

Exhibit 6. Comments Received from Individuals Outside of the Community Meeting

>>> "Yip, Alan" < > 2/7/2015 1:47 PM >>>

Just a quick note regarding Adelphian Way.... My thoughts: do nothing. The two hour parking signs are completely ignored by everyone anyway as the ferry riders knows the signs are meaningless. Why pay to remove the signs when you can save on costs and do nothing and accomplish the same goals?

Just a thought.

Alan Yip

>>> Karen Wellman < > 2/8/2015 7:41 AM >>>

Dear Mr. Ta:

I live at 30 Evans Court and received your letter about the parking improvements on Adelphian and Mecartney. I have a few comments.

First, it's not clear from your letter whether there will continue to be a bike lane on the south side of Mecartney Road. I strongly object to any changes that eliminate a bike lane. We need more not fewer opportunities for children and adults to bike safely in Alameda. Safety on this portion of Mecartney is already a problem during the morning and evening commute hours as ferry commuters drive at unsafe speeds between the fire station and the ferry terminal.

Second, as the goal is to provide a larger parking lot for the ferry terminal, you should reconsider whether the spots on Adelphian and Mecartney should be unrestricted. I have lived in Harbor Bay for 18 years and in my experience the unrestricted parking spots will become long-term parking/storage for residents with vehicles that they choose not to park in their garages. This already happens further up on Mecartney and on Aughinbaugh toward the Cantamar neighborhood. My suggestion would be to have unrestricted parking during weekdays, but not overnight or on the weekends.

Third, wouldn't it be preferable to provide additional parking along the roads in the business park that will direct commuters away from the areas where children are walking and biking to school in the morning?

If you have any questions, please feel free to contact me.

Regards,

Karen Wellman

>>> Malvin Whang < > 2/8/2015 6:36 PM >>>

Mr. Ta and Members of the Commission,

My name is Malvin Whang and I ride the ferry and reside at Rutland Court in Alameda. I fully support ridership on the ferry but adding additional parking along Mecartney is not the solution.

First, Mecartney is tree lined street with sidewalks and bike lanes on either side that encourages both walking and bicycling in a safe and orderly fashion. Adding parking would detract from this environment and change the traffic dynamics of the neighborhood for the worse.

Second, to add cars along the south side of Mecartney would increase congestion and complexity along this route and increase the likelihood of accidents with cyclists and

pedestrians. There are at least several dozen bicyclists that disembark regularly on the 5:30PM ferry and adding parking will make their path more difficult.

Third, adding parking to make it more convenient for drivers will only encourage driving when other viable methods to getting to the ferry landing exist and can be improved, including walking, bicycling. Augmenting both AC Transit bus 21 and the Harbor Bay Business Park shuttle would complement the ferry landing's access options without additional parking. For example, a short addition to the Harbor Bay Business Park shuttle around Harbor Bay to pick up residents before each ferry can reduce parking needs for Harbor Bay residents who make up a good portion of ferry riders and parkers in the parking lot.

Lastly, if parking were to be added, parking along Adelpia Way between Bay Edge Road and the parking lot would yield more parking and less impact to the surrounding neighborhood. Adelpia way can be turned 1 way northward and allow parking along a much longer length of road to yield more parking.

I thank you in advance for your thoughtful consideration and attention to this important matter.

Regards,
Malvin Whang

>>> "Martin, Michael H." < > 2/8/2015 2:19 PM >>>

Hello Alan,

I received your 02/05/15 notice regarding parking improvements to Adelphian Way as well as Mecartney Road.

1) Adelphian Way

This proposed improvement has essentially already taken place and works well, given the separated multi-use path on the west side of Adelphian Way.

2) Mecartney Road

The addition of parking spaces on the south side of the street simply WILL NOT WORK!

This is due to the fact that there is no separated multi-use path along Mecartney Rd-- just a sidewalk not intended for bicycle use.

