

Existing Route	Proposal	New Route	Frequency (Min)		Start	End	Reason for change
			Peak	Base			
26	Simplify route by eliminating "loop" through West Oakland. Provide more direct connection between West Oakland, Emeryville, and Downtown Oakland	L19 <u>Lakeshore/ Hollis</u> <u>Comments</u>	20	20	6am	10pm	Simplify route. More direct connection between Downtown Oakland and Emeryville.

Comments – L19 Lakeshore/Hollis (Emeryville – Lakeshore):

- Prefer route number 19. Easier reading on the eyes.

Existing Route	Proposal	New Route	Frequency (Min)		Start	End	Reason for change
			Peak	Base			
31	Split route in Downtown Oakland. Connect Alameda segment (Downtown Oakland–Alameda Point) to 14th Av segment (Dimond District-Downtown Oakland) of existing Line 11. Connect Peralta segment to Downtown Oakland and Lakeshore.	L19 <u>Lakeshore/ Hollis</u> <u>Comments</u>	20	20	6am	10pm	Increase span of service on Peralta and 14th Av. Maintain or improve frequency on all segments. Provide weekend service to 14th Ave.
	L28 14th Av <u>Comments</u>	30	30	6am	10pm		

Comments – L19 Lakeshore/Hollis (Emeryville – Lakeshore):

- Prefer route number 19. Easier reading on the eyes.

Comments – L28 14th Avenue (Alameda Point – Dimond District):

- Prefer route number 28. Easier reading on the eyes.

Tammy Kylo

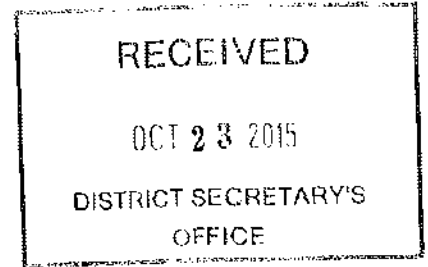
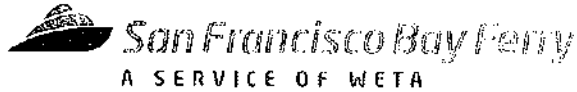
From: T.B.S. <there_by_the_sea@mac.com>
Sent: Sunday, November 01, 2015 8:36 PM
To: Planning
Subject: We need ac transit to go to the Ferry building!

It's ridiculous that ac transit does not go to the alameda ferry building! This area is the worst public transportation system I've ever seen for an densely populated urban area. Please spend time with Bostonian planners or Parisian planners and see how the experts do it. Gosh Mexican cities have a much much better system than you! The SF bay ac transit and BART stink! This is why I choose to drive everywhere!

Sent from my iPhone

**Service Expansion Plan Public Hearings
General Public Comment from Voicemail**

Subject	Received	Comments
New Ashby Ave. Service	10-15-15 2:34 p.m.	Jonathan Kaufman , 107 Alvarado Rd., Berkeley, 94705 – yes, I understand you’re planning new service on Ashby Avenue from Claremont down to 4 th street. I live near Ashby and Claremont and would find that service somewhat useful. So I’m glad to hear you are planning that and it’s all to the good. Thank you very much.
SEP	10/25/15 4:55 p.m.	Anonymous , I am for the Service Expansion Plan. It is a good ideal and would be good service for the future of BRT. Please go forth with the Service Expansion Plan, thank you, have a nice day.
9, 25, 49	10/31 6:12 p.m.	Anonymous . For myself, when I looked at the service routes, I used to live on the #9 and then the 25 came in and it’s like a circle route and it’s complicated when people are disabled such as myself. It is mostly the drivers, I use tracking poles or whatever because my ankle is severely damaged, it’s when they pull up and stop too abruptly that is too difficult. It is one of those things and I think the change to the 18 is okay and this new route 49 is complicated to look at. For myself, the 25 and B routes and I would like the 9 route restarted. Kind of sounds like you are changing it out so you can have a bit of the 9 route with the 25 and it’s important because when I was a young kid, I lived in San Francisco and the bus service was very good there, and then you didn’t necessarily need a car. It’s a complicated way to do it but there’s this way to get here or there. But I really think how you did this is by re-routing other things like the 57 to go to the Public Market and that is one that I use and the 49 is a new one and its replacing some of the 25 and then I use the 18 and the 72, MR whatever. And then it’s one of those things.
1R, 51	11/3/15 8:16 a.m.	Douglas Faunt , 6405 Regents St., Oakland, 94618, right at Oakland-Berkeley border. (510) 717-1197. I just recently discovered the Service Extension Plan. I would like to say that splitting these lines in particular the 1 and the 1R and the 51, splitting it further are defacto fare increases. The 51 used to run all the way from Berkeley all the way to Alameda and now it is two lines and two fares. I would like to suggest that for translink, clipper card users that line should be considered one fare, for example there should be a free transfer from 51a to 51b for the 1 or the split you are going to do on the 1 line and any other line such as that. Translink should be set up so that those are basically free transfers, otherwise as I said they are defacto fare increases. Thank you.
J	11/4/15 11:05 a.m.	Samuel Bell , cell phone number (510) 290-0472. Looks like the best interest in the J Line a little change of scenery there. If it would supplement/substitute the F line totally. (inaudible), thank you.
43, 25 Driver smoking	11/5/15 7:51 p.m.	Yvonne Marie Robinson , (510) 228-5838. I live in Albany, CA. I wanted to call and leave a suggestion. That was the impression that I got, that that was an option when I came in, but I was quickly reading the board on my way in. We have a board that has informative brochures and flyers and what not and I am not sure if I am remembering correctly so forgive me if this is not what this is for. My suggestion is that the areas where I live which is Pierce Street in Albany again have later service as it once did years ago. Many years ago we had the 43 bus along Pierce Street that ran until 11:00 in the evening and now we only have the 25 which runs, I believe, the latest bus that comes here is until 8:40 or 8:30 something like that. And there are people who don’t drive here and that are not coming from San Francisco. There’s a San Francisco bus that drops off here but there are those of us who are attending night classes as I have been on and off. Over the last four years



October 20, 2015

H.E. Christian Peeples, President
Elsa Ortiz, Vice President
Alameda-Contra Costa Transit District
Board of Directors
1600 Franklin Street, 10th Floor
Oakland, CA 94612

Dear Directors Peeples & Ortiz:

I am writing to express our strong support for O Line Alternatives L1 or L2 in Alameda, which are being proposed as part of AC Transit's Measure BB Service Expansion Plan. Both of these alternatives provide local bus service to the Main Street Ferry Terminal, something the Water Emergency Transportation Authority (WETA) has advocated for since bus service was removed in 2009.

The attached letter from earlier this year presented our thoughts during the planning phase of the Service Expansion Plan. We appreciate AC Transit staff considering these concerns and the needs of ferry passengers in Alameda. The L1 and L2 alternatives are not just beneficial for ferry riders but also provide service to west end schools (L2) and add regular bus service to a new corridor, decreasing the walk for transit passengers. We believe that the 1,500 Alameda residents using the ferry every day, combined with school kids and residents of apartments along Encinal Avenue, represents a great ridership opportunity for this new service.

Thank you for your consideration in supporting O Line Alternatives L1 or L2 in Alameda.

Sincerely,

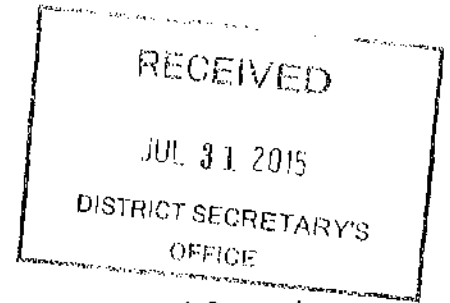
Nina Rannells
Executive Director

cc: M. Hursh, AC Transit
R. Del Rosario, AC Transit
J. Ott, City of Alameda
R. Haun, City of Alameda
Alameda City Council
K. Connolly, WETA



July 29, 2015

H.E. Christian Peeples, President
Elsa Ortiz, Vice President
AC Transit Board of Directors
1600 Franklin Street, 10th Floor
Oakland, CA 94612



cc: Board of Directors.
Planning Department.
IGM

Dear Directors Peeples & Ortiz:

I am writing to urge the Alameda-Contra Costa Transit District (AC Transit) to include the proposed crosstown local bus service routed on Encinal Avenue to the Main Street Ferry Terminal in the City of Alameda in your final Service Enhancement Plan. This proposed service was eliminated from the draft plan discussed at the July Alameda Interagency Liaison Committee meetings but re-inserted in a later discussion at the July 22 Alameda Transportation Commission meeting.

WETA staff has been an active participant in AC Transit's Service Enhancement Plan (Comprehensive Operations Analysis) effort since it began in 2014 and has emphasized the need to restore bus service to the Main Street ferry terminal, providing choice for ferry riders beyond the automobile. Ferry ridership in Alameda has grown significantly in the past two years, with increases of 20% in average weekday boardings since 2013. Today, about 880 people board ferries at the Main Street Terminal on an average weekday and close to 600 per weekday use the Harbor Bay Terminal.

The proposed new crosstown local bus line routed on Encinal Avenue to the Main Street Terminal has been thoughtfully designed to provide service to an underserved portion of the Island, increase service frequency to the heavy school demand that occurs in the peak periods and provide a much-needed transit link between ferry riders and AC Transit bus service. This route has been supported by WETA at Alameda Transportation Commission (ATC) and Alameda Interagency Liaison Committee (ILC) meetings.

The proposed crosstown route provides service to three sectors of the population in an efficient manner. Restoring bus service to the terminal – if only in the peak periods -- will provide transit customers a non-auto option for accessing the Main Street terminal and is a prerequisite to any future parking fee proposals by WETA and the City of Alameda.

Thank you for considering this request and acknowledging the importance of restoring a coordinated bus transit connection with the ferry services at the Main Street Terminal.

Sincerely,

Nina Rannells
Executive Director

cc: K. Kelly, AC Transit
R. Del Rosario, AC Transit
J. Ott, City of Alameda
R. Haun, City of Alameda
Alameda City Council



City of Alameda California

November 5, 2015

Michael Hursh
General Manager
AC Transit
1600 Franklin Street
Oakland, CA 94612

Re: AC Transit Service Expansion Plan

Dear Mr. Hursh:

The purpose of this letter is to express appreciation for your efforts at completing a draft AC Transit Service Expansion Plan (SEP) and also to provide you with City of Alameda staff recommendations on how to proceed.

Support: Restoration of Line 19 – Northern Waterfront (SEP Alternative #3)

Restoration of AC Transit Line 19 serving the Northern Waterfront Priority Development Area (PDA) is the highest priority for the City of Alameda and we strongly support SEP Alternative #3. Nevertheless, we request that AC Transit staff consider altering the proposed route to include Marina Village, increasing the service frequency to every 15 or 20 minutes during peak hours, and sharing bus stops in Oakland with Line 51A to allow riders to have multiple options to Alameda. With several new transit oriented residential developments under construction in the Northern Waterfront PDA, it is important to restore the line as soon as possible. An excellent opportunity exists to pursue a partnership between AC Transit, the City of Alameda and the Northern Waterfront PDA developments whereby the developments provide an operating subsidy for the line in return for 15 to 20 minute minimum bus frequency during the peak commute periods and access to AC Transit EasyPasses, which are group discount transit passes. A partnership would benefit AC Transit and the future Northern Waterfront transit users, and would provide a better transit alternative than multiple independent project-sponsored shuttles running parallel services with a restored Line 19. The 15 to 20 minute headways are important because the project entitlements establish a 20 minute headway as the minimum necessary to mitigate project related traffic. In the absence of the 20 minute headway on the Line 19, the developments will be obligated to run their own 20 minute commute hour services. This partnership also could encompass the existing Estuary Crossing Shuttle services, ridership and funding, and would benefit existing Northern Waterfront residents who tend to be lower income than other Alameda residents.

Office of the City Manager

2263 Santa Clara Avenue, Room 320
Alameda, California 94501
510.747.4700 • manager@alamedaca.gov

Support: Main Street Ferry Connection (SEP Alternatives #1 or #2)

City of Alameda staff requests that AC Transit fund a bus route connection to the Main Street ferry terminal as a phased approach, and understands that this Service Expansion Plan only would be able to fund one of the three alternatives. These Main Street ferry terminal bus routes would connect the Main Street ferry terminal with other parts of the island. City staff requests that AC Transit continue to commit staff resources to providing a cross island connection in partnership with the City and WETA by identifying potential revenue sources and cost-efficient ways to implement the service as soon as possible.

Support: Modified Line 31 (SEP's L28 14th Avenue – Alameda Point to Dimond District)

City staff requests that AC Transit pursue the modified Line 31 in that it would provide new service between the College of Alameda and Laney College/Lake Merritt BART station after traveling through downtown Oakland. Estuary Crossing Shuttle riders who currently travel between the College of Alameda and Laney College would take a modified AC Transit Line 31. This modified route also would improve coverage within Alameda Landing, and could consider altering the proposed route to not cover Marina Village if Line 19 were to provide bus service in this area.

