

LARA WEISIGER

From: Bob Haun
Sent: Tuesday, February 02, 2016 12:53 PM
To: LARA WEISIGER
Cc: Liz Warmerdam; VIRENDRA PATEL; Jennifer Ott; Gail Payne
Subject: FW: AC Transit
Attachments: PastedGraphic-8.pdf; ATT00001.htm; PastedGraphic-11.pdf; ATT00002.htm; PastedGraphic-13.pdf; ATT00003.htm

Lara,

The TC has already heard this issue and made its recommendation to the Council.
This presumably, is for item 6-D on tonight Council Agenda although I don't know the meaning of the graphics.

Bob

From: VIRENDRA PATEL
Sent: Tuesday, February 02, 2016 12:26 PM
To: Bob Haun <BHaun@alamedaca.gov>
Subject: FW: AC Transit

Please note below.

From: Claudia Davison [<mailto:cdavison4@comcast.net>]
Sent: Friday, January 29, 2016 3:13 PM
To: VIRENDRA PATEL
Cc: City Manager
Subject: AC Transit

Transportation Committee Members:

Regarding your meeting this coming Tuesday: I have never understood why the AC bus route configuration continued to emulate the old lengthwise trains after BART was put into service. The roads from Alameda to BART are perpendicular to the island, not parallel.

No one would take a single bus from one BART station to another via Alameda, which is the case with all the local lines: 20, 21, 31, 51A, 314, and 356. If BART is their destination, they can take BART from one station to another. Why not have buses focus on dense service in the neighborhood that is closest to a particular destination or BART station?

I applaud AC Transit for its efforts, but, assuming a passenger in Alameda wanted to go to get off the island, wouldn't it be preferable to have closer, more frequent local service associated with a single destination that would entice more users?

For example, local, dense neighborhood bus service from Broadway on the East end could specialize in OAK airport and Coliseum BART, and maybe the Bay Farm Island ferry.

Mid-island buses could serve from Fruitvale BART to Broadway, South Shore, and Webster.

West end buses could serve from 12th Street BART, Webster, Main Street ferry, and the new West End developments.

All of these would allow connections from one line to another. The idea is that making bus stops closer to users and destinations will increase patronage (and revenue) because shorter runs can have more frequent service. It would also relieve automobile traffic and parking congestion.

Anyway, I'd appreciate your consideration. Please forgive my abysmal drawing. Claudia Davison, Alameda, CA (510) 521-6555

Conceptually, it looks something like this: BART line:

LARA WEISIGER

From: Jessica Grossman <jgrossman@timlewis.com>
Sent: Tuesday, February 02, 2016 3:11 PM
To: City Clerk
Cc: ANDREW THOMAS; Michael O'Hara
Subject: Alameda County Transit Line 19
Attachments: TLC ACT Line 19 Letter 02 02 16.pdf

Attached please find Tim Lewis Communities' letter in support of reinstatement of the Line 19 bus route along Buena Vista Avenue.

Thanks!

Jessica L. Grossman

Land Acquisition
Tim Lewis Communities
12667 Alcosta Blvd., Suite 170
San Ramon, CA 94583
Direct: (925) 380-1230
Mobile: (925) 595-2332
E-mail: jgrossman@timlewis.com



February 2, 2016

Via Electronic and Regular Mail

Mayor Trish Herrera Spencer
City Council
Transportation Commission
Alameda City Hall
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Support for New AC Transit Buena Vista Avenue Bus Line

Dear Madame Mayor, Members of the City Council and Transportation Commission:

I write today to express our support for the AC Transit's Service Expansion Plan Buena Vista Avenue alternative. As the developer of the Del Monte Warehouse project and managing member of the Encinal Terminals property, both of which are in the Northern Waterfront area of Alameda, we are excited that AC Transit has proposed this alternative and we look forward to partnering with AC Transit to make this line a success.

As a Regional Priority Development Area identified in Plan Bay Area, the Bay Area's regional plan for smart transit oriented growth, the Northern Waterfront must be served by the region's transit service. The Buena Vista Avenue Alternative is the right move, as it reinstates the service that commuters lost when the Line 19 was discontinued several years ago. This alternative will provide more frequent bus service for not only the future residents of the Northern Waterfront, but more immediately for the many neighbors that can currently be served by this line.

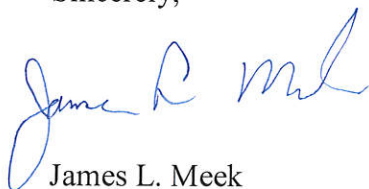
Alamedans have proven that they are willing and able commuters; the businesses and residents of the Northern Waterfront will desire and use transit. The current and future residents and businesses along the Northern Waterfront deserve and need a transit service that provides service to a variety of job locations, because studies have shown that Alameda commuters move in many different directions. Perhaps the most important aspect of the Buena Vista service is that it is not limited to one destination, as other alternatives are. Rather, it creates a line that conveniently connects commuters to multiple employment hubs in Oakland and the South Bay, and not just San Francisco.

The City of Alameda has long sought to create coordinated, regional transportation services for the City. A public-private partnership between AC Transit, Northern Waterfront developments and businesses and the City of Alameda will create such an opportunity. Having such a line as the Buena Vista Avenue Alternative would avoid the proliferation of uncoordinated, separate and privately funded shuttles for each new development in the Northern Waterfront.

Mayor Trish Herrera Spencer
City Council
Transportation Commission
February 2, 2016
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We believe the AC Transit Service Expansion Plan Buena Vista Avenue Alternative is the best solution for the City of Alameda as a whole, for the Northern Waterfront, for the existing residents and businesses in the area. We thank you for prioritizing this enhanced bus service for the Northern Waterfront area, and we urge you to approve the Buena Vista Avenue Alternative. Thank you.

Sincerely,



James L. Meek
Director of Land