. If every car on the island did this at every intersection, just to avoid the line of traffic in the left lane, it would be a traffic nightmare. But because this intersection is "out of the way" or something, the police seem to have forgotten it entirely.

Too many cyclists and pedestrians ignore the rules & many vehicles still speed or use their phones while driving

Strictly enforce traffic safety.

Need more focus on enforcing traffic rules. An island wide speed of 25 mph is routinely ignored and people also ignore crosswalks, stop signs etc. There is a lot of dangerous driving - partly because congestion delays people and so they are rushing. When I moved to Alameda 13 years ago, it was well known that you did not dare break rules because you would surely be ticketed. This is no longer the case. The speed limit is very low - that works only if it is enforced - otherwise it just isn't realistic.

And in all cases, more enforcement of both vehicle and bicyclist violations of traffic laws (proper stopping at intersections for both, speed of vehicles, education of rights and responsibilities of bicyclists).

Related to this problem is the fact that the Alameda Police Department does not have a plan for current traffic conditions. Parking a trailer that measures car speeds on the street for a few days does nothing to control traffic. Why isn't traffic on the island a priority for the APD?

Have traffic laws enforced so folks on foot and bicycle don't feel threatened. Enforce traffic laws I commute by bicycle and few people driving in automobiles follow the rules properly like stopping at stop signs and running red lights intentionally is becoming more and more common. It's very easy to see just go and and look for it. Years ago when the Navy was here you had better not break any road rules or you get a ticket.

We need better enforcement of laws that pertain to blocking traffic and driving and parking in bike lanes.

Enforcing 25 mph speed limit.

More strict traffic enforcement, especially speeding.

Finally, the speed enforcement that APD does is important to all of our safety.

Alameda still has too many dangerous drivers. I would like to see more proactive traffic patrols and heavy fines for drivers that do not yield right of way to pedestrians and bicyclists.

## ***Ferry – General***

**Ferry Comment Summary:** The most frequent comments pertaining to the ferry are as follows:

- Increase ferry frequency (25 total)
- Increase/improve parking at ferry terminals (20 total)
- Provide water taxis between Oakland such as Jack London Square and Alameda (9 total)
- Provide water taxis/ferry service from multiple Alameda locations (9 total)
- Ferries are not convenient; far from residents (8 total)

- Provide ferry service to other locations such as South Bay, Berkeley or Mission Bay (7 total)
- Want better bike access to/from ferry terminals (6 total)
- Want more bicycle parking at ferry terminals; consider bike stations (4 total)
- Keep free parking at ferry terminals (3 total)
- Charge for parking at ferry terminals (2 total)
- Decrease ferry prices; address affordability (2 total)
- Want AC Transit bus service at the ferry terminals (2 total)
- Want private operators running ferries (2 total)
- Improve reliability of ferry service (1 total)
- Improve bus connections in San Mateo County (1 total)

**Comments:**

Parking at public transport, specifically the ferry terminals. Both terminals (Alameda and Harbor Bay) provide free parking that fills up early. What this means is that it is priced too low; putting a \$1+/day cost on parking would reduce congestion and cause more people to find alternate transportation to the terminals.

You must get realistic and recognize that even if you reduce the % of trips and drivers the total increase in the number of people on the Island will still swamp our system. Immediately begin plans for more parking facilities, at the Ferrys.

It's unrealistic unless you expand the bike options and create more ferries and better ferry parking.

Yes, biking is an option; however, it's not really safe to ride a bike in the dark in the winter to/from ferry.

Consider free bike valet services (similar to the bike valet service offered at the Fruitvale station) at the Ferry terminals to encourage more use of the ferry and at the same time cut down on additional traffic to commute to the ferry terminal.

Need better bike access from Alameda Landing to Ferry areas.

Adding more bicycle parking at the terminals would be ideal.

Add more secure bicycle storage at ferries – e.g., behind ferry gate (vs in boxes outside which people can reserve empty for themselves).

Parking is full by 7:45am, and there are insufficient bike racks to safely store bikes there.

Dedicated bike corridors (to Main St Ferry for example).

If you actually want to reduce commuter traffic from the Island, please add lots more Ferry terminals on the main Island with lots of parking. Ferries should run later at night and much more frequently. More people would use them if they were more frequent and flexible. But parking is a big part of it. Put multi story parking facilities at the terminals. Look into the quick charging electric ferries that don't pollute and are 30% less expensive to run. Make Alameda a forward looking city!

We need a ferry service from Alameda to Berkeley or Emeryville. With an economical car and the increasing cost of BART and parking, it's more convenient for me to drive my car alone to Berkeley. I'd much rather take the ferry and/or ride my bike. The distance, the heavy traffic and limited bike lanes prevent me from riding my bike the entire commute.

We need a larger ferry terminal that will have sufficient parking.

The addition of a third ferry terminal is a fantastic addition to the transportation options. Water taxi to from Alameda to Jack London Square would be cool.

Maximize water transport to city, as well. and work on parking for ferry,

Increase number of ferries, number of routes, number of trips.

More frequent ferry service - every 20 min during commute each way at both terminals! With kids in school I have lots of constraints about when I can take the boat - and services 1x/hour are difficult to fit into my life!

More frequent ferry service please!

Charge for parking at the ferry - which would be a disastrous idea, given the cost of the ferry.

More ferries and more reliable ferry service. It feels like they do whatever they want. They're often late, overcrowded and completely inefficient. It can't keep up with the demand.

Parking is hit-or-miss -- and even so, it seems silly to drive and park at the ferry when it's only a few miles away.

The ferries to/from San Francisco don't run late enough during the week or often enough on the weekends. Buying tickets on board the ferries results in a huge backup during tourist season, there should be method for people to buy tickets from a vending machine before boarding the boats.

Lower prices on ferries

Linking the high demand coastal activities (South Shore, Alameda point the ferry terminals) with a water bus may be a solution which could invigorate these economic centers as well as reduce congestion.

Parking availability and structure improvement at ferry landings - I need to drive to the ferry terminal but there is hardly any parking. Why punish the ferry riders, who want to stay off the road, but need parking?

Must have AC Transit service to Ferry Terminals during commute hours

Parking related to Ferry & new developments.

It would be great to have a ferry option in Central Alameda, perhaps along the estuary between the Park St. and Fruitvale bridges. That area is well-served by existing public transit and is an easy bike ride from a large percentage of Alameda residents. Residents would be more inclined to use a ferry if it didn't involve driving (alone, increasing congestion) or taking transit all the way across the island.

Transportation corridors to the ferries need to be better controlled to allow efficient and safer passage - many pass directly in/around schools that also need need safer and calmer traffic patterns - this is a key planning breakdown as it currently exists.

You should take into account the increasing congestion on the ferries. The ferry ridership continues to increase, and last year was the first time we saw boats turning away passengers. It is minimal now, but on a stead tick upwards because the number of vessels on the water have not kept up with demand.

More ferries, particularly a short hop one with a shuttle bus in Oakland that managed to move people to BART efficiently is a good thing to explore.

Start charging for parking at the terminals. Hand out permits with a small discount for the convenience. Income will help defray the costs. Charging daily rates for the parking will stop some of the traffic through the neighborhoods and will boost income to help with the rest of the Island

Build parking garages at the ferry stations to provide more parking that is closer to the ferries.

Add parking options at ferries to make it easier for Alameda drivers to dramatically shorten their driving commutes.

I think that a bigger focus on waterborne transportation is needed, perhaps a water taxi?

We need broader and more scales of boat service, to more destinations. Car ferries and bike ferries connecting to roads and transit in Oakland, etc.

There is no 8am Ferry service. Nearest is 7:45 and 8:20 at Main Street and 7:30 and 8:30 at Harbor Bay. Wish there was an 8am ferry service in either location.

Additionally, what are the plans for helping with access to and from the ferry terminals. parking is currently maxed out and there are no buses that serve the two ferry terminals.

Ferry service to Central Alameda (Encinal Terminal??) would mitigate the increased congestion that will inevitably come from current and future northern waterfront development projects

I think it is a great incentive that there is free parking--it really helps encourage ferry use by residents.

I take the ferry as a treat about once or twice a month. I take the earliest (6 or 6:10 am) ferry, which is underutilized, but I can't afford it daily. Nothing in your proposal seems to address affordability.

A water taxi that i could bring a bike on to jack london would be very desirable

Expansion of Parking at the ferry station, the mud lot is an issue leads to tire punctures . Expansion of ferry timings around the 8 am frequency, again ferry is often standing at that time or re do the seating arrangement in the ferry.

Improve the number of parking spaces for ferry terminals.

The ferries really need to run more frequently during peak hours. And there needs to be smarter parking for the ferry and other parking lots indicating how many spots are open.

How about allowing private boats to carry passengers to SF?

We'd like to take the ferry to SF, but it doesn't run late enough to go to a play and come home by ferry. If our car is at the ferry parking, we can't get it back easily.

Lack of parking at the ferry terminals.

I think it is a great incentive that there is free parking--it really helps encourage ferry use by residents.

Increased ferry returns, especially between 4.30 -7pm would really hope.

The ferries are far for those that live in the middle of the island (30 min bike) and not frequent enough.

Water taxis with smaller more frequent runs should also be studied.

Need more ferry crossings and better access to ferry terminals, especially by regular bus routes.

Adding a hydrofoil ferry route to Moffet Field.

Difficulty of ferry parking situation (building parking ramps, buying adjacent lots).

Where will ferries from the new ferry terminal go? Will there be scalable parking available?

More ferries at existing and new Point location.

The ferries are not convenient.

We need to take full advantage of our water surroundings. Start a new direct Ferry route plans to Redwood City and South Bay. Even increase the frequency of our current routes to the city. If the Ferry system won't work out a new route system, start a new Uber like company and get the concept of new water transportation going. Need to be creative, solution oriented and fast to act vs. years of planning through traditional governmental system and de facto thinking.

I would also like to see more easily accessible ferry or gondola options. Right now, each of the ferry terminals on the island is hard to get to so I've never taken a ferry.

Ferry from Alameda to SF dogpatch area. All the new companies in SF are popping up near 3rd Street between 18th and 24th st. No easy (reasonably timed) way to get there vis public transit.

Also, it's impossible to find parking near the ferry! I go to Oakland when I take it. PARKING is necessary!

Ferry expansion to the south bay?

Also need parking at both ferries. Every minute counts when you have two kid drop offs and pickups each way.

The ferry schedule is rather limited. Many Alamedans would appreciate later evening ferry options.

I'd also like to see more frequent ferries to/from South SF. Currently only the Main St. Ferry runs to/from South SF--the Harbor Bay Terminal would be a fantastic second option.

A few more ferry terminals and more frequent rides are key!

And, hey, what about water taxis?

Ferry to Jack London. Estuary ferry.

The ferry system really needs to be expanded. What a great way for Alamedans to travel!

The ferries are OK but infrequent and parking is impacted at terminals.

Water shuttle to Jack London as proposed by Catellus- maybe another stop at Grand Marina??

Ferry access and capacities are sorely lacking and should be enhanced (on both ends of the Island). WETA has not planned well for growth and is in catch-up mode now. There are not enough vessels, the current vessels are undersized and the facilities are a joke compared to 'real' ferry service elsewhere in the country. There is a severe shortage of parking and the "terminals" aren't really terminals and don't provide shelter for the vast majority of current riders (let alone provide for future growth). This mode of transit, more so than any other, is the key for Alameda and the immediate region because of our unique location on the Bay and should be made a high priority.

I agree with these objectives including working on adding additional ferries and potentially a ferry that goes to AT&T park during regular commute hours, not just game days.

Two ferry terminals that are difficult to reach means that people are driving alone to the ferry terminal.

We have two ferry terminals, one of which has no transit connection: i must drive, bike a half hour, or take a taxi to get to it. The ferry only exists for people within walking distance or who have a car.

The improvement in the Ferry will work especially well if you can work with San Mateo County to provide more reliable, regular connections to Caltrain/BART to the Oyster Point terminal. It currently exists only for Biotech companies, but has great potential to be expanded to include connections to Silicon Valley.

Water taxis to Oakland or other East Bay shoreline cities. Alameda would be a great base of operations for such businesses.

## ***Ferry – Harbor Bay***

**Harbor Bay Ferry Comment Summary:** The most frequent comments on the Harbor Bay ferry service are as follows:

- Increase ferry frequency (11 total)
- Increase/improve parking (8 total)
- Do not allow the City/HOA to limit parking (5 total)
- Keep free parking at ferry terminals, especially for carpools (2 total)
- No time to take a bus to/from ferry (2 total)
- Provide ferry service to South San Francisco (1 total)
- Want scooter/motorcycle parking (1 total)
- Improve AC Transit bus service to/from the ferry terminal (1 total)

### **Comments:**

A later morning ferry from Harbor Bay would service a huge portion of tech commuters; the same goes for the direct buses to San Francisco.