Oppose: Modified Transbay Line O to Encinal Avenue/Central Avenue (SEP's T1 Encinal – Broadway & Blanding – San Francisco)

City staff requests that AC Transit *not* pursue changing Transbay Line O to Encinal Avenue/Central Avenue, which would terminate at Bridgeside Shopping Center on Blanding Avenue for the following reasons:

- Line O, which currently runs on Santa Clara Avenue, offers service to both the Northern Waterfront and central Alameda – all within about a one-half mile walk – whereas south shore currently is covered by Transbay Line W. A more southerly route along Encinal Avenue/Central Avenue would require a greater walking distance for the Northern Waterfront, which is a priority development area for the City of Alameda and has residents with lower incomes than the rest of the island.
- Santa Clara Avenue is a more reliable corridor than Central Avenue and Encinal Avenue, which have more traffic signals, and also are further into the island so would increase the route time.
- The new Line O would require a transfer to go to Fruitvale BART because it would no longer terminate at Fruitvale BART as it does today.
- The new Line O would require entirely new bus stops, which would eliminate parking in places where a bus stop has not occurred in the past.
- The new Line O would conflict with Alternative #1 in the Service Expansion Plan - local service along Central Avenue and Encinal Avenue between Main Street ferry terminal and Fruitvale BART, which is desirable to help better connect the island.

Outreach: Alamedan Comments

City of Alameda staff reviewed the comments received by AC Transit on the draft Service Expansion Plan. Several parents of students going to charter schools in west Alameda requested improved bus service and preferred Alternative #2 – Encinal. In the short term, AC Transit staff is in the process of improving coordination with charter schools. City staff supports improved service to schools throughout the City of Alameda, and will continue to work with AC Transit on this topic. In general, community members were supportive of bus service to the Northern Waterfront area and the Main Street ferry terminal, and they lacked support for moving Transbay Line O to Central Avenue/Encinal Avenue. Furthermore, the above staff recommendations are consistent with the transit sub-committee of the Transportation Commission.

Next Steps: Citywide Transit Plan

City of Alameda is in the process of developing a *Citywide Transit Plan and TDM Plan*, which will build on AC Transit's Service Expansion Plan efforts. As part of this effort, the City will focus on implementing transit-related services and infrastructure by directing funding and by continuing the coordination with transit providers such as AC Transit, WETA and BART in their near- and long-term route planning and expansion activities. Some of the high-priority issues to resolve are to restore bus service to the Main Street ferry terminal and to improve bus service throughout the City of Alameda. City staff will work closely with AC Transit and WETA to identify sources of funds and cost-effective ways to fund these services. Furthermore, this planning effort also will include a public opinion survey to ask Alamedans what would motivate them to use transit, carpool, bicycle or walk instead of driving their automobiles for their commutes, especially for off-island commutes during peak times. This statistically significant survey information will be used to develop the projects, services and priorities that will be recommended in this planning effort.

Thank you for all your efforts on the Service Expansion Plan. In combination with the Line O increased morning service to ten minute frequency starting this December and with the recent Line 51A improvements such as the extended bus queue jump lane and improved bus stops, these additional service expansions also will help serve Alamedans.

If you have any questions, please contact Gail Payne, Transportation Coordinator, at (510) 747-6892.

Sincerely,



Elizabeth D. Warmerdam
Interim City Manager

Michael Hursh
AC Transit

November 5, 2015
Page 4

EDW:JO:mk

cc:

Mayor Trish Herrera Spencer
City Councilmembers
Transportation Commissioners
Kevin Connolly, Water Emergency Transportation Authority
Austin Lee, AC Transit

L16 Oakland/Park

Q1 Comments/Comentarios/评论:

Answered: 7 Skipped: 0

#	Responses	Date
1	This seems like a good idea, as the line will continue to provide the only non-tansbay service to Montclair. However, it would be even better if the line continued along Moraga, turned right at Thornhill, turned right at Mountain and continued through Montclair Village and then on to Park Blvd. This extension would allow for more seniors and students to ride the bus.	10/14/2015 5:19 PM
2	Line 11 should at least have Saturday service from Fruitvale and MacArthur to Chinatown because there is a large Asian population that cannot shop or attend community functions in Chinatown on weekends. Being able to commute to Chinatown and back at least on Saturday would be more convenient and also boost business downtown. Since the 11 and 58L does not go downtown on weekends, it is very inconvenient and have limitations for those that don't drive.	10/11/2015 10:28 AM
3	THIS IS A TERRIBLE IDEA. One will have to take TWO BUSES to get to destinations that are served by one busline, the 18, currently.	10/7/2015 10:15 AM
4	This looks awesome! Love the service until midnight and the extra service in Piedmont.	9/25/2015 10:10 PM
5	Keep Route 18 on Park Blvd (running from Albany to Montclair via Teelgraph). Line 11- Piedmont would be combined with Route 20-Alameda-Fruitvale-Diamond District, every 30minutes.	9/24/2015 10:51 PM
6	Oakland / Harrison segment of the 11 should be combined with the Downtown Oakland / Alameda Point segment of the 31 to form a new 11. The existing proposal to connect the 11 with the park blvd segment of the 18 creates too much service on the 11 segment	9/24/2015 10:20 PM
7	This is splitting the other direct route into Berkeley. As I noted in previous comments, this becomes a serious financial and time burden. Not only are there people who don't know where the next bus fare is coming from but I personally have to schedule an additional bus route. Again, splitting routes has not proved to positively affect on-time performance like the 51.	9/24/2015 2:45 PM

L28 14th Ave

Q1 Comments/Comentarios/评论:

Answered: 4 Skipped: 0

#	Responses	Date
1	<p>Yes, Alameda has needed a bus to Lake Merritt BART since the T3 bus stopped running almost 20 years ago. Those who use BART to the Dublin or Fremont line must currently take the bus to 12th St. to wait for the Fremont train which only runs every 15 minutes. Those going to Castro Valley or Dublin must then transfer that train which only runs every 15 minutes. At Lake Merritt, one can take a Dublin train directly and there are 2 Fremont trains every 15 minutes. Also, the 12th St area is very dangerous, especially before sunrise. The Lake Merritt area is very safe. This plan is an excellent one for transport to and from Alameda. Thank you.</p>	10/6/2015 12:40 PM
2	<p>AC Transit needs to fins a way to provide bus service to the Alameda Main Street Ferry terminal from Alameda and Oakland. Why can't you figure this out and provide much-needed service? Alamedans need to be able to board a 51A-like trunk line along the length of Alameda that runs directly to the ferry terminal on Main Street. And the 31 needs to link to the ferry terminal so Oakland residents at least, can get there eon the 31. (The 31 does not do much at all for people who work nonstandard hours and live at the Alameda Point Collaborative, either. Why can't you meet their needs, either?</p>	9/24/2015 11:16 PM
3	<p>Do we really need bus service on 14th Avenue itself at all? You got the 62 within walking distance on 13th Avenue and E24th, the 14 on E21st, 40 on Foothill, the 1 on International, and the 57 and N1 on MacArthur</p>	9/24/2015 10:24 PM
4	<p>This one affects students from North and West Oakland trying to get to College of Alameda. For this population the route appears to be fine as is. Pls do not split the line and make the students have to pay more. There are restrictions for students who receive the student bus discounts.Everyone is not eligible for the pass and therefore are paying actual costs out of pocket.</p>	9/24/2015 5:46 PM

20 Shoreline/Park

20

Q1 Comments/Comentarios/评论:

Viewed 1 - Skipped 0

#	Responses	Date
1	I think that 30 minutes on this route is too much. For half of Alameda this line is the connection to Bart in Oakland. and I think it needs to be 15 minutes	10/28/2015 4:35 AM

Tammy Kylio

From: NFN Morgan <factotum@sonic.net>
Sent: Thursday, September 24, 2015 5:37 PM
To: Planning
Subject: SEP Comments

While you're changing things, I sure wish you'd change the numbers of line 21 to it more different from line 20. With only a handful of bus lines serving Alameda, there is no reason to have two lines with such similar numbers, especially not when they overlap. I have lived here for years, and I still can't get them straight!

Tammy Kylo

From: donna <djg769@yahoo.com>
Sent: Friday, September 25, 2015 4:33 PM
To: Planning
Subject: SEP Comments

Hello
I am writing about Bay Farm Island Alameda, I grew up out here and we have never had the greatest bus service but I was shocked to see that there is even less now adays. There is basically the 21, and it really does not go where one would want to go to change bus's etc. And it still ends early, etc. Id like to see it atleast restored to two lines, with one serving the high street area/ Fernside, as well as one that services South Shore.

Thank you
Donna Gatts
3009 Flora Vista
Alameda, CA 94502

L19 Lakeshore/Hollis

Q1 Comments/Comentarios/评论:

Answered: 2 Skipped: 0

#	Responses	Date
1	Please keep the "loop" at the Lakeshore end of the 26 route. It is a great asset to my neighborhood in Piedmont.	9/24/2015 10:38 PM
2	Not sure I understand yet another "split" but this one affects students trying to get from West Oakland and from North Oakland to College of Alameda.	9/24/2015 5:43 PM

XFINITY Connect

atlu. Proposed Routes

deekeltner@comcast.net

+ Font Size -

questions for Oct. 21st Meeting in Alameda**From :** deekeltner@comcast.net

Fri, Oct 16, 2015 04:22 PM

Subject : questions for Oct. 21st Meeting in Alameda 1 attachment**To :** esepulveda@actransit.org**Cc :** Jim Ryan <jimr@rockwallwines.com>, Roger Rosenblum <rogerr@rockwallwines.com>, Dee Keltner <deekeltner@comcast.net>

Ms. Sepulveda,

I have written to Austin Lee of AC Transit and I am attaching my communication. I see a proposed route L2 does connect Fruitvale BART and the Main Street Ferry. The line I am most interested in is Line 31. The proposal brings the bus down Main St, but not to the ferry. The route goes on a short route of lightly used areas, then leaves Alameda Point. As mentioned, in many emails to Austin Lee, there is a great deal of traffic to and from...the ferry, the Bladium sports facility, the soccer fields, the historic Hornet and a very busy Monarch Street with an auction house, distillery, brewery, restaurant and several wineries. It appears as though Line 28 has not changed nor has Line 31. Why? In addition, it would seem to be a wise addition to at least have greater coverage on weekends. Alameda is in the midst of developing several sites with homes that need access to transportation. The homes will need buses to connect to BART and the ferries and your routes do not appear to provide this coverage.

Thank You,
Dee Keltner
Rock Wall Wine Co.
Board Representative

L28 (on Alameda Point - enters the area & turns around & exits on the "same streets". Why?

Denine Hilbish Keltner**1137 Bay St.****Alameda, Ca. 94501**

L2 (Alt. #3- Buena Vista)

Q1 Comments/Comentarios/评论:

Answered: 4 Skipped: 0

#	Responses	Date
1	<p>There is currently little density along this corridor. Combined with failing to serve the new retail/residential center of Alameda Landing (and the Ferry Terminal) this alternative should be placed on the back burner for the time.</p>	9/28/2015 11:56 AM
2	<p>There is significant residential development taking place along this proposed line that need to be served. This line is needed. But a bus connection to the Alameda ferry terminal is also needed. Having a significant mass transit hub without bus service makes no sense. So having to choose between these two options is a false choice, we need them both.</p>	9/28/2015 8:31 AM
3	<p>This is a test</p>	9/25/2015 12:05 PM
4	<p>Bad. Tried before as the 19, did not work</p>	9/24/2015 10:12 PM

L2 (Alt. #3- Buena Vista)

Q1 Comments/Comentarios/评论:

Answered: 2 Skipped: 0

#	Responses	Date
1	2nd choice: great that it serves new housing along north shore and takes both east and west to BART stations and there are not other lines that serve this area. However, this will not add a line to the ferry.	10/22/2015 4:43 PM
2	Please keep the route on Encinal! Buena Vista caters exclusively to those on the north side, but Encinal runs down the center so even people from the south end of Alameda can access it.	10/22/2015 7:50 AM

L2 (Alt. #2- Encinal)

Q1 Comments/Comentarios/评论:

Answered: 7 Skipped: 0

#	Responses	Date
1	<p>This is the better option of the four. If the O was rerouted to Encinal, it would not provide the necessary and consistent frequency all day. An idea I have is timed loops to the ferry. The trip can continue via Stargell Ave. to Alameda Landing and/or College of Alameda and terminate there. It would provide service to homes along that stretch of Stargell.</p>	10/14/2015 8:26 PM
2	<p>I like this solution as the bus would be available to more people that if it runs along shoreline.</p>	9/29/2015 5:21 PM
3	<p>Providing service the Main Street Ferry Terminal is, for some reason, a vital issue for many people. I am not one of those. As long as WETA continues to provide free parking, there is little incentive for people to utilize transit to get to the ferry. This alternative does provide transit to people who are currently without it (north of the lagoon). Perhaps routing this to serve Alameda Landing (new retail development with adjoining residential), while preserving the Encinal/Central alignment, would be a better option</p>	9/28/2015 12:13 PM
4	<p>A bus connection to the Alameda ferry is a requirement. It makes no sense that there is no way to take the ferry to work except to drive to the terminal. But there is significant residential development taking place along the estuary that the other L2 proposal would serve. This line is also needed. So having to choose between these two options is a false choice, we need them both.</p>	9/28/2015 8:34 AM
5	<p>This is a test</p>	9/25/2015 12:04 PM
6	<p>Support</p>	9/24/2015 10:12 PM
7	<p>I would be excited to use this line to commute to SF via ferry. I prefer the Encinal corridor since it covers more of the island north to south. I think this option would ease congestion on both the O and 51A lines and make ferry service more accessible.</p>	9/24/2015 3:49 PM

Tammy Kylo

From: Courtenay Davis <davis.courtenay@gmail.com>
Sent: Saturday, October 03, 2015 1:00 PM
To: Planning
Subject: SEP Comments

Regarding the move of Line O in Alameda to Encinal/Central:

Please keep the bus on Santa Clara. As a home owner, I can attest to the increase in dirt, debris, garbage, loitering, and mischief. When the bus lines were last removed from Encinal Avenue, those things decreased or disappeared.

