

Exhibit 4: Staff and Consultant Team Responses to Comments

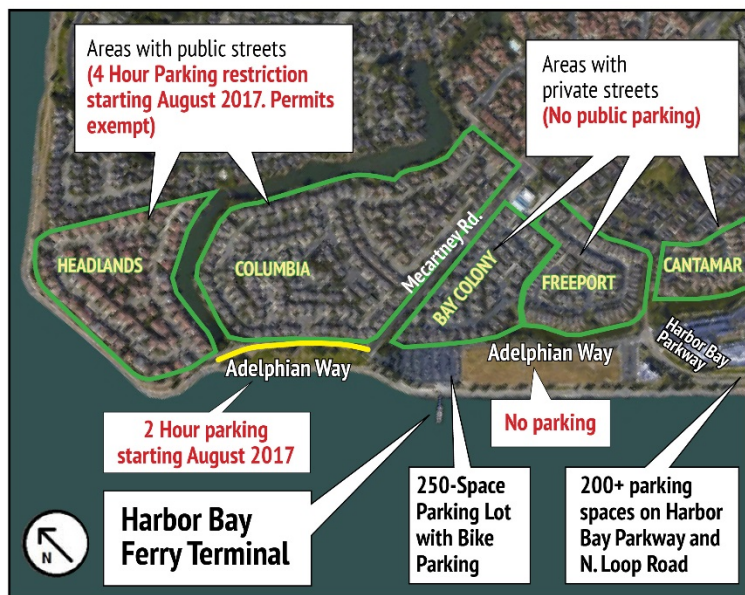
The purpose of this document is to provide comprehensive responses to comments that City staff and the consultant team received on the Draft Transportation Choices Plan in relation to the Planning Board and Transportation Commission meetings in September 2017. The recommended changes to the Draft Plan are shown in Exhibit 2 – Addendum.

Petition to Expand Parking at Harbor Bay Ferry Terminal: September 13, 2017

The petition to expand parking was signed by about 200 ferry riders, and has the following key points as numbered below with corresponding City staff responses.

1. Expand Parking

Response: The inset figure shows how the ferry terminal has limited parking options due to its location by the bay, by neighborhoods with private streets at Bay Colony, Freeport and Cantamar and by neighborhoods with public streets with parking restrictions at Headlands and Columbia. Parking is available at the ferry terminal parking lot; however, the demand for a parking spot exceeds the supply of the 250 parking spaces in that the average weekday ridership is over 1,300 for the Harbor Bay ferry.



Additionally, the City recently added public parking spaces along North Loop Road totaling over 200 parking spaces within one mile of the ferry terminal when considering the existing spaces on Harbor Bay Parkway in that area. The below section states the potential to expand parking around the ferry terminal:

- **Public Streets:** As of August 1, 2017, parking is no longer available on the public streets in Headlands and Columbia due to a formal request by the Homeowner Associations (HOA) for a residential permit parking program, which the City Council approved. The implementation of these parking restrictions are one component of a more comprehensive plan and approach to address the implications of increased ferry ridership at the Harbor Bay terminal, including free alternatives to driving, such as walking, bicycling and taking AC Transit's Line 21.
- **Vacant Lot Adjacent to Ferry Terminal:** The City and WETA evaluated the possibility of purchasing the adjacent undeveloped waterfront land, which is currently privately owned and zoned for commercial use. The lot is currently under contract with a potential buyer, and would be prohibitively expensive due to the high cost of the land (\$30 per square foot

or \$3.3 million for 2.5 acres of the 5 acres just for acquisition costs). As a result the City and WETA are no longer considering it as a viable option. Additionally, new parking on waterfront land is not typically considered the best use of land adjacent to the bay by San Francisco Bay Conservation and Development Commission (BCDC), the regulatory agency who would need to provide a permit to provide parking on the lot. Even if the land were acquired, a new parking lot would only result in 150 additional parking spaces that would most likely be full almost immediately being that the average weekday ridership is over 1,300.