Add more frequent ferry rides from harbor bay and better parking for ferry riders

Instead of a giant assisted living facility, we need additional parking lot for the Harbor Bay Ferry.

Harbor Bay Ferry service all day.

We need a ferry from harbor Bay (Bay Farm) to South San Francisco. This would decrease the amount of single car commuters and congestion on the main island.

There is insufficient parking at Harbor Bay Ferry, and an undeveloped lot next to the existing parking lot.

Extending the Ferry service at Harbor Bay, adding weekend service.

Increased harbor bay ferry boats would be really helpful. An 8am departure would take a lot of the overcrowding pressure off the 7:30am and a 5pm departure from SF to HB would also be nice.

Scooter/motorcycle parking would be helpful for Harbor Bay ferry terminal. Increasing scooter trips would help a little.

I'm not in favor of the parking fee that is planning to be implemented at the harbor bay ferry terminal. Many of us have young children at daycare and it's not reasonable to expect all of these parents to find alternative ways to get their kids to daycare and work. This is also a terrible time to increase their family expenditures on parking. We chose to pay the premium to

live in Alameda because of accessibility to child care and public transportation and we simply cannot afford a \$3-4 increase in our expenses each day. Shuttles will also not help unless you are going to provide a shuttle from daycare to the ferry. Which I'm guessing is not being planned.

With regard to parking at the ferry terminal in harbor bay, carpools should be exempt from paying parking fees. You will quickly encourage carpooling among those who can and this will certainly decrease the number of cars that need to park.

There needs to be adequate parking at the ferry lots. I understand the goal is to have more transit opportunities to get us to the ferries, but if we have childcare issues or other commitments right after landing, there is no time to get on a bus to go pick up our cars. The issue has been raised at Harbor Bay where the neighbors do not want us parking on "their" streets that are maintained with "our" tax dollars. With everything we see going on in the world today, can't we just be kinder to each other?

Harbor Bay ferry: stop harassing the riders. Stop ticketing nearby areas. DO NOT allow the city and HOA to limit street parking. Allow parking in nearby Harbor Bay business park. Increase shuttles from nearby childcare and allow to park there. Why are the HOA so against using the local streets for ferry car parking?

Use eminent domain to buy back the dirt lot next to Harbor Bay Ferry terminal and add parking.

Now that you ask, yes. Ferries have doubled capacity which is great. However, WETA seems to feel no responsibility to help resolve this issue and appears to have dumped it on Alameda government who, in turn, doesn't seem to understand the day-to-day impact of this to the neighborhoods. If you hear nothing else, keep street parking for Adelphian Way on Harbor Bay. In fact, widen street by removing the maple (?) trees to make room for parking on both sides of the street. Then, encourage out of town drivers to park and shuttle from business park's available parking areas.

Limited hours of Harbor Bay ferry makes it less convenient for those who don't work a full day.

Slightly higher frequency of ferry crossings from the Harbor Bay terminal would be extremely helpful to reduce drive-alone trips for work.

More Harbor Bay ferry parking options or guarantees that street parking 3-5 blocks away will remain available and unticketed

More Harbor Bay ferry times (8am departure, 5:30pm arrival).

Ferry service v. parking: Bay Farm island community's response to parking problems will exacerbate the situation. A holistic long-term solution should be sought.

More free shuttle from Harbor Bay to Fruitvale BART.

More Harbor Bay Ferries during the weekdays and week-end possibilities.

More parking spaces for Harbor Bay Ferry.

I also used to commute with the ferry from Harbor Bay and drove to the ferry. With the parking issues there, a better public transit option to deliver riders there should be considered.

I believe that PART or ALL of the open area adjacent to the Harbor Bay Ferry Landing, which is under consideration for the development of a large senior assisted living facility, needs to be used to add parking for those who use the Harbor Bay Ferry. Why has this not been considered?

Harbor Bay Ferry needs expanded trips 7 days a week.

Add more morning ferries from Harbor Bay > SF, esp after 8:30 - school starts at 8:20, little time for parents to drop off and make the boat.

A later morning ferry from Harbor Bay would service a huge portion of tech commuters.

## **Ferry – Main Street**

**Main Street Ferry Comment Summary:** The most frequent comments on the Main Street ferry service are as follows:

- Improve parking – not in path; paved; want marked spaces; take down “no parking signs on Main Street (5 total)
- Increase parking (4 total)
- Move the dog park and make it parking (2 total)
- Increase ferry frequency (2 total)
- Want better bike access to/from ferry terminal (2 total)
- Install lights along path (1 total)
- Want more accessible parking spaces for individuals with disabilities (1 total)

### **Comments:**

Better parking at the Main Street ferry terminal would be a nice interim step.

The driving/parking situation at the Main St. Ferry is dangerous, with drivers traveling far above the speed limit on Central and other feeder streets, and parking in the bike lane.

Also parking at the Main street ferry terminal is limited and could further be improved upon.

Need more orderly parking at the ferry terminal. Some cars park back-to-back whereas side-by-side will make better use of available space. However, there are no marked parking spaces on the street.

Unfortunately, I fractured both of my legs this year, so taking the ferry after 8:30 in the morning means there are no handicapped spots in the main parking area any longer . . . but there are some way out in the north forty lot! Terrific, but even in my current braces and almost nearly healed legs, that is a hike. How about making more handicapped spaces in the regular lot, and change the others to regular parking?

It is great that Alameda allows the commuters to park along Main Street (are you including that in the "approximately 900 parking spaces?"), but why don't you at least take down the "no parking" signs? Adding the O-Parking lot is a great idea, too . . .

Move that dog park to the point and make it parking!!

Additional parking to the Main Street Ferry Building.

The lack of transit/bike paths to Main St Ferry is a miss. Add free parking to the mix, and you have incentives that are completely backwards if the goal is to reduce SOV trips. I ride the ferry. I own a bike, which I love to ride. However, driving to the ferry is so cheap and easy. Riding a bike there on the other hand is adrenaline raising and skethcy. So I drive.

On a final note...parking at the Main Street Ferry building is, again, nonsensical. Has the City considered a parking ramp? With the residential development of the Point it would seem to be only inevitable. Why not try to stay ahead of the curve and be proactive rather than reactive?

The ferry is an alternative but the street parking needs to be upgraded to be paved before winter when it turns into a mud hole and the area at the end of the dog park needs to be graded and

paved. Lights need to be put in along the trail to the new overflow parking before fall because it is dark on that trail on the evening commute.

I believe that transit needs to address parking and shuttle services for the Ferry boat riders. There is an extreme lack of parking available at the Main Street terminal for the riders who pay a high fee to cross the bay on the ferry boats. There should be plenty of safe and secure parking for these commuters.

We need more parking at the Main Street ferry lot! We also need more frequent ferries year round.

The fact that 800 parking spaces are full by 8am at Main Street ferry terminal should indicate more resources need to be allocated to WETA.

## ***Housing-Jobs Balance/Coordination***

**Housing-Jobs Balance/Coordination Comment Summary:** The most frequent comments on housing and jobs balance/coordination are as follows:

- Attract jobs as highest priority (13 total)
- Provide more higher skilled/paying jobs in Alameda (6 total)
- Increase in San Francisco and off-island commuters (3 total)
- Provide affordable housing for lower-income workers in Alameda (3 total)
- Encourage telecommuting such as with work share facilities (2 total)
- Encourage employers to hire Alamedans (1 total)

### **Comments:**

Jobs may be growing, but those are off-island. The Key thing is the the number of PAX on the island is increasing, as is the number of vehicles and bikes. I'd be more interested in the number of PAX increasing with a need to get off the island for work. With all the housing developments, we have to be adding a thousand (or more?) people that will require access to infrastructure and commute routes.

The goal is a good one. In order to do this the emphasis should be on locating services and jobs closer to where people live.

Increased work opportunities and options within the city for residents via attracting additional companies to be established or set up branches here. 2) research whether there are certain companies with a large population of employees residing in Alameda, and working with these companies to set up commute options for their employees I.e. Google shuttles. 3) create incentives and assistance to residents to set up businesses in Alameda!

Maybe some low level jobs are being created, I don't know, but where are the new homeowners working? They are not paying their mortgages working at entry-level jobs in retail or fast-food restaurants.

Housing and Growth - Too many houses being built and the commute off the island in the morning is horrible. Better to build business parks to create more reverse commute traffic, building houses will make traffic worse.

Also, a dotted line to transportation, if there was an established work share facility here on the island (such as We Work) it could be supported by the city and be a revenue generator for the city. This would increase the ease in which alamedans could telecommute from somewhere other than their kitchen table at home.

The change is citizen dynamic. Alameda is changing from a city which most people live and work on the island to becoming a city of SF commuters.

If you had affordable housing available for all of the people doing service jobs in Alameda, you'd have fewer people commuting into Alameda to work. Unfortunately, the current rental market is simultaneously ejecting low income people while attracting more tech people from SF. They now commute from Alameda to SF, instead of living in SF. How can we avoid being a bedroom community and diversify our housing market for people who want to work and live here?

By the planning department's own numbers, the jobs/housing balance in Alameda is grossly misaligned. The vast majority of working people in Alameda leave the island to get to work. The City of Alameda needs to aggressively promote the city as a home base for companies that offer well-paying jobs - not just Target retail jobs - that match the labor pool in Alameda. i.e. the people that leave the island to go to work. Then, we might have more people both living and working in Alameda, and fewer in the tubes/on the bridges. Planners, urban design gurus, etc. all like to preach about a 1:1 jobs/housing balance on a project-by-project basis, but nobody in Alameda is serious about resolving the current imbalance city-wide.

The most effective things that the City can do is to increase jobs on the island and to limit new housing to areas along established transit routes or within a mile of existing ferry terminals.

Also need to be generating more jobs on the island to reduce people commuting off island for work. Jobs on the island are diminishing as housing replaces businesses. More housing is not the answer as the island can't support the houses already slated to be built in terms of infrastructure, emergency services and waste water.

It takes at least 1/2 hour to get to BART during commute hours. This will only get worse once all of the new homes are built. There is no public policy effort to match new jobs with residents, thus job creation just makes traffic problems worse.

Decrease development of housing to create a better jobs/housing balance, reduce traffic exiting and entering during peak commute hours. Create incentives for regional businesses to increase telecommuting so people do not need to leave their homes. Need more well paying jobs, not more people who have to work off-island to afford to live in Alameda.

Having employers want to hire those who live in town will also help with this problem but then again you have you to be able to afford rent and utilities off the wages in order for that to work.

A final objective would be to support the business community with appropriate zoning for businesses on the Island. It is very likely that Alameda housing grows faster than on-island jobs in the next 10 years. Alameda should be actively approaching Bay Area businesses (tech and other) to understand their needs and encourage them to build/lease in the Point and other Alameda areas.

All of the transportation option objectives are great, but another objective would be to bring more jobs to Alameda; again, the development of the point area offers an excellent opportunity to bring the sort of technology jobs that are driving housing prices up in the bay area to Alameda.

I think an important concept is how the housing market in SF is driving up value of housing proximal to transit centers, like BART stations and ferry terminals. Because of Alameda's proximity to Fruitvale and West Oakland BART stations, and its ferry terminal, it becomes attractive for commuting to SF Jobs. It seems that this would be an acceptable development, except that Alameda is simultaneously trying to increase the quantity of available housing on the island. It is the confluence of these two forces that cause such dramatic effects in the "rush-hour" in/out traffic.

For the commuters leaving the island, look not just at where they go geographically, but what kinds of jobs they go away to do. You'd decrease island access traffic a lot if you allocated more space specifically for those types of jobs. Conversely, look at the jobs on the island, and be sure that new housing projects are financially within reach of the people who work here.

I think some attention has to be paid to coordinating with other cities that are (employment) destinations. You might have easy access to transit in Alameda, but transit may not be feasible for getting to your destination.

If more offices are built that can attract tech and other higher-paying jobs, this will help reduce outbound traffic by allowing more local commute options (walking and biking). It could also increase city tax revenue by keeping people on the island, attracting more inbound traffic, and increasing the need for local business. All those empty shops on the West End would quickly be filled if there were more customers around, and older businesses would probably upgrade.

Job growth - Although I am an executive level administrator, I've found it impossible to find a well-paying full-time job in Alameda. I've always had to commute outside the city for work. Alameda has focused too much on building out space for retail and chain stores, instead of bringing in businesses that can support a living wage for residents. As an almost lifetime resident of Alameda, I am disappointed in the dearth of job opportunities for people who live here. The island is failing to bring jobs here that would allow people to both live and work on the island. This city is letting down long-time residents who've dedicated much of their lives to this island. I think that the main issue the city is failing to address is the dearth of well-paying jobs here. If more people could live and work on the island, fewer would have to commute. It's expensive to live here -- and we can't afford rent on part time retail jobs with little to no benefits.

