Exhibit 5: Comments Received to Date on the Draft Strategies – By Mode and Project (October-December 2016)

	Transit Projects	Source of Comment
0	**General**	
	Reflect expansion of service in list of projects	Workshop #2
	Issue needs to include responding to barriers such as nighttime travel, inclement weather, need to shop	Workshop #2
	Add: City-wide shuttle – a large number would use this and/or think it would be high-impact	Org. Advisory Committee #2 Workshop #2
	Consider skyTran technology (http://www.skytran.com): The skyTran network of computer-controlled, 2-person "jet-like" vehicles employs unique, state-of-the-art, SkyTran Magnetic Levitation (STML) technology.	Alameda Realtor Association event on October 11
	Develop a silent high tech tramway to go from each end of the island and remove all high pollution stinky bus and shuttle.	Web Survey #2 – October 2016
	I'd like to see a light rail/people mover that ran along the old Lincoln key system route, through Alameda Point to the seabus, then continued on the other side to the BART station and other parts of Oakland. I don't know how much that would cost, but it's got to be cheaper and quicker than trying to bring BART to an island (nothing is more expensive and cumbersome than expanding BART!). It's probably the most cost-effective way to get people off the island from the West End.	October 19, 2016 email
	I should mention that I don't currently live in Alameda but may have to commute there for work in future and I'm concerned about the lack of decent public transport	Web Survey #2 – October 2016
	There needs to be a bus line through Harbor Bay Business park again, as many of the HB businesses workforce, especially manual labor needs for the major companies like Peets Coffee and Donsuemor, are restricted to hiring workforce that has their own vehicles, ever since they took away AC transit bus service. Closest bus stops are about a mile away.	Web Survey #2 – October 2016
	Work with a transit as much as possible to create new bus services.	Web Survey #2 – October 2016
	Easy access to transportation would serve a far greater share of the population than walking or bicycling. There are a lot of folks who simply are not capable of hiking 5 or 10 miles to their intended destinations. Bicycles are primarily a recreational mode of transport with a few gung ho types that bike to work.	Web Survey #2 – October 2016
	I think it should be a law that young people should give up their seats on public transportation to the elderly or disabled.	Web Survey #2 – October 2016
	We need smart transit options and to rely on the car less. Traffic will only get worse and we cannot continue to build car-only infrastructure. Public Transit systems are also woefully insufficient	Web Survey #2 – October 2016

Transit Projects	Source of Comment
Shuttle plans currently lack/require: (1) service to employers like Bay Ship to get workers to jobs/out of cars and (2) support for Spirits Alley/getting folks from San Francisco. It's delusional to believe such folks will use AC Transit for such.	Web Survey #2 – October 2016
I am very concerned about the rapidly growing housing developments, while no plans seem to be in place to address the ensuing traffic congestion, which is quickly becoming a massive problem. Easier access to mass transit off/to the island would be very important.	Web Survey #2 – October 2016
We live in a street busses travel down and our house shakes when they drive by.	Web Survey #2 – October 2016
Parking at Fruitvale BART has also gotten so scarce that we avoid taking BART whenever possible.	Web Survey #2 – October 2016
Alameda needs to look for the most cost effective solution. I'm not sure exactly what that is, but something that allows people to use a combination of cars and public transit.	Web Survey #2 – October 2016
Remember those of us with mobility handicaps who CANNOT walk or bike, and make bus options accessible.	Web Survey #2 – October 2016
Adding additional transit will slow down the flow of traffic so that is an added problem that should be considered.	Web Survey #2 – October 2016
It would help to offer more public transit options on a seasonal (short daylight and cold/wet weather months) basis. It's good to have more frequent service when it's dark or when it's cold/wet outside.	Web Survey #2 – October 2016
Also I feel the policy you no longer can get one free transfer after paying the local fare is unfair.	Web Survey #2 – October 2016
The last time I took AC Transit within Alameda (I was chaperoning a school field trip of 2nd graders), the driver was driving so fast, and with such jerky stops and starts that I have to wonder if he didn't want to hurt someone. Everyone was hanging on for dear life. I used to commute to downtown Oakland via AC Transit daily, and I had that experience quite a few times. Once I was so freaked out by the drive through the tube that I got off at the first stop on Webster and walked all the way home to the Park St. area.	Web Survey #2 – October 2016
Please build a transit plan that addresses more equitable access to public transit for the poorest/most vulnerable in our community.	Web Survey #2 – October 2016
Increased transit options and free buses would be especially helpful to older and low income residents without a driving option. I'm in both groups. These are also people with fixed and/or low incomes who would find a severe increase in sales or property tax difficult to handle, an obvious dilemma.	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
1	**AC Transit Bunching Dispatcher**	
	Practical project, makes sense	Org. Advisory Committee #2 Workshop #2
	Like the project - can it be implemented sooner?	Workshop #2
	Several would use this	Org. Advisory Committee #2
	A few consider this to be high-impact	Org. Advisory Committee #2
2	**Appezzato Parkway Dedicated Bus Lanes**	
	A few consider this to be high-impact	Org. Advisory Committee #2
	The far West End is woefully under served by bus. No bus to ferry, a very slow bus that only runs every half hour to BART (31). Because of this, I drive to work in Richmond, which is just silly. The residents of Alameda Point have almost no access to useful bus transportation. Give the West End an easy way to get to DT Oakland and/or to the ferry, and you'll see reduced traffic instantly and solve some of the parking nightmare on Main St.	Web Survey #2 – October 2016
3	**AC Transit Policy Changes - Bikes on Buses and Free Transfers**	
	Low floor busses to accommodate bikes	Workshop #2
	Limited bike racks crossing the estuary	Workshop #2
	Need room for more bikes (10+), large bikes, cargo bikes	Workshop #2
	Several would use this and/or consider it to be high-impact	Workshop #2
	A few consider this to be high-impact	Org. Advisory Committee #2
	I'd like to argue for free transfers for clipper card holders when traveling within Alameda. This would, perhaps, result in revenue losses for AC Transit and an estimate would have to be made the cost, but I suspect certain revenue gains from higher ridership would also be in the offing. In addition, free transfers would allow us to build them into an Alameda system that would allow some to transfer to reach important destinations such as Fruitvale BART rather than sending every bus in the city there. This would save on operating costs without (if done properly) negatively impacting ridership. And, in theory anyway, the service hours saved could be reallocated to other lines and other important destinations. Since the Commission has already approved this as a priority item, I suspect the City Council would go along, but the information about cost and revenue has to be compiled before it's presented to them.	Email on 11/16/2016
4	**Bus Stop Improvements**	
	Concern that improvements don't impact service frequency	Workshop #2
	A large number would use this	Org. Advisory Committee #2
	A few would use this	Workshop #2
	A few consider this to be high-impact	Org. Advisory Committee #2 Workshop #2

	Transit Projects	Source of Comment
	We also need benches at more bus stops.	Web Survey #2 – October 2016
	Stoplights at intersection of Mecartney and Verdemar/Ironwood. It is very difficult to cross Mecartney to get to bus stop. This would probably slow traffic; so many drivers treat Mecartney like they are driving the Indy 500.	Web Survey #2 – October 2016
	Please consider adding painted crossing paths along Island Drive across from the Park and Ride. Many walk, bus and bike to this pick up location with nowhere to safely cross. It's also a problem when special events are at the Veterans Memorial.	Web Survey #2 – October 2016
5	**Cross Town Express Bus Service**	
	Expand bus only lanes - Webster Street	Workshop #2
	Concern that Fruitvale BART is not closest to the Ferry terminal	Org. Advisory Committee #2
	A number would use this	Org. Advisory Committee #2
	A few would use this	Workshop #2
	Considered to have a high-impact	Org. Advisory Committee #2
	Really need bus access to the ferry.	Web Survey #2 – October 2016
	A shuttle system to BART that ran through town would be ideal.	Web Survey #2 – October 2016
	An express bus with limited stops from park and webster streets timed with Main St. ferry departures and arrivals is critical. It has to be competitive with a car.	Web Survey #2 – October 2016
	Create "limited stop" options so that transit will not take double to triple the time as driving.	Web Survey #2 – October 2016
	How is it that there is no transit service to the ferry terminal? People like to complain about the parking there, but there's really no alternative to driving if you're not able to ride a bike there or close enough to walk. Public transit on the western end of the island is abysmal.	Web Survey #2 – October 2016
	The key issue here is access to the ferry terminals. Currently there are no safe options except driving to the terminal and parking your car. There is no public transportation that goes to either ferry terminal.	Web Survey #2 – October 2016
	We need to support ways to get on and off the island without an individually-driven car: a bus which stops as Main Street ferry is a no-brainer.	Web Survey #2 – October 2016