I ride the 8:30am ferry to San Francisco daily. In addition, I ride my bike to the ferry terminal 90% of the time. The bike racks on this ferry run are always full (and often overfilled). Mecartney Road is the main artery leading to the ferry terminal and the majority of cyclists take this route. The current bike lanes on Mecartney are superb and allow for safe travel. Ultimately, cyclists will return via the ferry in the afternoon and ride along the south side of Mecartney to get home. Allowing cars to park along this side of the street will effectively remove the current bike lane and cause cyclists to ride:

- a) on the sidewalk, endangering pedestrians;
- b) in the motor vehicle lane, endangering themselves;
- c) in the wrong direction on the north side bike lane, endangering other cyclists.

Moreover, the bike lanes on Mecartney are used by families for recreational bicycling. Vehicles parked on Mecartney could potentially endanger the lives of children riding in the street due to the effective absence of a bike lane!

3) Best Alternatives

- a) Work with businesses in the Harbor Bay business park to allow ferry riders to park in existing parking lots and catch the shuttle to the ferry terminal.

b) Expand the current ferry terminal parking lot by building additional parking spaces in the empty lot to the south of the ferry terminal. The owner of such land (Ron Cowan?) will unlikely be willing to do so, but that is what is necessary to support local public transit--which is more important for the greater good of the community than someone's own interests.

Regards, -Mike Martin

>>> John Kirkman < > 2/8/2015 6:24 PM >>>

Hi Alan,

I cannot make the meeting on February 24th, but I wanted to drop you a note indicating that both of the parking improvements related to the ferry have the full support of my wife and I.

Thanks very much,

John Kirkman

Jane Dalisay

Creedon Circle

>>> Danny < > 2/13/2015 8:51 AM >>>

Hi Mr. Ta,

I am writing to let you know that I am not in favor of converting the roadways on McCartney to provide 32 unrestricted parking spaces. My kids and many other kids ride along that pathway everyday to and from school. With cars park alongside the street, it can obscure the views of the biker towards ongoing vehicles. And vice versa with the driving vehicle. I hope you will consider my concern.

As for the number 1 item regarding the parking spaces, I am indifferent on that matter.

Thank you,

Danny Kha

Creedon Circle

>>> Minh Tran < > 2/11/2015 8:42 PM >>>

Hello Alan,

I hope you do read my email with objections to this parking plan near or at the Ferry Terminal. Ferry commuters have been problematic but I have been able to tolerate their behaviors knowing they would have to move their cars before dusk. The commuters on a daily basis would occupy my parking space in front my house after dropping of my children at school, move my garbage cans to park their cars, and often times leave their cars over night. The point is the parking restrictions should not be changed or our residential streets would be a parking lot for commuters, business travelers would use it for long term parking, and loiters leading to criminal activities.

I have lived in Bay Farm for over 15 years for the tranquility and peacefulness. We pay outrageous property taxes and Mello Roos to live here. The purposed parking plan would reduce our home values and degrade the environment we work so hard to live here for.

The plan to increase parking stalls along McCartney Rd is a very bad idea as it would take away bike lane for children to bike to schools. Overall, the increase in car traffic is a hazard for bikers, pedestrians, and daily runners.

So far all you have heard are my objections but now let me offer some alternatives for the commuters. How about carpooling, walking, public transportations, ie the bus, and build another ferry terminal on the other side of the island to take the load of the ridership on this side of the island. It is a problem for WETA, they need to invest in their infrastructures rather taking the easy way out and ruin our residential streets.

Your team need to find other ways besides keep on increasing parking spaces around our neighborhood. I am sure you do not want commuters to park in front your homes obstructing your driveways and worst yet, leaving their cars overnight and use it as a long term parking lot.

Minh Tran
Sweet Rd

From: Moe, David < >

Sent: Wednesday, February 18, 2015 8:58 PM

Dear Mr. Ata,

I am a resident of the Headlands neighborhood and live on Gonsalves Court. I ride the Harbor Bay Ferry daily so I am intimately familiar with the ridership increase and parking issues.

Here are my thoughts on your proposal:

Keep parking for commercial purposes in or on commercial property. Do not put ferry parkers or park visitors on our neighborhood streets.

I suggest you remove the no parking from Harbor Bay Parkway where many more spaces could be freed up compared to Adelphian and Mecartney AND keep cars out of our neighborhood and in the commercial area. A well maintained and safe bike/walking/scooter path connects this area to the ferry terminal.