## **Information**

**Information Comment Summary:** The most frequent comments on information are as follows:

- Increase awareness of bicycling/walking safety and options (4 total)
- Publicize carpooling/ridesharing options (3 total)
- Educate about alternative transportation options such as a web resource; provide a unified message for transportation to/from Alameda (3 total)
- Need to increase awareness of AC Transit options - it works well (3 total)
- Seems strange to increase awareness about standing room only buses or inconvenient options (2 total)
- Want real-time information on traffic conditions to/from Alameda (2 total)
- Improve Alameda brand (1 total)

### **Comments:**

I feel like not many people know about the carpool service in the island, and we should encourage more people to carpool to work or use public transportation.

Advertise mobile carpooling options

I think that people are not aware of how good ACTransit service into SF can be. I know I was surprised when I first started using it, and someone recently told me the same thing: that she'd been taking BART, but once she tried the bus she was hooked. People assume BART is the best choice without checking out ACTransit.

I agree with increasing awareness and safety of bicycling and walking within Alameda.

We could also use some pedestrian education signage in a few languages.

Promote the flatness of Alameda. All types of manual transportation is realistic.

I live one block from the 20, and W, and had not tried either for the first 3 1/2 years that I lived in Alameda. As a previous resident of SF, I assumed suburban bus service would be terrible. As it turns out, the W is awesome (from Otis/Westline). The 20 also exceeded my expectations, but can be crowded. Need to increase awareness of transit options.

A promotional campaign will need to be developed to encourage Alameda residents to "share the ride" so that cars are not making these crossings as single occupancy, Partner with Spare the Air from the BAAQMD to message ride sharing directed to Alameda residents.

It would be great to have a web site specifically for transportation to/from Alameda. I say this because I don't like 511.org.

Lastly, need to develop and define Alameda brand. What is Alameda about. Are we wanting to be another San Francisco - technology center with bunch of Millennials migrating in to buy \$1M homes? Do we want to be the #1 Bike Friendly town in America? With Alameda changing, residents should know what the Island is today and will be in the near future.

I think a stated city wide campaign to raise awareness that walker and cyclists 1st, cars 2nd would be good.

Education about alternative options.

People are not necessarily aware of all the transit options available. This is because there is no unified message - the ferry, BART and AC Transit all produce separate schedules/messages. There is also a lot of confusion about getting to BART - either bus lines or parking availability, especially with people who just take BART occasionally.

Most often, the buses I take to and within Alameda are standing room only so improving awareness and access seems a strange goal.

What are the options for better informing Alamedans about local, real-time traffic conditions? For example, knowing how backed up the tube is could affect the timing, mode or route for a person's trip. I know there are crowd-sourced apps out there, but I generally trust resources like Nixle more.

Make it as easy as possible for people to plan routes and get real time arrival info. E.g. electronic real time arrival displays at frequently-used stops, city-provided paper- and internet-based route planning tools tailored using knowledge of Alameda's peak times and population concentrations.

Increasing employer awareness is easy. Getting employers to take action isn't. Alameda residents are aware of their options. But those options aren't affordable or convenient.

Make new comprehensive maps once some of these improvements are in place. If people know the walk/bike/bus/car pool spots and connections they are more incline to use them. My 2011 Alameda Bike map is well worn by now.

## ***Intersections***

**Intersections Comment Summary:** The most frequent comments on intersections are as follows:

- Need to synchronize traffic lights (4 total)
- Need more left-turn signals at intersections (2 total)
- Improve intersection at Broadway/San Jose Avenue (2 total)
- Improve the intersection of Pacific Avenue/Constitution Way (1 total)
- Improve intersection at Fernside Blvd/Lincoln Middle School (1 total)
- Improve High Street/Otis Drive and access to the bike/pedestrian bridge (1 total)
- Improve both ends of Bay Farm Island Bridge (1 total)

- Need traffic lights to detect bicyclists and to provide enough time for bicyclists (1 total)
- Reduce cars parking at corners to increase visibility (1 total)

**Comments:**

There are many intersections where cars idle waiting for a light to turn green (during both peak and off-peak times) - causing exhaust pollution and wasted time while at a red light with no traffic coming in the cross direction (the lights at Willow & Otis are terrible!). Other cities have smart traffic lights/motion technology that can tell when there are cars waiting and turn green accordingly. PLEASE CONSIDER THIS!

Safety issue examples: the intersection of Pacific at Constitution: there are crosswalks, but the visibility is severely lacking for anyone to see east bound traffic on Constitution approaching Pacific due to the curve. I believe this intersection has been brought to the city's attention and everyone agrees that there is an issue, yet nothing has been done to mitigate the dangers. As Pacific is designated as a bike boulevard, situations like this should be pushed to the top of the projects list. Additionally, Pacific has little to no indication of its identification as a sharrow, leaving many cyclists and drivers in the dark as to its proposed use.

Intersection at Broadway and San Jose is a disaster and an accident waiting to happen. Recently installed traffic safety signs last less than a week before being run over. This should be of highest priority.

I am a 74 old grandma who daily uses her bike for shopping and other activities. I would like to give my opinion to the people in charge of designing the routes. A dangerous crossing at Fernside Blvd passed Lincoln School, close to Highstreet to get onto the bridge bike path should be changed. Other areas need attention for kids going to school and libraries.

Danger areas, both ends of Bay Farm Island Bridge, The corner of San Jose Ave and Broadway.

Making left turns off busy streets/major boulevards like Broadway are now impossible--we need more left turn signals--plus synchronization of traffic lights on Park, Broadway, Webster to increase traffic flow

Adjusting timing of traffic lights to improve flow.

Stop light patterns should be consistent, lights should be able to be accuated by cyclists as well as cars and have enough time for the cyclists to get through the intersections.

Signal timing to improve air quality and efficiency.

There are some intersections that need turn signal lights (Central turning onto Webster and Central turning onto 8th).

Several intersections in Alameda have visibility and safety issues. Cars park at the edge of the intersection creating blind spots where drivers cannot see past parked cars. This creates a hazard for pedestrians and cyclists, as they are often not visible until the last minute. This could be prevented by putting red zones around intersections, preventing cars from parking too close.

***Island Crossings***

**Island Crossings Comment Summary:** The most frequent comments on island crossings are as follows:

- Improve travel flow on/off island during peak times (11 total)
- Fix the issues in Oakland including Chinatown and near High Street (11 total)
- Eliminate bridge openings for boat passage during peak commute hours (6 total)

- Improve emergency access/egress and evacuation plan or seismically fit “lifeline” structures (5 total)
- Charge tolls for tubes/bridges (3 total)
- Improve bicycling and bus on/off island including Oakland coordination (3 total)
- Improve I-880 (2 total)
- Improve traffic flow island access/egress at Park Street (1 total)

**Comments:**

Also, none of them will withstand an earthquake. We need at least one way off the island that is considered to have a decent chance of making it through an earthquake.

Reduce island crossing congestion by eliminating bridge openings for boat passage during peak commuter hours.

During peak commute hours (6:30-9:00 AM, 4:00-7:00), limit the passage of boats under the bridges. IF possible, do not allow passage of boats during peak hours Monday to Friday. The opening of the bridges causes huge traffic with 4 to 5 blocks of cars trying to get out of and get into Alameda.

High Street: From what I understand High Street in Oakland by the shell station used to have a dedicated right turn lane for people going to 880 South which helped a lot. Now High Street is a mess at rush hour for no real reason.

High Street: Better access to 880. It was very disappointing that millions of dollars was spent rebuilding the 880 High Street overpass without making more substantial improvements to traffic flow.

What about bridges? There should be some way to avoid bridge openings during morning commute/school drop off in am.

What plans are there for the Fruitvale train crossing?

Ask Oakland to make 2 left-hand turn lanes to get onto the freeway from High street.

Fruitvale and High Street bridges, in addition to being "normal" choke points for private and public transit vehicles, are draw bridges. They open from time to time (at least twice a week?) for commercial traffic, plus irregular pleasure boat traffic. Once the bridge opens, traffic starts backing up, causing gridlock on the approaches on both sides of the water. It takes a long time to clear that backup, causing big delays; that's especially bad for the schedule reliability of the buses.

An immediate fix would be to post signs reminding people to turn lane for lane at the corners of Blanding and Park St. and Clement and Park St. Failing to turn lane for lane backs up traffic at both of those intersections particularly in the morning. Some traffic direction for a while would be helpful.

Alameda is a death trap in the event of a major earthquake and fire like the 1906 earthquake in San Francisco. There needs to be an Infrastructure where everyone can escape alive or without critical injury.

Access and egress to the island have become much more congested.

Devote more time and resources to fixing the getting on and off island problem before spending a lot of time and energy on things like reducing trips within Alameda.

How does the population and entry and exit points on the island compare to other island cities with similar levels of public transit (bus and ferry only). Are there any ways to improve flow on and off island during rush hours

Commute times for getting off the island are horrible.

These are the only ways off the island. We who work for a living need access to the mainland which provides transit opportunities to get to work.

Alameda is a great place to live, with that said, it appears that more and more people are drawn to Alameda. Can Alameda expand to meet the demand, I don't know? It's alarming to realize that there are only five ways to get on/off the Island and it seems that for the past two years at least one bridge has been inoperable. What about emergency response times in event of an earthquake?

It is impossible at times to get off the Island. I go into the city about once a week. I can not take public transportation has for work I'm usually delivering draperies, pillows etc and coming back with other things. There is no way I can do that without a car. So another ferry will not do it. The tube is a mess and cannot hold the traffic that is coming and going through it or can Oakland handle it. So get a grip on the whole thing.

Congestion increase greatly affects Alameda at all points of egress from the island. It causes severe backup in the tube and and on all bridges going into Alameda and blocking traffic there.

Fix the clog in Chinatown.

Even a simple trip -- Park Street to Lake Merritt, for example, requires a bus (unreliable, comes infrequently when it's not rush hour) to drop you off at Fruitvale BART, and then BARTing to Lake Merritt (one stop). It takes forever. It literally is faster to do with a bike -- and yet biking requires going over a bridge and riding through East Oakland or riding through the tube (unsafe).

While there is a finite amount of access points to the island there are opportunities to improve. i.e. working with Oakland to address bottlenecks - loops at Webster to 880, 2 lane to 1 lane, back to 2 lane at Fruitvale. If we can standardize on the consistent lanes from Alameda, to Oakland and then to 880 it would reduce congestion points.

While Alameda island is well connected to San Francisco city, if one needs to travel from Alameda to Newark or to the Peninsula region, there are really no good options. I looked up 511.org to go from Alameda to Newark which is 21 miles and the trip time is 1 hour 49 minutes. If it is going to take so long to commute one way, obviously people are going to choose to drive their car. Also crossing Dumbarton bridge or San Mateo bridge is a nightmare and easily adds another 45 minutes even at 4pm.

I think the gap that remains is the congestion on 880S and this should be an objective as it is one of the main highways connecting Alameda island to the rest of the East Bay and the bridges to the Peninsula.

What would a regional conversation on transportation look like? How can we solve the problem of island access points - bridges, tube - without talking about what happens on the other end. Light change coordination (thinking specifically of both Fruitvale and High Street Bridges) and tube entry point into Oakland. More housing everywhere means continued increases and stresses on existing infrastructure.

There is a misconception that the Posey Tube is the bottleneck when exiting Alameda. The problem is actually on the other side of the estuary. This problem will get worse over time. It's not likely that we can add enough lanes on 880 to accommodate anticipated regional population growth.

Need to partner with Oakland to improve bike crossings. The Park St bridge, for example, is a nice way to cross over to Oakland, that is, until you reach Oakland. At that point you are basically on a freeway on ramp with no path to safety.

Alameda's traffic is also a function of Oakland planning. The routes off the Island (High Street, Fruitvale, Park and Webster) all face significant traffic issues due to actions by Oakland. There needs to be a plan in place to address that.

Contingency plans for addressing gaps in transportation modalities or unexpected surges (frequency of tube maintenance, strikes, etc).

Most if not all of the congestion associated with island crossings are found in Oakland, not Alameda. Further to this Oakland, has limited incentive to alleviate this congestion.

What's the city's emergency evacuation plan when we have a natural disaster? How do you plan to get 80,000 residents off the island?

Alameda is an island, with limited means to enter and exit: 4 bridges and the tubes. The 6 concepts above don't seem to specifically acknowledge or reflect that. Those serve as bottlenecks / chokepoints and when congested have significant impact on traffic flow. Especially as Alameda grows, there should be focus on the impact on these chokepoints. Also, not just the bridges/tunnels themselves, but the traffic flow on either side is often congested and inefficient - especially access to the 880 freeway. The regulations for sharing the drawbridges between boats and cars are outdated and don't do a good job balancing the actual impact. A bridge will often be raised during carpool hours (7am-10am, 3pm-7pm) impacting hundreds or even thousands of passengers for the benefit of a few or just one traveler by boat.