Transit Projects	Source of Comment
It's insane that public transit doesn't go to the west end ferry, and even more insane that the city plans to increase ferry parking rather than restoring transit to resolve this. Past experiences with transit to the west end ferry should not be used to make any decisions about current needs. Drivers on that route used to regularly speed up to pass the ferry stop before an incoming ferry docked because they didn't like to navigate the parking lot (I witnessed this MANY times as a rider), and the bus to the ferry only served the Point, so that anyone else wanting to commute to the ferry terminal by bus had to coordinate a transfer between buses as well as between bus and ferry service. With the rising costs of gas and tolls, and an influx of new residents from more urban environments, Alamedans are a lot more open to auto alternatives than they used to be, especially for commutes into SF. If you want to reduce rush-hour tube traffic, add ferry trips and direct bus service to the ferry terminal.	Web Survey #2 – October 2016
I'm not sure if bus transit has restarted to the ferry terminal or not. If it hasn't that is a major issue for me.	Web Survey #2 – October 2016
Local shuttle buses should run west-east from Alameda Point to BFI.	Web Survey #2 – October 2016
I would love something that goes from the East End to Alameda Landing,	Web Survey #2 – October 2016
I would love to see free shuttles to and from the ferry to Webster and Lincoln (or so) and on to Park and Lincoln (or so) along with more frequent ferries but at the very least there should be buses all the way to the ferry terminal!	Web Survey #2 – October 2016
We REALLY need the buses to stop at the West End ferry terminal. It's crazy that you can't take a bus there!!!	Web Survey #2 – October 2016
Walking from the ferry to the 31 bus service is confusing and sketchy. I would request all day bus service to the ferry terminal and to businesses like Rockwall. I would prefer to see AC Transit funded well enough to provide transit connections to more than just BART.	Web Survey #2 – October 2016
We need more options to get to/from transportation and shopping districts. I would catch the ferry to work more often if there was a shuttle to get to the ferry rather needing to park and ride.	Web Survey #2 – October 2016
It would be nice if there was a bus that connected to the Main St ferry terminal, or more service from the Harbor Bay ferry terminal in the morning. As it is, the last ferry leaves Harbor Bay at 8:30, too early for a parent who drops their kids off at school, and there is no public transit option to get to the main ferry terminal.	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	It might be too late, but developers should have to pay TIM fees to buy into this old transit system...they are not doing enough. They should be required to pay for transit during the day to the main street ferry terminal... there is no parking after say 7 or 8 weekdays and residents would use the ferry during the day if they could take a bus over to the terminal. Handing out ac transit passes just does not work if the buses don't run to the ferry terminals.	Web Survey #2 – October 2016
	Right now there is no public transit that reaches the main ferry terminal. This seems like a poor choice even if ridership is low. I live on Bay Farm so this does not affect me directly, but it is appalling to me that the only ferry system that runs during non-commute hours has no public access.	Web Survey #2 – October 2016
	Extend the #31 and 51A AC Transit Bus and to cover the Ferry Buildings to help keep those cars off our streets	Web Survey #2 – October 2016
	I hope that the cross town express bus option includes the East End (High St and Fernside Blvd) of Alameda. Otherwise, the only service we have is from the O bus which is hourly off peak. My primarily destinations are to BART (daily) and shopping (South Shore and Alameda Landing on weekends). Most my neighbors are unaware of these Transit planning meetings because they no longer take the bus after the discontinuation of several lines (e.g. 51 and old line 19) that used to serve the East End a few years ago. In fact, some of those that take the bus are unaware so perhaps better outreach (letters, flyers on door, newspaper articles) would help get their feedback. Please don't neglect the East End in your future planning.	Email on 11/29/2016
6	**Transit Signal Priority and Adaptive Signal Control**	
	A few would use this and/or consider it high-impact	Org. Advisory Committee #2 Workshop #2
7	**Transportation Awareness Campaigns**	
	More people would likely ride transit if they knew more about the services	Org. Advisory Committee #2 Workshop #2
	This is an important strategy - can the campaign start any sooner?	Workshop #2
	City should also focus on an awareness campaign for paratransit. The City is increasing service, but people don’t know that anyone can use it- it’s not just for people with disabilities.	Workshop #2
	Need to better advertise fares for transbay buses	Workshop #2
	Within Alameda – A few would use this or consider it to be high-impact	Org. Advisory Committee #2 Workshop #2
	There are several bike lanes with no bikes in them. Advertise existing bike paths and lanes. Make bike map available in public places such as library.	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	Include transit incentives such as free rides as part of transportation awareness campaigns.	Transportation Commission (11/16/2016)
8	**AC Transit Easy Pass Program Expansion**	
	Questions about how passes were allocated. Response that they are purchased and provided by employers or development managers addressed the concern	Workshop #2
	A few would use this and/or consider it high-impact	Org. Advisory Committee #2 Workshop #2
	If "free" is important then give everyone an Easy Pass.	Web Survey #2 – October 2016
9	**Alameda Point Bus Rapid Transit Service**	
	A few would use this and/or consider it high-impact	Org. Advisory Committee #2
10	**Bus Queue Jump Lanes on Stargell Ave, Island Drive and Eight St/Westline Drive**	
	A few would use this and/or consider it high-impact	Org. Advisory Committee #2
	The time the bus takes to get to/from Oakland is important, too, particularly with the two good lines-51a and 20.	Web Survey #2 – October 2016
	Dedicated bus lanes, allowing them to partially circumvent traffic, would be wonderful, though I can't see how to do that.	Web Survey #2 – October 2016
	BFI needs serious traffic calming and speed reduction, especially along its arterials (Island Drive!), as well as other reconfigurations (social, etc., via PTAs) to eliminate the tie-ups along Otis Drive, Doolittle, the BFI Bridge, and at Robert Davey (near Amelia Earhart and other schools) in the AM/PM. Better bike lanes and traffic calming would help.	Web Survey #2 – October 2016
11	**Ferry Vessel Maintenance, Improvement and Procurement**	
	No comments	
12	**Increase Frequency and Span of Service for Ferry Service**	
	Finally, I commute on the ferry often and love it. Please keep expanding service. Not just to San Francisco but also to Redwood city, Berkeley, and Marin.	Web Survey #2 – October 2016
	I take public transport to SF daily and would love more frequent ferry service and transbay bus service throughout the day (i am not a 9-5er).	Web Survey #2 – October 2016
	And what if the ferries didn't have to go through Jack London Square?	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	I disagree with Alameda's strategy of adding ferry service. i know that our city has spent tens of thousands on lobbying fees to don perrata to get more ferry service/terminal for alameda, but it is a very limited option for on/off island access. it's also very dirty (pollution wise), compared to adding a BART station, (which would radically improve access), or adding pedestrian bridge. on/off island access, particularly at rush hour, is THE NUMBER ONE PROBLEM that is facing alameda, especially at the West End, as the city pushes increased development at alameda landing & the point. we already have frequent 20 to 30 minute delays just to get through the tunnel. when the point was in full swing (w/ the navy), it regularly took 1.25 hours to get off the island. if the city continues on that trajectory (of development, and woefully inadequate traffic solutions), the whole building boom will back fire, and cost the city its reputation for quality of life, property values will sink, people will not be so inclined to live here.	Web Survey #2 – October 2016
	PLEASE add ferry service from Harbor Bay Ferry!!!!!! IT is so hard to get off of bay farm in the morning and takes 1/2 hour to drive to the Main Ferry terminal. If we had some more ferry service, including service to S. San Francisco it would definately be used.	Web Survey #2 – October 2016
	AND we need more frequent ferry service, not less!	Web Survey #2 – October 2016
	MORE FERRIES HOME from SF (i.e. a 5:00pm departure). The 5:20 departure to Alameda Main regularly turns riders away - an unreliable option for the daycare/after school pickup crowd.	Web Survey #2 – October 2016
	I support user funding of additional ferries going from Alameda Harbor Bay to San Fran. New Harbor Bay business parks could contribute to the increased ferry service as well. For example businesses could sponsor additional runs between Harbor Bay and San Francisco during later evening hours for employees who work late or go to dinner in the East Bay after work. On weekends, smaller ferries could be hired by passengers to take them across the bay at regular weekend time intervals.	Web Survey #2 – October 2016
13	**Increase Frequency and Span of Service for Transbay Bus**	
	Route 51A – more frequency or buses with larger capacity; more service/express service/limited-stop buses including outside of rush hour	Org. Advisory Committee #2 Workshop #2
	I take public transport to SF daily and would love more frequent ferry service and transbay bus service throughout the day (i am not a 9-5er).	Web Survey #2 – October 2016
	Need express bus service to Oakland in general	Org. Advisory Committee #2 Workshop #2
	Have been taking AC to San Francisco since 1975. In the last couple of years, the 9:00 AM bus to SF has been packed. I'm assuming AC should be able to see this by the fare box. I have inquired numerous times about adding an additional bus at 9:30 but they keep adding buses earlier instead.	Web Survey #2 – October 2016
	We also need to work closer with AC Transit. Maybe they will work with extra busing	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	I ride the W many mornings and we are always so full people have to stand unless we have the large green buses. I know AC Transit is phasing them out but the newer buses don't have enough seats. In addition we frequently get non soft seat buses and they are the most uncomfortable buses AC has ever had. I have a bad back and by the time we get to SF or back to Alameda I have a difficult time getting up to get off the bus. Is it possible to talk to the people who designate what buses our drivers get and ask them to stop giving us the hard seat buses? Thank you.	Email on 12/5/2016
14	**New Seaplane Lagoon Ferry Terminal**	
	Please consider adding a ferry terminal or more ferry parking at Alameda Point.	Web Survey #2 – October 2016
15	**Transit Center Improvements**	
	Have a concierge to provide information for transit users	Org. Advisory Committee #2 Workshop #2
	A few would use this	Workshop #2
	A few consider this to be high-impact	Org. Advisory Committee #2
	I am rapidly becoming a single issue voter on one transit issue: the parking at the Alameda Main Street Ferry terminal. Parking demand has long since outstripped supply. The fix is glaringly obvious to anyone who uses the ferry: move the dog park from its current location adjacent to the ferry to slightly farther down the road, and expand the existing parking lot. This would be an easy, efficient, and cheap solution to a daily source of frustration for many Alameda residents. We are watching!	Web Survey #2 – October 2016
	A major transportation issue is parking at Ferry terminals. This issue was not addressed in this questionnaire.	Web Survey #2 – October 2016
	We need more ferry parking and perhaps a ferry shuttle to the Main Street location.	Web Survey #2 – October 2016
	I wish I could take the ferry more often but there's no way to get out there without driving, and the parking lot is always full. Alameda doesn't have the infrastructure for its' growth and it's becoming a real problem.	Web Survey #2 – October 2016
	Better bike parking like the bike lockers at the ferry terminal.	Web Survey #2 – October 2016
	There needs to be more parking options for the Ferry in Bay Farm Island. The traffic congestion to get off Bay Farm in the mornings need to be reduced.	Web Survey #2 – October 2016
	It is really confounding (almost scandalous!) that WETA , the city and county have not more effectively addressed the parking issues at both Alameda Ferry terminals. At a time when commuters are at last trying to use our ferries, there has been such limited support by our government to improve parking that it makes one lose faith in our leadership!	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	I would also like to see sidewalks on both sides of the road on the approach to the ferry. If it is a free local bus it could have stops at both ends of the parking areas as well as the ferry terminal.	Web Survey #2 – October 2016
	We need easier access to ferries to avoid the need for additional parking space!	Web Survey #2 – October 2016
	How about just simply expanding ferry parking at existing Main Street Terminal. There's plenty of space at the base. And bikes should stay off the road on Main St. Near the ferry and use already existing dedicated bike paths. Also, how about adding another ferry that leaves from the east end--if we have space to tear down northern waterfront industrial space and build houses, we have space for another ferry terminal--and it would cut down on car trips across town to ferries.	Web Survey #2 – October 2016
	Transportation Network Companies to Supplement Paratransit	
	Concerns expressed about City funds being given to TNC's. Want more information about how this would be implemented	Workshop #2
	A few would use this and/or consider it to have a high-impact	Org. Advisory Committee #2
	Include the use of ride-hailing services such as Lyft and Uber to the City's paratransit program.	Planning Board (12/12/2016)
16	**Increase Service for Local Bus Routes**	
	Bus routes are not designed to get people from (all) residential neighborhoods to shopping/transportation destinations and back, or the few routes that do that (e.g., the O for my neighborhood) only run once an hour, making them unusable for any time sensitive purpose (like getting groceries home before they spoil, or catching a specific BART train).	Web Survey #2 – October 2016
	Seems to me it would be a whole lot cheaper to improve direct bus service from ALL of Alameda's neighborhoods to BART than to build a BART extension. Improving bus-to-BART would also be less likely to impact the already insane cost of housing in Alameda, which a BART extension would surely do. I would probably not use a BART stop at the other end of town, unless there was an express bus from the east end that didn't stop all the way through town. Planners need to consider commuter travel time when planning these things, especially for peak hour travel. It takes an hour to get from the east end to downtown Oakland by bus during rush hour, but only 30-40 minutes (including the 15 minute walk to the nearest bus) during off-peak hours.	Web Survey #2 – October 2016
	There needs to be a bus route to target. Don't know why the 31 can't just go little farther.	Web Survey #2 – October 2016
	The bus service to harbor bay ferry is not enough and unreliable because it doesn't wait for the ferries.	Web Survey #2 – October 2016