Thank you.

Courtenay Davis
Encinal Homeowner
davis.courtenay@gmail.com

Tammy Kylo

From: Victoria Salgado <jezabella@comcast.net>
Sent: Saturday, October 03, 2015 4:20 PM
To: Planning
Subject: SEP Comments

I recently heard about the proposed line changes to Transbay Line O in Alameda. I went to the website that supposedly outlines the changes but it is impossible to understand what they are. There are four changes shown under the O line but they all refer to new lines being created and don't give any information about what exactly happens to the O line itself. Does it go away? Does it even go to San Francisco anymore? It's really impossible to comment on the changes when you can't understand them. I know I'm not the only one as there is a neighborhood message thread going around and clearly most people who have looked at it don't understand what the proposed changes are. Please update the site to make it more clear what is being proposed. I rely on the O line to get to work every day and I have no desire to add time and expense to my commute to take a bus to the Ferry and then have to pay for the Ferry as well as the bus. If you want to add a local line to the Ferry I think that's great but I want to keep my direct line to SF on the O. Please provide clarification for the changes so people can understand the impacts to their daily commute.

Thank you,

Vicki Salgado
jezabella@comcast.net

L2 (Alt. #2- Encinal)

Q1 Comments/Comentarios/评论:

Answered: 10 Skipped: 0

#	Responses	Date
1	If running to the Ferry, can you schedule it to match the ferry or less wait time for the transfer, ie ferry arrives, only 10min until the next bus, not something like 25min wait	10/21/2015 11:26 PM
2	<p>October 20, 2015 H.E. Christian Pceples, President Elsa Ortiz, Vice President Alameda-Contra Costa Transit District Board of Directors 1600 Franklin Street, 10th Floor Oakland, CA 94612 Dear Directors Peeples & Ortiz: I am writing to express our strong support for O Line Alternatives L1 or L2 in Alameda, which are being proposed as part of AC Transit's Measure BB Service Expansion Plan. Both of these alternatives provide local bus service to the Main Street Ferry Terminal, something the Water Emergency Transportation Authority (WETA) has advocated for since bus service was removed in 2009. The attached letter from earlier this year presented our thoughts during the planning phase of the Service Expansion Plan. We appreciate AC Transit staff considering these concerns and the needs of ferry passengers in Alameda. The L1 and L2 alternatives are not just beneficial for ferry riders but also provide service to west end schools (L2) and add regular bus service to a new corridor, decreasing the walk for transit passengers. We believe that the 1,500 Alameda residents using the ferry every day, combined with school kids and residents of apartments along Encinal Avenue, represents a great ridership opportunity for this new service. Thank you for your consideration in supporting O Line Alternatives L1 or L2 in Alameda. Sincerely, Nina Rannells Executive Director</p>	10/21/2015 1:31 PM
3	<p>This line would be used by both commuters headed to the Main Street ferry and school children headed to no less the 4 middle schools and three high schools on this side of Alameda island. Why couldn't this line be more frequent during school and work commute hours? 7:00-9:00 am and 3:00-7:00 pm.</p>	10/20/2015 11:31 PM
4	Love this route! From BART to ferry along Encinal would be perfect.	10/20/2015 10:15 PM
5	<p>Please do this! Connecting with other transit services is the most basic duty of public transit, so having direct bus service to the ferry terminal is essential. Running the line along Encinal/Central would be perfect.</p>	10/20/2015 9:49 PM

6	<p>This is a much-needed addition that will relieve traffic and reduce dependence on cars! Just make sure bus arrives BEFORE ferry leaves so that ppl can catch the ferry, waits for a few minutes at the ferry terminal, and then departs AFTER the ferry passengers disembark so that arriving ferry passengers can get back to Alameda and/or BART without having to wait for the next bus. Last time the bus to ferry connection was offered the bus either arrived too late to catch the ferry or left too soon before passengers disembarked, rendering the service incompatible with peoples' basic transit needs.</p>	10/20/2015 4:58 PM
7	<p>This would be good. better than going on Shoreline and the Northern route through Bayport. I think people off Main more likely to use transit than those at Bayport. You need to be able to get people to the ferry when it is leaving in the morning. Timing matters.</p>	10/20/2015 4:22 PM
8	<p>Please! Yes! This change would allow one of our household members to stop using the overcrowded Main St. parking lot and keep a car off the road. It would also increase alternatives for another household member who commutes to BART but currently parks in Downtown Oakland, keeping another car off the road.</p>	10/20/2015 3:14 PM
9	<p>This is my second choice since I catch the bus from High and Fernside to Fruitvale BART daily.</p>	10/19/2015 3:43 PM
10	<p>I'd like to see L2-Alt 2 implemented. If not that, then L2-Alt 1. Either one will shorten my commute between Alameda Point and Bay Farm Island from 2 transfers to 1 transfer. As it is now, it takes about 70 to 90 minutes, including up to 20 minute waits at each transfer point. Google says 5-10 minutes wait, but the buses are never on time, and it always seems to be a longer transfer wait. The current 70-90 minutes compares with a trip that takes 20 minutes by car (7 miles), and 45 minutes by bicycle (8 miles). The proposed route would cut out one transfer wait, and if I'm really lucky, the other transfer might be better timed, bringing the total time down to under an hour.</p>	10/15/2015 3:06 PM

DENI ADANIYA
3233 Briggs Avenue
Alameda, CA 94501
510/ 337-9380

October 20, 2015

Alameda-Contra Costa Transit District
1600 Franklin Street, 10th Floor
Oakland, CA 94612

VIA EMAIL

Re: AC Transit SEP - Alternate #2-Encinal

Dear AC Transit:

I am writing to urge that the AC Transit Board of Directors move in favor of adopting **Alternate #2-Encinal** for the City of Alameda.

To recap, the alternates offered to the City of Alameda are:

Alternate #1 (Shoreline): Fruitvale BART down High Street to Otis / Shoreline to Webster to Main Street Ferry.

Alternate #2 (Encinal): Fruitvale BART down High Street to Encinal / Central Avenue to Main Street to Ferry.

Alternate #3 (Buena Vista): Fruitvale BART to Tilden to Buena Vista to Webster through the Tube to Downtown Oakland

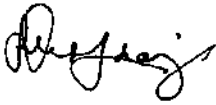
Alternate #3 should **not** be considered because 1) Buena Vista Avenue is (relatively) sparsely populated *today*, therefore potential ridership would be very low, *today*; 2) the Del Monte project developer, Tim Lewis Companies, as well as the other Northern Waterfront developers will be assessed an annual public transportation fee to facilitate a public transit option (such as a shuttle) along Buena Vista to Downtown Oakland for the eventual new residents along that corridor. It would be illogical to select Alternate #3 and invest your limited public funds in bus service along Buena Vista in light of that significant fact thereby foregoing new service where CURRENT residents are not being adequately served TODAY.

Alternate #2 is the only option that offers back up service to Alameda's middle and high school students who rely upon the woefully inadequate 631 "school bus" (please see attached correspondence previously sent to the Board regarding the 631). And the Alternate #2 route

would also provide much needed bus service to the Main Street Ferry Terminal where there is currently none.

While the Alternate #1 also provides service to the Main Street Ferry Terminal, it does so primarily along Otis and Shoreline bypassing a large swath of the island's residents. Alternate #2 is much more centrally located along Encinal / Central Avenues while also providing a new service option to the many residents along that corridor who are currently underserved whereas the Otis and Shoreline corridors currently have bus service.

Sincerely,

A handwritten signature in black ink, appearing to read 'Deni Adaniya', written in a cursive style.

Deni Adaniya

Alameda resident

Attachment

they? It is nonsensical to use one school's bell schedule as the basis for a public bus that serves many other students from other schools.

If the 631 bus were a regular route with service throughout the day, none of these concerns would be an issue.

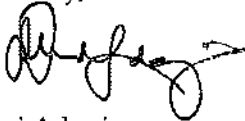
I have also noticed that there is currently no bus service to the Main Street Ferry Terminal even though ridership for the ferries has increased significantly since 2013. While a number of ferry commuters get to and from the terminal via bicycle, the only choice for most is by driving, which adds to congestion in Alameda.

Finally, crosstown bus service in Alameda is currently bunched on Santa Clara Avenue causing a significant portion of the island to walk to Santa Clara Avenue. A local bus serving Encinal Avenue would be more convenient to apartment buildings and residents along that corridor, offering more choice to Alamedans who currently may be driving to get across the island.

The solution seems obvious, and would address three significant deficiencies in AC Transit's service in Alameda: replace the 631 bus with a local bus to better serve Alameda students and Encinal Avenue corridor residents and expand that same route to serve commuters trying to get to the nearby Main Street Terminal.

I understand that there once was bus service to the Main Street Terminal prior to 2009 and it was discontinued for lack of ridership. Since ferry ridership numbers have drastically increased over the past three years, that conclusion begs for re-analysis. I would surmise that the increase in ridership from schools, general residents and ferry riders would cover the added costs of restoring Main Street bus service.

Sincerely,



Deni Adaniya

Alameda resident

Parent, Academy of Alameda Middle School

cc: Michael Hursh, General Manager, AC Transit
Elizabeth Warmerdam, City Manager, City of Alameda
Alameda City Council
Matt Huxley, Academy of Alameda

David Hoopes, Alameda Community Learning Center

Annalisa Moore, NEA

Kirsten Zazo, Encinal High School

Tammy Kylo

From: Huxley, Matt <mhuxley@aoaschools.org>
Sent: Tuesday, October 20, 2015 8:43 AM
To: Planning
Cc: clerk@alamedaca.gov
Subject: More Frequent Routes Throughout the Day fro Bus 631 in Alameda
Attachments: lett - AC Transit_10-9-15.docx

To Whom It May Concern;

I strongly advocate for the request (see her attached letter) made by one of our parents, Deni Adaniya. We have had a strong increase in the number of students attending The Academy of Alameda who live in the eastern region of Alameda and who want to take public transportation. Currently, there are essentially two main times that the bus traverses the city. Because of our scheduling, we have numerous days (for professional development) that end early and many students either miss the bus or have to hang out serval hours to wait for the one that comes around 3:30.

I think that the simple solution is to have the 631 travel periodically throughout the day, which; would benefit a significant number of students who otherwise have to walk across the Island when we have short days, minimum professional development days, etc. There are 6 schools in the general area whose students (and families) would greatly benefit from more frequent routes.

Thank you for your consideration,
Matt
Matt Huxley

Executive Director
Academy of Alameda

"Children are not very good at listening to their elders, but they have never failed to imitate them." James Baldwin

Tammy Kylo

From: Heidi Rayher <heidi.rayher@gmail.com>
Sent: Tuesday, October 20, 2015 2:48 PM
To: Planning; clerk@alamedaca.gov
Subject: Regarding the AC Transit SEP review in the city of Alameda

To Whom it may concern regarding the AC transit proposed SEP:

My name is Heidi Rayher. My family and I live on the east end of Alameda on Madison Street, near the corner of High and Encinal Streets. My son takes the 631 Supplemental line to and from the Academy of Alameda Middle School. I think the supplemental lines are a fantastic way for school kids to become familiar with the bus system and a huge benefit for those who are not within reasonable walking distance to school. However, the after-school 631 line is has some challenges:

- There is only one afternoon 631 run and it comes shortly after the bell rings which is prohibitive to kids who need extra time after school with a teacher and/or kids who participate in after school activities
- A large number of students board the 631 at Encinal High School and it is sometimes too full to board when it arrives at AoA
- The 631 does not accommodate or schedule differently on early release days (i.e. AoA ends at 2:15 every Wednesday)
- The 631 does not honor schedules for all schools that it serves (in regards to closures or early release)

That said, it's a very useful bus line that I hope stays in-tact and, if possible, I would love to see a few added 631 runs in the afternoons.

Additionally, I've reviewed the 3 proposals currently on the docket for Alameda and I personally think option #2 (which goes from Fruitvale Bart down High Street to Encinal/Central and to the Main Street Ferry Terminal) could serve well those students that are underserved by the 631, as it comes within 3 blocks of the school.

It would also serve many Alameda residents who would like to see regular service to the Ferry Terminal. It also provides an ideal centrally positioned route for anyone coming from Bart and needing to get almost anywhere in town or simply across town. It looks like a really great option. Please move in favor of this option. In my view, it would serve the community well.

Thanks,
Heidi
510-219-5168

Tammy Kylo

From: Sarah Olaes <saolaes@gmail.com>
Sent: Tuesday, October 20, 2015 12:03 PM
To: Planning
Cc: clerk@alamedaca.gov
Subject: AC Transit planning review for City of Alameda

Hello,

My name is Sarah Olaes and we live on the East End of Alameda on Grove Street.

My son commutes to Encinal Hight School on the West End and regularly takes the 631 bus. However, the 631 is woefully inadequate, both in the morning and afternoon.

There have been many times the bus has passed him by in the mornings as it is full. Also, EHS starts late every Wednesday at 9am and there is no bus that caters for this schedule. So he still has to get to school at 8am on Wednesdays and then wait on campus for an hour before class starts.