The said planners need to make the appeal to Congress to acquire more resources and provisions, more money, that patrons may resolve to what be their needs -- and avail this. Otherwise, this all evidences to be far too micro-managed.

Don't forget Alameda is an island community, with no lifeline caliber connections across the estuary. Alameda could very well lose one or both tubes for years after the next "Big One" on the Hayward Fault. None of the bridges meets "lifeline" criteria either.

The timing of bridge raising during rush-hour, the susceptibility of the tubes to traffic disruption, and the decision of the City of Oakland to do major construction projects adjacent to the bridge landings, are secondary factors that are impacting traffic.

Nice goals, but...? I have lived on the West End in Bayport since it opened in 2004. I remember watching city council meetings on channel 15 discussing transportation options on and off the Island. I know this is obvious, but having a world class port like Oakland within spitting distance limits the options available. Also, as I mentioned previously, I like to have control over my commute and not be subject to the whims of transit schedules etc. It just seems to me a lot of people are just like me. Just look at the number of passengers in most cars when sitting in traffic going through the tubes. Solo drivers. And at all times of the day. People want control in what ever way possible given they are probably driving to jobs they have very little control over to begin with.

More stick and less carrot. Charge single occupancy auto tolls in and out of Alameda during weekday commute times.

You don't mention that Oakland already has traffic trouble of its own, and increasing the volume of traffic through the tubes will make that worse. Already it sometimes backs up from Oakland all the way through to the island tube approaches. As with the draw bridges, this is very bad for the reliability of buses.

Add a toll for tubes or bridges?

Consider charging tolls to non-island residents to cross into Alameda. Use the money to build a new bridge and add a tunnel.

This seems good, but less important. The main choke points seem to be getting on and off the island.

The percentage of people foregoing driving does not jive with the increase in congestion. It is increasingly difficult to get over the Park Street bridge and through the tube. I now plan 45 minutes to get to Oakland between 7 and 9:30 am from my home in central Alameda because it can take up to 30 to get out of town.

### ***Island Crossings - Additional***

**Island Crossing Additions Comment Summary:** The most frequent comments on additional island crossings are as follows:

- Add another way on/off island (22 total)
- Add another way on/off island in the west end (22 total)
- Want direct I-880 freeway access to/from Alameda (6 total)
- Inform community members that an additional way on/off island is not possible (1 total)
- Move the Coast Guard to Alameda Point to allow bridge in west end (1 total)

#### **Comments:**

Expansion of Posey tube to access to 580/880 freeways. Either underground or above ground bridge as majority of jobs are outside city. Lots of congestion during commute hours especially the time when kids get dropped-off to school and parents immediately drive to work. Maybe perhaps a similar expansion like the tunnel on highway 24?

Address Posey Tube specifically. It is already a mess. Can we make a bridge? Build a third tunnel? Make developers of new housing in the west end of the island provide adequate parking and rideshare parking lots? Some creative element to lessen problems getting on and off the island.

Need more access to Oakland. Traffic is getting heavier and heavier. If the accident happens, need to detour to other side of town, also congested.

Explore other ways of leaving island for drivers alone. Another bridge, another tunnel. Increasing of housing not enough entry/exit for drivers.

This doesn't seem to capture the need for an additional bridge/tunnel bore out of the West End.

Webster tube is too congested during commute hours and during events (Antique fair) held on the West End. While I appreciate all the public transportation infrastructure many Alamedans still drive. All the new housing on the West End with its increase in population will only increase traffic. An alternate bridge on the West End is needed. Our bridges and tunnel were not constructed to support the ever growing population on the island.

Is there any way we can build another bridge or tube to accommodate the increase people that live here. Trying to get through the Webster tube during traffic hours is insane. And if there is an accident, it's just unbearable.

Yes increase bridge and tube size. The traffic is too much for the current bridges and tubes--add lanes or something like that.

Another method ( bridge or tunnel ) from the West End to to Oakland is needed. Current traffic getting off the island is very heavy.

The island has become so congested as the housing and development is beyond the transportation capabilities. We need another tunnel or bridge to get off the island.

The city needs to reinforce to people that there will be no new routes added to take cars on and off the island. I talk to a lot of people who believe that a new bridge or tunnel is not only possible but is the only way to save Alameda. They derail conversation about other options.

Invest in another way off the island on the west end of town especially since there are so many plans for new housing and retail there. The tube is NOT enough for egress, even with increased public transportation.

New access points to and from Alameda are needed. We keep building and increasing the number of people living, working and visiting Alameda but the number of access points have not increased. I have lived on the island near 20 years and the congestion the last few years has become terrible.

Alameda needs another bridge or route to get off the island between Park St and Webster.

You should be exploring additional egress from the island, e.g., a second Park Street bridge or a second Fruitvale Bridge.

Need another car exit from the island, esp if more housing will be built

Need for another bridge on the West end.

We need more options to get out of the city - another bridge/tunnel near Jack London and better/more efficient access on the Oakland side.

A direct exit off the freeway to Alameda.

Another access on & off island.

So not even a possibility of another tube or bridge?

Officials need to negotiate with Port of Oakland to secure some place on the Oakland side to land a tube/bridge, to connect the development west of Webster Street to the freeways.

The Coast Guard won't wait for a bridge to lift - so there can never be a bridge from Alameda to Oakland West of coast guard island. City officials need to negotiation with Dept. of Homeland Defense to move the USCG out of Coast Guard Island and perhaps to deepwater piers at Alameda Point.

If there is to be any significant housing growth on the base, there needs to be a plan to add another crossing. I understand that this will probably have to involve a fairly deep tunnel going from the base to somewhere in west Oakland, but absent that I don't think that adding much housing in Alameda is a tenable proposition. At the very least studies should be done, and the funding & planing work started.

It really is time to build an additional tube next to the one we have now. We can convert all 4 lanes of the existing tube to one direction and use the new tube for lanes in the other direction. Determine the cost. Raise the vehicle auto license fees. Fund the project.

With the increase in housing, more options for driving off the island are needed. While there is good public transit into downtown Oakland/BART and San Francisco, people still need to drive their cars off the island and get to the freeway.

We need depth and breadth of alternatives to roadway transit options, even after the addition of the one planned, partially funded ferry line, we will have shallow, narrow options. We need motor vehicle options (rail and or bus only roadways) separate from the congested existing roadways.

Additional Bridge/Tube, if considered, should be HOV only. Need to incentivize behaviors that reduce congestion, not add to it.

I realize that it is cost-prohibitive to add another tunnel or bridge but I think that is the only way you are going to relieve congestion during peak hours.

Unless any of these plans includes another access point to our town via a bridge or tunnel ect. ESPECIALLY from the west end then your kidding yourselves. Even with an increase in Public transportation and ride share programs people wanting to access oakland or the freeway will still cause major traffic as they do now and once all these new housing developments are finished watch that double. I doubt any of the people who are moving in or buying these residences are working in this town. There going to be working outside of alameda.

All new development built on the Island must pay into a "New Bridge/Tunnel" tax. Bridge? Tunnel? Something besides more frigging busses?

The tube is sometimes so crowded in the morning that jams can take 20-30 mins to cross... not sure what can be done , Alameda needs another crossing into the city.

All the new housing on the West End with its increase in population is only increasing traffic. An additional route in/out of Alameda on the West End is needed. Our bridges and tunnel were not constructed to support the ever growing population on the island.

There are not enough bridges and tunnels or other ways off the Island. We need more.

With residential expansion into Alameda Point, we may need to seriously consider expanding island crossings.

More routes off the island should be built.

Some serious infrastructure changes are needed like a new bridge, tunnel or Bart stop in Alameda.

Building another bridge or tunnel between Webster tube and park street. A majority of residents still drive and public transportation does not fit their needs. Also an exit directly to the tube. Winding through Oakland can take a half hour more after you exit Bay Bridge. It is ridiculous that sides streets obviously not meant for the number of cars is how you have to get to the tube.

Adding another bridge/tunnel on west end (where the new growth predominantly is) is a must.

Please consider another bridge or tunnel expansion on the west end.

There is not enough access to and from the island. New developers should be paying for a new BART station, or bridge from the new developments at Alameda Point.

Make another 2 Or 4 lane tube at webster st location. Also make these direct to freeway routes ...Yes I understand this would impare on the oakland side properties !!! State of calif. has to get envolved or same old thing will will be done, NOTHING.....! I was a teenager when the second tube was built It made a big difference .....It's to do it stop the talk.....! this it the only plan I can working, because NO one wants to do a" southern crossing"... because every body cries' POOR !!!!!!!! I am 69 years old ,i'll bet i am dead before any does something about the problem . and yet they keep building homes in the east end . Take care of the problem first !

Also, the Webster tube is extremely congested and we would all benefit from an additional bore or bridge to Oakland/SF.

We need a new way to get people off the island at the west end. I've heard of talk about building a new bike and walking bridge to Jack London. Possibly building a new car bridge from the base over to West Oakland.

Another way onto the west end of the island from Oakland/880. The commute from 880 and onto the island is difficult and includes many miles through Oakland and much wasted time. The only current option is to exit near West Oakland BART (several miles from the tube or a bridge).

These solutions can only put a tiny dent in the problem, unless population growth is halted, and/or additional crossings off island are created.

There should be at least one more bridge/tunnel from the Alameda Point area into Oakland to relieve congestion.

Why is there no mention of building new bridges or tunnels to move people off and on the Island? The vast majority of South Shore Shopping is done by people who live off the Island. Same goes for all the commercial development on the west end. Residents of the residential development happening now work off Island. There are not even close to enough jobs on the Island to justify the development if nothing is done to increase capacity to move cars on and off the Island. As you increase buses and shuttles that also adds to the pollution and congestion.

We also need to widen the Webster tube tunnel or make another entrance/ exit off this island that is getting more congested.

Also, given the difficulty of crossing from the West Side of the island into Downtown Oakland, an additional crossing would likely be needed soon. This should be designed to favor pedestrian, bicycle, and transit accessibility (in that order).

Need another bridge to the 880.

### ***Island Crossings - Bicycling/Walking***

**Island Crossings – Bicycling/Walking Comment Summary:** The most frequent comments on island crossings for bicycling and walking are as follows:

- Improve bicycling options to/from Oakland, especially on the west end (35 total)
- Construct bike bridge between west end and Oakland (13 total)
- Improve tube paths (5 total)
- Inform community members about constraints on the bike/pedestrian bridge (1 total)

#### **Comments:**

Bike access is unfriendly/dangerous especially when another biker is coming from opposite direction on the narrow bike rail lane. Currently, both bikers must stop and one biker must lift up their bikes above head level to let the other biker pass. Can u imagine if both bikers don't have the strength to lift up? Or if during lift up, the bike drops down onto car lanes?

We are prevented from walking or riding our bikes to downtown Oakland from the west end of Alameda. I propose considering improvements to the path and breathing conditions through the Webster Tube and/or a pedestrian/walking bridge that goes between the west end of Alameda to Jack London Square.

More and better bicycle options, especially through the tube.

Include safe egress for cyclists as well. They shouldn't have to walk their bikes through the tunnel and breathe the fumes and be exposed to the soot from all the cars and buses.

I hope the construction in the Posey Tube will include a safe and spacious bike/pedestrian walkway.

Needs to be better way to leave island near Webster Street -- Biking through tube is impossible.

Riding a bike from Alameda over to Oakland is dangerous given level of traffic and road projects. Should work to make it safer to ride a bike in Alameda and out of Alameda .

Bike bridge to Oakland from West End. Going through Tunnel is horrible and dangerous and the Estuary crossing isn't user friendly/available to all access points needed.

Creating a safer and cleaner route to get off the island via foot or bicycle would be a huge improvement

Can we please get a bridge for walking/biking on the "tube" end of the island? Please?

We need a dedicated bike/pedestrian route to downtown Oakland. The Posey tube is extremely unfriendly for biking or walking, it's noisy, polluted, dark and very loud.

I would love to bike to work from the west end, but I will not take my 1 year old on my bike through the tube. It's not safe and I don't want him (or I) breath'g in all those car fumes. Build a bike & pedestrian bridge on the west end that goes to Jack London square so that I can ride my bike/BART to work and decrease my carbon footprint.

The only way to include biking and walking for the west-end island crossing is to create a new effective crossing for biking and walking. There is no other solution that can create a large number of crossings without relying on the currently ineffective crossing - Posey Tube.

Include the information listed in the Estuary Crossing feasibility plan about the lack of real options for people biking and walking between the west-end of Alameda and Oakland. Include the importance of an effective solution like a bike/ped bridge.