Your proposal takes away hourly parking that should be used by park visitors. This forces park visitors into our neighborhood streets, where they do not belong. The 5 spaces retained for park visitors is inadequate. We pay a Mello Roos assessment for infrastructure of up to \$3400 per lot per year for residential uses. Lets keep it residential. Don't put the park visitors or commuters on our streets that we pay for!

I suggest the City explore a deal with the owner of the vacant land adjacent to the ferry parking lot. Expand parking on that land with temporary parking until it is developed.

Discount development/building permit fees in exchange for free use/rent of the land; donate city improvements (asphalt, curbing, etc.) to the owner when they finally build out the office/ commercial improvements in exchange for a shared use agreement.

There are lots of variations of a deal, let's get creative.

I would support reducing the red curb zones recently created on Adelphian. These are way out of proportion for the corners and fire hydrants they are trying to protect.

The road connecting the ferry parking lot to Harbor Bay Parkway could be widened to allow parking on the bay side. Again, work with the property owner to do a lot line adjustment and trade some density for parking, for example.

The above ideas and your proposal focus on parking supply. Now let's focus on parking demand. Think of ways to reduce the demand for parking without reducing ridership. Sell parking passes, shrink the parking space size to allow for more cars, develop a shuttle service from the park and ride near Island Drive and Otis. These ideas may

encourage drivers to switch to bikers, or find a ride share or get dropped off, which reduces the demand for parking space.

Many riders don't live in Alameda, they come from Oakland, San Leandro and other areas and use the parking.

Please don't trade our neighborhood quality to meet the ferry rider parking needs, many of whom are not even Alameda residents.

Thank you for considering my thoughts.

Sincerely,

Dave Moe, Gonsalves Court

From: s. wong < >

Sent: Monday, February 23, 2015 11:02 AM

Hi Alan

Address: Creedon Circle

I am writing in regards to the providing feedback for the parking improvements for WETA ferry service. Here are my comments as follows:

1) For parking along side Adelphian Way and Mecartney Rd, provide unrestricted parking for the spaces from 6 am to 12 am to discourage people from leaving vehicles long-term parking.

2) Ask WETA to inquire about purchasing the vacant land next to the existing parking lot to build more parking spaces due to increase ridership.

3) Continue to have the 5 parking spaces, from the crosswalk to Creedon Circle would remain as 2 hour parking to reduce the bottleneck congestion at the front of the headland sign.

Please let me know the final recommendations that will be presented to the Transportation Commission in the City Council Chambers of City Hall meeting.

Sincerely, Serena Wong

From: Kris Motola < >

Sent: Tuesday, February 17, 2015 1:54 PM

Alan,

Is there any consideration or proposal to install a few motorcycle/scooter parking spaces in the lot?

Everyday there are a few that are forced to take up entire spaces that could be better utilized if several adjacent spaces were made for motorcycle parking then 5 or so could fit in 3 spaces. Doesn't create a whole lot more but could encourage more people to take scooters or motorcycles. Fruitvale BART did that in their parking structure and it has really helped.

Anything to create a better parking situation there.

Thanks,

Kris

>>> Judith Wendel < > 2/14/2015 2:24 PM >>>

Since I am unable to attend the meeting regarding the above matter on Tuesday, February 24th at 7:00 PM, I have the following comments:

With respect to Item 1. Thank you for the improvements made recently on the lagoon side of Adelpian. Is there a plan in place to “police” the five two-hour parking spaces proposed to ensure the Ferry commuters do not use these spaces? If you change to “unrestricted parking” can you prevent abandonment of cars and use of the area for long term parking?

With respect to Item 2, I strongly oppose this change. Mecartney Road (and to a lesser extent the road through the Ferry parking lot) is the only access/egress means to Adelpian and Creedon Circle. During the commute hours, it is almost impossible to exit Adelpian because of the steady stream of cars going to or from the Ferry parking lot. If parking is made available along Mecartney on the Ferry side, cars will be make U-turns at the entrance to the Ferry lot in order to park on Mecartney, creating a traffic nightmare.