- **Harbor Bay Parkway:** City staff and ferry riders are working together on how to proceed with potentially providing parking to ferry riders on Harbor Bay Parkway by the ferry terminal. This street is regulated by the Bay Conservation and Development Commission (BCDC). City staff submitted a permit application to BCDC to increase the parking along Harbor Bay Parkway; however, BCDC indicated that they would deny the request since parking on the bay side of the street would impact the bay views. With additional support from ferry riders and the adjacent HOAs, the City could re-submit the application to BCDC with more potential for a successful resolution to add 46 parking spaces.
- **Adelphian Way:** Adelphian Way parking for ferry riders is not supported by the adjacent HOAs - Columbia and Headlands due to safety concerns of ferry riders arriving quickly in the morning and departing with u-turns in the afternoon/evenings. Thus, City staff did not pursue this change. Adelphian Way currently has two-hour parking restrictions on the land side of the street and no parking on the bay side of the street. City staff considered providing an additional 24 unrestricted parking spaces on the land side of the street while keeping 7 parking spaces as two-hour parking for adjacent park users. This parking change also would need to be approved by BCDC, which requires the on-street parking for park use.
- **Mecartney Road:** City staff considered the addition of on-street parking along Mecartney Road between Adelphian Way and Sharon Road, which was not supported by the adjacent HOAs so City staff did not recommend pursuing this change. This additional on-street parking on Mecartney Road would have shifted the roadway markings to provide 32 unrestricted parking spaces along the south side of the street, i.e. the side closer to the ferry terminal. The bike lanes would not have been removed. This parking change would not need to be approved by BCDC since it is beyond their zone of influence.

2. Shuttles Are Needed Given AC Transit Is Limited and Unreliable

Response: AC Transit's existing Line 21 serves the majority of the residential areas of Bay Farm Island and the east end of Alameda, is free with a transfer to the ferry, and has significantly improved reliability. At this time, a private shuttle would be redundant to AC Transit's Line 21 existing bus service, which has significantly improved reliability and serves the Harbor Bay ferry terminal for the majority of residents living on Bay Farm Island and in the east end of Alameda. That said, City and AC Transit staff are evaluating reliability data carefully given input from community members that the Line 21 service can be unreliable and sometimes arriving early and late to bus stops and the ferry terminal. Further discussions about the effectiveness of the Line 21 will need to be part of continued discussions among WETA, AC Transit, the City, the HOAs and

ferry riders. Additionally, AC Transit's Line OX directly serves San Francisco for Bay Farm Island residents. AC Transit's Lines OX, O and W are transbay options for east end Alameda residents.

3. Difficulties for Working Families

Response: Staff agrees that making transit connections easily before/after school drop-off is challenging. City staff are working in concert with AC Transit and WETA to streamline the transit experience, especially for time-sensitive working families. Parents who drop-off children at Earhart and Bay Farm schools by 8:10 a.m. may board AC Transit's Line 21 at Robert Davey Jr. Dr. at Packet Landing Road (for Earhart school) and Aughinbaugh Way at Robert Davey Jr. Dr. (for Bay Farm school). The timed point for this bus run before Bay Farm Island is on Otis Drive at Park Street at 8:09 a.m. and the next time point is 8:21 a.m. at the ferry terminal for the 8:30 a.m. ferry departure.

An additional bus option is AC Transit's Line OX, which is a Transbay service that runs from Harbor Bay and the east end of Alameda to San Francisco and the reverse in the afternoons/evenings. Line OX has an average frequency of 15 minutes during the peak times, and costs \$4.50 for a single ride. The Line OX bus service is more frequent and cheaper than the ferry service at one time per hour and \$6.80 (cash) or \$5.10 for a Clipper card adult fare, respectively. Line OX also stops closer to residents of Harbor Bay and the east end of Alameda compared to the ferry service. For residents in the east end of Alameda, AC Transit's Lines OX, O and W are transbay options with Line OX being the most direct to San Francisco.

4. Validated or Permit Parking Options

Response: A permit program could provide a parking option for working parents who catch the 8:30 a.m. ferry by holding back permits for the later ferries to help working family riders. The WETA Board recently adopted a parking policy for all of its terminals, and is expected to be considering specific paid parking options for the Harbor Bay Terminal in early 2018.

John Knox White Comments: September 18, 2017

1. As a long-term plan, this document should be laying out stretch goals of where we want to end up, not going soft so that goals will be easily met.

Response: Staff agrees and for the estuary crossing goal, staff and the consultant team recommend changing it to a more aggressive at 2,500 fewer drive alone trips rather than the current goal of 1,700 by the 15 year time horizon. This new more aggressive estuary crossing goal will reduce congestion to 2010 levels at the estuary crossings, which is a 17 percent decrease of drive alone trips in 2030 compared to the 2030 baseline.

For the within Alameda goal, these trips are more difficult to shift because driving and parking are relatively easy in Alameda, and these trips tend to be more difficult to switch such as shopping. As a result, staff is not recommending changing the second within Alameda goal.

2. It will be possible for the solo driving trip rate to decrease and actual trip numbers to increase, so the plan should be clear about wanting to reduce or maintain trips through the tubes/bridges to interpret success and the need in achieving the goals of the plan.