Transit Projects	Source of Comment
People on Bay Farm would use AC transit more if service was more often than every 30 minutes to the main island. A free shuttle between South Shore and Park Street would be helpful. Oakland has a free shuttle between Jack London Sq and upper Broadway. The buses run every 5 or 10 minutes. It can take 30 minutes or more to get from Bay Farm to Alameda Point. If there was a more robust shopping center on Bay Farm people would make fewer trips to the main island. There should be an educational campaign to make more Bay Farm parents send their Lincoln and AHS students on the bus. Also the business park and Chinese School traffic is making it vet congested during commute hours.	Web Survey #2 – October 2016
YES, transit is a problem in Alameda. I also often take the 51 and the service is often terrible and the buses are packed like sardines half the time.	Web Survey #2 – October 2016
(d) RUSH HOUR EXPRESS SHUTTLE TO BART @12th Street and Fruitvale with limited stops in Alameda and none in Oakland. Pick up every 5 minutes from 7:00-9:00 and 4:30-6:30. (e) BETTER EAST BAY TRANSIT OPTIONS. Cars are the only choice for those heading to Rockridge, Lakeshore, Emeryville, Cal, etc.	Web Survey #2 – October 2016
I'd love a local bus to get from Bay Farm Island to Park St. shopping and South Shore shopping.	Web Survey #2 – October 2016
I would have taken the estuary crossing shuttle more frequently had I known it stopped at more places than just Lake Merritt BART, the free shuttles to Oakland are great.	Web Survey #2 – October 2016
Not sure we need free shuttles as much as we need much more frequent and convenient intra-city and shuttles to transit hubs. It may be better for Alameda to subsidize increased AC Transit service within Alameda than to fund more free shuttles, depending on their routes and destinations. The current collection of cross-estuary shuttles offered by the City of Alameda, Alameda Landing, and Marina Village should be either consolidated or better coordinated to unify stops, improve and extend service and frequency, and/or streamline administrative costs. Ultimately, it should take someone with (or without) a bike no more than 15 minutes to reach BART (Fruitvale or 12th Street or West Oakland) from anywhere in Alameda, including Bay Farm Island, which needs some street reconfiguration or something to make it more transit-friendly.	Web Survey #2 – October 2016
Alameda needs more small buses and/or van services so there are regular routes that go from Bart stations to ferry stations to major shopping or other hubs around the Island. We need regular loops that only go off Alameda and into Oakland for Bart drop-off/pickup. Routes that are mainly in and around Alameda, but with the exception of going to Bart stations.	Web Survey #2 – October 2016
Another solution to traffic congestion is better public transportation around the island and to BART.	Web Survey #2 – October 2016
I live on Bay Farm and what bus service we have is geared to commuters. It's useless if you want to go to another part of Alameda or even to go to BART in non-commute hours.	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	A bus going straight to Bart would be a wonderful thing that many on Bay Farm would most likely use at the Park and Ride on Island - and would reduce traffic!	Web Survey #2 – October 2016
	The alameda landing free shuttle, is a an example of the right idea, but the city will really have to enforce whatever public benefits agreement (i HOPE the city extracted one from the developer) to maintain and expand that shuttle. it will soon be too small/too infrequent for the demand---and, okay it's free, but it really is a crappy, uncomfortable, unpleasant ride, compared to the 51A or even the estuary xing shuttle.	Web Survey #2 – October 2016
	Bus routes to ferry and other destinations that capture riders all over island—including new development.	Org. Advisory Committee #2 Workshop #2
	It's important to make shuttles convenient for 'shopping-basket-with-wheels' if you want people to get out of their cars for shopping on the island.	Web Survey #2 – October 2016
17	**BART to Alameda**	
	This may be too far off to think about	Workshop #2
	Several would use this	Workshop #2
	A few would use this	Org. Advisory Committee #2
	Several consider this to be high-impact	Org. Advisory Committee #2
	A few consider this to be high-impact	Workshop #2
	Strongly opposed to bringing BART to Alameda: BART is much too expensive and it takes approximately forever to plan, get approvals and build anything. But I did think about where the optimal BART connection would be, where it's obviously most necessary is from Alameda Point to West Oakland. Which is impractical … unless it includes a stop at the proposed Howard St. ballpark site – if the development there was a sure thing, incorporating a BART link to Alameda might be a good, and not insanely unfeasible idea. But as I said, I think BART is impractical because of the development time involved. So how else to make the crossing?	October 19, 2016 email

Transit Projects	Source of Comment
I appreciate the opportunity to address my concerns about having BART come to Alameda - while it may sound appealing, I doubt that it would ever be really cost effective and would be a long time drain on transportation funds/taxes needed to subsidize the excessive cost . I would expect that it would be a spur like the line going to the Oakland airport which I think was a very poor choice economically and aesthetically, and it not well used, partially due to the higher fare. It isn't clear to me where the BART station in Alameda would be put and if a place was found, how would it be central enough to really reduce traffic? Appears very likely it would just cause further traffic impasses within Alameda and/or as a spur it would not be very efficient, with riders having to transfer on to an already impacted system. Part of the current problem of BART for Alamedans is that riders coming from farther distances have already acquired the available seats and even the standing space, particularly during commute hours. There has also been recent concern that the standing space at some BART platforms is not sufficient during commute hours. A spur system going into that would not be very attractive nor speedy and likely cost more than the AC Transit bus service currently available without significant time being saved.	Web Survey #2 – October 2016
Getting off the island through the tube during peak commuting times in the morning is frustrating. Relieving that congestion would be great. I'm not sure adding shuttles to BART would do that, but an actual BART station in Alameda might.	Web Survey #2 – October 2016
Building a BART to the West End would solve all the traffic problems. Let's get each of these developers from Bridgeport, Alameda Landing, the Clement development and the developers on the base to add to a fund for the underground/under-stuary BART extension. It CAN be done.	Web Survey #2 – October 2016
Why are we considering a hugely expensive expansion of Bart onto the island. Instead I would strongly support increased access to the existing stations in fruitvale/lake merritt and west oakland. There are no bike lanes on the Fruitvale bridge for example.	Web Survey #2 – October 2016
I'd be interested in BART in Alameda but the specifics of implementation are why I'm not 100% for it (yet).	Web Survey #2 – October 2016
Re: a BART station in Alameda, my feeling about it would depend on where it was located. I can walk to Fruitvale BART in 35 minutes. This is a long and not terribly pleasant walk, but it takes 15 minutes to walk to the nearest bus stop that has frequent buses to BART, so it's not worth doubling my transit cost for a bus trip that only takes me half of the way. There is one other bus that goes directly from my home to BART, but it only runs once an hour, which rarely coordinates with the train I want to take.	Web Survey #2 – October 2016
Ask a BART policeman about increased crime with BART stations. Castro Valley saw a big surge...criminals jumping off the BART there, committing crimes and then making a quick getaway on BART. Easier, quicker access to Oakland BART stations is best.	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	Transit options need to grow with the community. BART here would be great, if there was proper infrastructure for all the people it would bring. Traffic and congestion in the tube is awful, so more ways on and off the island are essential.	Web Survey #2 – October 2016
	We definitely need improved access to BART and a local station would be great, but I would want to see proposed location and routing to make a decision as to if that would be better than improved public transportation to existing BART stations. Another access point on the West End would be a major improvement to reduce congestion at the current tubes which can be a major bottleneck during commute times.	Web Survey #2 – October 2016
	I would not favor a BART in Alameda, just clean up ways to get into the City.	Web Survey #2 – October 2016
	Please bring BART to Alameda.	Web Survey #2 – October 2016
	We have buses that go to BART, but they are late all the time, probably due to dense traffic. Also, BART and buses here go to SF, not to the Peninsula or South Bay. If one has to commute anywhere south of San Leandro, the traffic has made it take much longer. (My experience: 27 miles from Alameda takes an hour now.) I would support a new BART line to San Jose even before a new station in Alameda, as many people need to go south for work, and 880 is dangerous now. Where would the BART station in Alameda be? Marina Village? Sherman and Eagle? Somewhere in old Naval Base area? With all the new housing being built, where would it go? It would be great to have a BART here in Alameda, after the years of construction. Would there be enough parking for it? Depending on where it is, many people could ride bikes. But many of us feel it's not quite safe enough to ride our bikes even on lovely days in Alameda, due to traffic, lack of bike lanes, etc., so cold, rainy nights would opt for cars to the BART station. There would need to be a big parking garage, like at the Fruitvale BART station. And some of that must remain free, other parts could be for those who pay for monthly reserved spots. Nobody speaks of these issues when talking about BART stations in Alameda.	Web Survey #2 – October 2016
	You are asking about an Alameda BART station. Stop asking about things that will never happen.	Web Survey #2 – October 2016
18	**Free Bus Service (or Free Bus Passes)**	
	Want “Hop-on-hop-off” service, nothing something limited to people with bus passes	Workshop #2
	Want a City-wide shuttle modeled after the Emeryville Go-Round	Workshop #2
	Service - whether it’s a free bus or shuttle should cover all areas of the island	Workshop #2
	Want this to be implemented in the near term	Org. Advisory Committee #2 Workshop #2

Transit Projects	Source of Comment
Need to think about getting residents to area businesses and shopping hubs	Org. Advisory Committee #2 Workshop #2
A large number would use this and/or consider it to have high-impact	Org. Advisory Committee #2
A few would use this and/or consider it to have a high-impact	Workshop #2
A simple, frequent route for a local island bus/shuttle that just runs a path around the island would be my #1 ask.	Web Survey #2 – October 2016
Locally sponsored buses are hard to maintain and operate in the long-term - too few to develop an efficient support system for. Also, salaries are usually lower leading to higher turnover, especially in skilled maintenance personnel.	Web Survey #2 – October 2016
The ferry and BART are great supplements to the AC Transit bus service, and additional bus/shuttle service to access them would be great - but I'm not sure why the proposal is for the City to fund these as free, I'd be happy to use my Clipper card and pay for the service.	Web Survey #2 – October 2016
Living on the West End, I am pretty happy with AC Transit service levels to Oakland and San Francisco. (The buses can get incredibly crowded during the morning and evening peak though.) While I know that some routes wouldn't make financial sense for AC Transit (and could cannibalize existing service levels), I'm uncertain about the cost effectiveness of having Alameda launch its own free buses. I wonder if it makes more sense for Alameda to invest resources in infrastructure that improves the reliability and speed of AC Transit. For example, I love the dedicated bus lane and bulb outs on Webster! Looking towards the future, I would like better transit connections to Alameda Landing, the Main Street Ferry terminal, and Alameda Point as it is developed.	Web Survey #2 – October 2016
I love the free bus idea and would take it to the ferry. Just please make sure to incorporate bike access to this transit method, as the bike should be viewed as both the first and last mile of commute.	Web Survey #2 – October 2016
Or, instead of "free" make it 50 cents for everyone except senior citizens. I'd love to pay 50 cents for a shuttle that connects me to BART or to the ferry, rather than wait for a crowded, stinky 51 that has to stop on practically every corner. (Not to mention that currently there is *no* public transit to the ferry!)	Web Survey #2 – October 2016
I would hope that any free shuttles would stop at convenient and busy places to be of the best use and users would not have to drive to get a shuttle, which would defeat the purpose.	Web Survey #2 – October 2016

	Transit Projects	Source of Comment
	Not sure we need free shuttles as much as we need much more frequent and convenient intra-city and shuttles to transit hubs. It may be better for Alameda to subsidize increased AC Transit service within Alameda than to fund more free shuttles, depending on their routes and destinations. The current collection of cross-estuary shuttles offered by the City of Alameda, Alameda Landing, and Marina Village should be either consolidated or better coordinated to unify stops, improve and extend service and frequency, and/or streamline administrative costs. Ultimately, it should take someone with (or without) a bike no more than 15 minutes to reach BART (Fruitvale or 12th Street or West Oakland) from anywhere in Alameda, including Bay Farm Island, which needs some street reconfiguration or something to make it more transit-friendly.	Web Survey #2 – October 2016
	I've lived in a city with free loop buses that go around, allowing people to jump on and off at popular stops such as shopping, transit stations, etc. They work, and are often full, even in the middle of normal business days. If their schedules are available online and the buses are on time, many can use them. However, if you're trying to get to where you work, or to do an errand at lunch, or to get to the transit station in time for that ride, and the free bus is late, or comes earlier to your stop than it says it will, people stop using it. Bosses don't appreciate or allow workers to arrive at work late every day, using public transit as an excuse. Folks I know have stopped using public transport because of this, and driving again, which is NO fun.	Web Survey #2 – October 2016
	Also would do weekend outings on the free shuttles if they stopped @ alameda landing, park, southshore, webster, etc.	Web Survey #2 – October 2016
	On island bus shuttles should be considered more than just off island shuttles. People will ride them more if they are free and schedules have to be frequent enough to be beneficial.	Web Survey #2 – October 2016
	There are limits to the amount of tax increase to sponsor free buses for Alameda shopping.	Web Survey #2 – October 2016
	Consider moving the free bus service up to mid-term, not long-term.	Planning Board (12/12/2016)
19	**Stargell Avenue Bus Service**	
	A few consider to be high-impact	Workshop #2