By shifting the roadway markings on Mecartney to allow parking, what happens to the well-used (by bikers, joggers, etc) bicycle lane on that side? The road is already narrow, and when City workers are parked along Mecartney, one must move into the oncoming traffic lane.

The Water Emergency Transportation Authority and the City of Alameda should consider other alternatives so as not to compromise the safety of those living in and visiting the area. The existing plan creates a hazardous situation and does not provide for emergencies.

This proposal is merely a stopgap measure, particularly if the City and WETA plan to add to the Harbor Bay Ferry schedule as announced. There is much undeveloped land adjacent to the Ferry Terminal . Perhaps this land can be purchased or leased by WETA/City of Alameda to provide expanded permanent parking for the Ferry. Perhaps the existing parking lot can be reconfigured by removing the round about and to use the empty space between the lot and Adelpian (the trees can be replanted). Perhaps the land next to the latest development on the Parkway can be used. It is already graded and flat and a shuttle could be provided for commute hours. There are many other options to be considered. These suggestions may be more “expensive”, but will ultimately be safer and more practical.

Thank you for this opportunity to express my thoughts on the matter.

Judith E Wendel
Creedon Circle

ellen ko < >

Tue 2/24/2015 9:54 AM

Hi Alan,

I am not able to attend this meeting but just wanted to express my support for this initiative to increase available parking for ferry riders. It has been very congested and all of the parking spots are taken up by the 7:30 riders leaving no parking for the 8:30 ferry riders.

Please let me know how I can support this initiative.

ellen

Grace Lam < >

Tue 2/24/2015 9:54 AM

Alan,

I heard there will be a meeting today regarding additional parking at the Ferry. I will not be able to attend but as an Alameda resident and frequent user of the Ferry, but in case it makes any difference I wanted to let you know that I would very much appreciate any amount of additional parking to be added.

Thanks,
Grace

Wendi L. Poulson < >

Tue 2/24/2015 9:59 AM

Hi Alan,

I am disgusted to learn of the option to put parking on Mecartney Road between Adelphian Way and Sharon Road. This proposal is absurd, ridiculous, dangerous, counterintuitive and absolutely unacceptable. I am a longtime homeowner of Bay Colony and I refuse to have my home devalued due to all these cars being parked so close to my house. In addition, all these unattended vehicles will only encourage crime in the area.

There is large parcel of land adjacent to the current ferry parking lot that is the OBVIOUS solution to this problem.

Thanks
Wendi L. Poulson

Kelly Shimabukuro < >

Tue 2/24/2015 10:44 AM

I cannot attend the meeting, but wanted to bring up a couple ideas:

1. Can we open up street parking on the water side of Adelphian way?
2. What is the big dirt lot next to the current ferry parking going to be used for? Can this be turned into parking?
3. Could we create a two story parking structure where the current parking is?

I am glad this issue is being addressed.

Thanks,
Kelly

Tracy Holmes < >

Tue 2/24/2015 12:16 PM

Dear Mr. Ta,

Thank you for your service to the city of Alameda. I have heard that there is a meeting to discuss solutions to the parking problem at the Harbor Bay Ferry Terminal. I am writing to you with regard to the proposals.

I have been a resident of Alameda for over nine years and have used the ferry as my primary mode of transportation to commute to work. The increase in ferry riders and thus, the lack of parking has made my commute significantly more challenging. The parking lot is full shortly after 8 AM, there is limited street parking, and when I park in the residential areas the home owners have left notes on my car asking me to not park in front of their mailbox because the postal workers will not deliver their mail if there is a vehicle parked in front of their mailbox. There have been several times when I have parked in the residential area and then ran to catch the ferry, only to be a few feet away and have the ferry worker shut the gate and refuse to open it even though he was on the walkway way. Understandably, it makes sense to not make an entire boat of 170 plus people wait for one person, but the lack of parking makes it difficult to judge how long it will take to park and make it to the terminal.