Response: Staff agrees that the potential impact of Uber and Lyft type trips could impact travel by adding congestion to Alameda's streets and estuary crossings rather than adding passengers on buses. As a result, staff recommends adding to page 48 under monitoring in Chapter 4 "Implementation of Projects and Programs," the following additional bullet point "Impacts of transportation network company trips such as Uber and Lyft on "drive alone" trips."

3. Understanding how the consultant determined the scoring will allow community members to weigh the full meaning of the report.

Response: Staff agrees, and has uploaded the Evaluation Methodology and Results memorandum to the project web page: <https://alamedaca.gov/transportation-choices-plan>

4. The timelines are not clear, are projects starting the planning process in three years, or finishing?

Response: As mentioned on page 50, the timelines are related to completion dates and not start dates. Near-term completion is between one and three years; mid-term completion is between three and eight years; long-term completion is over eight years. Staff reviewed the project timelines, which make sense given the project understanding and current financial and staffing resources.

5. Insufficient staffing to tackle multiple projects and programs should be highlighted as a constraint, and the addition of transportation staff a short-term recommendation

Response: Staff agrees, and replaced on page 49 "City Staff Resources: Evaluate needs and provide staffing resources to effectively implement projects." with the following statement "City Staff Resources: Provide sufficient staffing resources to effectively implement projects and increase staffing levels to expedite implementation of the projects and programs, if funding is available."

6. Move the following two projects to the near-term completion list: Main Street Bikeway and Tilden/Fruitvale bikeways.

Response: The Main Street bikeway project is unfunded, and can be moved to near-term completion if funding is secured in the short term. The Tilden/Fruitvale project, which was recently funded and is included in the City's Capital Improvement Program (CIP), requires right-of-way procurement from Union Pacific as well as outreach, concept buy-in, design and then construction, which is expected to take longer than the near-term completion of one to three years. Interim striping and signage of the Miller-Sweeney Bridge to include dedicated spaces for bicycling could be completed in the near term provided that Alameda County – the bridge owner – is supportive of this interim complete street approach.

7. The plan should consider moving funded/planned projects to a “in the pipeline” section with expected completion dates, rather than burying them in the document in long lists of projects that have barely been vetted.

Response: Staff agrees, and recommends adding the following table and bulleted text to page 50 in the “Funding Programs” section.

Table 1: Plan Implementation – Funded Projects and Programs

| Project # in Plan | Projects/Programs | Fiscal Years 2017-19 | Fiscal Years 2019-21 | Total Budget |
|----------------------|--|--|-------------------------------|--------------|
| 7 & 19 | AC Transit EasyPass Program Expansion | \$100,000 | NA | \$100,000 |
| 15 | Appezato Parkway Bus Lanes | \$1,350,000 (Preliminary Engineering) | \$7,650,000 (Construction) | \$9,000,000 |
| 2, 3, 7, 16, 31 & 32 | Bicycle Parking | \$30,000 | NA | \$30,000 |
| 1 & 5 | Bicycle and Pedestrian Plan and Guidelines Update / Vision Zero Safety Policy/Plan | \$300,000 | NA | \$300,000 |
| 2 | Bus Stop Improvements | \$10,000 | NA | \$10,000 |
| 27 | Central Avenue Safety Improvements (Pacific Ave/Main St to Sherman St/Encinal Ave) | \$557,000 (PE) | \$11,644,000 (CON) | \$12,200,000 |
| 27 | Clement Avenue Complete Street (Grand Street to Broadway) | \$641,000 (PE) | \$5,027,082 (CON) | \$5,668,082 |
| 27 | Clement Avenue / Tilden Way – Union Pacific purchase – Complete Street Extension | \$2,282,000 (PE/ROW) | \$7,200,981 (CON) | \$9,482,981 |
| 16 | Cross Alameda Trail (Appezato Pkwy and Gap Closure to Jean Sweeney) | \$5,186,119 (PE/CON) | NA | \$5,186,119 |
| 27 | Otis Drive Traffic Calming and Bikeway (Westline – Grand Street) | \$500,000 (PE/CON) | NA | \$500,000 |

| Project # in Plan | Projects/Programs | Fiscal Years 2017-19 | Fiscal Years 2019-21 | Total Budget |
|-------------------------|--|----------------------|-----------------------|---------------------|
| 24 | Seaplane Lagoon Ferry Terminal (assumes Site A moves forward) | \$2,500,000 (PE) | \$15,700,000 (CON) | \$18,200,000 |
| 14 | Transportation Awareness Campaign | \$250,000 | NA | \$250,000 |
| Implement-ation Chapter | Transportation Monitoring and Evaluation | \$75,000 | NA | \$75,000 |
| Total | | \$13,781,119 | \$47,222,063 | \$61,002,182 |

Note: "NA" is denoted in subsequent fiscal years because the City only has approved a two-year budget cycle through June 30, 2019.