	Bicycle and Pedestrian Projects	Source of Comment
0	**General**	
	General re. Bicycle/Pedestrian Projects – need more consistency in ranking of impact	Org. Advisory Committee #2
	More bikeways would be ideal.	Web Survey #2 – October 2016
	Safety and more walking/biking friendly solutions would be my #2 ask.	Web Survey #2 – October 2016
	We should make people feel safer when cycling and walking. Why aren't there bike lanes going to Fruitvalve Bart? It seems to me that cars are king in Alameda.	Web Survey #2 – October 2016
	Just as motorists should be concerned with the safety of folks on bicycles, bicyclists should also be concerned with their own safety by stopping at stop signs and watching for traffic.	Web Survey #2 – October 2016
	This island is perfectly positioned to take advantage of the bike as a central and critical piece of transportation methods. The city should be doing anything and everything to make it safer and easier to get people out of their cars and onto bikes. We need safe pedestrian routes and bike routes that do not have methodist conflicts, and strong enforcement by the police of laws that help ensure pedestrian and bike protections where there must be interactions between these three modes.	Web Survey #2 – October 2016
	Ped and bike safety needs to be improved. There are too many accidents in the past year and autos are encouraged to go too fast. After visiting Europe it may get be good to think about roundabouts, bump outs or humps (long ones, not the kind at nob hill) to encourage cars to slow down at intersections and other key points	Web Survey #2 – October 2016
	The most important need is: SAFETY: . protected bike lanes throughout. This would reduce congestion. . fix sidewalks: people drive because the sidewalks are so bad.	Web Survey #2 – October 2016
	The business associations need to be pro-bike, not anti-bike--or be dragged kicking and screaming into the 21st century. (The outmoded beliefs re: car parking that seem to drive the business associations cannot be allowed to thwart sound public policies that are fact-based.) City of Alameda and the associations need to install on-street bike parking along/near Webster and Park, including supervised, secure, and all-weather protected bike parking for employees, Farmer's Market customers, etc.	Web Survey #2 – October 2016
	It is silly to focus on bikes - they are such a minority of the population. As for safety if they would follow the traffic rules that would really help. They want all the rights of cars and obey none of the rules.	Web Survey #2 – October 2016

	Bicycle and Pedestrian Projects	Source of Comment
	My input, for what it is worth are based upon my experience bicycling to work in Oakland for more than 15 years. During that time, I found: (1) I could bike to work faster than taking the bus, (2) current regulations regarding the bridges connecting Alameda worked against safety and bicycle use, (3) improvements in bike storage facilities at Fruitvale BART offered enhanced opportunities for using bike & BART as a mode of transit. With (1) the average route speed of an AC Transit bus is 11 mph, that is easily matched on a bicycle without challenging one physically. The bridges into Alameda have signs posted prohibiting bicycles on bridge walkways. The bridges themselves are death traps for bicyclists. The Fruitvale Bike Facility is a god send. Now my suggestion. Make sure that bicyclists may use the walkways on all our bridges that do not have a dedicated facility. Just take down the signs on the Oakland side of the Park Street Bridge and the Fruitvale Bridge prohibiting bike use. Do that and you will promote greater bike use. Also, it will cost almost no money to accomplish.	Email on 11/14/2016
20	**Bicycle Master Plan Update, Design Guidelines & Vision Zero Planning**	
	Link to Safe Route to Schools audit	Workshop #2
	Focus vision zero on helping to improve condition of bike lanes and streets	Workshop #2
	Get bike data from WETA	
	A few would use this	Org. Advisory Committee #2 Workshop #2
	I would love to see a stop light or something at Pacific Ave & Constitution. It is very hard to cross this street on bike, especially with kids.	Web Survey #2 – October 2016
	More valet or easy secure parking for bikes would be nice.	Web Survey #2 – October 2016

	Bicycle and Pedestrian Projects	Source of Comment
	We fail ourselves, our community, and our planet by putting bikes and pedestrians last in our transportation planning. We live on a FLAT island with mild, sunny weather 330+ days a year. People want to bike. People want their kids to bike. It should look like Amsterdam here but it doesn't - we need to ask ourselves why. There are two transportation issues to address: (1) trips within Alameda and (2) trips off island. Issue (1) is completely within our community's control. Issue (2) a bit less so but there are ways we can improve this too. Within Alameda we need: (a) BICYCLE BOULEVARDS (see Berkeley) - Note, I did not say lanes. People, particularly parents with small children, do not find bike lanes in Alameda to be safe, especially during rush hours and school pickup/drop off times. Bikes need traffic calming and physical protection, not just a painted white strip. Families represent a sizable percentage of our community's population and are the perfect demographic to get on two wheels - if they aren't doing it, the problem is the infrastructure. (b) INCREASED BIKE PARKING in commercial districts/schools/parks, including parking designed to accommodate multiple cargo bikes and trailers. (c) CONNECTED BIKE BOULEVARDS/LANES that can get citizens cross-island, top to bottom, on multiple paths, with a focus on connecting commercial districts (don't forget Webster!), ferry terminals, schools, parks, and other recreation areas. (d) STRICTLY ENFORCED SPEED LIMITS for cars. (What happened to the days of tickets for going 27mph?) (e) EDUCATION FOR CYCLISTS on bicycle safety and laws.	Web Survey #2 – October 2016
	Make traffic crossings for bikes and pedestrians safer, especially at Constitution and Pacific. (A major bike route for commuters and students that is very dangerous)	Web Survey #2 – October 2016
21	**Pedestrian Master Plan Update, Design Guidelines & Vision Zero Planning**	
	Link to Safe Route to Schools audit	Workshop #2
	A few consider this to be high-impact	Org. Advisory Committee #2
	Pedestrian safety is an issue. I'm not seeing traffic enforcement like it used to be in early 2000's so I do not think people are self policing like they used to.	Web Survey #2 – October 2016
	The City should install pedestrian warning lights at all crosswalks. For example, The City recently installed pedestrian warning lights at 5th Street and Central.	Web Survey #2 – October 2016
	Address disability issues including accessible pedestrian signals.	Planning Board (12/12/2016) and Commission on Disability Issues (12/14/2016)

	Bicycle and Pedestrian Projects	Source of Comment
22	**Bicycle and Pedestrian Facility Gap Closures and Surface Improvements**	
	There are significant gaps in ADA access and a wheelchair user can end up stranded in some areas. Also, in many areas sidewalks are in such poor condition that they are dangerous and very difficult for a person with a disability to navigate. The completion of these gaps and related sidewalk improvements should be prioritized.	Org Advisory Committee #2
	Need Bike/Ped improvements for Park Street Bridge	Workshop #2
	Must improve bike access across Park St bridge for safe travel to Oakland. Bikes and pedestrians are given ghetto-level travel lanes, access and space at the bridge. It is horrible.	Web Survey #2 – October 2016
	West Alameda to West Oakland Pedestrian bridge could provide significant, long-term improvements	Workshop #2
	Bike Bridge to Marina Village	Workshop #2
	A few would use this	Workshop #2
	A few would use this and/or consider it to be high-impact	Org. Advisory Committee #2
	Lastly, the flashing lighted cross walk lights that illuminate when pedestrians press the button should be installed on more/all major pedestrian crosswalks (especially at Mecartney and Verdemar as there is a bad blind spot for cars to see pedestrians on adjacent side).	Web Survey #2 – October 2016
	The key issue here is access to the ferry terminals. Currently there are no safe options except driving to the terminal and parking your car. There is not a safe place to store a bike and the routes to and from the ferries are dangerous for bike riders in the dark or if there is inclement weather.	Web Survey #2 – October 2016
	Please finish the bike path between the Bay Farm bike bridge and the main island shoreline path.	Web Survey #2 – October 2016
	Bike infrastructure to the ferry terminal is my biggest concern. I don't think there's any reason why Main St needs two car lanes in both directions and zero bike infrastructure. Let's improve that balance.	Web Survey #2 – October 2016
	Want short-term bike lanes on the Miller-Sweeney bridge.	Planning Board (12/12/2016)
23	**Complete Street Improvements on Central, Clement, Tilden, Stargell, Otis and Mecartney**	
	A few would use this and/or consider it to be high-impact	Org. Advisory Committee #2
	Mostly I feel safe riding my bike around. Central is a little scary sometimes, and I support that going down to 3 lanes with a central turning lane for both biker and driver safety (dangerous making turns across 2 lanes).	Web Survey #2 – October 2016

Bicycle and Pedestrian Projects	Source of Comment
I strongly disagree with the plan to make Central Avenue one lane. Central is a beautiful street that should be preserved. I strongly oppose initiatives by bicyclists to make Alameda more hospitable to bicyclists at the expense of car traffic. The 25 mile per hour speed limit is more than adequate to preserve pedestrian and cycling safety. Bicyclist advocates are too often single-minded and have no regard for those forced to use cars for work and to take their children to daycare, school, and other activities.	Web Survey #2 – October 2016
Thank you for adding the bike lane along Shoreline Drive. It is a wonderful addition to our community!!	Web Survey #2 – October 2016
Most road conditions can be improved: especially Central ave. and Constitution - near shoreline area. We can get rid of the palm trees to widen the lanes to allow more cars and smoother traffics, also parking spaces for residents around there. The entire shoreline area needs to be widen by reducing the park spaces - as traffic in that area is really really bad; it is insanely bad! The current bike lanes and road blocks are hindering the traffic and making it worse: fundamentally, the entire design is backward: Why not steal some park spaces and build more value added roads for bikers, buses and commuters? The wider the roads, the safer they are, especially for the buses!! The city just needs more innovative forward thinkers to make things happen instead of status quo civil servants tend to do the minimal. Conclusion is: The urban development of alameda is so rapid and the city's urban design is so dated that it can't catch up with the growth of populations.	Web Survey #2 – October 2016
It is difficult to support improvements for bikers since the many, many of bikers do not follow traffic laws. The City has made no efforts to address this issue. This issue was not considered in the proposed Central road diet program.	Web Survey #2 – October 2016
The city completely *ruined* Shoreline Drive with that awful new layout. There are very few or no bicyclists on it at any given time. Not worth ruining one of the most beautiful drives in town. Don't dare do the same to Central or to any other street! Alameda is already very pedestrian and bike friendly. Focus on improving transit and relieving gridlock, please. I would strongly and vocally oppose any bike or pedestrian improvements at this point after what happened with Shoreline.	Web Survey #2 – October 2016
Central Avenue: The cross walk at 9th St and Central Ave is super dangerous to walk across. There are no lights, signs or signals. It is a school route to Maya Lin Elementary and we already wrote to Cal Trans with no response. We often have cars speed by us while we are in the middle of the crosswalk walking to school. We need some type of alert that we are crossing. Thank You!	Web Survey #2 – October 2016
Central Avenue: Central ave west of Webster is too busy to reduce lanes.	Web Survey #2 – October 2016
Central Avenue: Speeding down Central to/from the ferry is outrageous and dangerous. Better enforcement, road diets, and/or at LEAST a dedicated bike lane to keep cyclists safe are needed.	Web Survey #2 – October 2016