I am in favor of the proposals to remove the 2-hour parking sign, but I would like to request that it be removed for the entire street up to Creedon Circle, past the cross walk because there are simply not enough spaces. I am also in favor of shifting the road markings to allow parking on McCartney Rd. between Adelphian Way and Sharon Rd. There is also an empty lot adjacent to the current lot. It would also be helpful if this lot could be turned into parking as well. Each year several new residents move to Alameda and use the ferry to commute to San Francisco and this would account for the future as well.

Thank you for your time to address the issue of parking at the ferry terminal. I realize that this issue is this is a very much a "first world problem" for a lot of people who are very privileged to live in such a nice and safe community as Alameda, and to have such a comfortable, pleasant, and productive way to commute to work as the ferry.

Sincerely,

Tracy Holmes

Merilee Buster < >

Tue 2/24/2015 11:29 AM

I won't be able to make the meeting tonight, but wanted to give some input.

I have been riding Harbor Bay ferry since 2010, but moved to San Leandro from Alameda in 2013, and now drive to the ferry terminal from San Leandro. I used to arrive at the parking lot at 8:15 for the 8:30 ferry, and had no trouble finding a space in the lot. Since the last BART strike, I have had to come earlier to be assured a spot, and now have to arrive by 8:00am if I am to find a space. This makes my total commute 1.5 hrs. one way.

If the parking remains limited to only the current parking lot, I will probably have to start taking BART from Bayfair. That will impact my shopping habits, as I currently prefer to do my grocery and sundry shopping after work at the Island Drive Safeway and CVS, and even Trader Joe's and Safeway at the Shoreline Shopping Center. This is a weekly to semi-weekly habit for me. If the parking is too restrictive, it will no longer be feasible to take the ferry and, not arriving in Harbor Bay after work, I would not continue the same shopping habits.

As only one person, this may not be significant, but I believe I am part of a larger group of non-neighborhood commuters.

Thank you for considering this feedback on the parking situation.

Merilee Buster

Herrera, Fabian < >

Tue 2/24/2015 3:40 PM

Hi Alan,

I wanted to ask a question and add some comments for the Parking improvements along Adelpian Way as well as McCartney Road meeting tonight.

Will the bike lane on McCartney be removed?

I hope it will not be removed and actually if the parking stalls can be located to provide a protected bike lane that would be a great improvement.

As it is currently design bicycles coming off the Ferry and riding along the path have a difficult time exiting the parking lot to go into McCartney.

The more bicycles that are encouraged to use the Ferry the better the parking will be.

Thank you,

Fabian Herrera

Helen Simpson < >

Wed 2/25/2015 10:42 AM

Mr. Ta. I received the letter dated February 5, 2015 via email from San Francisco Ferry on February 24, 2015. Unfortunately, I was not able to make the meeting at Bay Farm School last night because of the short notice received from San Francisco Ferry.

I am a frequent rider of the Harbor Bay Ferry and I used to take the 8:30 a.m. ferry to San Francisco. In the spring/summer, I ride my bike to the ferry terminal as I live approximately 1 mile from the ferry. But there are those days where riding a bike is not possible so I need to drive and it is very frustrating when I arrive at the terminal and have to park on the street. I am not a fan of parking on the street for fear my car is going to get broken into.

I am responding to the current proposals regarding additional parking for the terminal and if this information is shared with the public, please do not use my name.

The first proposal is making the street on Adelphian Way open up to 24 hour parking. I disagree with opening up the road for ferry parking because it takes up space for people who drive down to enjoy the public land by the water and they would not have anywhere to park and have picnics. Only have 5 parking spaces is not enough. Also, having parked on that road, it is not conveniently located to the ferry terminal, it is at least a three minute walk to the ferry. Parking on the road is not ideal and it takes away the beauty of that that roadway with the beautiful houses and water.

The second proposal on Mecartney Road. I am definitely opposed to parking on Mecartney Road. Not only would it be dangerous with cars making u-turns to park. It would also clutter the roadway that leads to the water, who wants to see cars parked on the side of the road?

Does the city own the dirt lot next to the parking lot? If so, why can't that land be used for parking? We need a parking lot, not street parking. What about a free shuttle service through Harbor Bay/Bay Farm?

Helen Simpson

Pauline Chow < >

Thu 2/26/2015 11:31 AM

Hi Alan.