It would be lovely to have a safe way to bicycle/walk to the downtown Oakland/BART station, via western Alameda. I've heard preliminary planning stages but with the increase in housing on the west side it'll definitely be needed.

Congestion in the Tube may be reduced with better bike and walk options to Oakland on the west end. Biking or walking through the tube is unhealthy and stressful, and busses can be crowded and slow and never seem to run on schedule. A bike/pedestrian bridge to Jack London would be ideal.

Also worth addressing that the tube crossings are actively hostile to non-motorized modes of transportation.

Building a bike / ped bridge, but I would like to have that broken out. It's a major infrastructure project that needs to start NOW. Also, multi-modal shouldn't mean I have to put my bike on a ferry or shuttle to leave the island by bike. It's too schedule restrictive. We need 24 hour active-transportation options on and off the island.

West-end non-motorized egress on and off the island. Since the majority of our new housing is being built in the west end, we need a way for those who want to walk or bike to get on and off the island. Recognizing this is a regional project, but one that will mostly benefit Alamedans, it needs to be part of the plan if we're going to hold developers responsible NOW for making that happen.

We need non-motor vehicle methods that are better than the unsafe and substandard pedestrian and bike routes on/off the island.

Far more work needs to be done to make it easier to bike through island crossings. All island crossings except for the dedicated bike bridge require you to dismount and walk. No one does, so unsafe conditions persist.

I support all of these, and I also think we need another option for people to get across the estuary by bike and foot besides the Webster Street tube.

Additional crossings on the West End that will allow for walking/biking across. Additional means of crossing on the West End are essential if there is to be further development on the West End.

A way to reach Oakland on foot or by bike without the problems inherent in the Posey Tube.

We need a safe way to get into Oakland from Webster. A separate bike/pedestrian tube?

Biking between Oakland and Alameda, particularly on the west end is not possible. I would like to see plans for a new crossing that is bike/pedestrian-exclusive (similar to the Bay Farm bike bridge). This would increase access to Jack London Square, a very bike/pedestrian friendly area.

Lastly, I've heard that the city has pretty much ruled out the idea of another bridge or tunnel on the West End. I think that's a big mistake. At the very least, a bike/pedestrian bridge should be considered to encourage people to go into Oakland that way. I would bike over if I didn't have to go through that congested tunnel.

Zero bike-safe cycle routes off the west end of the island (addition of bicycle bridges similar to the harbor bay blue bike bridge). I think that better bike bridge support to BART will help (the shoreline cycle track does not safely connect to BART over fruitvale bridge to the embarcadero path). Build safe cycle-only bridges with clear bike-first access to BART and bay bridge.

Has anyone considered a better footbridge to Oakland? Need a better bike/footpath on and off the island.

Bike paths through the tunnel.

Any possibility of a pedestrian/bicycle bridge from Alameda to Oakland on the West End?

Bike bridge to Oakland from West End. Going through Tunnel is horrible and dangerous and the Estuary crossing isn't user friendly/available to all access points needed.

Bikes and bike bridges...

Can you get a new (and more usable) bicycle path through the tubes?

A bicycle/pedestrian bridge out of the West End is necessary.

Currently the west end continues to have no reasonable off island egress for pedestrians or cyclists. Until this is solved, the bottleneck issues will continue to plague commutes.

Create a proper bike crossing to Downtown Oakland. I cannot quite figure out what they are doing in the tunnel... but I'm hoping something to that effect.

I would like to see improved bicycle and pedestrian access to crossing the estuary to Oakland, whether that's establishing new paths through the existing tunnels, or building a pedestrian/cycle-friendly bridge southeast of the port area.

Bicycle access to Bart from west alameda. West side bicycling is tough with tube.

BIKES - we need better bike paths, particularly to get off the island from the West End. The shuttle runs too infrequently and the tube is downright scary. Would like to see an objective that more closely addresses biking off the island.

I would like better protected areas for cyclists, including protected bike lanes and especially to be able to cross bridges/go through tunnels.

Bike/ped options off the island, especially on the West end.

Weekend bike transit to downtown Oakland from the West End. The ferry short hop is only one direction. No shuttle, buses often full for bikes by Webster St. This is a big problem for weekend commuters as well as day trippers.

Biking to Oakland from the east end and mid-island is quick and easy.

The experience for bicyclists and pedestrians traveling between Alameda's west end and Oakland in particular is sub-standard and needs attention. As bicycling is on the rise, we are missing a huge opportunity by ignoring this problem. I'd propose adding a goal to increase bicycling by X% by 2020, and then adding language about how that goal will be attained -- expanding access on buses (more bikes per rack, for example), bike-friendly ground shuttles, marketing of any bike-friendly programs or incentives, as well as options outside of the tubes, like water shuttles, and a bike bridge.

It is important to have good bike access across the bridges. Fruitvale bridge needs a bike lane or a way for bike to get on and off the sidewalk over the bridge and connect to bike lanes on the other end.

A safer way to get off the Island is needed for bikers- right now there is only the Park street bridge if you want to bike along Embarcadero to Oakland, and with all the construction going on, it's no longer as safe as it used to be. There needs to be a real bike lane once you're over the bridge into Oakland- this is something the 2 cities need to address together. People who live on the west end don't even have a bike off the Island option- they have to rely on the shuttle which doesn't pick up/drop off at convenient times for everyone, and misses the whole middle of the day all together.

It is crazy that there is no way to bike off Island from the west end and that the tunnel is the only outlet.

Riding a bike or walking through the neighborhoods in Oakland at night to get to Alameda bridges is scary--it is not an option.

Please make biking safer.

Not easy to leave the Island by bicycle (Estuary Crossing Shuttle and Target Shuttles do not run all day, and every 30 mins is not often enough)

Biking! Providing more and better bike access the estuary to BART and downtown Oakland is a critical component of a complete transportation strategy, but it is hardly covered in your slides.

It's currently difficult and does not feel safe (re car traffic) to bike ride off the island, especially through the Tube. For me to use my bike as a regular connection to BART or destinations off-island, there needs to be safe bike lanes on the bridges and in the Tube, as well as the streets leading up to and off the bridges. To get more people on bikes, it has to feel safe and comfortable. For example, I would not let my teenager ride his bike alone on the Park Street bridge to the Oakland Embarcadero - it is a real mess of traffic and I think you have to be a confident experienced rider to get through that safely.

We also need a better bicycle connection off the island. I am comfortable claiming the lane on my bike on the fruitvale bridge, but some people aren't. One of the bridges needs a bike lane on it, either the Park St or fruitvale bridge.

Getting off the island via either bike or foot, is frankly terrible.

### ***Island Crossings - Webster/Posey Tubes***

**Webster/Posey Tubes Comment Summary:** The most frequent comments on the Webster/Posey Tubes are as follows:

- Improve west end access/egress (18 total)
- Enforce speeding in tubes (2 total)
- Improve traffic signal synchronization by the tubes (1 total)

- Improve emergency access/egress (1 total)
- Want direct access to I-880 (1 total)
- Coordinate with Oakland (1 total)

**Comments:**

Webster tube is not equipped to handle increasing population in the new housing developments, will worsen when Alameda Point development begins, may be owner of the project should propose resolution to alleviate the congestion

Signage in tube would be helpful for the inexperienced drivers who come to a stop on the Posse Tube upgrade to change lanes. I have not been able to determine if the lights impact tube traffic coming onto the Island, perhaps a 3-5 day study is merited.

Posse Tube - 1600-1900hrs - I normally commute home through the Posse Tube, mornings at 04:30-05:30 timeframe usually has no delays unless an Tractor trailer with container is in transit. Evening hours 16:00-19:30 the tube is gridlock, often after I climb the grade to the West portal, there is very little if no traffic backed up as a root cause of the gridlock. This merits study, I know some drivers fear climbing grades and slow down but this is ridiculous, Perhaps signage for the Prius drivers to keep up the speed on an elevation would shame them into moving along?

Improving morning timing into the Tube would be helpful to reduce congestion. Sequence light on timer in morning.

The tube. We either need another one, or to stop the unbridled development that adds thousands of cars to our already busy streets.

The only thing that would help that would be to expand the Posey/Webster tubes.

I think we need a better focus on getting people off the West End. The shuttles are good but they aren't frequent enough or run for enough hours of the day. Buses are good too, but even with three position bike racks there are many times when you get stuck in Oakland because all the bike spots on the buses are full.

Congestion is terrible, especially the Tube. I don't think that can be stressed too much. With all the new housing/construction, it will only get worse. This will significantly affect quality of life in Alameda. I want this to be the number #1 concern.

The Webster tube is too congested during commute hours and during events held on the West End.

I think the Webster tube is a big problem, and it really needs to be evaluated and addressed.

I am not sure that I agree that "auto commuters on downward trend" as I see congestion in Alameda is getting worse, especially through the Webster tube.

What is Oakland doing to help move traffic to the freeway when coming out of the tube. How are they going to move traffic in a more desirable way to the freeways?

How can Alameda stop people from cutting over at the last minute through the tube. If that could be reduced, traffic would move smoother.

Commuting-hours congestion is a big problem at the tube.

I see regular back-ups at the Tube, and I have heard about the traffic jams that used to exist when the base was in operation. As we increase both housing and jobs in the West End, we must work to prevent a recurrence of those conditions.

Tube traffic in the late 70s-80s backed up all the way down Atlantic to Main Street. So to say tube traffic has increased is not correct, it has shifted and changed. Traffic in Alameda is not that bad except from 7:30-9 AM.

The Webster St tube is congested almost all the time. When there is an accident, it is difficult and takes a long time, to get to another bridge. What would happen in an emergency? The busses do not run all the time. Getting in from San Francisco late on a Sunday is a real challenge.

Work with Oakland to get a right lane only direct access to the freeway from the Posey Tube.

Access to and from Alameda through Oakland needs to be a joint city analysis, especially on the Oakland side of the tubes. What percentage of traffic using the tubes to and from Alameda is interchanging directly with I-880? If it is a high percentage, which I would be surprised if it is not a high percentage, then what alternatives are available to facilitate this interchange?

My primary concern is the island crossings (in item 1), especially at the tube / tunnel. This is inhibiting growth on this end of the island and could be a serious safety issue in any real emergency.

Public Safety in tubes- no monitoring of speeding and people drive like maniacs because they fear nothing- big accidents in the tubes cause mayhem for hours.

The Tube has become much more congested with time due to residential and commercial development offsetting the benefit from carpool, telecommute, etc.

Congestion specifically in the tube has gotten out of control.

The Webster Tunnel is a wholly inadequate means of getting across the estuary for the flow of cars, not to mention the fact that biking through the tunnel is a health hazard both because it is dangerous and unsafe and because of the air pollution exposure.

Inadequate for the 1000 units planned in the next 4 years, much less the 2200+ in the next 10. Peak tube is already stopped up, adding buses will not help.

Commute traffic / transit, especially on West End - With an increase in building density and only one way to get off the island on this end, traffic is beyond impacted during commute hours. People often drive unsafely, making it even worse -- on both the Oakland and Alameda side of the tube. City planners keep trying to shove this idea of being a commuter-friendly island down peoples' throats, and it's nonsense. The tube already can't support the amount of traffic it sees on a daily basis -- yet the city keeps allowing developers to build homes that cost more than half a million dollars on what is essentially land-filled marsh (really, first big earthquake that hits, those homeowners are screwed).

## ***New Innovations/Technologies***

**New Innovations/Technologies Comment Summary:** The most frequent comments on new innovations and technologies are as follows:

- Increase carpooling/vanpooling using Uber/Lyft-like technology (4 total)
- Consider impacts of autonomous vehicles (3 total)
- Encourage telecommuters as internet speeds and capabilities improve (2 total)
- Enforce ridesharing vehicles that block traffic during pick-up/drop-off (1 total)
- Use real-time technology to reduce congestion (1 total)
- Encourage green/electric cars (1 total)
- Use on-demand parking management (1 total)

## **Comments:**

It would be nice if there were some non taxi / Uber / Lyft options to get to the island between 10:00 pm and midnight.

Could carpooling and vanpooling ridership be increased through Uber-like technology? Carpooling is primarily attractive for those who work in downtown San Francisco.

Finally, as ridesharing becomes more prevalent, I foresee a dramatic increase in delays/jams caused by Uber/Lyft/etc drivers who doublepark or otherwise block traffic/occupy commercial loading zones/etc in a manner even taxis do not dare to do. There needs to be a lot more enforcement on these services/drivers if they are to be an ongoing part of the transportation equation.

Begin thinking long term. Autonomous vehicles are going to be here in 10 or 20 years, and are going to potentially have major changes to the way people travel. Spend some time to consider their likely impact on Alameda. What does it mean for passengers per vehicle? For parking? For multimodal transport?

