

**From:** [Transportation Commission](#)  
**To:** [Jennifer Warner](#)  
**Subject:** FW: [EXTERNAL] Written comment for item 6A of 5/20/26 Transportation Commission Meeting  
**Date:** Wednesday, May 20, 2026 5:41:13 PM  
**Attachments:** [jma0e.png](#)

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**From:** Mitch B [REDACTED]  
**Sent:** Wednesday, May 20, 2026 11:28 AM  
**To:** Transportation Commission <[tc@alamedaca.gov](mailto:tc@alamedaca.gov)>  
**Subject:** [EXTERNAL] Written comment for item 6A of 5/20/26 Transportation Commission Meeting

Hello,

I will be making a public comment on item 6A for the 5/20/26 Transportation Commission Meeting and wanted to share a written copy with linked citations.

I work right in between the Webster and Posey tube which is not technically Alameda Landing but it is certainly close enough that myself and my coworkers have benefited from the Alameda Landing TDM programs. Back when we had the Alameda Landing Express, it was how I used to arrive from Berkeley and was so popular amongst my coworkers that the bus driver would often kindly take an unofficial stop on the East side of Target so we could have a shorter walk to work. Since then, many have transitioned to other options. Cyclists often use the water taxi (and occasionally the Bay Ferry) whilst those on foot often use AC Transit as well as the Research Park Shuttle. My workplace is not technically part of the Research Park, but no one asks for employee IDs on the shuttle so people do what's convenient for them. I've talked with HR about signing us up for the BayPass so we could get free bus service back plus more but they haven't agreed to pay for this benefit yet. I notice that the EasyPass use has not been as significant as we had hoped which I suspect might be due to EasyPass only serving AC Transit. Many people have further destinations that require multiple agencies if choosing to rely on transit so I imagine that with the combination of our two TMAs, we could change those EasyPasses to BayPasses which serve all transit agencies which could encourage much more transit use.

On recommendation 3.ii I can say that a seaplane to landing bus shuttle would be enormously popular amongst my coworkers. Some already cycle from the Seaplane Terminal but I have heard many without bikes talk about how they'd love to use it but don't know what to do about the last mile. My previous supervisor said that he looked around the point for a place that he could park his car indefinitely near the Seaplane Terminal because he has no use for a car in San Francisco except to drive over the Bay Bridge every weekday for work. I know that this has been framed as a program for residents but I can tell you that many reverse commuters would love to use this service as well.

On recommendation 3.iii, I think I unfortunately have to disagree with the premise that there is an easy and direct bike path route from the Seaplane Terminal to Alameda Landing. I recently volunteered with BikeWalk Alameda to help update Alameda's famous bike map which meant charting out Alameda street by street on bike (<https://bikewalkalameda.org/wp-content/uploads/2026/04/AlamedaBikingWalkingMap-05-2026.pdf>). I was responsible for West Alameda so I can confidently say that going West of Alameda Landing is Alameda's 4th largest bike infrastructure gap. If you look at Alameda's Active Transportation Plan you might propose a cyclist use Singleton Avenue's bike lane, but this bike lane simply doesn't exist for most of Singleton Avenue ([https://www.activealameda.org/files/sharedassets/transport/v/1/alameda-atp\\_final-adopted\\_sm.pdf](https://www.activealameda.org/files/sharedassets/transport/v/1/alameda-atp_final-adopted_sm.pdf)). While it is still my preferred route to bike to Almanac to meet my coworkers for the occasional happy hour, it does not have continuous bike infrastructure. Another option includes 5th street which includes a bike lane but it is one of our cities most dangerous as it directs right turning cars to drive through the bike lane to enter the right turn lane. Lastly, there is Coral Sea St which does not officially include bike infrastructure but is very low stress and direct. Unfortunately, getting to this street includes a short but very hectic journey through Willie Stargell Avenue. This is all to say that when the Willie Stargell bike lane does get built, this gap will be thoroughly eliminated, so the city should definitely stay on schedule and strongly commit to this project. Once that project is complete, or Singleton Avenue just gets correctly repainted, then I think recommendation 3.iii is a great idea.

Thank,  
-Mitch Ball