Does the ferry parking lot allow overnight parking now? Just curious because there were approximately 40 cars parked in the lot last night when I drove by at 8:00pm.

If passengers are coming in on Monday and picking up car on Friday, perhaps a parking lot in the business park that allows overnight parking should be explored.

Thanks,
Pauline

Mike Delia < >

Fri 2/27/2015 9:24 AM

Dear Mr. Ta,

I'm writing in response to the article in this week's Alameda Sun asking for recommendations to remedy the parking shortfall that currently exists at the ferry terminal.

My wife and I are new residents to Alameda and we love taking the ferry. However, we do not own a car and find it increasingly inconvenient to get to the terminal. We've tried

taking the 31 line bus on AC Transit but find that it does not directly serve the terminal. Rather, it drops you off 10 minutes away in a desolate neighborhood-- which is especially unappealing after dark. As a result, we do not utilize the ferry as often as we'd like, when in fact we would like to take it every day to work.

My suggestion is that WETA and the City of Alameda work more closely with AC Transit to make better public transit connections a reality to the ferry terminal. I myself work in public transportation for Muni, and I see no reason why a bus line should not run directly to or terminate at the ferry. I think it would help to increase ridership on the ferry and alleviate the parking dilemma.

Sincerely,
Mike Delia

Michael Carney < >

Fri 2/27/2015 10:36 PM
Greetings,

I live near the Harbor Bay Ferry. I think that changing the type of parking on Adelphian Way is a *terrible* idea. That area should only be reserved for users of the Shoreline Park.

I think that WETA should purchase additional land for parking from the available land directly adjacent to the Ferry. That way the ferry users will have convenient parking and local residents will not be unfairly inconvenienced.

Thank You,

Michael Carney

Myra Lim < >

Fri 2/27/2015 6:01 PM
Mr. Ta,

I am writing in response to the proposed parking changes for the Harbor Bay Ferry in Alameda. I am a homeowner in the area and concerned about the increased traffic, safety and parking problems the proposed changes will have on the neighborhood area. The city of Alameda needs to look at the adjacent parcel of land to the ferry and the business park for additional Harbor Bay Ferry parking. There will be more ferry commuters as the ferry service becomes a more popular mode of transportation, hence, more cars driving to the ferry; so increased parking will be needed. The proposed plan for parking on Adelphian and Mecartney will only be a temporary fix, soon enough we

will have the same problem with not enough parking, which is why we need additional parking in the business park away from the neighborhoods. **Neighborhoods should not be used as a parking lot.**

Lastly, there would be a big safety issue with the proposed changes. Many bike commuters as well as the public use the bike lanes to travel to and from work and school. The public, especially children, are at risk if bike lanes are taken away and traffic is increased. One only has to view traffic before a ferry departs to see what is involved; cars and bikes scurrying about to get parking and pedestrians running to catch the ferry. It's the same situation after the ferry arrives at Harbor Bay and everyone returns home. It's an accident waiting to happen.

Thank you for your consideration to this issue.

A concerned Alameda resident,
Myra Lim

George and Mary Foss

February 17, 2015, 3 pm, meeting on Mecartney Road at Adelphian Way
People cross mid-block from northside of Mecartney Road to the path that leads to the east side of the ferry terminal. People also cross mid-block to avoid dogs. What if the bike lanes were on one-side of the street? What if the bike lane eastbound was removed? They prefer the wider travel lanes. They would prefer if the parking began east of the path leading to the ferry terminal.

Paul Pierce

March 9, 2015, 2:30 pm, phone call

The Mecartney Road initial recommendation would cause problematic u-turns at the intersection of Mecartney/Adelphian. A no u-turn sign and having the motorists turn into the parking lot to turn around at the roundabout would solve the problem. When going home, ferry parkers along Adelphian make 3 or 4-point turns from wherever they are parked. This causes a negative situation, especially considering the resident traffic driving home.

The City should pursue the adjacent undeveloped lot. Turn some of it into parking and the rest into a field, e.g. dog park or ball park. In case of an emergency, FEMA or emergency response can use the empty space. The City should pursue a grant with FEMA.

The City should consider parking along Harbor Bay Parkway.