Bicycle and Pedestrian Projects	Source of Comment
Shoreline Drive is a real hazard since the change to add the bike lane. It feels like I am taking a big risk when I drive on Shoreline. Now, I understand the city wants to do something similar on Central -- BIG MISTAKE.	Web Survey #2 – October 2016
I support more and better bike lanes everywhere and clearing parking spaces from corners to improve visibility.	Web Survey #2 – October 2016
Tilden Way: Entering Alameda, speed limit signs seem inconsistent (for instance, coming over the Fruitvale Bridge onto Tilden, it seems that the speed limit is 35 until Park Street?). And, that area is fairly pedestrian unfriendly, with disappearing sidewalks and a light without a pedestrian crossing (even though there are crosswalks on either side -- I think it's at Buena Vista and Tilden?) -- the intersection where Follow Charlie is. Would be great to make this area more pedestrian friendly!	Web Survey #2 – October 2016
Traditional four lane streets such as Grand, Broadway, Fernside, Otis, Shoreline should be reconverted back to four lanes to help move traffic faster within the city. The proposed concept of reducing Central from four lanes to two should be dropped.	Web Survey #2 – October 2016
Shore Line Drive: I also think the money spent on revamping Shoreline Dr was a total waste. Not enough people use the bike lanes to justify the amount of road that was taken and the traffic jams it's created. You can't cut down the number of cars without an alternative. More bike lanes isn't the solution.	Web Survey #2 – October 2016
No bike lanes or paths should be proposed if they can not be built continuously through the intersections with the major streets I.e. Signalized intersections. Shared lanes at these intersections are unacceptable.	Web Survey #2 – October 2016
I am extremely disappointed with the City's apparent focus to hamper and restrict auto drivers in our City and benefit bicyclists. My experience with bicyclists is they routinely break or disobey traffic laws, they move in and out of bike lanes and sidewalks to whatever route gives them the best opportunity to run stop signs and cross traffic like pedestrians. I want NONE of my tax money spent to enhance their opportunity to abuse their driving/riding privilege. They are part of traffic. Make them follow the existing laws.	Web Survey #2 – October 2016
It is not realistic to ask people to sacrifice car lanes to improve bike/walking safety - there is already a lot of congestion at peak hours without a further reduction in car real estate. Alameda is a long island and for many people the car is the only practical way to move around.	Web Survey #2 – October 2016
I would like to see more E/W streets converted from 4 lanes to two lanes with a third middle turning lane in order to allow more safe biking options.	Web Survey #2 – October 2016

Bicycle and Pedestrian Projects	Source of Comment
Alameda is IDEAL for shuttles, walking and biking – it's such a small, dense island! Alamedans reliance on cars is nuts, you can get from one end to the other in 15 minutes with a bike, it's the same with a car, without griping about parking... But in order to get more people on bikes, including families, it needs to get safer. Our pedestrian/cyclist safety and traffic accident rate is ABYSMAL, so no wonder people aren't feeling safe to bike. And the conundrum is, the more people bike, the calmer the traffic, the safer our little haven island would be. We could be the Coronado of Northern California. Great for tourists too!	Web Survey #2 – October 2016
Alameda has become more and more congested, we need less cars. It used to take me 15 min to get to work (West Side to Harbor Bay), it now takes 20-25 min due to the number of cars on the road. Also the high rate of speed most of them go, I am surprised there are not more people killed. Put Otis on a road diet!!!!	Web Survey #2 – October 2016
Shore Line Drive: And while bike lanes can be helpful and perhaps encourage people to use them.....I feel the bike lanes on Shoreline have created an un safe space for people parking, getting in/out of their cars and for emergency vehicles. It's just too small a space now for vehicles, buses, pedestrians. But the bikes have it nice. Haven't spoken to anyone on the island that approves of the design of that. I ride my bike to work when I can and there is a reason I ride on the sidewalk, for instance on Central...it feels unsafe. But I think consideration needs to be taken for safety of the entire road/scene....not just bikes and not just vehicles.	Web Survey #2 – October 2016
Lastly, I love riding my bike in Alameda. I try to do most of my errands and stay on the island here, as it's so lovely to live that way. It would be great to have a bike lane all the way on Central Ave from Sherman St to the Ferry. Having a bike lane on a bus route isn't too smart, as when a bus stops the bike has to move into the traffic lane, and the bus driver can't always see that a bike is passing. Santa Clara is a great road to ride on if you happen to be in between the buses, and dangerous in the rush hours. It would also be nice if neighborhood streets, such as San Antonio and San Jose were repaved. I prefer to ride my bike in our gorgeous neighborhoods, even with the every-block stop signs. Some of those streets are in awful shape, for both cars and bikes, especially below Grand Ave. Fixing those streets would make everyone happy.	Web Survey #2 – October 2016
Shore Line Drive: Don't make more roads like Shoreline Drive, it's a disaster!!!	Web Survey #2 – October 2016
Shore Line Drive: The pro bike people in Alameda are also Anti Vehicle. Their agenda is to increase congestion, decrease lane size, and make driving intolerable. They have made shoreline drive undriveable and now all the traffic has moved to Otis. It is a disaster. Don't let this kind of thing happen to anymore roads in Alameda.	Web Survey #2 – October 2016

Bicycle and Pedestrian Projects	Source of Comment
Bike and walking lanes will help but you are still putting more slow movers onto the same streets as auto traffic. Bikers often do not obey traffic signs and signals. Removing parking will cause neighborhood wars because people will still own cars.	Web Survey #2 – October 2016
As somebody who lives and works in Alameda and who bikes to work daily I think it's criminal that we don't have a single end-to-end bike lane across the island.	Web Survey #2 – October 2016
I take the ferry every day for work. In an ideal world, I would drive to the ferry alone, park, and get on the ferry. As a taxpayer, I wish my elected officials would cater to my needs. Alas, my request is really unsustainable. Studies show that no matter how much capacity a city creates, it always gets consumed. This has to do with things like bridges off of the island or parking spaces. Single occupant vehicle drivers are the new smokers. The only hope out of this mess is public transit or bicycling. The city is clearly headed in that direction with projects like lane reduction on Central Avenue and no increase in parking at the Harbor Bay Ferry. They want us to take a shuttle to the ferry, walk, or bicycle. I wish it were not so, but it appears to be true. In terms of building more houses, increased density helps create enough critical mass for public transit, but Alameda's original charm was that it was the city of houses and beaches. We are losing that.	Web Survey #2 – October 2016
Should completely analyze Shoreline bike lane project before additional bike projects are undertaken. Shoreline bike project has not developed a greater use of bikes with the expense of causing a major visibility danger for motorists.	Web Survey #2 – October 2016
NOBODY IN THE CITY CARES ABOUT CARS. Every implementation of everything is based on a singular study from Michigan regarding Millennial license applications. The city was designed for automobile transportation over 80 years ago. The decision makers need to remember that reversing that engineering, for what may be a fad, will be very hard to re-engineer when the automobile once again prevails. Cyclists are the most entitled bunch in this city and literally bully their way into things while using their kids to dominate meetings. There are still far more cars than bikes and the impacts of making cars the lowest priority will only frustrate the driving public further. Enough is enough. Shoreline Drive gets little to no traffic and has ruined the landscape of that street. Central Avenue will be worse and the proposed cycle track in the 700 block of Atlantic will be a nightmare. Let's focus on ingress and egress of cars. Put a bike lane or two in of you want, but the vast majority of cyclists make their own rules anyway.	Web Survey #2 – October 2016

Bicycle and Pedestrian Projects	Source of Comment
Buena Vista Avenue: The roads, sidewalks, and bus service need to exist first--not expect crowded conditions to unrealistically increase the use of public transportation. For example, Buena Vista and Atlantic have long been a fast route across the island. It daily handles many business commuters onto the Island to work as well as Islanders leaving for the day. Also, it accommodates the tube-to-bridge or bridge-to-tube traffic when there accidents or maintenance closures impacts one of the egresses without spilling into Alameda residential neighborhoods too much. With the new development on the estuary side of Buena Vista, there will be much more parking on Buena Vista and many more pedestrians. This road will no longer be able to have minimal stop signs and traffic lights. It will add ten minutes to anyone's time to cross the island when the development fully opens. Realistic plans need to be made in advance.	Web Survey #2 – October 2016
Buena Vista Avenue: Please consider installing a new stop sign on Buena Vista Ave. at Chapin. This is roughly the halfway point between Sherman and Constitution and this leg of Buena Vista is popular for speeding.	Web Survey #2 – October 2016
Instead of building a bike lane on each street, would it work if we designate a few streets for bicycles only? For Example, Central Ave and Santa Clara can be designated as one way streets with one lane for cars and full car width lane for bicycles only. Folks who lose access to their drive way get a parking tag to park on the street.	Web Survey #2 – October 2016
It would be great to use BART instead of my car. I have a scooter, and could use that instead of car getting to BART.	Web Survey #2 – October 2016
Transform Park st and around into a pedestrian only center with attractive stores and a parking lot close to the bridge.	Web Survey #2 – October 2016
Alameda is a perfect location for biking, however drivers and infrastructure do not respect biking. Please improve because it's the practical way to increase mobility and business access for our community.	Web Survey #2 – October 2016

	Bicycle and Pedestrian Projects	Source of Comment
	I've been thinking for many years about some needed improvements on Grand St. at Otis Dr. I drive through this intersection daily traveling north/south on Grand St. As you know, the single lane is very wide at this intersection. In my view, it is too wide. So much so that cars often line up two abreast at the intersection, thinking that Grand is four lanes, or thinking that one car will be turning left onto Otis Dr. If no turn is made, the result is two cars jockeying for position into the single lane on the other side of the inspection. This is particularly a problem traveling northbound on Grand St, as the lane quickly narrows to cross the lagoon bridge. I am particularly concerned about the children who walk/ride to Wood and Lum schools. The children riding bicycles often ride south on Grand St on the opposite side of the road (to avoid an additional crosswalk at Otis). Traveling south, crossing the lagoon bridge, and the two-abreast car situation is heading north, it presents a dangerous situation as the vehicles take up a significant part of the bicycle lane before falling back into single file positon. You though in the occasional aggressive driver or two, and a very dangerous condition exisits. I have seen many close calls over the years. Would the City be open to installing left turn lanes in both directions of Grand St at Otis Dr? This would be a great improvement and improve the safety of the neighborhood. No additional changes to the traffic signals is required. The unprotected turn signal (no green arrow) is sufficient. This would simply address the alignment of the lanes so that the direction of each vehicle when approaching the intersection is clearer.	Email on 12/6/2016
24	**Estuary Water Shuttle to/from Oakland (bikes and pedestrians)**	
	Provide low-floor, bike friendly bus service to help people across the estuary	Workshop #2
	A large number would use this and consider it to be high-impact	Workshop #2
	Several would use this	Org Advisory Committee #2
	A few consider this high-impact	Org Advisory Committee #2