I feel that faster internet speeds from sonic.net can enable telecommuters to not leave at all (work from home). Encourage work-from-home (telecommute) by encouraging sonic.net gigabit ethernet installation across the island.

Impact of tools like waze on routes in/out of town.

Introduction of sonic.net gigabit fiber connections to make new business and telecommuting internet speeds blazingly fast.

The current plans are backward-facing and do not address the direction of technology.

- 1) No consideration for the impact of on-demand transport services (Uber, Lyft)
- 2) Impact of self-driving cars services
- 3) Green/electric cars
- 4) Parking apps, on-demand parking management

Technology has created some amazing new transportation options - Uber, self-driving cars, etc. - so it is difficult to predict what transportation will be like in 20 years.

## ***Parking***

**Parking Comment Summary:** The most frequent comments on parking are as follows:

- Want access to parking (9 total)
- Do not provide parking citations/management as a disincentive to drive (7 total)
- Use parking management to increase incentives to take other modes, increase monies and reduce driving (6 total)
- Want a park-and-ride lot in underutilized lots (5 total)
- It is difficult to park in residential areas/public streets (5 total)
- Make other options available before reducing parking (4 total)
- Want more parking in the Park Street area (3 total)
- New developers benefit and existing residents are impacted by reduced parking requirements (3 total)
- Want more parking in the Webster Street area (2 total)
- Want a park-and-ride lot in west end (2 total)
- Want a new parking garage (1 total)

- Bus riders park in the west end (1 total)
- Increase visibility with red curbs at corners (1 total)
- Want parking permits in residential areas to park in front of own house (1 total)
- Want City to use an app for parking meters in addition to coins/credit cards (1 total)
- Provide more parking pavement markers or parking “T”s (1 total)

**Comments:**

The need for parking will not go away! Stop pretending that parking issues will go away if you just reduce access to parking...I like and use public transit, but unless and until it really works much better...I still need to drive...!!!! ....i.e. there is no way, using public transit, to get from the east end to the main street ferry...and there is no place to par when you get there...seriously???

We need to have more in out traffic route for the west side. Webster tube is not enough. More park and ride that is right near the tube so less cars get in the tube. How about a park and ride in all those open areas near the entrance of tunnel?

Park Street is successful because you can triplink to it (stop on the way somewhere in your car) or bring your kids because you can find safe easy fairly priced parking. If nowhere else in the parking garage. Don't take away too much parking because you want people who usually walk or bus there to not feel like it's too much hassle if they happen to drive every once in a while.

You want us to shop and spend \$\$ in alameda then we need to park!

Options need to be available before making parking impossible.

More parking in the Park St business area.

Decreasing parking/making parking more difficult impacts the elderly in a problematic way and aggravates people rather than encouraging them to explore options

We need more parking spaces near commercial areas of Webster St. If people can't park they are not going to go there.

Parking in residential areas are challenging.

Please find ways to expand parking near the Park Street district.

Stop taking parking spaces away, if you want local small businesses to flourish which equates more taxes for the city.

More park-n-ride lots that are instrumented so users can determine if there are space available and possibly reserve these spaces. The lots could be leased from churches and other underutilized private land owners and the cost funded through parking fees.

People coming from other parts of the island to park on the west end in order to hop on busses or hitch rides into the city.

Need a West End park and ride to encourage more transit crossings. Current users of Alameda Landing shuttle are those who live close enough to walk or those who drive and park on limited street parking or take the chance that their car won't be ticketed/towed from the private commercial lot.

Need to use parking management to not just reduce driving incentives, but to increase incentives for public transportation.

Less parking would suck. Yes it might occasionally motivate alternatives but it would lower quality of life and business. People will be circling around for parking and parking illegally and not going

to certain businesses that have no nearby parking. I do all that. Especially with new housing! Please keep the little parking we have now.

We could use more parking - either new garages or program to use existing parking lots for over night parking such as exist at south shore, wind river, college of alameda or alameda landing. Maybe shuttle bus to these centralized parking areas? The problem lays with overdevelopment/new housing that is not along existing transit routes or that is too dense and requires cars. This is where use of existing large parking lots could help ease the burden on residential streets.

Again, I think parking management is crucial to this. People won't choose other options if plentiful parking is available everywhere.

My response: this sounds a lot like turning Alameda into an urban area like San Francisco, which most of us came here to escape. I am against parking citations as disincentives to drive.

Use parking management strategies to fund initiatives and increase the amount of available parking to raise more funds

Parking on public streets is crowded. Cars parked up to the corner curbs block sight lines to cross traffic. When the car is an SUV, the problem is magnified.

Lets make parking prohibitively expensive and keep the bus fares where they are.

You're going to have to raise rates a lot to make any changes noticeable. Better to entice people out of cars. Do you see a big drop in car use in SF because of the huge increase in parking fees over the last couple decades?

Using parking management to control the volume of cars traveling in Alameda means the city wants to punish people for using their cars in town.

You alluded to parking but there still isn't enough parking. Not just in the downtown areas (both Webster Street AND Park Street though Park Street is worse) but also around living areas. I've lived in three different sections of the city and there is ALWAYS a parking problem. Where I live now there is not ample parking unless you pay monthly to park on the grounds. The streets are always full, rarely can I find anything close to the apartment complex (six blocks is too far!!). I am handicapped and I don't think the complex offers enough handicap spaces either. They are always taken. The only issue I have is for elderly or people who are disabled being managed with the "Parking Management Strategies" for the reduction incentives. They should be given a pass.

Reducing parking won't cut driving but it will make people mad about crowded residential streets. Look at how to make mass transit cheap and convenient/reliable

Making it harder to park doesn't really help unless there are alternative options to driving. I avoid San Francisco unless for a funeral or a wedding, because it's so onerous getting in and out of the city, and if you happen to need your car, there is no place to park. I think if Alameda were to become like that, I would probably move.

Reducing parking helps no one. We are not SF we are a small community and need more options.

I don't think "parking management strategies" is a particularly good idea. It doesn't really "reduce incentives to driving". It just gets people angry at you and not willing to listen to your better ideas.

If parking management strategies means 2 hour limited parking in neighborhoods during the day then the only thing accomplished is to punish folks in those neighborhoods who don't have parking available to them off street and or force them to pay for a sticker. I don't think the city managers have a realistic view of how many cars there are in each household versus how many parking spaces are available to them. Infill, multiple housing units in formerly single family homes, and

failure to require builders to provide adequate parking for new developments have caused the continuing parking problem.

Nice objectives (except 2.I) that should always be part of our goals, but where will the money come from? This objectives should be givens. Parking management sounds nice, but is likely to fail because of excess land that will remain on the island and parking impacts to existing neighborhoods could be severe.

If 2.I means to limit access to parking, this will just lead to drivers driving around more to find parking, which will increase pollution. Make bus/bike/walk seem more appealing and let driving/parking lessen because of that.

We need parking permits in many areas of Alameda, I know many families that can't park in front of their own house because someone else does and the cars do not move for days. The city should be capitalizing on the multi car per person families or renters. Which brings me to the rental unit issue in Alameda. The owner of the periphery should be supplying off street parking if not possible because they built units on the entire lot the city should have an off premise fee. I'm not getting off base here the theory is we have plenty of roadway in Alameda it's being taken up by parked cars from lack of planning and over renting of single family homes. We have already changed the rules and allowed the mess to happen now let's bring in huge sums of money for the city by capitalizing on it.

Parking...please consider using an app in addition to coins/credit cards for street parking meters.

Street parking as part of the transportation issue does not seem to be addressed. Perhaps we could consider some form of centralized "resident" parking lot/structure, which could also serve as a gathering point/nexus for transit, without jamming people onto already crowded residential streets.

Also, drivers' skill levels have demonstrably decreased over time... Including parking in a manner that increases the available space for neighbors to park.

You simply cannot punish people from parking their car until you prove successful at actually improving the commute and transit options. Squeezing me from both sides is in appropriate. I rode the bus for my commute every day for 3 years. I am happy to ride the bus. It is TOO EXPENSIVE. My job location also changed, and I can't find a reasonable commute option now. Driving is 45 minutes and carpooling, bus /BART are all 1.5 hours. I can't make that trade off, and the city has no business oppressing parking anymore until they can get people around the bay area in under 50 minutes for the majority of citizens. This isn't just an inconvenience. The parking on Shoreline has become a hazard to pedestrians and other drivers as people's DESPERATION with the parking situation has been changed by the bike lanes. The road is too narrow. People make u-turns, dart into driveways, reverse down the street, turn in the bike lanes. It's a safety nightmare. And punishing these panicked people is the last thing we need to do. If Alameda transportation can make the right changes for people, they will get rid of their cars. This needs to a carrot NOT STICK solution.

Is there anything that can be done about parking lots privately owned but not used. I speak specifically of a lot on Webster that is never used, but chained closed. What can the city do to encourage these businesses to share their parking lots outside the business's normal use hours?

Parking management strategies (with the exception of raising meter prices to equal neighboring municipalities) would have negative impact to small business.

Pissing people off by charging more for parking is not a solution that create positive changes. Teaching kids in school how to ride with safety in mind would be a much better encouragement.

Ending parking requirements in commercial zones would help. No parking=No driving.

Parking management strategies only serve to frustrate those that drive and do not reduce driving patterns.

"Parking management strategies" sounds like meters. If that's the case, we need to call it what it truly is: City income-generation.

There is an overall lack of assertiveness by city officials in requiring parking for new structures, putting undue pressure on City residents who share street parking. This benefits only the developers. Stop allowing developers to negotiate the required parking down.

I strongly disagree with a policy that uses parking management strategies to reduce incentives to driving. When did it become the government's job to dictate how I use or don't use transportation? If you want to get people out of their cars, give them tax breaks. People are incentivized when there is a positive impact to their pocketbook.

## ***Transit - General***

**Transit Comment Summary:** The most frequent comments on transit are as follows:

- Want more transit - it should be a priority (15 total)
- Bring back the light rail system (11 total)
- Transit takes too long so drive (10 total)
- Want more rapid transit or better ways to access it (7 total)
- Alameda is not well served by transit (5 total)
- Will not help reduce congestion or will not use transit (4 total)
- Make first/last mile of commute easier (5 total)
- Want better transit during non-commute hours (2 total)
- Want improved cross-island transit within Alameda (2 total)
- Provide low-income transit passes (1 total)
- Simplify Clipper card (1 total)
- Want smaller transit companies (1 total)
- Need to keep transit safe, especially for youth and seniors (1 total)
- Benefit taxpayer with transit improvements (1 total)

### **Comments:**

Take cars and buses off one major road like Santa Clara for an electric light rail.

Bring back the X-island trolley!

How about light rail within the city of Alameda ? Sounds great.

Yes, instead of pouring money into protected bike lanes, City should investigate installing an electric train/shuttle along Lincoln from Alameda Point and over the existing Fruitvale train bridge to Bart.

Why aren't you exploring the reclamation of the old train track/route down Lincoln and rail crossing bridge at park as a light rail expansion option? This could connect to Bart at Fruitvale and eliminate the need for buses (that would clog the bridge and tunnel). If this option has already been explored and decided against due to budget, you should make that information public because it is such a no-brainer logistically, people need to understand it would cost billions in order to NOT want it

I encourage the town to install a historic persistent free cable car service (similar to San Francisco's F trolley) from east to west end, and dedicate the remainder of that street (the other current car lane width) to only allow pedestrian and cycle traffic.

If you could only bring back the light rail system....

The most effective combination would be a light rail down Santa Clara and Park (to Fruitvale) with extended buses from the West Side. No one can get to that lovely Spirit Alley without driving--and the point is to drink while you're there.

Put back the Encinal light rail line? From Encinal High to Bay Farm. This would massively cut morning traffic to schools.

Light rail East/West. Connect Bay Farm to Alameda Point, going by both High Schools and Lincoln Middle School. This would cut morning school traffic and be safer for students. If not Light Rail, then a dedicated bus trolley.

People have to commute a small way to get to their larger commute and we should facilitate that small commute and provide other options. This is equivalent to getting to a park and ride with the end goal being less congestion on the freeways. Can we do the same for trans-island crossings to get to the method chosen for the larger commute (whether it be ferry, BART, ride-sharing, etc.

Buses is not multi modal, it's only one mode. We need ferries, and rail as central to multi modal. I don't see them here. By the way, bikes, isn't a multi modal strategy, it's an after thought. We need thought out end to end options. I get on a bike, to the ferry, to bike in the city to my office. I walk to a bus to Oakland and bart to the south bay. I drive onto a car ferry that drops me off at a point with good freeway access in Oakland, San leandro, etc. I bike to light rail that carries me to bart in Oakland, I take my bike on bart to the peninsula and bike to my office.