Besides the grants and funded projects/programs listed in the above table, other on-going City actions include the following:

- Improving access to the ferry terminals in concert with WETA and AC Transit (Projects #31 and #32);
- Launching a bike share pilot program (Project #8);
- Expanding the Alameda TMA to include other geographic areas (Project #29);
- Working with a parking consultant to ensure the 85 percent occupancy goal is met (Project #3);
- Monitoring the potential for shared ride services such as UberPOOL and Lyft Line for seniors and people with disabilities (Project #13); and
- Coordinating with key stakeholders on long-term projects (Projects #34-38).

8. The City should not create right-turn only lanes because these lanes increase pedestrian safety issues and provide minimal actual benefit on Alameda's streets. (Project #2 – Bus Stop Improvements)

Response: The plan is not proposing the creation of right-turn only lanes. The plan is proposing to install signs in existing right-turn only lanes stating "right-turn only – buses exempt" to allow buses to use these right-turn only lanes as through travel lanes for far side bus stops, which will act as bus queue jump lanes at the applicable intersections. Staff recommends adding the word "existing" so as to read "existing right-turn only lanes."

9. For Adaptive Traffic Signal Control (Project #6), much of the past implementation has been focused on single-occupancy vehicles and has not produced meaningful time savings for buses.

Response: Staff agrees to delete "and Adaptive Traffic Signal Control" from the title since the emphasis and intent of the project is to improve bus travel times. Staff also agrees to alter the first sentence to express this intent as shown in italics/bold font: "This effort involves the installation of transit signal priority (TSP), and ***potentially includes*** adaptive traffic signal (ATS) controls around Alameda ***to the extent that ATS*** improves the performance of buses, by allowing communication between buses and traffic lights. The project will evaluate past ATS projects in the City to learn from the performance of these projects."

10. Since Bike Share (Project #8) is about to launch, this project should be deleted.

Response: Staff recommends keeping this project in the plan. Staff is working with a station-less bike share company to launch a six-month pilot program. Since this technology is evolving, it is unclear what the benefits will be for Alameda and if another approach will be needed. Staff will need to evaluate bike share strategies to ensure that Alameda is well served.

11. For the Constitution Way Carpool Lane project (#10), road expansion is not a solution to reducing trips. What is the plan for enforcement?

Response: Staff agrees, and recommends clarifying this project with improved text and image (see inset) because it is primarily using striped pavement at the Mariner Square Drive intersection to create a carpool queue jump. City of Alameda Police will enforce the carpool lane compliance.



12. For the Estuary Water Shuttle Crossing or WETA Ferries to Oakland project (#11), decouple the estuary crossing shuttle and the WETA solution.

Response: Staff agrees that the estuary water shuttle and the WETA ferries are two distinct ways to improve estuary crossings for people bicycling and walking, and also understands that these two solutions need to work together to create the most benefit. Thus, staff recommends changing the title to “and” rather than “or” to create more separation between the two estuary crossing concepts and to make it clear that staff will be making progress on both projects.

13. For the Transportation Awareness Campaign project (#14), the costs are too low.

Response: Staff agrees that the campaign would be more beneficial with a higher budget, and recommends increasing it to a range of \$50,000 to \$150,000 annually.

14. For the Bicycle and Pedestrian Corridor Improvements project (#16), this is a list of projects from the out-of-date bike plan. The text needs to highlight that the list of projects will be updated upon completion of the new bike plan. Additionally, many of the projects listed here have no connection to reducing on-island trips or cross estuary trips, they are recreational paths not commute/daily-use routes and should be removed. Also, the tubes, spending \$10 million on adding a new terrible tube path is not going to shift many trips, this should not be in the plan.

Response: Staff agrees that this list will be updated as part of the Bicycle and Pedestrian Plan Updates (Projects 1 and 5), and recommends adding reference to these project numbers in the second sentence and clarifying that the list will be updated once the plan update is completed. Staff also will add reference to Project #27 and the formal title: Vision Zero Safety Improvements and Traffic Calming. Staff will add the Cross Alameda Trail – Appezzato Parkway and Atlantic Avenue – to the bullet point list to reflect the work that staff is doing to design and construct these portions of the trail in the short term. Staff feels that the listed projects will serve multiple purposes, including recreation, and recommends keeping them in the plan except for the

southwest section of the Alameda Point Bay Trail project and the Shoreline path, which are more recreational in purpose.

15. For the Crosstown Express Bus Service project (#18), this alignment serves areas already served by transit. The reason there is not a cross-island transit line is because all past forms of this line were not well used. An analysis from AC Transit would be helpful to ensure the effectiveness of this project at trip reduction.