The afternoon service is very limited and does not cater for students who have on campus activities after school.

I have reviewed the 3 options being considered for Alameda. Please move in favor of adopting Alternative #2 - Encinal. Alternative #2 would provide back up bus service to many of Alameda's students who rely upon the bus as well as provide critical bus service to the Main Street Ferry Terminal.

Thank you for your time and hard work in looking at ways to improve the public transit options in Alameda.

Yours Truly,

Sarah Olaes

cc. City Clerk, City of Alameda.

I like option #2 Running a new line Down Encinal to Fruitvale Bart.

~~51 Rapid~~

51 Rapid Sounds Good

Please have notices of (Bus Broke down, Medical Emergency, Delay times, Accident, Missing Driver / Driver Shortage) on ~~the~~ Next Bus App in Real time so passengers can Prep for it. Other Apps having this feature as well would be nice.

I strongly suggest option #2 for a new line Running down Encinal Ave to Fruitvale Bart & local kids can ride this on Encinal while the O & 51A remain on Santa Clara Ave for working individuals. I can tell you from Experience on the 38 muni line having roudy school kids mixed with tired working Adults makes for some cranky riders and more outbursts in anger occur. Please keep separate streets so that any one who chooses to ride new line knows what they should expect if they take it on Encinal. Alternative option will be to take a bus on Santa Clara if they don't want to be bothered with ~~the~~ roudy kids.

Tammy Kylo

From: Kathryn.Young@wellsfargo.com
Sent: Thursday, October 15, 2015 4:16 PM
To: Planning
Subject: SERVICE EXPANSION PLAN

Comments RE: the O line since it's the only one that affects me.

Would love it if the O is rerouted to Encinal/Central (the old W route) but that would be selfish on my part (walking 2 blocks instead of 3). Since Santa Clara runs down the middle of Alameda, would be more equal for those coming from the North or South to take the O bus to The City. Plus, AC just spent money relocating stops on Santa Clara which would have been wasted money.

Agreed though that the O line should terminate at Broadway & Blanding since the 51A goes to Fruitvale BART.

Assuming there currently isn't a bus to the Main Street Ferry Terminal, of the 3 proposals for a new line from Fruitvale BART, like the one that comes down Encinal to the Terminal. Plus we don't need another bus line trying to get through the already congested tube.

Thank you.

Kathryn Young
415-396-5514 / fax 415-975-7048

Tammy Kylo

From: Sarah Sohm Hart <ssohmhart@icloud.com>
Sent: Wednesday, October 21, 2015 10:09 AM
To: Planning; Elsa Ortiz
Subject: Comments on proposed SEP

Hi,

I wanted to write to express my displeasure with the proposed change in the SEP to the O bus route. As a daily rider of the O these changes will affect me personally. While I agree that it makes sense to shorten this route and terminate at Tilden, I think the move from Santa Clara Ave to Encinal Ave is a mistake. The O is the main transbay bus route for all Alamedans and should be centrally-located. Especially in the section between Park St and Grand St the Encinal route is too far south to be easily accessible to all residents. There are eight blocks north from Encinal in that part of the island, and only six blocks south, most of which are taken up by the mall (no residents) and the lagoon (no residents). The number of residents north of Santa Clara/Encinal will only increase in future years, as there is a 50+ unit complex planned for Clement and Willow, another larger complex already underway at Clement and Oak, and new houses currently under construction on the north side of Buena Vista near Littlejohn Park. Further, residents on the south side of Encinal have access to the W during commute times. If the bus route must be moved from Santa Clara Ave then Central Ave is a better option than Encinal Ave.

If the issue is that running the O on the same route as the 51A slows down the O due to local traffic then a better solution is to not allow local traffic on the O (simply by charging the transbay fare at all times). This is already the case on the Eastbound O. Local traffic takes the O Westbound only if it shows up before the 51A--they will wait for the 51A if the O costs more.

Finally, I am pleased to see the new lines that may be created to the Main St. Ferry Terminal (L2 Alt#1 and Alt#2). There is currently no public transportation to and from the Main St. Ferry Terminal which means ferry riders must drive to the terminal, and also that people who are in San Francisco cannot take the ferry home to Alameda unless they already parked their car at the terminal or have someone to pick them up. I do not think that L2 Alt#3 is a good option since it is duplicative of the current 51A route. It doesn't make sense to run two lines 3 blocks apart that come from and go to the same places.

Thanks for taking into consideration my comments.

Regards,
Sarah Sohm Hart
2065 Buena Vista Ave, Alameda CA

DENI ADANIYA
3233 Briggs Avenue
Alameda, CA 94501
510/ 337-9380

October 21, 2015

Good evening members of the AC Transit Board of Directors,

My name is Deni Adaniya and I am a resident of Alameda whose 12 year old commutes from the East End to the Academy of Alameda Middle School on the West End on the 631 bus. Thank you for ~~providing~~ this opportunity for community feedback on the Service Expansion Plan. I am here tonight to urge you to support and adopt **Alternate #2-Encinal**.

Alternate #2 is the only option that offers back up service to Alameda's middle and high school students who rely upon the inadequate 631 "school bus". And in addition, the Alternate #2 route would also provide much needed bus service to the Main Street Ferry Terminal where there is currently none.

While the Alternate #1 also provides service to the Main Street Ferry Terminal, it does so primarily along Otis and Shoreline bypassing a large swath of the island's residents. Alternate #2 is much more centrally located along Encinal / Central Avenues, a major through corridor that does not have crosstown bus service whereas the Otis and Shoreline currently do. And Alternate #1 does not serve to fill any current service gaps in the 631 school bus.

Therefore, I believe that Alternate #2 makes the most rational sense as it fills two critical service gaps simultaneously.



Comment Form Service Expansion Plan

How did you hear about today's event?

- E-mail notification Brochure onboard a bus Newspaper Group/Organization
 Flyer at Community Center Other (Please specify) _____

[The following information is optional but assists us in developing a database for community involvement purposes.]

Name: Alex Dannenbaum

Representing: Self/Family Group/Organization _____

Address: 1354 3rd St, #216 Alameda CA 94501
(Street) (City) (Zip)

Phone No: 510-521-1136 E-mail: adannenbaum3@gmail.com

Comments (Please print):

I would like to select the L2 (Alt #2 - Encinal) option. I select this one because it runs down an ~~area~~ ^{route} that is not currently served, in between two major routes. This would reduce the pressure on the 51A + 20 Lines. Also it serves the schools + students. ~~Third~~ Third it services a section of the island with no service: Encinal/Balboa.

Finally, it connects with the Main St. Ferry terminal, a critical connection not currently served. This is the best option of all 3 choices.



Comment Form Service Expansion Plan

How did you hear about today's event?

- E-mail notification
- Brochure onboard a bus
- Newspaper
- Group/Organization
- Flyer at Community Center
- Other (Please specify) _____

[The following information is optional but assists us in developing a database for community involvement purposes.]

Name: May Clare James

Representing: Self/Family Group/Organization - Transbay Riders

Address: 1805 Lafayette Alameda, CA 94501
(Street) (City) (Zip)

Phone No: (510) 522-6033 E-mail: mayclare.james@gmail.com

Comments (Please print):

Moving the O onto Encinal is shifting Transbay service to the west side of the island. The W ^{already} provides service in that area. ^{living} There are no transbay riders at the ^{Santa Clara} shopping center ^{located} at Alameda High School, but your shift adds service where it is not as needed.

If you have to shift it off of Santa Clara where it is currently flourishing and over-loaded, then maybe look at Encinal. It looks to me as though the B isn't broken and doesn't need fixing, just more service so that transbay riders aren't standing as much.

Putting the O on Encinal is moving it away from rider density when you consider the shopping center, and Alameda High School campus ~~also~~ the W provides ^{Transbay} service on that side of the island.

John Elmer
- W

- not broken
- locals

12 → 18

local Encino in addition
to Santa Ana

11/11/5

★ Also if there is to be more frequent bus service on the 51A (as proposed) then it appears less likely that local riders will be on the 0

ReSound

To Whom It May Concern

RECEIVED

Subject SEP

OCT 15 2015

DISTRICT SECRETARY'S
OFFICE

As a citizen of Alameda & a user of the O trans bay buses, I would like to suggest you leave the current route in place.

With ~~the~~ the Future expansions on The Island I feel a completely

separate route should be developed for the West side close to Webster.

Both times would be

successful in my opinion.

One route I think would discourage usage.

Thank you for
your consideration

GARR CROOKSTON
3005 Santa Clara Ave
Alameda Ca 94501

~~510~~ 510 720 9394





Comment Form Service Expansion Plan

How did you hear about today's event?

- E-mail notification
- Brochure onboard a bus
- Newspaper
- Group/Organization
- Flyer at Community Center
- Other (Please specify) _____

[The following information is optional but assists us in developing a database for community involvement purposes.]

Name: _____

Representing: Self/Family Group/Organization _____

Address: _____

(Street)

(City)

(Zip)

Phone No: 510-846-0267 E-mail: _____

Comments (Please print):

I need the 0 in the ^{early} morning to go to
 Fruitvale BART. I use the Dubiz/Pleasanton
 BART ~~to go to~~

In the early morn, there is not many riders
 especially in the opposite way. Maybe if
 the riders can get incentive for the rides that
 is not crowded. provide incentive rather than
 making the riders to pay more money might get
 more riders.

Thank you very much for so many ^{nic} bus
 drivers. to drive the A/C Buses



Comment Form Service Expansion Plan

How did you hear about today's event?

- E-mail notification
- Brochure onboard a bus
- Newspaper
- Group/Organization
- Flyer at Community Center
- Other (Please specify) _____

[The following information is optional but assists us in developing a database for community involvement purposes.]

Name: BILL BELLEZER

Representing: Self/Family Group/Organization _____

Address: 1717 CONCORDIA ALAMEDA 94501
(Street) (City) (Zip)

Phone No: 510 827-5489 E-mail: bellezer@aol.com

Comments (Please print):

Re. Moving O to Encinal would make a long walk for people living on the northern side of Alameda ^{to get} The W does serve south shore area. _{St. bus.}

Re the 3 alternatives for a new Alameda bus line.
Option 2 does not connect with the Webster St. corridor except at the south end. While bus service to the Ferry terminal would be nice, many of us use A/c to get to 12th Street BART or downtown Oakland. Combination of the best features of all 3 options might be ideal.

Tammy Kylo

From: James, Mary <maryj@ri-net.com>
Sent: Thursday, October 22, 2015 9:34 AM
To: Planning
Cc: Elsa Ortiz; H. E. Christian (Chris) Peebles; Greg Harper; Mary James2
Subject: Proposed O line to Encinal

Thank you very much for all you are doing to try to improve AC Transit Service.

I do have concerns about the proposed move of the O line to Encinal.

1) For myself personally, that change will make catching the O bus a "Park and Ride" situation rather than a walk from home. My current walk of 6-7 minutes will be increased to 10-11 minutes. As such, especially as the weather becomes less welcoming and darker, I will look toward driving and parking closer to the bus stop. I much prefer walking, but that distance won't work for me in the morning. It will be either park and ride or casual carpool.

2) Not clear to me why you are looking to fix a route that really isn't broken – the O line is very popular and used extensively, often standing room only – it only needs more service, not to have the route changed. Your proposal to increase service to every 10 minutes should really do the trick.

3) Moving the O to Encinal will slant the Alameda transbay bus service towards the West side, since there is already the W bus service there. It will make transbay service for people on the Oakland side of the island much less convenient.

4) It appears that by moving the O to Encinal you are moving away from a rider dense residential neighborhood and towards areas such as Southshore Shopping Center and the Alameda High School campus which do not contain transbay riders. A likely result of this move could be to reduce the use of the O transbay bus service.

5) The only explanation I have heard as to why the move to Encinal would be beneficial is to separate the O from the local rider use. However it seems to me that the proposed improvements for the 51A should address that problem more effectively.

Please reconsider the proposed move of the O bus to Encinal and keep it on Santa Clara. More frequent service will handily take care of the overcrowding.

Thank you for your attention to this request,

MaryClare James

(415) 954-1137/work
(510) 522-6033/home

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Tammy Kylo

From: Robert Del Rosario
Sent: Thursday, October 22, 2015 10:42 AM
To: Tammy Kylo
Cc: Kathleen Eichmeier; Linda Morris; Austin M. Lee; Sean DiestLorgion; John Uργο
Subject: FW: Proposed O line to Encinal

A comment on the O from Mary James who is on the Transbay Taskforce...

Robert del Rosario
Director of Service Development and Planning
AC Transit
510.891.4734
c510.326.9654
f510.891.4874
rdelrosa@actransit.org
www.actransit.org

From: Elsa Ortiz
Sent: Thursday, October 22, 2015 10:34 AM
To: Robert Del Rosario
Cc: Linda Nemeroff
Subject: Fwd: Proposed O line to Encinal

Sent from my iPhone

Begin forwarded message:

From: "James, Mary" <maryj@ri-net.com>
Date: October 22, 2015 at 9:34:04 AM PDT
To: "planning@actransit.org" <planning@actransit.org>
Cc: "eortiz@actransit.org" <eortiz@actransit.org>, "cpeeples@actransit.org" <cpeeples@actransit.org>, "gharper@actransit.org" <gharper@actransit.org>, Mary James2 <maryclare.james@gmail.com>
Subject: Proposed O line to Encinal

Thank you very much for all you are doing to try to improve AC Transit Service.