	Bicycle and Pedestrian Projects	Source of Comment
	Vancouver public transit includes a “seabus” from the North Shore to the downtown, that connects up with other transit links (including their version of BART). It’s a more automated version of a ferry – really more like a waterborne people mover than a traditional ferry. I think a smaller version of something like that would be a viable option for an estuary crossing: it’s double ended, so it just slides into the slip, locks in place for loading/unloading and then slides out. It loads and unloads quickly and requires minimal crew. The crossing should only take a few minutes. Here’s a YouTube video that shows what it’s like: https://www.youtube.com/watch?v=lAJHLDNQqxg If it linked up with some kind of people mover to the BART station on the other side (again, perhaps part of the proposed Howard St. development), it could be practical. Even better if you could modify the technology to drive a whole light rail/people mover type vehicle onto the ferry platform, which could then continue on tracks on either end.	October 19, 2016 email
	Please also consider a water taxi to and from Jack London Square if you aren't going to build another bridge on the west end of town. I understand "Captain Haddock" used to run one, but it became unreliable.	Web Survey #2 – October 2016
	We should also evaluate more ways to link Alameda to JLS.	Web Survey #2 – October 2016
	A WATER TAXI TO JACK LONDON departing each side of the water (likely from the Marina) at least every 10 minutes during rush hour, and every 30 minutes during all other times. Alternatively a pedestrian/bike bridge. We needed this taxi/bridge yesterday!!	Web Survey #2 – October 2016
	Develop a ferry station on the estuary by blanking Ave.	Web Survey #2 – October 2016
25	**Regional Bike Share**	
	Questions about why this couldn’t be implemented sooner. The response was that bike share requires funds that have not yet been identified.	Org Advisory Committee #2 Workshop #2
	Do residents support this? Effectiveness could be limited	Workshop #2
	Bike share might work in combination with other methods	Workshop #2
	A few would use this and/or consider it to be high-impact	Org. Advisory Committee #2
	A few would use this	Workshop #2
	Also - while I generally love the system of a bike share, most Alameda residents are equipped with their own bicycle and there is no need to add this kind of service on an island as small as this one (i.e. nobody will take the bus to Park Street and then decide to bike on with a public bike) - I don't think it would be sufficiently used here. Perhaps a shuttle service between Part Street and Webster for the less mobile and elderly would be a better idea?	Web Survey #2 – October 2016
	I might not use a bike share program because I own and prefer to ride my own bikes.	Web Survey #2 – October 2016

	Bicycle and Pedestrian Projects	Source of Comment
	Bike share only with "free" money, our money should go to completing a safe bike/ped network and making our intersections safer.	Web Survey #2 – October 2016
26	**Vision Zero Safety Implementation**	
	Lighting at intersections at night has gone downhill with the installation of the LEDs (very, very dim), especially when there's no moon or during rain.	Web Survey #2 – October 2016
	Also, a RIGOROUS enforcement of the 25MPH speed limit on the island is VITAL - too many people are driving recklessly fast (this has been a growing problem over the past year or two with growing population), and there have been way too many incidents involving pedestrians and Bicyclists.	Web Survey #2 – October 2016
	Pedestrian and bicyclist safety should be your #1 priority. We have serious issues in our "25 mph" city.	Web Survey #2 – October 2016
	Greater safety could still be achieved, primarily through better enforcement of existing speed limits, more protected left turns on busy streets, more four-way stops/lights instead of unprotected entry onto busy streets like Lincoln, Santa Clara etc.	Web Survey #2 – October 2016
	The Alameda Police Department needs at least 105 sworn officers in order to increase traffic patrols and enforcement. Speeding, double parking, failure to yield to pedestrians at crosswalks, excessive vehicle noise, and other violations have increased since the number of sworn officers on patrol has decreased and APD is limited to a budget of 88 sworn officer positions. (Increasing the force to 92-95 officers is NOT enough.)	Web Survey #2 – October 2016
	I would like to see additional speed limit enforcement on the island. I love the 25 mph speed limit in town and I find more and more people are not respecting it.	Web Survey #2 – October 2016
	Please have more police enforcement of tricky intersections for pedestrians, like Park St. and Otis. Still too many right turns on red and near misses for pedestrians. Maybe use police volunteers to stand there at rush hour as a visual reminder. Thanks for the work you've already done to make that corner safer.	Web Survey #2 – October 2016
	Enforcement of pedestrian right of way at Challenger at Atlantic and Marina Village Parkway. Daylight or night we have to always watch for vehicles not stopping making turns, while crossing in the crosswalk with the green light. Sometimes, they will slow down and when we stop to avoid getting run over they continue to turn in front of us. Luckily, have avoided being injured dozens of times.	Web Survey #2 – October 2016
	Commit to Vision Zero. Engineering & Enforcement.	Web Survey #2 – October 2016
	Biking and walking will bring more auto-pedestrian accidents.	Web Survey #2 – October 2016

Bicycle and Pedestrian Projects	Source of Comment
My other comment is about pedestrian crossing on Park St. We need more enforcement of safe pedestrian crossing. There is at least one crosswalk that has no associated traffic light and I won't use it because I'm visually impaired and cars frequently pay no attention. And this is a well marked crosswalk.	Web Survey #2 – October 2016
Buena Vista Ave. between Sherman and Eighth has become extremely difficult to cross during peak traffic times. Cars are going far too fast at all times. I was nearly hit yesterday by a car that was going about 40 mph. It is very hard to cross the street on foot or bike when the cars are traveling at unpredictable speeds. More crossing protection is needed. A well-marked crosswalk should be made a top priority at the Chapin St. Or Wood St. Crossing of Buena Vista. For families of Maya Lin School and any middle or high school this crossing is a big factor in allowing children to walk or bike to school. It is also a street many adults are afraid to cross, making it not a choice to walk to the bus at Santa Clara. Expecting bikes and pedestrians from this neighborhood to travel Buena Vista to cross at Ninth is not a desirable travel route. Buena Vista is a traffic disaster.	Web Survey #2 – October 2016
The speed limit of 25 miles per hour needs to be enforced the major cross-island town streets like Buena Vista are out of control.	Web Survey #2 – October 2016
Poor pedestrian safety in crosswalks is a concern, due to cars turning left in intersections.	Web Survey #2 – October 2016
Also, I don't feel safe riding a bike in Alameda anymore, so I don't see that as an alternative.	Web Survey #2 – October 2016
Enhanced West End Estuary Crossing (refer to #36)	

	Multimodal Projects	Source of Comment
0	**General**	
	To relieve Earhart school's morning drop off traffic congestion on Robert Davey, there should be a "right-turn Green-light arrow" installed for cars turning from Robert Davey onto Packet Landing.	Web Survey #2 – October 2016
	There does not need to be a trade off between cars, car lanes and parking, and biking, pedestrians and transit. In fact, any solution that is going to work will need to solve all parts of the equation, not one part at the expense of another.	Web Survey #2 – October 2016
	Place 25 mile an hour speed limit signs on bridges , in the tube, and the first three blocks near them..... really make it clear.	Web Survey #2 – October 2016
27	**Casual Carpool Pick-up Locations**	
	In the meantime, maybe expanding casual carpool options to get between alameda and Oakland?	Web Survey #2 – October 2016
	I live in Alameda and work in San Francisco. Casual carpool to the city is fabulous in the mornings, I wonder if a return carpool might be possible, and reduce congestion a little in the evenings. The buses to Alameda are usually packed like sardines 5 - 7 pm. There are return casual carpools for Oakland and other East Bay destinations, just not Alameda.	Web Survey #2 – October 2016
	(c) MORE CASUAL CARPOOL (1-2 more locations).	Web Survey #2 – October 2016
28	**Parking Management and Shared Parking Lots**	
	Question about what parking management is currently underway	Workshop #2
	Several would use this	Org. Advisory Committee #2
	A few consider this to be high-impact	Org. Advisory Committee #2
	One other thing I would like to see in Alameda is car sharing pickups in residential neighborhoods all over town, about every 6 blocks in every direction. The nearest car share pickup to me is a 20 minute walk, which makes it too cumbersome for shopping purposes, either in or outside of Alameda. If it was within 2-3 blocks, that would make it a lot more of a viable transportation option.	Web Survey #2 – October 2016
	Limiting parking in new housing developments to "encourage" other forms of transportation is ignorant; it simply causes more cars to be parked in the streets.	Web Survey #2 – October 2016
	We are retired seniors who are handicapped... and handicapped parking both at BART and the ferries is almost always full... so we need more handicapped spaces as well.	Web Survey #2 – October 2016

	The amount of parking in bike lanes and near to intersections (which leads to incredibly poor visibility) is also a very real concern. Street parking cannot be the answer for Alameda at this point - the island is just too populated to be able to provide parking without dedicated parking lots, potentially of more than one story. So much fuss was made of the Theater lot, but it is now always almost full or actually full, and one wonders what we would all do if it hadn't been built. Some real commitment to future reality is required - Alameda is no longer a sleepy unknown small-town gem (sadly) - the secret has been uncovered, it is busy and getting busier, everyone these days loves their cars, and the cars and people aren't going anywhere. Please make decisions that are based on reality, but please improve safety for everyone.	Web Survey #2 – October 2016
	Auto access and parking is still given top priority by city government, despite clear information that improving ped and biking access reduces auto traffic and increases safety. City should start charging for ALL parking. Subsidizing driving by offering free parking is a big part of the problem. People will not change when you dedicate public resources and subsidies to keeping people in their cars. Pass the true cost of driving onto the drivers.	Web Survey #2 – October 2016
	City planners need to consider transportation and parking as an integral part of any development--not a negotiable afterthought.	Web Survey #2 – October 2016
	A request by the West Alameda Business Association to add a public parking garage to the district due to the loss of the Taylor/Webster lot and new developments.	Planning Board (12/12/2016)
29	**TDM Partnerships With Existing Businesses**	
	Develop a single cohesive TDM management group	Org. Advisory Committee #2
30	**Citywide Safe Routes to School Audit and Improvements**	
	Audit should be happening now and used to inform the bicycle and pedestrian plans in development	Org. Advisory Committee #2 Workshop #2
	Several would use this	Org. Advisory Committee #2
	A few consider this to be high-impact	Org. Advisory Committee #2
	Several consider this to be high-impact	Workshop #2
	It is great that more and more students chose to ride their bikes to school (also helping ease traffic congestion and promoting a healthy lifestyle), however we MUST protect our children from dangerous and distracted drivers.	Web Survey #2 – October 2016
	I would be reluctant to let my child bike to school now. I've almost been hit in marked crosswalks with my children more than a handful of times, in broad daylight.	Web Survey #2 – October 2016
	All communities have traffic issues surrounding schools.	Web Survey #2 – October 2016
	Pedestrians are at such a high risk of getting hit by careless speeding drivers that I don't think I will ever be able to let my kids walk two blocks to school by themselves. I'd appreciate more traffic lights and flashing pedestrian lights.	Web Survey #2 – October 2016