Response: After further discussions with AC Transit, staff agrees that the “drive alone trip reduction” and “CO2 reductions” should be reduced to “++” from the current “+++”. Additionally, a sentence was added to the description that states that before implementing this service, further ridership and funding analysis will be completed in conjunction with AC Transit and the community. This project is considered a lower priority than the Regional Transit Hub Connector Bus Service (#25).

16. For the Increase Frequency and Span of Service for Local Bus Routes project (#21), Line 51A buses are uncomfortably crowded at commute times, and should be considered for increased frequencies. The other local lines have lower ridership so it is unclear why transit service should be expanded.

Response: For Line 51A, while there are buses that are completely full during peak hours, AC Transit staff has reviewed the suggestion and believes there is sufficient capacity on this Line especially given the peak hour frequency of 5 to 7 minutes of the existing service, which allows riders to wait a short time for another bus. That said, staff agrees it is important to increase service with demand, to the extent possible, in order to not discourage transit usage. As a result, the following clause will be added: “Line 51A will maintain the existing frequency and span of service level, with frequency increases expected as ridership grows and before limited capacity issues discourage people from using transit.” As for the other local lines – 19, 20, 21 and 96 – staff is recommending an increased frequency to 15 minutes during the peak to increase ridership through improved connections to key destinations.

17. For the Increase Frequency and Span of Service for Transbay Bus Service project (#22), Line O is at standing room leaving the city most mornings, what is the plan to alleviate overcrowding? This plan ignores transbay ridership from the entire west of Webster, central Alameda and Northern Waterfront areas.

Response: As stated in this project, Line O will have “frequency increases expected as ridership grows and before limited capacity issues discourage people from using transit.” This plan shows that west of Webster Street will be covered for transbay trips with two ferry terminals – Main Street (Project #32) and the new Seaplane Lagoon (Project #24). Central Alameda and Northern Waterfront areas are covered with AC Transit Lines O and W.

18. For the Regional Transit Hub Connector Bus Service project (#25), this bus is not addressing significant known transit needs that will reduce cross estuary trips and should be a ferry only shuttle.

Response: Staff disagrees and believes this is an important connector between the east end and center of the island to regional transit locations highly used by Alameda residents: Main Street

Ferry Terminal and Fruitvale BART. That said, staff agrees to add that the bus service must be coordinated with the ferry service and that there is a possibility of this service being a pilot to be evaluated after two years. Staff heard from community members that there needs to be bus service to the Main Street Ferry Terminal from throughout the island and that the Fruitvale BART parking fills up at 7:30 a.m. and is increasing in cost so improved bus access is needed. One in three telephone survey respondents stated that access to key transit hubs such as BART and the ferry terminals is a “major issue” or “issue.” This project is targeted towards helping to resolve both of these transit access issues.

19. For the Vision Zero Safety Improvements and Traffic Calming project (#27), the funded projects are on the mid-term list, and should not wait three years to start (Central, Clement, etc.). Additionally, the Main Street bicycle lanes to the ferry and improved parking should be separate projects because parking is not a Vision Zero project. The Main Street bikeway project should be moved to short term, and couple paid-parking reform at the ferries with bus service until parking is paid, then buses will run mostly empty.

Response: Staff agrees with the statement that the City begin work on funded projects; however, construction is expected to be finished in over three years so these projects are listed as “mid-term completion” projects. The Main Street project involves reducing the number of travel lanes, providing a bikeway and improving the safety of the on-street parking, and these components need to be coordinated to ensure improved safety for all modes. The Main Street bikeway project is unfunded, and can be moved to near-term completion if funding is secured in the short term. The Main Street Ferry Terminal Access and Parking Management Improvements (Project #32) combines access and parking in one project to ensure coordination. Staff will clarify the references to other bus access projects in Project #32.

20. For the Faster 51A Bus Service project (#30), move this project to short term.

Response: The Faster Line 51A project is unfunded, and can be moved to near-term completion if funding is secured in the short term.

21. For the Main Street Ferry Terminal Access and Parking Management Improvements project (#32), consider removing since it is redundant with the other projects.

Response: To ensure coordination between the modes, including parking management and the initiation of bus service, staff recommends keeping this project.

Heather Little Comments: September 18, 2017

1. For the Vision Zero Safety Improvements and Traffic Calming project (#27), add speed reductions for the Main Street and Clement Avenue/Tilden Way projects.

Response: Staff agrees, and will consider posted speed limit reductions as a part of these projects.

Greater Alameda Business District Comments: September 21, 2017

1. We request that you consider an Alameda Intracity Shuttle with frequent service, free to end user, routes that serve key destinations, are three blocks or less of most Alameda residences, run clean fuel vehicles and connect to regional transportation hubs.