Residential users are parking in the neighborhoods.

Sergio Navacerrada < >

Wed 3/18/2015 8:33 AM

To:

Alan-Viet Ta;

You replied on 3/18/2015 8:50 AM.

Dear Alan, I just read the press released about improvements in harbor bay, increasing parking spaces while waiting for the ferry.

Probably I'm late, but would be great if one or two of those new parking spaces are turned into motorcycle parking. Fortunately you get up to five spots sacrificing only one car-sized parking.

I hope you find this contribution useful and thanks for being sensitive to the parking issues.

Sergio

Steve Hutchison < >

Fri 3/20/2015 7:56 AM

To:

Alan-Viet Ta;

You replied on 3/23/2015 8:52 AM.

Given that many of the side streets (mine included) are private, overflow parking may end up on side streets where APD has no jurisdiction. How does the City of Alameda plan to handle this?

Why isn't WETA encouraging the use of public transportation vs bringing more single occupant cars into an already congested area? Where are these riders coming from?

There is an obvious solution; buy the land adjacent to the WETA parking lot and build another parking lot.

Continuing to alter streets for the worse in Alameda as has been done with park, Webster, and now shoreline is just going to increase congestion and negatively impact traffic as there is nowhere for the busses to pull over without stopping traffic.

Stephen C. Hutchison P.E.

T Krysiak < >

Fri 3/20/2015 6:20 PM

To:

Alan-Viet Ta;

You replied on 3/23/2015 9:00 AM.

Dear Mr Ta,

I will not be in attendance at this important meeting so I wanted to voice my concern. Your letter dated March 16 has been received and your recommendations are noted.

However, one key topic missing from the previous meeting at Bay Farm School on February 24 is the discussion about the vacant land that is adjacent to the Harbor Bay Ferry parking lot. I understood that this topic was to be revisited.

It is believed that the adjacent land is owned by Joe Ernst of SVM-Partners and Alameda Point Partners which was recently given exclusive negotiation agreement rights by the City to redevelop Alameda Point. Why can't the City of Alameda & WETA revisit the Harbor Bay Ferry overflow parking issue by demanding concessions to pave this unused land by the Harbor Bay Ferry as part of the Alameda Point deal?

Here is what is alarming: the home owners of Columbia and The Headlands have already been forced by the City to accept overflow parking on Adelphian. We fear that the City will continue to trivialize our concerns for quiet and uncluttered residential streets especially as the increasingly popular ferry service expands with additional departure times.

Now is the time to assertively negotiate for this unused land.

The City must stand with us and fight to disallow overflow parking on our residential streets by expanding the Harbor Bay Ferry parking lot on to the adjacent unused land.

Thank you in advance for your help.

Sincerely,

Tom & Donna Krysiak

Tim Neilson <>

Sun 3/22/2015 6:55 PM

To:

Alan-Viet Ta;

Gail Payne;

Trish Spencer;

You replied on 3/23/2015 9:04 AM.

Hi all. I attended the meeting a month ago at Bay Farm Elementary about temporary ferry parking proposals. I would like to give you my thoughts on the issue, and I think they are in line with the consensus of those in attendance, as well as fellow ferry riders I know who were not there.

By way of background, I've been a ferry rider since 1996, primarily on the Harbor Bay route, and am very familiar with the various issues that have come up over the years. In fact, I worked for the developer in the late 80's/early 90's when we first tried using a hovercraft to initiate service; and I met with then City Manager Bill Norton a few times with ideas to help prevent discontinuation of the current service when a union contract issue came up at the same time ridership was flagging. I often communicated with Ernest Sanchez over the years on various issues while he worked for the City.

The temporary parking recommendations do not solve even the current ridership demand, let alone provide for continued growth of what's supposed to be a regional service. Whether you park riders on HB Parkway or Mecartney, the total added spaces of 50+ is already inadequate. Current parking is full after the first two morning runs and the 200 or so riders on the 8:30 departure are left fending for themselves. Clearly, 50 additional spaces doesn't help very much.