I do have concerns about the proposed move of the O line to Encinal.

1) For myself personally, that change will make catching the O bus a "Park and Ride" situation rather than a walk from home. My current walk of 6-7 minutes will be increased to 10-11 minutes. As such, especially as the weather becomes less welcoming and darker, I will look toward driving and parking closer to the bus stop. I much prefer walking, but that distance won't work for me in the morning. It will be either park and ride or casual carpool.

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Please reconsider the proposed move of the O bus to Encinal and keep it on Santa Clara. More frequent service will handily take care of the overcrowding.

Thank you for your attention to this request,

MaryClare James

(415) 954-1137/work
(510) 522-6033/home

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Tammy Kylo

From: Robert Del Rosario
Sent: Wednesday, October 21, 2015 11:49 AM
To: Tammy Kylo
Cc: Kathleen Eichmeier
Subject: FW: Comments on proposed SEP

FYI...

Robert del Rosario
Director of Service Development and Planning
AC Transit
510.891.4734
c510.326.9654
f510.891.4874
rdeirosa@actransit.org
www.actransit.org

From: Elsa Ortiz
Sent: Wednesday, October 21, 2015 10:25 AM
To: Robert Del Rosario
Cc: Linda Nemeroff
Subject: Fwd: Comments on proposed SEP

Sent from my iPhone

Begin forwarded message:

From: Sarah Sohm Hart <ssohmhart@icloud.com>
Date: October 21, 2015 at 10:08:49 AM PDT
To: <planning@actransit.org>, <cortiz@actransit.org>
Subject: Comments on proposed SEP

Hi,

I wanted to write to express my displeasure with the proposed change in the SEP to the O bus route. As a daily rider of the O these changes will affect me personally. While I agree that it makes sense to shorten this route and terminate at Tilden, I think the move from Santa Clara Ave to Encinal Ave is a mistake. The O is the main transbay bus route for all Alamedans and should be centrally-located. Especially in the section between Park St and Grand St the Encinal route is too far south to be easily accessible to all residents. There are eight blocks north from Encinal in that part of the island, and only six blocks south, most of which are taken up by the mall (no residents) and the lagoon (no residents). The number of residents north of Santa Clara/Encinal will only increase in future years, as there is a 50+ unit complex planned for Clement and Willow, another larger complex already underway at Clement and Oak, and new houses currently under construction on the north side of Buena Vista near Littlejohn Park. Further, residents on the south side of Encinal have access to the W during commute times. If the

bus route must be moved from Santa Clara Ave then Central Ave is a better option than Encinal Ave.

If the issue is that running the O on the same route as the 51A slows down the O due to local traffic then a better solution is to not allow local traffic on the O (simply by charging the transbay fare at all times). This is already the case on the Eastbound O. Local traffic takes the O Westbound only if it shows up before the 51A--they will wait for the 51A if the O costs more.

Finally, I am pleased to see the new lines that may be created to the Main St. Ferry Terminal (L2 Alt#1 and Alt#2). There is currently no public transportation to and from the Main St. Ferry Terminal which means ferry riders must drive to the terminal, and also that people who are in San Francisco cannot take the ferry home to Alameda unless they already parked their car at the terminal or have someone to pick them up. I do not think that L2 Alt#3 is a good option since it is duplicative of the current 51A route. It doesn't make sense to run two lines 3 blocks apart that come from and go to the same places.

Thanks for taking into consideration my comments.

Regards,
Sarah Sohm Hart
2065 Buena Vista Ave, Alameda CA

Tammy Kylo

From: Alana Dill <alana.dill@gmail.com>
Sent: Saturday, October 24, 2015 8:33 PM
To: Planning; clerk@alamedaca.gov
Subject: AC Transit - supporting Option 2

This option goes from Fruitvale, to Alameda's east end to Central, Main, and the Ferry Terminal. This will be a great way to connect the entire island especially as more businesses and homes are established on the west end and people find work there.

Thank you

--

Alana Dill
www.youbecomeart.com

6

Comments from Customer Relations DB

L2

Great to see new lines that connect Alameda's residential areas from the East End through the central island to the ferry. Efficient bus connections are much needed due to the overflowing parking lot at the ferry terminal, and they may make it possible for some families to decommission a car. Please ensure that buses serving the Main Street Ferry building in Alameda really connect to the ferry. The drivers should be instructed to wait until the ferry arrived and passengers have disembarked, and the time table should ensure that the bus arrives before the ferry. In the past, I have seen the buses speed past the terminal because there were no passengers waiting on the curb, although the ferry boat was approaching the dock. Steffen Brandt

L2 (Alt. #2- Encinal)

Q1 Comments/Comentarios/评论:

Answered: 3 Skipped: 0

#	Responses	Date
1	More buses and higher frequency please	10/26/2015 1:26 AM
2	1st choice. This line would serve the most people to the ferry, but needs to be fast service. Is one extra line to serve the Fruitvale BART station.	10/22/2015 4:42 PM
3	I can't believe that you would reduce our Transbay service options in Alameda and instead re-route us to BART or the ferry. We need to get directly into SF from the O instead of having only one route in. Keep the O on Encinal!	10/22/2015 7:57 AM

Tammy Kylo

From: Kathryn.Young@wellsfargo.com
Sent: Thursday, October 29, 2015 3:55 PM
To: Planning
Cc: Elsa Ortiz
Subject: RE: SERVICE EXPANSION PLAN

A lady on the bus said her husband went to last Wednesday's meeting in Alameda and said AC is also looking into possibly cancelling the "O" bus and have riders take BART or the Ferry into the City. If this is true, it was definitely not clear that this was one of the options outlined in the Service Expansion Plan pamphlet. Also, I can't believe this is even being considered as the buses to and from the City are usually packed.

I have severe arthritis in both knees and hips and walk with a cane. To have to take 2 or 3 modes of transportation would be extremely inconvenient not to mention the increase in commute cost:

AC (\$2.50) to BART (\$3.30). From \$4.20 to \$5.80 = 38% increase.

AC (\$2.50) to Ferry (\$4.60) to Muni (\$2.25). From \$4.20 to \$9.35 = 122.6% increase plus the increase in commute time.

As you know during BART delays and shut downs, AC is East Bay riders' backup and vice versa to and from the City. Also, BART is packed during commute hours. I have never commuted on the Ferry so am not able to address that option.

In light of this new information, my vote would be of course to **KEEP THE "O" bus**.

Some options to consider:

Run only during commute hours.

Possibly increasing fare to \$4.50 or even \$5.00 to keep the "O" running throughout the day as in this work environment of staggered hours, 8-5 is no longer the norm.

Thank you.

ky

From: Young, Kathryn
Sent: Thursday, October 15, 2015 4:16 PM
To: 'Planning@actransit.org'
Subject: SERVICE EXPANSION PLAN

Comments RE: the O line since it's the only one that affects me.

Would love it if the O is rerouted to Encinal/Central (the old W route) but that would be selfish on my part (walking 2 blocks instead of 3). Since Santa Clara runs down the middle of Alameda, would be more equal for those coming from the North or South to take the O bus to The City. Plus, AC just spent money relocating stops on Santa Clara which would have been wasted money.

Agreed though that the O line should terminate at Broadway & Blanding since the 51A goes to Fruitvale BART.

Assuming there currently isn't a bus to the Main Street Ferry Terminal, of the 3 proposals for a new line from Fruitvale BART, like the one that comes down Encinal to the Terminal. Plus we don't need another bus line trying to get through the already congested tube.

Thank you.

L2 (Alt. #2- Encinal)

Q1 Comments/Comentarios/评论:

Answered: 1 Skipped: 0

#	Responses	Date
1	<p>This is great because it brings bus services to the ferry terminal. This is also very convenient to my house. However, given Alameda's Central Avenue bike/pedestrian plan, I do not think it is a good idea to introduce buses to Central Avenue between Sherman and Main. The point of the Central Avenue project is to create a bike and ped-friendly street. Adding buses to the mix runs counter to that. Also, these buses will need to be carefully timed with the boats (depart once the boat unloads, even if late, drop off before the boat departs but not 20 minutes before, etc). Without proper coordination nobody will take the bus to the ferry and you'll have two 51As, except one of them running on a quiet street that is supposed to be bike/ped friendly which the locals will not like.</p>	11/9/2015 2:20 PM

Tammy Kylo

From: Star Li <lree100@yahoo.com>
Sent: Tuesday, November 10, 2015 9:11 PM
To: Planning
Subject: Proposed "O" Route Changes

I wish you wouldn't. I don't have access to a personal vehicle for getting around in. Public transit is pretty much my only way of getting around. If you take out the O bus line route around High and Encinal, not only will it make it extremely difficult to go anywhere, but it will be more expensive and time-costly.

As the new proposed route will force me to take 2 busses to get from where I live to the Fruitvale BART, the time will be especially hard during weekends, when bus routs are double-time of what they are normally.

Also, during rush hours from Mon-Fri, there's also regular customers taking the present O routs

Please re-consider changing the O bus route.

T1 Encinal

Q1 Comments/Comentarios/评论:

Answered: 1 / Skipped: 0

#	Responses	Date
1	Please do not move Line O to Encinal Avenue. It's a very successful line where it is now. You will be disrupting 100s of people who rely on this line and do not live close enough to Encinal to get the line there.	11/10/2015 1:14 PM

Tammy Kylo

From: M C Dino <merricatd@gmail.com>
Sent: Wednesday, November 11, 2015 5:49 PM
To: Planning
Subject: Comment regarding SEP - O Line

I would like to comment on the proposed changes to the O line.

First I think ending the southbound part of the line at Tilden Way again instead of Fruitvale BART makes sense as this is primarily a Transbay bus servicing Alameda. However, I don't see the logic of moving part of the route from Santa Clara Ave. to Encinal/Central. Santa Clara is pretty much dead center on the island and is a straight shot from Webster to Park St. Encinal is further south and merges into Central midway through. The section where the two streets merge is awkward and you have North/South streets coming in at the same time. It takes more time to get through the traffic lights because of the multiple streets meeting. In addition, there is another big traffic issue at Central & 8th with the lights set for turn lanes in addition to the regular lanes.

Since the 51A line goes down Santa Clara, also, there are bus stops & shelters set up there already. And in spite of the fact that the 51 line was split to improve on-time performance, you are probably aware that the 51A service is abysmal and seems to be getting worse. At such times the O is a viable option for getting around Alameda or near downtown Oakland. For example, I was waiting for the 51 on Santa Clara at Park today and the scheduled 51 never appeared (probably because 4 went by in the opposite direction) so those of us who were waiting got on an O that came by instead. Since both the 51 & O currently run on Santa Clara, this is a good option. However, if the line moves to Encinal you won't be able to use the local option of the O line.

I hope you will consider keeping the O on Santa Clara.

Thank you,
M.C. Dino

AC Transit
Board of Directors
Public Hearing
November 11, 2015



Comment Form
Service Expansion Plan

How did you hear about today's event?

- E-mail notification Brochure onboard a bus Newspaper Group/Organization
 Flyer at Community Center Other (Please specify) _____

(The following information is optional but assists us in developing a database for community involvement purposes.)

Name: Jen Pj

Representing: Self/Family Group/Organization _____

Address: Encinal area
(Street) (City) (Zip)

Phone No: _____ E-mail: _____

Comments (Please print):

Please keep the 0% if possible.

I want the L2 #2. Encinal.

L2 (Alt. #1- Shoreline)

Q1 Comments/Comentarios/评论:

Answered: 8 Skipped: 0

#	Responses	Date
1	This line should be routed through Whitehall / Southshore Center to overlap bus stops with route 20.	10/6/2015 9:36 AM
2	Bus to the ferry would be great.	9/30/2015 3:43 PM
3	I don't like this solution as the bus is not available to people living nearer the estuary side of the island, running a bus to the ferry building would be great for my commute to SF.	9/29/2015 5:22 PM
4	Bus service to and from the ferry has been sorely missed. Please be sure to time the busses so they arrive at least five minutes before scheduled ferry departures.	9/29/2015 3:08 PM
5	Service to the Main Street Ferry Terminal is unnecessary. WETA does not charge for parking, thus there is functionally zero motivation for ferry passengers to utilize transit. Providing better transit accessibility to retail centers, like Alameda Landing, is likely to yield better ridership. Doubling service along most of the 20 routing is nice. Is there ridership to support such an increase in service? Is there evidence that providing service to the High Street corridor will generate ridership? That part of the island is less likely to ride the bus, outside of Transbays) due to demographics and perceptions of transit and transit riders.	9/28/2015 12:21 PM
6	This is a test	9/25/2015 12:04 PM
7	This 1.2 alternative is great for the folks living along Shore Line Drive and Otis but leaves people along the 51A corridor who want to get to the ferry stranded. Good for what it does, but what about the Santa Clara residents who want to take the Main Street Ferry?	9/24/2015 11:20 PM
8	what about the folks who need to get on before Fruitvale? I usually get on at Eastmont?	9/24/2015 5:50 PM

L2 (Alt. #1- Shoreline)

Q1 Comments/Comentarios/评论:

Answered: 4 Skipped: 0

#	Responses	Date
1	<p>October 20, 2015 H.E. Christian Peeples, President Elsa Ortiz, Vice President Alameda-Contra Costa Transit District Board of Directors 1600 Franklin Street, 10th Floor Oakland, CA 94612 Dear Directors Peeples & Ortiz: I am writing to express our strong support for O Line Alternatives L1 or L2 in Alameda, which are being proposed as part of AC Transit's Measure BB Service Expansion Plan. Both of these alternatives provide local bus service to the Main Street Ferry Terminal, something the Water Emergency Transportation Authority (WETA) has advocated for since bus service was removed in 2009. The attached letter from earlier this year presented our thoughts during the planning phase of the Service Expansion Plan. We appreciate AC Transit staff considering these concerns and the needs of ferry passengers in Alameda. The L1 and L2 alternatives are not just beneficial for ferry riders but also provide service to west end schools (L2) and add regular bus service to a new corridor, decreasing the walk for transit passengers. We believe that the 1,500 Alameda residents using the ferry every day, combined with school kids and residents of apartments along Encinal Avenue, represents a great ridership opportunity for this new service. Thank you for your consideration in supporting O Line Alternatives L1 or L2 in Alameda. Sincerely, Nina Rannells Executive Director</p>	10/21/2015 1:31 PM
2	<p>While I'm thrilled we'll finally have a bus to the Main Street Ferry terminal (have you SEEN the parking on a weekday?), it is imperative that the schedule be aligned with the Ferry schedule. Otherwise, it's fairly useless.</p>	10/21/2015 1:12 PM
3	<p>This would be a great new line for Alameda and the ferry riders. It is already on a bus line so no new stops need to be added. This is a terrific idea!</p>	10/20/2015 2:44 PM
4	<p>Of the three L2 choices, this is my first preference because it will take me from High and Fernside to the Fruitvale BART station daily and to the South Shore shopping center on weekends.</p>	10/19/2015 3:41 PM

Tammy Kylo

From: Gwendolynn Ball <gwendolynnball@gmail.com>
Sent: Thursday, October 22, 2015 8:25 AM
To: Planning
Subject: Only one option for the O to SF???