Response: Staff agrees with these high priority attributes of a bus service, and has included a suite of projects and programs in the Plan to achieve the high quality bus service desired by the intracity shuttle proponents. In response to these comments, the Plan recommends a series of projects that envision substantially expanding and improving on our existing AC Transit bus service via an incremental approach over the near-, mid- and long-term to achieve the desired bus service, as summarized below:

Near-term Completion (1-3 years)

- Bus Stop Improvements (to serve key destinations)
- Transit Signal Priority (for faster service)
- Island Drive and Westline Drive Bus Lanes (for faster service)
- Transportation Awareness Campaign (to inform community members)

Mid-term Completion (3-8 years)

- Alameda Point Bus Rapid Transit Service (to improve west Alameda service)
- Crosstown Express Bus Service between Main Street and Harbor Bay Ferry Terminals (to serve entire community)
- EasyPass Expansion (to subsidize bus passes)
- Increase Frequency and Span of Service for Local Bus Routes
- Regional Transit Hub Connector Express Bus Service (to serve Main Street ferry terminal and Fruitvale BART)
- Faster Line 51A Bus Service (to increase frequency)

Long-term Completion (8+ years)

- Comprehensive Congestion Management (Citywide EasyPass expansion, increase frequency to 15-minute maximum for local bus routes and congestion pricing)

Staff does not recommend a new private transit system that would compete and replace the existing AC Transit service in Alameda. As demonstrated above by the numerous projects in the Plan, staff is supportive of making incremental and significant improvements to the existing AC Transit service to achieve the attributes of the high priority bus service requested by the supporters of the Alameda Intracity Shuttle.

Planning Board Comments: September 25, 2017

1. Is a critical and valuable document.

Response: Staff agrees, and will focus on seeking funds with its partner agencies – AC Transit, Water Emergency Transportation Authority, Caltrans and the Alameda Transportation Management Association and on implementing the \$61 million of projects and programs that are funded through grants and local monies.

2. Want a stretch goal.

Response: Staff agrees, and is recommending a more aggressive at 2,500 fewer drive alone trips rather than the current goal of 1,700 by the 15 year time horizon. See response above regarding changes to Goal #1.

3. Delete reference to “New Access for Jobs and Population” since it is not covered in the project sheets.

Response: Staff agrees, and will recommend deleting the reference.

4. The Transportation Awareness Campaign (#14) is an important component of the Plan, and should focus on specific targeted demographics.

Response: Staff agrees, and recommends adding text that highlights “specific targeted demographics” and increases the dollar amount for it.

5. Want reliable access to the ferry terminals.

Response: Staff agrees, and is recommending moving the ferry access projects for Harbor Bay (#32) and Main Street (#31) to “Near-Term Completion” and the “Priority” to “High.” The bus services to the ferry terminals – Crosstown Express Bus Service (#18) and Regional Transit Hub Connector Bus Service (#25) – also are high priority projects.

6. Add Bike Walk Alameda to all the bicycling and walking projects in Table 8 under “Partner Agencies,” pages 51-52.

Response: Staff agrees, and recommends making this change.

Community Action for a Sustainable Alameda (CASA) Comments: September 25, 2017

1. CASA supports the Plan in that it outlines positive steps towards reducing congestion, drive alone trips and greenhouse gas emissions, which will make Alameda a healthier place to live and will help slow down global warming.

Response: Staff agrees, and has a key objective as the reduction of greenhouse gas emissions, which means it is a specific outcome and guiding principle of the Plan.

2. The City should stretch beyond what is an easy/doable goal and beyond maintaining the same number of drive alone vehicles crossing the estuary and accepting more on-island drive-alone trips in 2030 to be more aggressive.

Response: For the estuary crossing goal, staff and the consultant team recommend changing it to a more aggressive goal of 2,500 fewer drive alone trips rather than the current goal of 1,700 by the 15 year time horizon. This new more aggressive estuary crossing goal will reduce congestion to 2010 levels at the estuary crossings, which is a 17 percent decrease of drive alone trips in 2030 compared to the 2030 baseline.

3. There are many projects that should be implemented now.

Response: Staff agrees, and if funding for projects and additional staffing resources is secured in the short term, staff will move these projects to near-term completion. Staff will add the Cross Alameda Trail – Appezzato Parkway and Atlantic Avenue – to project #16 (Bicycle and Pedestrian Corridor Improvements) to reflect the significant work that staff is doing to design and construct these major portions of the trail in the short term. Staff will replace on page 49 “City Staff Resources: Evaluate needs and provide staffing resources to effectively implement projects.” with the following statement “City Staff Resources: Provide sufficient staffing resources to effectively implement projects and increase staffing levels to expedite implementation of the projects and programs, if funding is available.”