	I would like more buses for school kids - additional runs of the 631. I would like more light up crosswalks especially near schools.	Web Survey #2 – October 2016
	Must implement a school directive to encourage parents to have their children walk or ride bikes to school (general short distances). Safer road crossings are needs at certain points (example: 3rd and Central).	Web Survey #2 – October 2016
	Though we do have about 45 minutes of serious congestion during peak commute hours, the cross island traffic used to get to and from most schools, is NOT an issue.	Web Survey #2 – October 2016
	We need more enforcement of existing traffic laws, especially the speed limit (especially when dealing with the ferry-traffic down main street and past Encinal high school - those kids are still doing after school activities when the mid-islanders blast down around the Central-at-Lincoln curve going 45 and 50.)	Web Survey #2 – October 2016
31	**Autonomous/Driverless Vehicle Policy and Implementation**	
	No comments	
32	**Constitution Way Car Pool**	
	A few would use this	Org. Advisory Committee #2
33	**Improved Freeway Access in Oakland**	
	Freeway access and access to downtown Oakland needs to be dramatically improved. There is one tube access for half the island.	Web Survey #2 – October 2016
	It has become an emergency situation getting on and off this island. Please correct the situation on High Street. This has become unreasonable. This problem can be fixed with a very simple solution - under the freeway have the 2 north lanes turn onto the freeway. This will allow for the right lane to turn right or go north.	Web Survey #2 – October 2016
	I wonder if there's any conversation with Oakland officials about the other end of the tube in terms of pedestrian traffic and easier flow to the 880 freeway. It's a shame that one person can hold up two hundred cars!! I know we must consider safety for all but there must be some better ways to handle this!!	Web Survey #2 – October 2016
	Rather than a BART, it seems a freeway on ramp from Alameda would free up much of the vehicle congestion.	Web Survey #2 – October 2016
	Build a highway connection to go from the navy to 880.	Web Survey #2 – October 2016
	Evaluate whether the freeway project should be included in this planning effort.	Planning Board: 12/12/2016
34	**Miller-Sweeney Bridge - new multi-modal lifeline structure including bus-only lanes, bikeways and walkways**	
	Several would use this and/or consider it to be high-impact	Org. Advisory Committee #2
	A few would use this and/or consider it to be high-impact	Workshop #2
35	**Parking Management and Demand Based Parking Program**	

	A few consider this to be high-impact	Org. Advisory Committee #2
	I also suggested we investigate models for enabling zoning of multi-unit housing with self-driving cars included. For example, rather than 1.5 parking slots per bedroom, we could reduce it to 1 self-driving car plus 1 on-demand shared car) for every 10 units. These could also have age benefits. A senior housing complex may be more units per car.	Alameda Realtor Association event on October 11
36	**Comprehensive Congestion Management**	
	Question re. what City can do to encourage local/regional employers to offer flexible work hours	Workshop #2
	A few would use this	Org. Advisory Committee #2 Workshop #2
	A few consider this to be high-impact	Workshop #2
	I only mean increased property tax...of residents for residents. We want to encourage sales in Alameda, not penalize people for shopping here with an increased sales tax.	Web Survey #2 – October 2016
	I'm hesitant to support more taxes because I don't think what we are already paying are being spent well. The BART contracts are a good example of how I think our taxes are being thrown away. I also think the money spent on revamping Shoreline Dr was a total waste.	Web Survey #2 – October 2016
	Property taxes are already high since we're paying for a hospital that doesn't take most people's insurance, but I guess we need to keep it open in case of major emergencies. Sales taxes are regressive and hurt low income people the most. Why not subsidize the free buses using a tax on businesses in shopping districts that would benefit from the increase of foot traffic? Maybe it could be based on gross receipts so as not to hurt very small/niche businesses. A special tax for this could also be levied on developers adding new housing to Alameda.	Web Survey #2 – October 2016
	In favor of higher sales taxes only for improvements -- not increasing property taxes which are already too high.	Web Survey #2 – October 2016
	Funding should come from existing taxes, such as the property transfer tax and permit fees as well as levies to commercial and residential developers.	Web Survey #2 – October 2016
	Peppery taxes are high enough	Web Survey #2 – October 2016
	Why are property owners the only ones who will be taxed for this service?	Web Survey #2 – October 2016
	I would support phasing out prop 13 to pay for improved transit, bicycling and walking, or free buses serving BART, ferry terminals and Alameda shopping.	Web Survey #2 – October 2016
	Supplementary transit systems are fine, but should be paid for by riders, not our taxes.	Web Survey #2 – October 2016
	I support higher taxes to pay for improving transit (car access). I believe enough has been done for the cyclists. People will never give up their cars.	Web Survey #2 – October 2016

	Don’t put everything on property owners. Renters live here and can pay , Sales tax we will all shop elsewhere, property tax , there will be hell to pay with rent control and subsidizing services for renters	Web Survey #2 – October 2016
	New residential projects should pay for increased traffic congestion/mitigation.	Web Survey #2 – October 2016
	I am reluctant to have public funds go to bike solutions, even though I bike, because I really hate the Shoreline Drive bike path and wouldn't want to see other similar ones	Web Survey #2 – October 2016
	I would pay more in taxes for buses or some other transit but not for bicycles. Look at what happened to Shoreline. It's a mess. Not many bicyclists use it and you often find them on what's supposed to be for pedestrians.	Web Survey #2 – October 2016
	Sales tax is regressive. Property tax is more likely to tax those who can afford it and whose property values benefit from making life (and property) in Alameda attractive to potential buyers.	Web Survey #2 – October 2016
	I would NOT support a higher Sales Tax (unless it replaces another Sales tax that is expiring as the Sales tax high enough) but would support a higher Property Tax to support these items and Bonds along with State Government Grants to cover the cost of these larger Infrastructure projects. I understand these are long term goals/projects so planning needs to be started asap...	Web Survey #2 – October 2016
	I work in Alameda, but don't live in Alameda. I bike or take public transit to Alameda from Oakland when I can, but would do it more if it were more convenient. I don't pay property taxes here, but I would support higher sales tax.	Web Survey #2 – October 2016
	It’s one thing to get to BART, it's another to find a seat on a BART train. BART must improve their service and customer support before I would pay to have greater access to them. The West Oakland BART station is so filthy and unsafe, taking a shuttle is the least of my problems.	Web Survey #2 – October 2016
	I am surprised that there is no mention of the dramatic increase in high density housing as part of this conversation. It seems that there is a lot of money being made on these contracts... why would the burden of paying to make transportation as a direct result of these contracts be on the already heavily burdened taxpayer versus those standing to profit most? I cannot imagine my property taxed going even higher than the astronomical amount I pay today.	Web Survey #2 – October 2016
	There should be some cuts to fire fighters compensation first, before city ever propose raising taxes.	Web Survey #2 – October 2016
	I realize that improving transportation isn't free, but I would like to have the budgets looked at to see what could be done within current funds before immediately increasing taxes. Also - what safeguards would there be to keep the taxes going where they belong?	Web Survey #2 – October 2016
	I'm paying $300/yr for a hospital I can't even use. I would be happy to put that money toward better transit/bicycling options.	Web Survey #2 – October 2016
37	**Enhanced West End Estuary Crossing**	
	A large number would use this and/or consider it to be high-impact	Workshop #2

Over 85% of Americans get to work via auto. City planners continue to allow developers to offer new homes with two car garages, they authorize a shopping center next to Oakland that attracts major off island Oakland traffic, yet somehow they think mass transit, bicycles, ferries or the economically unfeasible pipe dream of a BART station will solve the issues resulting from more west end housing development. San Pedro, CA has a bridge over its' shipping water canal. Proceeds from the west end land windfall and developer fees could be used for the same purpose.	Web Survey #2 – October 2016
Badly need quality bike access to Oakland from west side: bike/ped bridge.	Web Survey #2 – October 2016
A large number would use this and/or consider it to be high-impact.	Workshop #2
Several would use this	Org. Advisory Committee #2
A few consider this to be high-impact	Org. Advisory Committee #2
Consider a cable propelled gondola system to supplement the tube access. This is a cost effective method to access areas challenged by geography such as the estuary and the 880 freeway. this could easily go from college of alameda/alameda landing area to 12th street city center with bicycle parking to encourage intra island bicycling as transit	Web Survey #2 – October 2016
What we need more than anything is another way off the island on the west side. If you agree to build that many new homes and add thousands of people to that area, you have to expand the roadways into and out of Alameda. It takes me over 20 minutes to get through the tube from 5th and Santa Clara. Ridiculous.	Web Survey #2 – October 2016
We need to build more ways to get off the island on the West End. Traffic is horrible.	Web Survey #2 – October 2016
Another pair of tubes say off the end of Main St. coming out near West Oakland BART and the freeway access in that area would make a major difference to reduce congestion on the West End and possibly even affect the entire island.	Web Survey #2 – October 2016
A high priority should be a pedestrian estuary crossing at the west end. so many commuters (myself included) would bicycle regularly on/off the island if it were more feasible at the west end. a last resort could be a high-frequency water taxi.	Web Survey #2 – October 2016

Alameda has been needing a additional bridge or bridges for a long time now. The fact that it is impossible to return to or leave the island without planning a additional 20 to 30 minutes during commute times, or during the weekend verifies the need for another bridge. Anyone thinking that having additional bike lanes, or special pedestrian walkways will reduce traffic to a reasonable level has had their head in the sand. Free local buses won't solve the traffic crises, because people traveling to work for the most part leave the island. Traffic builds because commuters are waiting to get across the bridges. All of the new home, apartment, and condo construction that the city is pushing will dump another 700 to 1000 cars on our streets the traffic issue won't be leaving anytime soon. Even if all of the solutions presented above were put into practice Alameda would still have a out of control traffic problem. Real solutions need to be in place now. I am tired of supporting OPEC by burning up countless gallons of gasoline waiting to leave or return to the island.	Web Survey #2 – October 2016
We need to focus on building another tunnel out of town on the west end, or stop the aggressive construction of residential units.	Web Survey #2 – October 2016
Alameda needs to start the process NOW to add another bridge. The last one was built in 1974 when Alameda's population was around 70K. With the population around 78K now and between 4 and 13K projected to come in with the new development, traffic is only going to get worse. We all know it may take decades to do all the legal wrangling with the Port of Oakland and Coast Guard and get the funding BUT we cannot keep our heads in the sand and pretend it won't happen. Just encouraging everyone to take mass transit alone won't cut it.	Web Survey #2 – October 2016
Please build a bike/ped bridge across the estuary between west Alameda and Jack London Square.	Web Survey #2 – October 2016
Need another Alameda to Oakland crossing on the west end desperately for cars, bikes and pedestrians. Added public vehicles should use green fuels.	Web Survey #2 – October 2016
Traffic at the Webster / Posey Tube has been terrible for a decade and has only been getting worse yet I have not seen the City put forth a single viable solution to this problem. On the contrary, the City seems eager to build thousands of new homes on Alameda Point which will only make the problem worse (despite superficial "traffic plans" that unrealistically assert that thousands of new residents that work off island will not impact our island crossings); meanwhile, the Public Works Department seems preoccupied with "Complete Street" projects instead of working to address the biggest transportation issue facing the City.	Web Survey #2 – October 2016
I strongly support a serious (re)evaluation of a pedestrian / bike bridge near the Webster Tunnels.	Web Survey #2 – October 2016
A pedestrian/bike bridge would be a great idea.	Web Survey #2 – October 2016