Seriously? "Only one...the T1 Encinal option will go into San Francisco (and back)"? **If THE T1 ENCINAL LINE IS our only option to keep a transbay bus from Alameda, then IMPLEMENT THE T1 ENCINAL LINE.**

What are you trying to do to us Alamedans? Make us take both the bus and BART to get into SF? Or make us take a bus all the way across town to the ferry, then get on the ferry to SF? I like the ferry but **WE NEED A TRANSBAY BUS OPTION FROM ALAMEDA.**

The other 3 proposed options take us to BART or the ferry but we have to be able to get directly into the city, on just one mode of transportation. Come on! It's not that hard to figure out that people want a direct route into the city. How do these proposed changes help the majority of Alamedans? What are you trying to do to us?

Tammy Kylo

From: Gwen Ball <gball@ggu.edu>
Sent: Thursday, October 22, 2015 8:17 AM
To: Planning
Subject: T1 Encinal Option for O

Re: the 4 proposed changes to the "O" line:

Please go with the T1Encinal option so that we can commute in to San Francisco from Alameda by using just one mode of transportation. How can you say that AC Transit will "INCREASE" service and in the same breath say that 3 of the 4 options will go to BART instead of San Francisco???

How is that helping Alameda in any way? We'd have to take 2 modes of transportation, pay for 2 modes, wait for 2 modes, instead of simply getting on a bus and going into San Francisco.

Why would you even consider taking away the transbay option from Alamedans? The last OX from Encinal and Mound is at about 8:30 am. I've been taking the O into the city between 9 and 11 am almost every week day and the O is PACKED with commuters trying to get into SF. Now you're saying we have to take the bus to either BART or the ferry? I cannot believe you would propose this.

PLEASE keep a transbay line for us Alamedans who commute after 8:30 in the morning.

*Gwen Ball,
GGU Professor & Writing Tutoring Services Manager
~ Log-in to GGU4YOU: STUDENT SERVICES/Tutoring*



Comment Form Service Expansion Plan

How did you hear about today's event?

- E-mail notification
- Brochure onboard a bus
- Newspaper
- Group/Organization
- Flyer at Community Center
- Other (Please specify) friend

[The following information is optional but assists us in developing a database for community involvement purposes.]

Name: Ed

Representing: Self/Family Group/Organization

Address: _____ Alameda 94501
(Street) (City) (Zip)

Phone No: _____ E-mail: _____

Comments (Please print):

I live near Higgs & Fernside in Alameda. I frequently take the "0" bus between Fruitvale BART and my home.

Your current proposal on the "0" line establishes the new "L2" line with three options. I would like option #1 or #2 to maintain my route but also because option #1 & #2 increases bus activity through the "East End" of Alameda into the main shopping center (South Shore) of Alameda (growing area).

I do not like "L2" option #3 as it does not meet my transportation objective and there are numerous parallel routes (ie 51) within two blocks of the Buena Vista, L2 option #3 route.



Comment Form Service Expansion Plan

How did you hear about today's event?

- E-mail notification
- Brochure onboard a bus
- Newspaper
- Group/Organization
- Flyer at Community Center
- Other (Please specify) _____

[The following information is optional but assists us in developing a database for community involvement purposes.]

Name: ROSE DERE

Representing: Self/Family Group/Organization _____

Address: 3118 BAYO VISTA AVE. ALAMEDA 94501
(Street) (City) (Zip)

Phone No: _____ E-mail: rosed3@yahoo.com

Comments (Please print):

I CATCH THE BUS AT HIGH ST. AND FERNSIDE BLVD. TO/FROM
 FRUITVALE BART DAILY DURING OFF-PEAK HOURS AND WOULD
 STRONGLY PREFER THE L2 SHORELINE (ALT#1) OPTION. IT HAS
 IMPROVED FREQUENCY AND TAKES ME TO THE MAJOR SHOPPING
 CENTERS WHEN NEEDED. THE L2 ENCINAL (ALT#2) IS MY
 SECOND CHOICE. THE L2 BAYVIEW (ALT#3) WOULD NOT
 WORK FOR ME BECAUSE IT BYPASSES THE EAST END.
 PLEASE DO NOT IMPLEMENT AN OPTION THAT WOULD
 ELIMINATE BUS SERVICE BETWEEN THE EAST END
 (HIGH AND FERNSIDE) AND FRUITVALE BART!

NOTE: I APPRECIATE YOUR CONTINUING TO ROUTE THE
 ○ BUS TO HIGH AND FERNSIDE FOR LOCAL SERVICE TO OAKLAND.

THANK YOU!

L2 (Alt. #1- Shoreline)

Q1 Comments/Comentarios/评论:

Answered: 3 Skipped: 0

#	Responses	Date
1	this is my 3rd choice out of 3. this duplicates service, the route would take too long to get to the ferry for most people and only serve southern shore.	10/22/2015 4:39 PM
2	WHY WHY WHY would you take away Alameda's transbay option??? Yes, I said in a previous survey I'd like a bus to get to the Alameda Main ferry, but I didn't know it would be at the expense of a having a transbay bus! Are you crazy? How can you take away our transit into SF and instead make us take both a bus AND a ferry to get into the city when before we could just get on the O at Encinal and Mound? This is a horrific idea.	10/22/2015 8:05 AM
3	This proposal caters too much to the south end: please keep the route on Encinal, which is in the CENTER of Alameda, allowing people from both the north and south to access it.	10/22/2015 7:52 AM

L2 (Alt. #1- Shoreline)

Q1 Comments/Comentarios/评论:

Answers: 1 | Slips: 0

#	Responses	Date
1	<p>I love the idea of a bus to the ferry terminal. This route is not the most convenient for me personally but I think it has two great benefits (1) gets people a little further out from the ferry there without a car, and (2) provides Fruitvale BART access to this part of the island. The key with any bus going to the ferry, however, is timing the bus with the ferry. That means, not departing until the boat unloads (even when the boat is late), not arriving after the boat departs, etc. If it is not timed with the boats, people will not use.</p>	11/9/2015 2:17 PM

Tammy Kylo

From: Christen Chesel <carsonbrooke2@yahoo.com>
Sent: Tuesday, November 10, 2015 11:20 AM
To: Planning
Subject: Increase Bus Service

As a parent, tax payer and concerned citizen, please increase the bus service around Alameda, specifically around the public schools. I take the bus for work and love the system. Without increasing bus service, some students will miss school and it's a slippery slope once that happens. Would also like to petition to have a bus that goes to/from the ferry service at Main Street. How this has not happen yet is absolutely beyond me. I truly believe the benefits would outweigh the costs. I for one would take the bus daily to/from the ferry, instead of having my husband drop me off and create more traffic.

Thank you very much.

Christen Chesel~
415-293-5007

Tammy Kylo

From: Armstrong, Kristi <karmstrong@alameda.k12.ca.us>
Sent: Tuesday, November 10, 2015 10:45 AM
To: Planning
Subject: I support the Main St.- Shoreline route!

As a teacher at Wood Middle School, I see that this is an important route to serve my students!

Thank you,
Kristi Armstrong
Education Specialist
Alameda Unified School District
karmstrong@alameda.k12.ca.us
(510) 748-4015 x212

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Tammy Kylo

From: Bophavi Pak <bophavi@yahoo.com>
Sent: Tuesday, November 10, 2015 9:17 AM
To: Planning
Subject: Main Street-Shoreline

AC Transit,
Please implement a Main Street- Shoreline Bus Route so that more kids can have a sure way to attend Wood Middle School everyday.
Thank you,
Alice
A concerned Mom

Sent from my iPhone

Tammy Kylo

From: gina mazzi <giseldyllon@icloud.com>
Sent: Tuesday, November 10, 2015 8:51 AM
To: Planning
Subject: Main Street to shoreline

There are many, many children in great need of this line. I am a resident. My children walk to school. All children are not so fortunate. Please, make this line happen.

Let's face it. The public transportation here is bad...

Sent from my iPhone

Tammy Kylo

From: Myeshia Rogers <mohoganyemerald21@gmail.com>
Sent: Monday, November 09, 2015 9:28 PM
To: Planning
Subject: Main street shoreline bus route

My name is Myeshia Rogers and I am a parent of a child, Khlevour Harris, sixth grader at Wood Middle School, that needs the bus route from Main St and Atlantic and back everyday as a major convenience to me. Today my son missed school for lack of this supplementary, while I was in the hospital. He wouldn't have if there was a bus for him.

Myeshia Rogers 4159557072

Tammy Kylo

From: Fahima Arghandiwal <fahima.arghandiwal@gmail.com>
Sent: Monday, November 09, 2015 5:34 PM
To: Planning
Subject: Bus line in Alameda Main St-Shorline

We need increased bus service for our students in Alameda Main St-Shoreline. This specially effects Wood Middle school on Grand Ave in Alameda. If students miss it, they are late or miss school altogether. Some don't have the option of being driven, or riding bikes. This is bad for their education, but also the school loses funding when a student is absent/tardy.

Thanks
Fahima

Tammy Kylo

From: Lena Ng <ng.lena@gmail.com>
Sent: Monday, November 09, 2015 5:10 PM
To: Planning
Subject: Main St. - Shoreline Route

Please, keep the Main St. - Shoreline route.

There are many students who needs the transportation who don't have another way to get to the school. There are also older people who can't drive that need this route.

Thank you,
Lena Ng

Tammy Kylo

From: Kumar M <kmeenaks@gmail.com>
Sent: Monday, November 09, 2015 3:15 PM
To: Planning
Subject: AC transit service between Main St and Wood School

Hi,

Appreciate if more and frequent bus service during the start of the school and after the school is considered as it will help lot of students who come from Main street in Alameda (west end) to Wood Middle School which is in Grand street. Students will be more benefited with this frequent service.

Thanks in advance.

Best regards,
Kumar

Tammy Kylo

From: Ponsaran, Romeo <rponsaran@alameda.k12.ca.us>
Sent: Monday, November 09, 2015 2:16 PM
To: Planning
Subject: Main Shoreline Option

To Whom It May Concern:

As a teacher at Wood Middle School, I find that many of our students are challenged by the lack of public transportation options. AC Transit has a responsibility to the public. Please authorize the Main Shoreline Option.

Sincerely,

Romeo S. Ponsaran

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Tammy Kylo

From: sarahanded@netzero.net
Sent: Monday, November 09, 2015 2:11 PM
To: Planning
Subject: Main St-Shoreline Route

To Planning Dept.,

I am an Alameda resident. I encourage AC Transit to keep the Main St.-Shoreline Bus Route. Do not change this route as it is a vital lifeline for many students in our area.

Sincerely,
Sarah Yee

Drivers Stunned to Learn This New Rule

<http://thirdpartyoffers.netzero.net/TGL3231/56411a38948601a382953st02duc>

Tammy Kylo

From: Quan Truong <qtqt0923@gmail.com>
Sent: Monday, November 09, 2015 1:57 PM
To: Planning
Subject: Main st. Shoreline route option

Hello,
I want the Main St. Shoreline route option.

Thank you,
Quan Truong
Parent of a child that attends Wood Middle School

--
Sent from Gmail Mobile

Tammy Kylo

From: Dorothy Jensen <d2004@me.com>
Sent: Monday, November 09, 2015 12:23 PM
To: Planning
Subject: Main St to shoreline bus

I support the Main St to Shoreline bus. It is necessary for my kids to get between home and school.

Thanks!
Dorothy Jensen

Sent from my iPhone, so please excuse any brevity and errant autocorrection.