4. Building the infrastructure for clean air vehicles is an important step towards reducing greenhouse gas emissions, especially with the increased interest in electric vehicles.

Response: Staff agrees, and recommends adding the following sentences under Project #33 (New Technologies and Innovations): “Vehicular emissions are the primary source of greenhouse gases. In implementing the transportation projects and program outlined in this plan, it will be important to identify and take advantage of opportunities to encourage the purchase and use of clean air vehicles and in particular all electric vehicles in support of the City’s Climate Action Plan, which could include requiring electric vehicle charging stations in new development projects and offering incentives to electric vehicle owners.”

Christine Bauer Comments: September 25, 2017

1. For the Main Street and Harbor Bay Ferry Terminal Access projects (#31 and #32, respectively), these projects should be scheduled for near-term completion.

Response: Staff agrees, and will change these projects to “high priority” and “near-term completion.” The bus services to the ferry terminals – Crosstown Express Bus Service (#18) and Regional Transit Hub Connector Bus Service (#25) – also are high priority projects.

2. For the Increase Frequency of Ferry Service project (#20), this project should be scheduled for near-term completion.

Response: Staff agrees, and will change this project to “near-term completion” if funding becomes available from Regional Measure 3, which could occur in June 2018.

Richard Hull Comments: September 26, 2017

1. For the Harbor Bay Access project (#31), restrictions for overnight parking make no sense, and overnight parking should be available if I worked a night shift.

Response: Staff has not received a request to open up parking at the ferry terminal by night shift residents.

Transportation Commission Comments: September 27, 2017

1. Appreciate the diversity of the projects, and recognize that there is no one solution.

Response: Staff agrees, and will work towards implementing the 38 projects and programs in the Plan to provide more transportation options other than driving alone.

2. Request to have more aggressive implementation.

Response: Staff agrees, and if funding is secured for projects and staffing resources in the short term, staff will move these projects to near-term completion. Staff will add that more staff resources will be needed to expedite implementation of the projects and programs.

3. Want Plan to be a “living document” and report on near-term progress of the Plan implementation in two years.

Response: Staff and the consulting team agree that the Plan should be a “living document,” and recommend including a progress report on the two-year benchmarks that are listed for each project. The purpose of this report is to ensure that the City is effectively delivering transportation improvements in conjunction with the transit providers and the Alameda Transportation Management Association. As part of this two-year status report, staff will provide recommendations on next steps, which could include mid-course corrections, if needed.

4. Concern about Harbor Bay and Main Street ferry access.

Response: Staff agrees to change the “Time Frame” to “Near-Term Completion” and the “Priority” to “High” for both Project #31 (Harbor Bay Ferry Terminal Access and Parking Management Improvements) and Project #32 (Main Street Ferry Terminal Access and Parking Management Improvements). The bus services to the ferry terminals – Crosstown Express Bus Service (#18) and Regional Transit Hub Connector Bus Service (#25) – also are high priority projects.

5. Concern about Island Drive bus lane due to the removal of the median.

Response: Staff agrees, and will clarify that the median encroachment would not be more than one to two feet due to the ability to narrow the northbound travel lanes on Island Drive, and the proposed project would be subject to a future community outreach process.

6. Want more places to plug-in electric vehicles.

Response: Staff agrees, and will include incentives to use electric vehicles by emphasizing it in Project #33 (New Technologies and Innovations) and will add the following in Project #26 (TDM Ordinance Update) under the “project will” bullet: “Encourage a reduction in local vehicle trips, and create incentives to use electric vehicles when making these trips such as electric vehicle charging stations.”

7. Want more interest in electric vehicles.

Response: Staff agrees, and will strengthen the emphasis on electric vehicles under Project #33 (New Technologies and Innovations). More detailed work to address electric vehicles and other

new technologies related to transportation and reducing greenhouse gas emissions will be addressed in the Climate Plan update.

Damian Mason Comment: September 27, 2017

1. An additional project could be to restrict all traffic lanes using the Posey Tube during 7-10 am Monday through Friday to carpools, buses and utility trucks with a \$250 fine for single person cars.”

Response: Staff and the consultant team considered restricting traffic through the tubes, and do not recommend it due to the limited west end access on/off the island. Drive alone restrictions through the tube would cause all drive alone trips to be directed to the east end bridges, which would increase vehicle miles traveled and exacerbate congestion since 73 percent of drive alone survey respondents stated that they need their car before, during or after work. As a long-term project, Comprehensive Congestion Management (Project #35) will reduce congestion through congestion pricing at estuary crossings or a parcel tax paired with more frequent bus service and a citywide EasyPass expansion.