I think you all heard that the focus of most attendees at the meeting was on a long term plan for expansion of the facility and parking to accommodate ridership (and growth). Sadly, but not surprisingly, it seems that planning was not done long ago when it should have been, and it is only reactive steps that are being taken now (and they don't seem to be taken very quickly).

Riders warned the City about this issue years ago and objected to the transfer of all the adjacent land to a developer at the time, suggesting that the City hang on to some of it, as the only place to accommodate expansion of the terminal and/or parking field. They City went ahead with the full transfer anyway, and you see the result. It is obvious that the ONLY viable solution to accommodate both current and future ridership is to get control of adjacent land, thru purchase or long-term lease. I hope you, and in coordination with WETA, can act on this soon, as the problem, if not solved, will surely impact ridership and the success of ferry service.

I look forward to your help.

Sincerely,

Tim Neilson

Rascal < >

Mon 3/23/2015 8:37 AM

To:

Alan-Viet Ta;

You replied on 3/23/2015 9:42 AM.

Begin forwarded message:

From: Rascal <>

Subject: Harbor Bay Ferry Parking Comment

Date: March 18, 2015 at 5:17:20 PM PDT

To: ata@alamedaaca.gov

Hello Mr. Ta -

I have been a resident for the past 15 years, and the parking situation along Adelphian Way as well as Sweet Road has become increasingly worse. Ferry parking individuals carelessly park their cars in front of mailboxes, preventing mail from being delivered. When I placed a note on my mailbox, it was torn off, and thrown on the sidewalk. My mailbox sits on a curb that is approximately 4 feet wide, much too short for any car, however, a Camry managed to park there, blocking my driveway in the process. On numerous occasions, a car is parked right in front of a fire hydrant. Most dangerous is the fact that upon driving down Mecartney towards the shoreline, and making a right on Adelphian Way, many ferry parkers will make a U turn with no regard to cars coming around the corner. Very dangerous.

I am against any ferry parking in our neighborhood and think the recommendation to install unrestricted parking is irresponsible of the city. It is no secret that MANY drivers leave their vehicles over night while they take the ferry into San Francisco on a Friday, sometimes leaving their cars for the entire week. There is no parking enforcement, thus, everyone leaves their cars overnight, hop on the ferry to SF, and BART into SFO - (free airport parking right on Adelphian Way or Harbor Bay Ferry Terminal.). The 2 hour limit is completely ignored, as I have never seen one citation given on any vehicles, and it's now been 1 year.

I witnessed one neighbor who told an individual "Please Do NOT park in front of my mailbox" only to hear the person parking the car say back to this elderly neighbor "Hey dude - that's not my problem". It was disrespectful, and the same car parked in front his mailbox for two weeks straight. Terrible. If the neighbor were not so elderly, I can only imagine what violence can occur between a resident and a ferry parker. Please don't let this happen.

I would like to see the Ferry Parking out of my neighborhood.

Thank you and regards,
Nancy Chan

From: Rocha, Steven A
Sent: Wednesday, March 25, 2015 7:06 PM
To: 'ata@alamedaaca.gov'
Subject: "Standing Room only"

Re: "Standing Room only"

3/25/15

Transportation Committee,

I am very fortunate to be a regular commuter of the Harbor Bay Ferry. I have been using the ferry since its maiden voyage in 1992. Unfortunately I am unable to attend tonight's meeting. Here are some recent observations regarding more parking.

The three outbound ferries are often standing room only. Secondly, after many summer SF Giant baseball games, the ferry becomes overcrowded and I along with many others were prevented from taking our planned ferries.

Past experience shows that to acquire a larger ferry can be challenging in many ways. At the Harbor Bay Ferry evening meeting on Feb. 24, the group's anxiety became apparent. It is unfortunate that we have placed tension between Alameda riders who walk to the ferry vs. Alameda residence who need to park near the ferry and are often forced to park at odds with posted signs. Also, we have heard through sources that they may be expanding service hours and more boats at all ferries in Bay Area.

Suggestion, we might first consider removing 880 freeway signs that direct out-of-towners to use our Alameda parking lot. Second, I believe that it is incumbent to have our elected officials help find a solution and to ensure that the interests of Alamedians come First.

A Bay Colony Resident