Tammy Kylo

From: john grimaldi <rvrjah@gmail.com>
Sent: Monday, November 09, 2015 1:02 PM
To: Planning
Subject: I support a Main St.- Shoreline route

Dear AC Transit Board of Directors,

I support a bus route expansion for Main St.-Shoreline.

Thank you,

John Grimaldi

Tammy Kylo

From: Deidre Abrons <dabrons@gmail.com>
Sent: Monday, November 09, 2015 9:04 AM
To: Planning
Subject: AC Transit SEP

Dear AC Transit Board of Directors,

I support the expansion of the Main St - Shoreline bus line in Alameda.

Sincerely, Deidre Abrons
632 Arlington Isle
Alameda, CA 94501

Tammy Kylo

From: John.Jensen@lamresearch.com
Sent: Monday, November 09, 2015 9:53 AM
To: Planning
Subject: Support for Main St. - Shoreline Expansion in Alameda

Dear AC Transit Board of Directors,

I support the expansion of the Main St - Shoreline bus line in Alameda.

Thanks.

Regards,
John A. Jensen, Ph.D.
Lam Software Products
Software and Controls Engineering
Direct: 510-572-4192
Mobile: 510-299-1855
John.Jensen@LamResearch.com

Tammy Kylo

From: Alisa James <alille66@gmail.com>
Sent: Monday, November 09, 2015 10:18 AM
To: Planning
Subject: AC Transit Shoreline route

To Whom It May Concern:

I am a parent of a student attending Wood Middle School, and I am in support of the the **Main St - Shoreline Route** option.

Wood needs increased bus service for our students. We live on the west side of Alameda, and my son relies heavily on this route. If AC Transit does not provide this option, my son will be late or miss school altogether. Some children do not have the opportunity of being driven or riding their bikes. This is bad for their education, and my child will suffer.

Wood has the largest enrollment zone, is the newcomer school, and is a Title I school, so please consider this request from a concerned parent.

Alisa James
Alameda Resident/Homeowner

Tammy Kylo

From: Heather Little <heather_little@senecacenter.org>
Sent: Monday, November 09, 2015 10:33 AM
To: Planning
Subject: In support of a Main Street to Shoreline bus route for Alameda

I am writing you to indicate my support for a bus route to help our students get Wood Middle School. Many children in our community are experiencing difficulty getting to school in a timely and safe manner and this bus route would be of great service to them.

Thanks!
Heather

Heather Little • Quality Assurance Assistant Director
San Francisco, Solano, Santa Clara, San Luis Obispo, Monterey and Orange Counties
SENECA FAMILY OF AGENCIES
8750 Mountain Blvd #69 • Oakland, CA 94605
Office: 510.777.5300 Cell: 415.760.1647 • Fax: 510.342.7243
www.senecafoa.org

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Tammy Kylo

From: Woods, Evelyn <ewoods@alameda.k12.ca.us>
Sent: Monday, November 09, 2015 10:36 AM
To: Planning
Subject: Bus Line to Wood School

Good morning,

I am a staff member at Wood Middle School and once had a student here. I handle attendance and the lateness of students arriving late. When there is a breakdown of a bus we get no notification or just hand written notice from the bus driver stating the bus was broke down or just behind schedule. There are a lot of children coming from the Point and that end of town that arrive late on the regular. There is a bus that cater to the students going to Bayfarm, Lincoln, and schools on that side. I believe it is the 636! I know we checked into the bus services that were provided and they gave us that info. So why can't we get a bus to come from this side? If it will help our kids get to school on time and increase our attendance, why not do it. You say you are for the kids and education why not enhance their opportunities more than to stagnate them? Please help with this problem.

Evelyn Woods
Attendance Clerk

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Tammy Kylo

From: Brian Chew <briankchews@gmail.com>
Sent: Monday, November 09, 2015 10:48 AM
To: Planning
Subject: Main Street-Shoreline bus route

Hello,

I am a Wood parent and would like to voice my support for the Main Street-Shoreline AC bus route line. We appreciate the consideration and this would help our students get to, and thereby stay in, school.

Sincerely,
Brian (and Maria) Chew
1810 Hibbard Street
Alameda, CA 94501
510-328-0461

Tammy Kylo

From: John Jensen <j510jensen@yahoo.com>
Sent: Monday, November 09, 2015 10:48 AM
To: Planning
Subject: I support the expansion of the Main St - Shoreline bus line in Alameda

Dear AC Transit Board of Directors,

I support the expansion of the Main St - Shoreline bus line in Alameda. This bus line will server the students of 3 schools on the line.

Thanks!
- John Jensen

Tammy Kylo

From: Reis, Anselmo <areis@alameda.k12.ca.us>
Sent: Monday, November 09, 2015 10:51 AM
To: Planning
Subject: Main St - Shoreline route option

Dear AC Transit,

Wood Middle School in Alameda has the largest area to cover for students to travel to school each day. We have the students with the most needs, families with the least options and means to help their students get to and home from school, and the greatest need for transportation. Please vote to support these families in need, as well as the whole Wood community by supporting and voting in favor for the Main St - Shoreline route option.

Thank you for making the choice that best serves the community that you serve.
Anselmo Reis

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Tammy Kylo

From: syl gibson <sylvansyl@yahoo.com>
Sent: Monday, November 09, 2015 10:53 AM
To: Planning
Subject: Main Street Shoreline Route Option

Dear AC Transit Decision Maker,

I am writing to request that you please increase service on the Main Street-Shoreline route in Alameda which includes service for students of Wood Middle School. My child attends Wood Middle School and rides the bus. Wood Middle School serves many low income families that may not have the luxury of buying their kids bikes or driving them to school. Please make sure that Main Street-Shoreline service continues and is strengthened.

Warm regards,
Sylvia Gibson

Tammy Kylo

From: Jena <jenasinbox@gmail.com>
Sent: Monday, November 09, 2015 11:06 AM
To: Planning

I support the Main St.- Shoreline route. Please help serve "the least of these."

Thank you,

Jena Domingue

Tammy Kylo

From: Joe Keiser <resiek@mac.com>
Sent: Monday, November 09, 2015 8:40 AM
To: Planning
Subject: AC Transit Board of Directors - 2015 Service Expansion Plan

Dear AC Transit Board of Directors:

AC Transit is considering three options in Alameda to expand bus service. One option would expand a route from Main St - Shoreline, which would pass right in front of Encinal High School. This route would help serve Encinal and Wood middle school students, especially those coming from the point in Alameda. Wood has been lobbying for a dedicated student bus, or increased frequency at school commute times, with no success. Having this route would be incredibly helpful because it offers more service on the west end, and could demonstrate the need for an eventual dedicated student bus. It would also service the ferry from the highly dense residential area of Shoreline in Alameda.

Unfortunately, I don't think AC Transit has heard much support for this option. That's why I'm writing to ask that you please implement this route!

Meanwhile, another option, Main St - Central/Encinal Ave (going to east end) has been heavily lobbied by families who live in the east end of Alameda but whose children attend west end schools. While those families made a choice to send their children across town, many Wood and Encinal HS families had no choice. Also, there is already a high-frequency route on Santa Clara, just a block away. Students from the point who miss the bus to Shoreline have few options, neither a car ride nor a bike, and face a very long walk, making them tardy or absent. Please don't implement this Main St. - Central/Encinal route. Instead, give Alameda what it needs - a Main St. - Shoreline route.

Thank you,
Joe Keiser
916 Otis Dr.
Alameda, CA 94501



Joe Keiser

Keiser Family Law, Divorce & Appeals

1516 Oak St., Suite 321, Alameda, CA 94501

Phone: (415) 342-5394 Fax: (888) 892-6105

resiek@mac.com

www.keiserlaw.com

People Like Us On



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Tammy Kyllö

From: barbarakahn80@gmail.com
Sent: Sunday, November 08, 2015 3:19 PM
To: Planning
Subject: alameda expansion

I understand that you are considering an expanded route in Alameda. I urge that you *expand a route from Main St - Shoreline, which would pass right in front of Encinal*. This would help serve Encinal and Wood students, especially students and residents of Alameda Point. These are the students who are primarily low income, and need public transportation since parents are often working and/or unable to provide transportation. In addition this would provide improved transportation to and from the ferry.

Barbara Kahn
370 Bryant Ave.
Alameda, CA

510-501-0043

Tammy Kylo

From: Blanche Kim <blanchepta@gmail.com>
Sent: Sunday, November 08, 2015 4:31 PM
To: Planning
Subject: 2015 Service Expansion Plan; Main St - Shoreline route in Alameda

Dear AC Transit Board of Directors:

I am writing to voice my strong support for service expansion on the Main Street - Shoreline route in Alameda, on Central Ave from 3rd St. to Webster.

Many Wood Middle School students who live on the west end of Alameda rely on the bus to get to and from school. Some have limited travel options - no one to drive them, no bikes, or a very long walk. If they miss the bus, they are either tardy or miss school altogether, which negatively impacts their education. More areas to catch the bus on the west end, *along with greater frequency*, is crucial for this population that needs and uses AC Transit the most.

Wood Middle School, located at 420 Grand Street, serves the largest attendance zone in AUSD, as well as being a "newcomer" school with a significant number of socio-economically disadvantaged students and English language learners. Please be cognizant that some of our families don't usually participate in these public hearings, but their needs are real.

Additionally, the densely residential area along Shoreline, as well as South Shore Shopping Center, would benefit from bus service to the ferry terminal and ensure a large ridership.

Among the three options for Alameda, the Shoreline expansion is most needed and beneficial. Adding a route along Buena Vista or Central/Encinal east of Webster Street seems redundant when the high frequency Santa Clara Ave. route already exists.

I urge you to support an expansion of bus service from Main St to Shoreline Dr.

Thank you,
Blanche Kim
Wood Middle School Parent

Tammy Kylo

From: Kelly Scott <kellyjoscott@hotmail.com>
Sent: Sunday, November 08, 2015 1:42 PM
To: Planning
Subject: Main St-Shoreline bus in Alameda

Dear AC Transit Board of Directors,

I support the expansion of the Main St - Shoreline bus line in Alameda.

Signed,

Kelly Scott

Tammy Kylo

From: Sahru <sahru@yahoo.com>
Sent: Sunday, November 08, 2015 2:25 PM
To: Planning
Subject: Support Main St.-Shoreline bus

Dear AC Transit Board of Directors,

I support the expansion of the Main St - Shoreline bus line in Alameda.

Sincerely,

Sahru Keiser
LUM parent (future Wood parent)

Sent from my iPhone

Tammy Kylo

From: the grimaldis <thegrimaldis@earthlink.net>
Sent: Sunday, November 08, 2015 11:54 AM
To: Planning
Subject: I support a Main St-Shoreline bus route

Dear A.C. Transit Board of Directors,

I support expansion of the bus line to serve Main Street- Shoreline.

As a long-time parent and PTA Executive Board Member at Wood Middle School, I have seen students struggle to get to school on time when they travel from neighborhoods West of Grand Street. The challenges for some of our students (and those at Encinal) who are low income or homeless must seem insurmountable at times. As a community we must show all students that, not only is education of paramount importance, but they are important. Making the bus route more functional for that cross-town journey is one way of doing just that.

If we can create clear pathways for all the students and families in our city; particularly those families most in-need of public transportation, we show our truest and highest values as a city.

Thank you,

Jane Grimaldi

Tammy Kylo

From: Joel Welter <JoelW@bay-ship.com>
Sent: Saturday, November 07, 2015 12:54 PM
To: Planning
Subject: Voicing support for the new South Shore AC Transit Route

To whom it may concern

I want to express my strong support for the proposed AC Transit Bus Route that will connect South Shore Drive with the Main Street Ferry Landing.

On my bike ride to work everyday at Bay Ship and Yacht I see all the cars parked on Main Street well away from the Ferry Landing. These folks have a very long walk to the Ferry! It is my view that South Shore Drive, with its concentration of housing, is the optimal pathway to find new fares to the ferry without adding more cars to this ad hoc parking scheme.

This route will also help under-served residents in housing at the old naval air station who use the existing less frequent service to get to Town Centre and Wood Middle School.

Thank you for your consideration.

Sincerely,
Joel Welter
871 Cedar Street
Alameda, CA 94501

Sent from my T-Mobile 4G LTE Device

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L2 (Alt. #1- Shoreline)

Q1 Comments/Comentarios/评论:

Answered: 1 Skipped: 0

#	Responses	Date
1	I strongly support this route because it connects the High Street neighborhoods to Fruitvale, Southshore Center, stores on Webster, and the Ferry. These stops are necessary and important destinations for me, a resident of Alameda.	11/10/2015 10:52 AM

Tammy Kylo

From: Verduin, Jennifer <jverduin@alameda.k12.ca.us>
Sent: Wednesday, November 11, 2015 11:16 AM
To: Planning
Subject: Support for Main Street - Shoreline Option

As a teacher at Wood Middle School, I see the struggle of our students who rely on AC Transit to get them to school on time every day. I also live in the school neighborhood, and have for over 30 years. My husband has used AC Transit for his daily commute to San Francisco for over 30 years.

I support the Main Street - Shoreline option, and ask that this be the ultimate choice of the AC Transit board. Please show your support for our lower socioeconomic students.