The roadblock is going to be time required to use these alternate forms of transportation. Most people usually don't have control of when and where they work. Using public transportation for commuting will usually add a significant amount of time for travel. Who wants to add a hour of travel time each way when it already takes a hour each way?

I am a car driver who commutes on and off the island on a regular basis. I believe strongly that the only place to drive fast is on the freeway. I am pro any concept that reduces congestion getting on and off the island. But. Once on the island we should increase congestion. Reduce the speed limit to 20 miles an hour. Put speed bumps at random places all over the island. Reduce easy through ways. Example. Close the access from Buena Vista to constitution. It's a small island. Once you are on the island. Park your car and use other options.

Alameda is not unique except to say that it may be more provincial than other metro area town, some might even say that it evidences a measure of the parochial, the spatially insular. Yet, too, it is a city not unlike many cities, large or small, as anywhere in the country at large, which cities have come to rely more heavily upon public transportation -- not automobiles. The public systems of today are not well thought-out, regardless of the approach of hydrogen and electrical technology. In that accord, while some start-up businesses and inceptions appear to be increasing, and there now exists an increasing mindset centered on entrepreneurship, the deeper and long-set conditioning of some 50 years in the nation still fall on the early times, and older practices, that is, that of living as life existed before the now age of high technology, -- which is to say that people still presume that they shall enjoy personally-owned automobiles to get from point A to Z, but this does not appear if evidence to be the reality of what ensues now. Technology (and greed) has outpaced the urban setting's ability to keep up. All that has escalated is the cynicism -- that! I mean here, companies practice today as they did in the 1950's, which companies still do their planning in terms of assumptions as existed in smaller cities and towns, in which time all was a "better" place and time, but we can see as exemplified in the Bay Area alone that companies' planning and assumptions do not accord that of the manner in which people wish to live -- for instance, comparatively few can take or get employment because the transportation systems prove totally out of alignment with the cities' capacity to sustain demand to repair; thus to get to these varied places prove totally out of reach; this, if by "planning" or otherwise. Or if arriving at

one's destination does prove tenable, still few are they who can get to these places on time and without undergoing undue stresses; in time, comes now poor health. Consider that commutes to and from work resolve to 4-hour time frames or more daily, not to mention the toll that this all takes on the person and this thing, the Machine. The by-ways into San Francisco is testament to this -- every morning exemplifies the dread of living or working in the city and round and thereabout. Such has become a specter that few if any urban planners or employers can surmount. As regards senior citizens and poor people, these conditions prove even worse. These same planners, for example, those at U.C. Berkely, have not the foggiest ideas of what best to do but nor are they truly immediate to it all that they can help these expressions fare better. I can only suggest that those who treat on and plan about these matters, and whose job it is to better design the Machine, had as surely put down their smart phones, their laptops, get out of their automobiles, and endeavor to see what living daily is all about. They appear too much in the head and have little exposure with the needs of life -- even the designers and engineers themselves of the buses apparently use buses little, so inane are the interior designs. Had we carried first on an assumption that we shall get to work by dint of foot, by bicycle, and maybe public transportation, expressions the like of modern-day living would change tremendously. However, unless the planners and all displays now expressed do bear less cynicism and expedience in this respect, and, in the very least, resolve to somewhat more simple and practical, the mess that cities now undergo will only grow worse.

I agree with the need to link Alameda to other transportation options like Bart or ferries

Not sure that everything on one road concept works very efficiently. I think we should explore bus only routes or bus and bike only routes. Buses and cars seem to slow traffic too much. We should also look at one way streets Alameda has many roads that cross with no stop signs or with stop signs that could be better controlled with traffic lights.

It is useful to compare trip times and costs for typical trips that Alamedans take. Cars are cheaper and much much faster for almost all trips. In favor of healthy, eco-friendly transportation; also know that people need time- and cost-efficient transportation, so let's be realistic.

Alameda is absolutely NOT multimodal! What are the best practices to make Alameda even more multimodal?

Alameda may be well served by transit during commuter hrs but not at other times--few and far between buses and ferries especially at Harbor Bay where ferry service nonexistent except at commuter hrs and no weekend service

Transit should absolutely be a top priority for Alameda. For a city with limited entrance/exits and precious small town lifestyle, we have a great opportunity to consider how we can adapt our next changes to address the transportation needs of all our citizens for today and the future.

I commute to San Ramon. Transit options would make my commute 1 1/2 to 2 hrs.

The public transportation is too slow when comparing to driving. There is not enough demand to increase the service. There should be some kind of on-demand speedy public transportation to reduce driving alone.

More transit and more options are needed, e.g. a water taxi, more parking at the ferry terminal, etc.

Given Alameda attracts families and not millennials who 'don't plan to get drivers licenses' I don't see how this could be achieved with the current public transportation options.

Add more ferries and busses and make it easy for people to live here and get to the BART so they don't need to rely so heavily on cars.

Need more public transit ... more ferry service and access to bart.

Improve transit frequency, reliability and times in/out of Alameda, especially in the peak period -- this is fine and doesn't need improvement.

Transit fares are too high for most people. Low income transport passes

This is excellent and necessary. I am honestly thinking about leaving Alameda because the transit on/within the island is so dismal; and yet, I am probably exactly who you want living here. I'm a single woman and I don't work in tech. I'm a good neighbor. I like living here. And yet I am constantly frustrated by how often I have to use my car to get around on the island.

Getting to San Francisco after 9am via public transit seems nearly impossible from most locations on the island.

Alameda is well served by buses but not by other modes of rapid transit or an easy way to access rapid transit.

The lack of transit connections and limited transit destinations.

Getting public transit off the roads is a good goal.

Even if transit is more frequent, it's still not as fast or effective as driving alone.

Although an impressive list, the frequency is not nearly enough to live a time effective lifestyle if you rely on public transit.

Consideration needs to be taken for the fact that not all people have jobs in locations to make public transit feasible and timely. If you work near public transit, fantastic, but you cannot assume this is true for the majority of existing residents or new residents.

I don't think Alameda is "well-served" by transit. There is only one cross town bus, so other routes (the length of Lincoln or Central/Encinal, for example) are not available. There is almost no intra-city transit on the East End or out to Bay Farm (how would I take transit, for example, from Franklin Park to Lydecker Park?)

I think, because the primary mode of transport to the peninsula is auto, you should expand and explore whether additional routes - planned ferry or BART expansion - may impact and need to connect into current or planned routes "off the island."

To get to our ferries and BART, most people need to drive. This is the Bay Area and we have one of the worst public transit systems for such a major metropolitan area. That's a fact. So unless you plan to add BART stations and have more buses that aren't overcrowded and more frequent then you are going to still have people driving.

More public transportation isn't going to help, yet that's the only answer I've gotten from any official about the amount of traffic that has increased since the new Landing developments.

I love the Clipper idea, but I wish we could load one account and have it applied to multiple services. The complexity of maintaining multiple sets of funds for multiple agencies is daunting.

Small public transportation lines need be brought back into existence -- not the same as we observe demonstrated in the examples of SF Muni, AC Transit, and BART -- to wit: inspire entrepreneurs to bring into existence again small, local companies.

This is stupid. It takes me three times as long to take public transportation as it does to drive myself to various points in the east bay.

Public transit to the city is NOT good. Despite the terrible traffic I endure every day, it would take me an additional (precious) hour each day to use public transit. The issue is more about transit in

SF than Alameda. Public transit options need to be less time consuming, less costly, and provide adequate time flexibility to use.

The above goals are admirable but unless there is frequent accessible public transportation options, people are going to jump into their cars. The key is frequent, on-time public transportation. When that can be relied on, I believe people will use it.

You may have missed the "Why" behind the Multi-modal city: people are sometimes taking transit options because the congestion is so terrible. This does not serve residents well.

This presumption that people will just use transit instead of drive is a pipe dream. You can't create the need and THEN fill it; the solution has to exist and be widely promoted.

While these objectives are great, the time cost could impede adherence. As a parent, I value every minute I can spend with my kids. If it's going to take me 15 extra minutes to adhere to transit objectives each day I don't think carpooling/ridesharing/biking/walking will be worth it. If there's close to a net neutral time cost I'm all aboard.

Alameda is decently served by transit. It could be better.

Increasing public transit options for youths and the elderly is a great idea, but you also must consider the importance of keeping it safe for them.

These are good goals for people who commute to the same workplace each day, but public transit from the island is not always feasible for business owners who need the flexibility of traveling to multiple appointments each day.

In comparison to transit systems in many European cities, we have poor transit.

I wouldn't say Alameda is well-served by transit. There are lots of transit options, but they aren't good options for the most part.

After the public transportation, there is no access to the final destination.

With the increase in population and the build out of the West Side retail options there will be plenty of places to go. How will all these new residents get to all these new retail and restaurant opportunities? The backed up traffic on 8th, Park St and Otis Street is a good indication of what the current pinch points are and how bad it gets. It would be frustrating to have new businesses and no place to park or large traffic jams--better busses and a light rail would solve this.

Use a cost-benefit approach in allocating resources to transit improvements. For example, there are 600 taxpayer/ferry riders (1,200 trips) per day from the Harbor Bay Ferry terminal, while there have been no improvements made (to terminal, parking or for a breakwater). At the same time, I can't even imagine what the City spent on installing a bike lane along Shoreline Drive for an immensely smaller number of daily taxpayer/riders. It would seem that the benefit of tax spending on transit improvements in the City is not being maximized for the City's taxpaying users and I hope that will improve.

Like it or not there is going to be a lot more traffic to contend with. Increasing convenience of public transportation is on the right track.

The transit options to cross the island as well as leave are not good.

I completely disagree that Alameda is well served by transit.

A better and deeper understanding of the crowding and capacity issues of our transit (Bus, Ferry and BART).

Keep in mind that mass transit only works if it's convenient at BOTH ends of the trip. It's actually not bad on the island usually, but for some off-island destinations it's extremely time consuming to go except by car.

Alameda is NOT well-served by transit, in particular not on the West End.

Beyond just raising awareness, a good objective would be enabling selection of the most efficient transit option with planning tools. If people can quickly and easily plan a transit route that gets them to work faster than driving, they will be more likely to take it.

I don't think that increasing transit options within Alameda is going to do much to solve the problem.

## ***Transportation Demand Management***

**Transportation Demand Management (TDM) Comment Summary:** The most frequent comments on TDM are as follows:

- Require developers to participate in TDM programs, including small ones (6 total)
- Develop partnerships with private corporations/employers to participate more in TDM program options (3 total)
- Promote telecommuting (2 total)
- Include weekend and off-peak hours for TDM options (2 total)
- Want to better understand what TDM/TMA are (2 total)
- Consider intra-island travel such as bicycling and walking (2 total)
- Provide tax breaks to employees who live/work in Alameda (1 total)
- Partner with residential associations (1 total)
- Be realistic in what TDM can achieve (1 total)

### **Comments:**

Large employers should explore greater use of 1) job sharing, 2) employees working from home, 3) more flexible work schedules, 4) public transit incentives as ways to reduce commute transit congestion. Large employers should encourage employee use of employee carpools.

Very positive, any chance of exploring partnerships with private corporations?

TDM only serves limited commute hours. Can benefit from greater frequency and expanded hours, including weekend.

Weekend congestion (Alameda Point activities such as antique fair, estate sale/auction) not addressed.

Include developers in the dollars required to implement these goals....BEFORE they start development.

The TDM solutions seem to be all about shuttling people between Oakland/Alameda. What about trans-island TDM. What is the plan to allow for shuttling across the island with neighborhood pickups within Alameda itself. THAT is what's missing.

The city could give companies tax breaks for raising the proportion of their workers who live in Alameda.

You need to explain TDM a lot more. I'm just an average joe. I need you to explain what is actually involved in it. More often than not, knowledge/experience is assumed and it makes it tougher for the less informed public (me) to understand what you are talking about.

It would be great if you could gain partnership with residential associations to perhaps provide shuttle buses to areas where there is a slightly long walking distance to a bus. We have found Uber to be very helpful in a pinch.

You also could look into establishing remote work areas on the island to support telecommuting. Maybe employers in SF. might want to kick in.

Even if you employed every TDM technique available, I promise you that for each new unit built you will get two cars. And maybe you are successful getting one in four drivers to car pool or use mass transit, but guarantee new construction will result in more traffic both on and leaving the island. The answer has to be both TDM and a moratorium on building until new tunnels or bridges are built.

Emphasize to employers the positive traffic/environmental effect working at home offers.

Coordination among various developer programs should be added to the objectives.

Developing partnerships w/large island employers to provide public transportation incentives for their employees makes sense.

Be realistic in what TDM can actually achieve.

Look at TDM inclusion in smaller developments, such as 1435 Webster.

Also look to expand bicycle and pedestrian efforts in the TDM, don't just link them to transit services.