2. The City should consider rebates for electric vehicles, electric scooters, skateboards, bikes or other types of personal electric transport.

Response: Promotion of low- and zero-emission vehicles will be considered as part of the Transportation Awareness Campaign (#14) and in the update of the Local Action Plan for Climate Protection in more depth. Staff will add more emphasis to electric vehicles in project #14, #26 and #33.

Pat Potter Comment: September 28, 2017

1. For the Transportation Awareness Campaign project (#14), behavior change approaches should use community-based social marketing as shown in this article: <http://www.cbsm.com/pages/guide/fostering-sustainable-behavior/>

Response: Staff agrees, and will add the following sentence: “To increase behavior change, the awareness campaign will consider cultural practices, social interactions and human feelings that influence behavior. The campaign will select the behavior to be promoted, identify barriers and benefits associated with the selected behavior, design and pilot strategies to address barriers and benefits for specific targeted demographics, and evaluate the program.”

Randy Woolwine Comment: September 29, 2017

1. Aerial transportation alternatives are a great solution for distances up to about 3 - 4 miles, is cost effective at 1/10 the cost of light rail, high capacity at up to 5,000 people per hour per direction, tourist attraction and minimal construction impacts.

Response: This option was considered previously as part of the Alameda Point project, and was considered practically infeasible due to the heights that would need to be obtained over the estuary to address Coast Guard height limitations. Staff could consider this option as part of the West End Bicycle/Pedestrian Crossing (#38).

Bike Walk Alameda Comments: October 2, 2017

1. Support the staff recommendation to increase the cross estuary targets.

Response: Staff is recommending to change the estuary crossing goal to a more aggressive goal of 2,500 fewer drive alone trips rather than the current goal of 1,700 by the 15 year time horizon. This new more aggressive estuary crossing goal will reduce congestion to 2010 levels at the estuary crossings, which is a 17 percent decrease of drive alone trips in 2030 compared to the 2030 baseline.

2. The plan should recognize that increasing transportation options for all modes except driving improves equity because car ownership and driving are the most costly way to travel.

Response: Staff agrees, and will add the following sentence to the equity bullet of the objectives section in Chapter 1: "In general, improved transportation options created by this plan will make it possible to reduce car ownership and driving, which is the most costly form of transportation; therefore improving transportation equity."

3. For Project #11, separate these two projects, change the map to show possible alignments of a direct water shuttle, delete reference to "water taxi" and change the ranking to high priority.

Response: Staff agrees to separate the two projects, change the map to show the study area of the estuary water shuttle rather than a line and delete reference to "water taxi." Staff recommends keeping this project as a medium priority due to the timing of development projects in Alameda Landing and Northern Waterfront.

4. Change the map to exclude the recreational portions of perimeter trails.

Response: Staff agrees to change the map to delete the southwest section of the Alameda Point Bay Trail project (#16A) and the shoreline path (#16I). Staff will clarify that the remaining portions of the Alameda Point Bay Trail project "will serve the proposed Veterans Affairs site, the Main Street ferry terminal, Alameda Point Town Center and Seaplane Lagoon."

5. Miller-Sweeney Bridge interim enhancements (#16G) should include an evaluation of Tilden Way for a road diet.

Response: Tilden Way will be evaluated as part of the Clement Avenue/Tilden Way project (#27).

6. Delete #16J because this project is not viewed as a significant improvement for bikes and pedestrians.

Response: Staff continues to support the Alameda County Transportation Commission's Oakland/Alameda Access Study that includes the Posey Tube improvements for people bicycling

and walking, as it incrementally improves bicycle and pedestrian access in the Posey Tube, while other longer term options are pursued.

7. Remove line on page 77 about \$6 million for Clement (Broadway to Grand) - wrong item.

Response: Staff agrees that it is a typo meant and already is mentioned in Project #27.

8. Support the staff recommendation to change the time frame to “near-term completion” and the “priority” to “high” for project #32 - the Main Street ferry terminal access project. The bicycle gap closures on Main Street also should be a high priority.

Response: Staff confirms this recommendation.

9. Let's endorse quick, cheap, effective experiments to implement our Vision Zero goals.

Response: As mentioned in the City's Capital Improvement Program, staff will be creating a streamlined process and prioritizing the most urgent vision zero safety improvement and traffic calming projects.

10. For Project #38 (West End Bicycle/Pedestrian Crossing), replace "increase the redundancy" with "serve as a primary means," and the need for ADA compliance.

Response: Staff agrees, and will replace "increase the redundancy" with "serve as a primary means" in the first sentence. Add “that is ADA compliant” to the end of the first sentence.