Thank you,
Jennifer VerDuin
Science Teacher
Wood Middle School
510.748.4014 x142

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T1 Encinal

Q1 Comments/Comentarios/评论:

Answered: 8 Skipped: 0

#	Responses	Date
1	Shorten the o if you must but continue it along Santa Clara. It has a huge ridership, it's basically the only public transit way to SF. The bus are packed during commute hours. No standing room left every day. Add more o buses make them longer of more frequent. Don't move it off Santa Clara.	10/14/2015 5:38 PM
2	this seems a good option, the 51a runs from fruitvale bart so the O isn't required. I would love to see a more frequent O service or larger O buses during commute hours as those buses are packed in the morning. They have standing room only by the time the bus gets to Stanton Street.	9/29/2015 5:19 PM
3	I live on the estuary side of Alameda and a regular user of the O line. Moving the O line to Encinal would make it much less accessible to me. The O line along Santa Clara also picks up the slack for the dysfunctional 51A line that is often so far off schedule as to be unusable.	9/28/2015 8:36 AM
4	test	9/25/2015 12:08 PM
5	Not sure this is a good idea. What are the passenger loads between Tilden/High Street and Fruitvale BART now? What is the cost of keeping the connection to Fruitvale versus shortening to Tilden?	9/24/2015 11:27 PM
6	Line O should stay on Santa Clara Avenue. It always has been that way. Keep it the way it is now but with proposed Alameda terminal. From Santa Clara and Park, via Santa Clara, Broadway, Encinal, regular route. To SF - Regular route to Encinal and Broadway, right on Broadway, left on Santa Clara, regular route to SF	9/24/2015 10:11 PM
7	what is redership @ "old terminus at Tilden" Is there anyone getting on there?	9/24/2015 5:53 PM
8	Please leave the O line on Santa Clara as the transit infrastructure of bus stops and bus shelters already exist at this location. Also, having the line on Santa Clara gives riders the option of either catching the 51A to BART to get to SF or taking the O bus. This is especially important mid-day and on weekends when O service is only hourly.	9/24/2015 4:37 PM

T1 Encinal

Q1 Comments/Comentarios/评论:

Answered: 8 Skipped: 0

#	Responses	Date
1	Keep it on Santa Clara.	10/21/2015 11:31 PM
2	Let it stay on Santa Clara, do not change to it Encinal.	10/21/2015 11:29 PM
3	No, do not change to Encinal, the O running on Santa Clara is perfect, keep it that way.	10/21/2015 11:23 PM
4	Please increase the frequency or the size of the O bus during commute hours, it is always standing room only by the middle of Santa Clara, and often has to skip picking up people at later stops. Don't change the road to Central! Increase the number of buses, we don't have BART.	10/21/2015 7:17 PM
5	Please keep the O line going to the city and back. It is a popular line for those living in Alameda. I use it every day as it is the most convenient way to get back and forth from Alameda to the city.	10/21/2015 5:43 PM
6	This seems to be the ONLY option for the "O" bus that will take us from Alameda into San Francisco and back home. So many of us count on this bus, and ridership has increased over the past few years to a packed bus every ride during commute hours. Please leave us the option to take AC Transit to the city..not BART where the other options take us. If a change must be made to this service we depend on, please let it be the T1 Encinal option. Thank you	10/21/2015 10:41 AM
7	Please do not end the O at Broadway and keep it running to Fruitvale Bart. I rely on this bus to commute to Bart from the Fernside east end area. Without it, I will have to drive to bart.	10/20/2015 7:47 PM
8	This is the preferred options. Alameda needs dedicated tansbay bus service.	10/19/2015 8:15 PM

Tammy Kylo

From: Christy Medellin <christy.medellin@gmail.com>
Sent: Friday, October 23, 2015 9:32 PM
To: Planning
Subject: Please reconsider plans for the Alameda O Line

I was recently alerted to the terrible news: AC Transit is planning on "Service Expansion" in Alameda by completely removing the Transbay O line and replacing it with 2 totally new lines. I see the point of the Transbay line concentrating only on commuters to San Francisco and creating another way to access the ferry option. But I don't see how a shortened T1 line will bring on "new" potential riders. It seems as if AC Transit is directing its partnership away from the over-crowded BART option to the lesser utilized ferry system. But in my opinion, this option will detrimentally add even more buses/traffic onto the already congested streets of Alameda. Not only are you planning on further contributing the traffic issue, i.e. the current heavy Webster tunnel traffic situation, but you are planning on using surface streets that have almost NO public transit infrastructure in place for your "expansion". Although Encinal & Central might have more lanes, possibly better for the buses in order to weave through traffic. Encinal intersections are wider and busier than Santa Clara, and busy intersections are always more hazardous to pedestrians. In contrast, Buena Vista is a very narrow street to be adding bus stops. For the rider, some of the streets planned for use lack any type of permanent bus shelter to avoid any harsh weather conditions, i.e. extreme heat or if the predictions this winter come to fruition: possible torrential rain or flooding. The sidewalks also seem so narrow (even for a bench), especially on Central; commuters wind up blocking the sidewalk waiting for buses, forcing other non-bus-riding pedestrians to walk into the street in order to get around the folks waiting.

Please reconsider your plans. Adding more traffic to Alameda will not make traveling through the Webster tunnel any faster. And attempting to use busier roadways or streets without transit infrastructure, will not generate more ridership. You will disenfranchise an already skeptical segment of Alameda, which grumbles that more services are saved for the better areas of Alameda while the densely-populated apartment dwelling areas, like Santa Clara, get the leftovers or with your plan: nothing at all.

Thank you and I hope you take in to consideration all our suggestions as you consider the options.

Christy Medellin

**Service Expansion Plan Public Hearings
General Public Comment from Voicemail**

Route	Received	Comments
O	10/22/15 8:10 a.m.	Hi, I'm calling about the four proposed changes to the O Line. Please keep the T1-Encinal option as that is the only one that will go into San Francisco and back. I cannot believe that your options are to take away the Transbay tube-Transbay terminal line. It is unconscionable that you would consider taking that option away from Alameda. I live in Alameda. My name is Gwen Ball, my phone number is (510) 759-9689. Please keep the T1-Encinal option so that we can get into the city by bus without having to take a bus and a ferry or a bus and BART. I cannot believe that you're taking away our option to get into the city. It is unbelievable.
O	10/25/15 3:43 p.m.	My name is Lee Anne Vazagian(?), (510) 461-9845. I am calling regarding, I live in Alameda, I'm calling regarding the O Line, the Transbay line, and I want the Transbay line, O Line, to continue as is. Alameda has way too many people trying to take the bus into San Francisco, the W cannot carry it. The people cannot get on all the buses in the morning to go to work. I watch this day in and day out and I am one of them. So I really would like to see the O continue to be a Transbay bus. If there is no other option than picking one and that would have to be it. Thank you very much.

T1 Encinal

Q1 Comments/Comentarios/评论:

Answered: 6 Skipped: 0

#	Responses	Date
1	I am not understanding. Are you eliminating the O or just moving the Santa Clara route to Encinal? Live at Santa Clara and Chestnut. Am 68. Have Lyme and Arthritis. Have lived without car taking O for years to SF for work. Have tried Bart. A disaster. Have to take 51, walk down. Wait a long time on platform. Very packed trains. People do not give seat. Actually takes longer. We have a lot of old people in the neighborhood who are very dependent on this. Ariana Honeycutt 1515 Chestnut Street Apt. II Alameda, CA 94501	10/27/2015 1:50 PM
2	More busses and higher frequency please!!!!	10/26/2015 1:25 AM
3	Please do not eliminate bus service to San Francisco. BART is extremely unreliable, plus we would need to take a separate bus to get to BART. If anything, we need additional busses - most evenings I have to stand from San Francisco to Alameda. Thank you.	10/23/2015 11:02 AM
4	Fine that this bus will no longer go to BART because other lines serve BART. An important aspect of this line is that it move through the island quickly. Which is faster Central/Encinal or Santa Clara?	10/22/2015 4:48 PM
5	Please keep the O going transbay to San Francisco! There are few public transit options to the city and the O always has people riding on it.	10/22/2015 1:53 PM
6	Whatever you decide, PLEASE keep an O that runs on Encinal, between High and Park! Encinal is a main corridor and very busy; it runs thru the middle of Alameda so people from the north, south, and center can access Encinal.	10/22/2015 7:48 AM

Tammy Kylo

From: Stefan Vogelsang <stefanvogelsang14@gmail.com>
Sent: Friday, November 06, 2015 5:00 PM
To: Planning
Subject: Death of the O (Plan ACT Service Expansion Plan)

Good Morning Planning Committee,

I am emailing you in regards to my concerns to the Plan ACT "expansion" plan that is currently proposed. I am the victim of an unfortunate circumstance and commute from Alameda Marina Drive, Alameda to Palo Alto Transit Center daily. Starting work at 9am on a Saturday is a feat by itself, but unfortunately for many of your loyal commuters / customers, the proposed expansion will kill our opportunity to work. For the ease of reading, below are a few bullet points I would like to be considered before finalizing the plan.

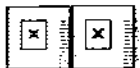
- Consider increasing Transbay fares (\$4.50 sounds reasonable for the distance) instead of cutting an artery such as the "O".
- The currently proposed plan is pressuring Transbay customers to use BART or drive.
- BART's hours vary dramatically, are unreliable, under constant construction, and do not run early enough for those who are using the "O".
- There are no direct routes to the Transbay terminal from Alameda if the proposed plan is completed. There is an average of 10 - 15 passengers taking the bus with me.
- By cutting the "O"'s Transbay route, you are forcing people in Alameda to commute to Oakland and use the NL, an additional hour to their commute time.
- Instead of cutting the "O", increase the number of busses in high commute hours (work, school, etc.) on routes such as the 51A. If the 51A was broken up a little, such as running from BART to BART (Fruitvale BART to 19th Street & 19th Street to Rockridge BART), you will decrease commuter transit times and flow of customers.

As it stands, if the expansion plan is approved, I will be losing my job. At this current point in time, I am one of those many commuters that take the "O" in the morning on weekends (the first one to be exact). This is the only bus that arrives at the Transbay terminal in San Francisco at a decent time to transfer to SamTrans 292 which picks up directly across from the "O" arrival / departure point.

If you have any question for me in regards to my views with the Plan ACT "expansion" plan, please feel free to reach out me at this e-mail address. Thank you for your time and I hope to hear from you soon.

Sincerely,

Stefan Vogelsang



**Service Expansion Plan Public Hearings
General Public Comment from Voicemail**

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O	10/25/15 3:43 p.m.	My name is Lee Anne Vazagian(?), (510) 461-9845. I am calling regarding, I live in Alameda, I'm calling regarding the O Line, the Transbay line, and I want the Transbay line, O Line, to continue as is. Alameda has way too many people trying to take the bus into San Francisco, the W cannot carry it. The people cannot get on all the buses in the morning to go to work. I watch this day in and day out and I am one of them. So I really would like to see the O continue to be a Transbay bus. If there is no other option than picking one and that would have to be it. Thank you very much.

T1 Encinal

Q1 Comments/Comentarios/评论:

Answered: 1 / Skipped: 0

#	Responses	Date
1	<p>Of the 4 options this is my least favorite (even though I live closer to the proposed route than the current route). It seems to duplicate existing service (it is essentially the O shifted 2 blocks for part of Alameda). I don't think there are enough riders on the O to justify this type of duplication. I also do not like routing on Central, particularly given the Central Alameda bike/ped project. Although not presented, I much prefer the idea of more 51A buses (fewer stops, more departures, getting people to and from BART faster will increase ridership and reduce congestion and cars in Alameda). I also much prefer the alternative proposals of extending buses to the ferry terminal - that is something I would use (if the buses are timed to the ferries).</p>	11/9/2015 2:27 PM
2	<p>I was recently alerted to the terrible news: AC Transit is planning on "Service Expansion" in Alameda by completely removing the Transbay O line and replacing it with 2 totally new lines. I see the point of the Transbay line concentrating only on commuters to San Francisco and creating another way to access the ferry option. But I don't see how a shortened T1 line will bring on "new" potential riders. It seems as if AC Transit is directing its partnership away from the over-crowded BART option to the lesser utilized ferry system. But in my opinion, this option will detrimentally add even more buses/traffic onto the already congested streets of Alameda. Not only are you planning on further contributing the traffic issue, i.e. the current heavy Webster tunnel traffic situation, but you are planning on using surface streets that have almost NO public transit infrastructure in place for your "expansion". Although Encinal & Central might have more lanes, possibly better for the buses in order to weave through traffic. Encinal intersections are wider and busier than Santa Clara, and busy intersections are always more hazardous to pedestrians. In contrast, Buena Vista is a very narrow street to be adding bus stops. For the rider, some of the streets planned for use lack any type of permanent bus shelter to accommodate for the older folks who commute or avoid any harsh weather conditions, i.e. extreme heat or if the predictions this winter come to fruition: possible torrential rain or flooding. The sidewalks also seem so narrow (even for a bench), especially on Central lined with huge, old trees; commuters wind up blocking the sidewalk waiting for buses, forcing other non-bus-riding pedestrians to walk into the street in order to get around the commuters waiting. Please reconsider your plans. Adding more traffic to Alameda will not make traveling through the Webster tunnel any faster. And attempting to use busier roadways or streets without transit infrastructure, will not generate more ridership. You will disenfranchise an already skeptical segment of Alameda, which grumbles that more services are saved for the better areas of Alameda while the densely-populated apartment dwelling areas, like Santa Clara, get the leftovers or with your plan: nothing at all. Thank you and I hope you take in to consideration all our suggestions as you consider the options.</p>	11/5/2015 9:34 PM