TDM sufficient to address current congestion issues on the West End.

I think you need to better define the TMA concept - how it works and where this type of model has worked. It's not clear what type of entity would be appropriate for coordinating all these stakeholders or why developers (one of the stakeholder groups), in particular, would have long-term and meaningful commitment to this approach.

Are you requiring builders to set aside transportation money? If not, why?

Funding? The developers who are creating these problems need to pay for the solutions.

## ***Walking***

**Walking Comment Summary:** The most frequent comments on walking are as follows:

- Promote pedestrian safety such as Vision Zero (8 total)
- Want pedestrian safety enhanced intersections (8 total)
- Decrease traffic and speed; acts as barrier to walking (4 total)
- Repair sidewalks (1 total)

### **Comments:**

With 3 pedestrian deaths in the past 18 months, we need to be much more serious about keeping Alamedans safe if they chose not to drive. I would like to see Vision Zero should be a stated goal of the TDM and Safety should be an evaluation criteria for all plan components

The pedestrian vs. vehicle safety has only improved slightly. I see, observe, and experience every day.

Increased traffic and traffic speed is a major barrier to the cheapest transportation option, walking.

Safety and accessibility for pedestrians. Some intersections are becoming less safe due to speeding vehicles and traffic. Dangerous intersections are a barrier to walking. When driving is safer than walking, driving becomes the preferred transportation medium

More blinking crosswalks.

For pedestrians, better cross walks. More intersections with blinking lights. Enforcement of drivers not yielding to pedestrians crossing and speeding. Constitution is specially bad.

Pedestrian safety with added congestion. Adding effective crosswalks, safer passage ways for bikers/skaters/etc,

Educating drivers on speed limits by enforcing them (especially in child heavy areas like schools and parks) to make streets safer for pedestrians and drivers alike.

SAFETY! I have started walking around alameda with my toddler and a baby in a stroller, you cannot walk into a crosswalk safely in alameda, cars don't stop for pedestrians much of the time.

Safety for walkers. Especially on Otis, high st, Encinal, central, Webster, park st, Lincoln streets.

Local busy road crosswalks: need for more flashing signs at crosswalks, signs, or 'slowing bumps' on roads to require cars to slow down.

Alameda sidewalks desperately need repair to encourage more walking.

Push-button crosswalks with flashing embedded road lights across High St (between traffic light intersections) - this road can be scary to cross

Pedestrian safety, including for children walking to school, e.g. trying to cross Broadway at San Jose or Calhoun to get to Otis school. Pedestrian safety, e.g. at Park St. & Otis, where drivers still turn right on red.

Closing of some road routes, reducing lanes, to induce road diet to reduce speeding and pedestrian fatalities.

Analyzing cross-walk signal responsiveness & programming across all major artery roads would really help. For instance, Otis & High crosswalk signal seems to do nothing when pressed after a certain time of morning (7:30 or 8am). Only cars on both sides of the intersection will trigger a light change and resulting walk signal. The city(?) just improved the crosswalk signal responsiveness at Otis & Broadway within early June (2016) - fantastic. The same needs to be done systematically across the island to fix the pedestrian/bike busy road crossings.

Definitely agree that pedestrian safety needs to be improved. With the increase in vehicular traffic, crosswalks are not as safe especially at Westline and Otis, Central and 8th as well as Webster and Park Streets. Add flashing lights at street level and delay green light longer after walk sign.

Pedestrians simply step into traffic anywhere and anytime it suits them without concern for their safety or the drivers expecting that a car at any speed can stop as quickly as a car that is already stopped.

I am very happy about the addition of lighted crosswalks and think we need more, as well as more signage.

+1000 for more walkability / bikeability inside Alameda, esp. for kids/teenagers.

Safer pedestrian crossings at busy intersections like Otis & High, esp. during winter months when it's dark early (better lighting).

## **Youth**

**Youth Comment Summary:** The most frequent comments on youth are as follows:

- Want improved buses to/from/near schools (12 total)
- Address safe passageways so more children can walk/bike to school (10 total)

- Significant congestion from parents driving kids to school (7 total)
- Need to get kids to/from after school programs (4 total)
- Need to drop-off/pick-up kids at day care; bus takes too long (3 total)
- Want improved bus service for Alameda High School students (3 total)
- Consider impacts of charter schools due to their citywide enrollment (3 total)
- Millennials may still get drivers licenses as they grow older (2 total)
- Need to educate parents on transportation options for kids (2 total)
- Need more parking for school staff (1 total)
- Need to have kids behave better on buses (1 total)
- Subsidize AC Transit buses for low-income students (1 total)
- Provide crossing guards at schools (1 total)
- Change start/end times of public schools (1 total)
- Make it easier to use Clipper Card for kids (1 total)

**Comments:**

Improve cross walks near school like Franklin School so kids don't get hit walking to school!

Light rail East/West. Connect Bay Farm to Alameda Point, going by both High Schools and Lincoln Middle School. This would cut morning school traffic and be safer for students. If not Light Rail, then a dedicated bus trolley.

Parents taking young kids on errands will stay in cars if they possibly can. It's misleading to pass those off as carpools by counting the kids in the total noses. It's one parent making a trip in a car specifically to take one or more kids somewhere.

Buses are always full after Alameda High gets out, so they have to wait 40 minutes for the next bus. My children have been told the bus is too full many times and not allowed to get on. Why isn't there two busses leaving AHS after school? There is always the need.

Maybe consider having reliable transit near schools to make it more attractive for parents.

We definitely need more frequent "within Alameda" transit options. My son will be in middle school in a few years. He will need a reliable and safe mode of transit to and from school and elsewhere.

Buses to schools and Ferrys would help commute on the island

The AC Transit High School run is unreliable in rainy weather. There is no bus for zero period students.

Congestion around Earhart School in Bay Farm during morning commute

Parents bringing one child each per car to school. It is clear the congestion around the schools is due to this issue. Safe public transport to the elementary schools/ eg school busses,/ car pools would relieve significant congestion. It takes 15-20 minutes to exit Bay Farm Island via Island Dr. on most school days between 8-8:30.

TDM for school transit.

All plans must take into account the need for people to be on time to get their kids from after school programs. ask parents of those kids what kind of transportation they'd use that might get them out of their cars - if there is anything. the goal has to be to get residents out of their cars.

Alameda has lots of kids that need to get places. Either on their own or in a trusted car. And they need to get from school to after school activities across town. It's really hard to do anything except have one parent at home to do that. Maybe the City could help facilitate arrangements - like now defunct Shuddle, but local Alameda only.

Youth was pointed out as a category, please consider also their many activities and not simply to/from school.

Any plans for more schools needs to include enough parking spaces for teachers and staff. Congestion near schools great when parents come to pick up their children when school lets out. Half the school yard is used for staff and teacher parking for the schools on 400 and 500 block of Pacific as well as adjacent residential streets. Same situation for school area Alameda Science at 555 Atlantic Tech and NEA Community Learning Center at 1900 3rd St.

More family friendly bus routes and options, especially to accommodate children.

School buses. If AC Transit is going to spend the money to take the kids to school they should pick them up after their sports events. They use the commuter buses and take up two seats, are rude and bring food on the buses which is against the rules.

Parents driving their kids to/from school via private cars clog up city streets around the schools (on Bay Farm Island). Parents should be encouraged to develop carpools by neighborhoods to reduce car traffic; or kids encouraged to walk and bike to school.

Shuttles to help drive school aged children to schools distant from home

Should discuss single parent trips to drop off and pick up atudents. And the impact of increasing charter school enrollment.

School enrollment in charter schools is increasing. Students enrolled in charter schools travel to and from school by car more often than students enrolled in neighborhood public schools.

It states above that 22 percent of millenials plan not to ever get a drivers license-they haven't had children yet, plans change, priorities change..you can't base transportation on a groups future plans.

Many middle school and high school students use public transportation as a primary transport method to school. Many also couldn't afford to pay to take the bus to school, so AC Transit and AUSD should work up a proposal for students to be able to ride to school without having to pay for transportation.

Another concern is transportation for public school students in elementary, middle, and high school. At Encinal High School, there is lots of traffic and congestion before school and after school, and it may pose as a safety issue for students and student drivers. School buses don't have to be for Special Education students only.

All the expectancies of young people not requiring cars is great....until they have their first child. Then a car becomes vital for appointments, etc....if they have two children, it's even more important. So, unless you can guarantee no childbirth in Alameda, you are hoping for minimal auto useage a pipe dream.

Need to specifically address safe passageways so more children do not have to be transported in a car to get to school.

Part of the challenge is that some "drive alone" involve taking and dropping kids off at school on the way to/from work. I know I drive my kids to preschool and then to BART. Not really sure how to avoid that.

People have layered other daily duties into their commute to minimize time on the road. This includes drop-off/pick-ups for day care on the way, grocery shopping, etc. The solution must not oversimplify the situation and assume each car is a solo driver.

Just getting school kids walking or biking to/from school would be a good start.

The biggest issue is all of the parents dropping their kids off at Earhart and Bay Farm compounded by people coming over from 94501 to drop off at Earhart and then driving back off island. Why not consider bus options for kids too? Or find alternate routes for drop offs.

It's strange that school drop-off/pick-ups are not mentioned in this "island crossing" section since to me that seems like a huge component of peak traffic use in Alameda. Encouraging walking/bicycling to school or parental carpooling or instituting school-bus service ought to be explored to reduce this island crossing usage.

When bike lanes are protected and safe, parents are more likely to ride on the island with their littles. As those kids grow, they're afforded more freedom (to, for instance, ride to school), if parents know the route is safe. As they grow even older, they're used to that modality, and will be more likely to use alternative transportation as opposed to cars.

We'd ride and walk more to school if there were improvements in safety at major intersections like at Otis & Broadway.

The charter schools are ignored by city and school bus programs which is both unfair and unsafe.

One area that has not improved is that it seems the number of people driving children to school constantly increases.

What about students - significant morning traffic is from cars dropping off children at school.

The schools need crossing guards that don't allow the kids to continuously stream across the street. The police and schools need to keep cars from double parking in front of schools to let students out. It isn't safe and it stops the flow of traffic. On Pacific at 4th u turns should be illegal during the morning commute. It puts the pedestrians crossing at the school in danger. Stops the flow of traffic because parents are pulling away from the school into the center lane and then making u turns it is very unsafe for all and happens regularly in the morning.

Especially for children - parents are reluctant to allow their kids to bike due to safety concerns.

I know that during the summer months, traffic slow down on and off the island are dramatically decreased. It would seem the people to target are those that are commuting to schools and universities (staff and students).

A lot of students already bike to school, but more certainly would if only it were safer and easier- there simply aren't enough bike lanes to serve all the areas where students bike in from. Parents do not feel safe letting their children bike alone when there is no dedicated bike lane- again, the blvd along Fernside in front of Lincoln middle school should be the standard for bike lanes to and from schools so kids are safer.

Ensure youth bike transit routes are complete (no gaps in cycle track coverage), and protected (parked cars outside track lanes). Remove on-street parking to ensure there is room for cycle track lanes to major destinations for youth (school, attractions, BART / bus transit options).

Over an hour on two buses is not a reasonable amount of time for a child to get to middle school.

Parents are always going to be taking their kids here and there to activities, etc. PTA, AUSD all have to buy in to educate parents about other means of traveling around town - not an easy challenge.

We should look at start and end times of public schools.

Maybe we could look at transportation vans or some way of reducing the single family cars use. If there was a safe way to transport children around the island, I think families would utilize it.

Carpooling, carsharing and ridesharing within Alameda for youth should not be a goal. Youth DLs are heavily restricted by the DMV in their first year of driving. They should be encouraged or even mandated to take transit.  
[https://www.dmv.ca.gov/portal/dmv/?1dmy&urile=wcm:path:/dmv\\_content\\_en/dmv/dl/dl\\_info#FIRSTYEAR](https://www.dmv.ca.gov/portal/dmv/?1dmy&urile=wcm:path:/dmv_content_en/dmv/dl/dl_info#FIRSTYEAR)

Find ways to discourage parents from driving kids to school. It won't be easy--helicopter parent culture and exaggerated fear (of criminal threats?) have been building for a long time. However, it is healthy for kids to be self-reliant and able to get themselves to school by walking, biking, or taking the bus.

One thing that is frustrating is that I can't use my clipper card for my daughter. Easier and more ways to pay for the bus would help me use it even more, or free for under 18?

+1000 for more walkability / bikeability inside Alameda, esp. for kids/teenagers.

Nowadays people have so much on their plate, dropping off kids, running errands, etc., do you really expect them to take mass transit to do this? Waiting for mass transit just cuts into their time management.

### ***Miscellaneous***

First, thank you and everyone at the City who is working to improve Alameda's transportation issues.