My strongest view is that there needs to be an alternate pedestrian and bike route to Jack London Square. The cost should be divided between Alameda and Oakland. New construction permit fees should be the source of revenue for the project.	Web Survey #2 – October 2016
Lets get the bike / ped bridge built on the west end already!! Please stop prioritizing car use over active or public transportation options. We absolutely NEED more active transportation choices to get off the island if we're serious about limiting SOV trips. The bridges have horrible bike and ped acess on either side and the tube 'improvements' were insignificant. It's still horrible. Whether or not parking spaces are lost should not factor into any planning decisions, or, at least it shouldn't be more important than the safety and convenience of those chosing active transpo. Please get serious about this!	Web Survey #2 – October 2016
Would love to see greater focus on protected walk/bike routes and bike/transit connections (e.g. secure bike parking), as well as exploration of bike/pedestrian bridge between Alameda and Jack London Square area. Without that, my ability to commute by bike to downtown Oakland is severely limited.	Web Survey #2 – October 2016
I would also support the construction of another Bridge off the Island like at the end of Grand Street with an off ramp for Coast Guard Island and/or the Frontage Road/Embarcadero and to the 880 Freeway.	Web Survey #2 – October 2016
Bicycle connections with Oakland are terrible and unsafe	Web Survey #2 – October 2016
I also support a bike/pedestrian bridge to Oakland; this would make my commute to downtown Oakland enjoyable and possible by bike. The Webster Tube is awful for cyclists (extreme noise and pollution) such that I don't bike the 2.5 miles; I drive. I would guess others do the same.	Web Survey #2 – October 2016

General	Source of Comment
Traffic is increased due to politicians and developers ... not by citizens' choices and demands. Friends dislike visiting and shopping in Alameda now when they used to LOVE coming to visit Alameda.	Web Survey #2 – October 2016
I am concerned that the city is allowing so much housing to be built, increasing the population of Alameda. The island crossings are already too congested, and the former reputation of Alameda not allowing speeding is a thing of the past -- people are driving faster and more poorly. But I don't want Alameda to turn into Berkeley, where it is ridiculously difficult to drive or park a car.	Web Survey #2 – October 2016
The main reason that Alameda is experiencing traffic congestion and safety problems is that the city government irresponsibly has failed to limit growth.	Web Survey #2 – October 2016
The city is on the right track with signal improvements and bus lanes along with pedestrian safety improvements and enforcement.	Web Survey #2 – October 2016
Alameda is an island and needs to work with our neighbors to improve transportation in the long term; anything else is a short sighted band aid. Examples include: Access to Bart, the frequency and timing of buses, access to freeways, the operating hours for the drawbridges. Expanding the scope of this work to include our region will improve not only transportation but public health and overall quality of life.	Web Survey #2 – October 2016
If there is to be more affordable housing offered in Alameda, there needs to be an improved method on how to better move people around this small town. There also needs to be increased or improved law enforcement to make sure that laws are to be enforced when motorists, pedestrians and or bicyclists break those laws. This means we will need to pay more taxes.	Web Survey #2 – October 2016
Please address transportation infrastructure before approving more new homes. The commute times are already unbearable and if we needed to evacuate due to emergency, we would be unable to do so.	Web Survey #2 – October 2016
Please stop building until the proper infrastructure is in place. It's ruining this little island.	Web Survey #2 – October 2016
Traffic at island crossings are terrible when school is in session. Schools in Alameda should stagger start times or start later to spread out the traffic at island crossings.	Web Survey #2 – October 2016
If speeding is an issue, existing laws need to be enforced. Ease of getting on and off the island especially at rush hour is the biggest transportation issue.	Web Survey #2 – October 2016
Also, traffic through the Webster/Posey Tube is unbelievably congested! What kind of mediocre city planning has happened here. Fix this please!	Web Survey #2 – October 2016
Just in the last 5 years, with greater population density, traffic/parking have gotten MARKEDLY worse and drivers are flagrantly speeding and much more aggressive.	Web Survey #2 – October 2016
I would like a limit on bridge raising between 7:45 and 8:15 am.	Web Survey #2 – October 2016

The tube and bridges are already SO congested and parking is SO hard to find, and we're increasing housing. We need to make infrastructure support this.	Web Survey #2 – October 2016
Limit high density housing. More & more people moving onto the Island is making it really congested.	Web Survey #2 – October 2016
Please limit the number of cars that can use the Alameda Tube on week days.	Web Survey #2 – October 2016
It's not the amount of traffic that ties up city streets - it's people making left turns. If Alameda became a right-turn-only city, MUCH of the city's traffic congestion would be alleviated.	Web Survey #2 – October 2016
In principle I agree with the statements above - if i trusted the planners and the integrity and transparency of the process, then yes, I would pay higher taxes. I haven't seen that yet. A planning process that includes transportation, environmental impact and other relevant experts is critical, and so is providing an opportunity for residents to have input. Alameda has the congestion problem it does today because the notion of transportation planning was dismissed when the new developments were approved. The impact of all the new cars on our roads has long been a concern of Alamedans who were here before the housing boom - and it didn't matter to the former CIty Council, Mayor and City Manager.	Web Survey #2 – October 2016
I welcome the integration of Alameda into our local and regional public transportation networks. This will take money, resolve, and political capital but I believe to be worthwhile as we move past our 20th century obsession with automobiles.	Web Survey #2 – October 2016
The cities focus should be on increased bus service to BART and Oakland, buses to serve school, more and better interconnected bike lanes within Alameda, better safe bike access to Oakland, and increased pedestrian safety. The only viable solutions to concerns about increased traffic are those that give residents convenient, safe, and reliable alternatives to using their cars. More car infrastructure (roads, parking spaces) will only lead to MORE driving and MORE congestion. Highest priorities for the city should be better transit service and bike routes to our schools, increased transit service (bus and ferry) to give residents easy options to driving, safe and easy bike connections to off island, and safe and easy bike connections to all of our major retail areas (including LOTS of secure bike parking!). Traffic lanes and parking spaces should be deprioritized over all these things.	Web Survey #2 – October 2016
I think the speed limit should be increased on main roads such as Otis, Lincoln and Broadway.	Web Survey #2 – October 2016
The tunnel is going to get awful crowded as more housing is built in the West End. Please bring some office buildings into the West End. Happily biking across the island to work would be a dream.	Web Survey #2 – October 2016

This is all complicated of course. But as a macro level objective, busses, bikes, trains, ferries and walking MUST replace this car-ridden lunacy we currently endure. Both my wife and I drive cars, we realize their necessity. But Alameda should look ahead, to a generation without cars.	Web Survey #2 – October 2016
Absolutely need a solution to the Alameda Point/Alameda Landing congestion problems for the tunnels	Web Survey #2 – October 2016
Would like projects to move more quickly	Workshop #2
By appearances and looking at the recent spread of development projects on the island, it seems as if transportation on the island have been more of an afterthought up to this point.	Web Survey #2 – October 2016
If we make it easier to take transit or bike, it WILL be easier to drive and park in Alameda. Everybody wins!	Web Survey #2 – October 2016
Alameda is IDEAL for shuttles, walking and biking – it's such a small, dense island! Alamedans reliance on cars is nuts, you can get from one end to the other in 15 minutes with a bike, it's the same with a car, without griping about parking...	Web Survey #2 – October 2016
Why don't we stop building so many new houses on this small island? The traffic only gets worse with more people. They haven't even finished building the houses/condos near Target. As well as the ones on Buena Vista. And haven't even started building the houses/apts out at the point. It's insane to think about because the traffic has grown exponentially since I moved here in 2006. Sometimes we plan to go out for lunch and just turn around and come back because the traffic getting around Shoreline to Westline (from out house) is so backed up. And during the school year at rush hours, it can take 20-30 minutes to get from our house around Shoreline and Westline through the Tube and to the freeway---a drive that would normally take 5-8 minutes. I often think while I'm sitting stopped in the Tube, "what if this was an emergency? how would we all get out"? And that's just rush hour traffic, only a percentage of Alameda population. I suppose tax dollars win in this case. The city sees money, but in the end, we lose our quality of life on our little island.	Web Survey #2 – October 2016
Single occupancy vehicles are the problem, not the solution.	Web Survey #2 – October 2016
On a super positive note, I love that I can safely walk along the lagoon, by the Bay and get to the main island from Bay Farm without disturbing car traffic or feeling unsafe. How many places in the Bay Area have such a luxury? Not many! So kudos for that.	Web Survey #2 – October 2016

Too many new houses are being built which is a big problem for transportation and the drought. Alameda is an island and it ridiculous that so much new housing is being approved. Also, new businesses in the business parks all add to the problem. It doesn't take an Einstein to realize that is the major problem with all the additional traffic. One house may have 3 or 4 cars. The ferry terminals cannot even support all the cars. Let's hope there is not a major catastrophe on the main island as people will never be able to get off the island or onto it to get their kids.	Web Survey #2 – October 2016
Also, adding more housing is only making it harder to get off the island. We are at capacity for what we have to use now.	Web Survey #2 – October 2016
The reality seems to be that the island of Alameda is too small for the amount of people and amount of automobiles here. Homes/Condos/Apartments/Townhomes built for 2-3 people are now housing 5-6 people, who all have cars. Penalizing these car owners by limiting car lanes is unfair and a waste of money.	Web Survey #2 – October 2016
Curb new development	Web Survey #2 – October 2016
The traffic in Alameda is a major problem and it will only get worse. While creating more bike lanes may seem like a good idea, the process of removing car lanes and parking spots is disastrous. The city planners and voters need to realize the people will not give up their cars to ride a bike or jump on a bus. It is not realistic. If we are going to continually overdevelop this city, we need to give serious thought to the marked increase in car traffic. Either accommodate the cars with more lanes and parking or stop the building. Plain and simple.	Web Survey #2 – October 2016
- Many who discuss traffic congestion ignore that it happens as a simple product of growth. - Others who want to restrict growth think they can just blindly stop it. Consider how Uber moving into downtown Oakland will impact Alameda if we have no increase in available units -- increases to rents and housing prices. The diversity of our great community will be completely destroyed. The only viable solutions are to grow sensibly, planning carefully, and providing appropriate transportation options for our varied, diverse, and wonderful community.	Web Survey #2 – October 2016

I did not see any activities or planned processes in the documents to assess equity and use that assessment to inform the planning. To be sure I didn't miss anything, I searched Exhibit 1 provided for the word "equity" and found the word was not used one time. I'm concerned that the potential for transportation planning to consider and address a reduction of inequality of opportunity in Alameda has been left completely out of the final planning process. Clearly, transportation opportunities have a major impact on the most vulnerable in our community and I would have hoped that planning for transportation needs would include a goal to address transportation planning's role in the reduction of inequity in overall opportunity - and the impact of public transportation planning options on equity - versus just, "meeting the goals of reducing drive alone trips and of improving multimodal mobility", as the plan currently states.	Email on 11/16/2016
• Organize, “package” and prioritize the list of projects and actions in a way that creates a clear sense of focus on addressing the most pressing transportation issues with careful attention paid to the projects or groups of projects that best address congestion at the crossings. • Expand on how a project or group of projects meet the goals and on the benefits/impacts associated with these groups of projects so that the City can prioritize its resources to focus on those groups of projects with the greatest potential benefit. • Separate out policies from projects/actions and create better consistency among the types and level of projects/actions. • Evaluate whether we should continue to focus the plan on projects/actions to San Francisco since these strategies are already working effectively. • Ensure that the projects and actions address the TDM aspects of the planning effort not just the transit component. • Improve the clarity of the project descriptions. • Tie the TDM/Transit Plan to the Economic Development Strategic Plan. • Provide a list of projects/actions that are easier to do and accomplish. • Focus on improving the transportation options and not on the “stick” or the disincentives to drive alone. • Consider adjusting school or City hours.	Planning Board – 12/12/2016
A request by Bike Walk Alameda to continue the Estuary Crossing Shuttle as it accommodates more bikes, odd-sized bikes and trailers, to provide more project details, to measure greenhouse gas reductions, and to reduce parking requirements for future construction.	12/12/2016
Assess equity and use the assessment to inform the planning process.	Transportation Commission (11/16/2016)

Web Survey Comments for the Citywide Transit/TDM Plan

(June through August 2016)

Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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