

LARA WEISIGER

From: Cathy Leong <cathy@cairdea.com>
Sent: Tuesday, December 19, 2017 3:26 PM
To: Trish Spencer; Frank Matarrese; Marilyn Ezzy Ashcraft; Malia Vella; Jim Oddie
Cc: LARA WEISIGER; Jennifer Ott
Subject: Re: CONCERN! DO NOT SUPPORT the Bay Farm Transportation planDO NOT APPROVE
Attachments: CHBIOA BOD Resolution-Transportation Choices Plan.pdf

Brief note as I will be unable to attend the January City Council Meeting, bottom line. PLEASE DO NOT SUPPORT the current transportation plan as proposed for Harbor Bay/Bay Farm Island.

There are many better ways to utilize that money.

Thank you

Cathy Leong cathy@cairdea.com

Cairdea Design & Marketing *friendship at work* www.cairdea.com

2517 Blanding Avenue, Alameda CA 94501

work: 510-748-9708x107 fax:510-748-9020 cell:510-306-0223

NOTICE: I will be OOO starting 12-20-17, any projects, let's jump on those this week - Cheers!

On Tue, Nov 7, 2017 at 1:40 PM, Cathy Leong <cathy@cairdea.com> wrote:

Dear Madam Mayor, Vice Mayor, Council Members;

I was just made aware today. I find it very interesting that this is a proposal being considered that I've heard absolutely nothing about until now—and, our Council Members haven't heard from HBI residents about this AND it will save buses only 3 minutes if true?

PLEASE DO NOT APPROVE THIS

those of us who reside on

Bay Farm are

extremely

concerned about this

(well those who have actually heard anything about this proposed ridiculous

Transportation Plan for BFI

which if approved, will remove the median along beautiful Island Drive and replace it with an express bus lane one way.

The Council will vote to approve or not this Tuesday November 7th

He says if the bus is allowed to precede(a special traffic light for the bus) the cars at Doolittle and Island then

the bus could save time. How much time? Maybe that where the 3 minutes savings comes from on the Plan.

However, what happens after Doolittle and buses going onto the narrow streets of High st, Fernisde and even Otis.

Are these buses themselves going to be a hazard if there are many of them? if there are not many of them, then how much good could this plan do for commuting

not to mention distroying the culture of our neighborhood by removing the marvelous 40+ year old trees which we all know, once they are gone, no going back.

Cathy Leong cathy@cairdea.com

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work: [510-748-9708x107](tel:510-748-9708x107) fax: [510-748-9020](tel:510-748-9020) cell: [510-306-0223](tel:510-306-0223)

Holiday AND Trade Show seasons are upon us...need ideas??



cc: City Clerk
Council
Transp. D.

RECEIVED

CITY OF ALAMEDA
CITY MANAGER'S OFFICE

**RESOLUTION OF THE WOODBRIDGE BAY ESTATES HOMEOWNERS ASSOCIATION, INC.
REQUESTING THE PERMANENT REMOVAL OF THE ISLAND DRIVE BUS LANES
FROM THE CITY OF ALAMEDA TRANSPORTATION CHOICES PLAN**

WHEREAS, the Woodbridge Bay Estates Owners Association, Inc. (ASSOCIATION) represents the interests of 248 residences, located on Bay Farm Isle within the City of Alameda; and

WHEREAS, on November 7, 2017 the City Council of Alameda tentatively passed the Transportation Choices Plan as a "Living Document" acknowledging that all projects would receive community input and no projects were required; and

WHEREAS, the ASSOCIATION finds proposed item Number 12- Island Drive and Westline Drive Bus Lanes within said plan on November 27, 2017; specifically, the Island Drive Bus Lanes to be unacceptable; and


WHEREAS, the ASSOCIATION Board of Directors voted unanimously to request permanent removal of the Island Drive Bus Lane Project found in Item 12 from the City's Transportation Choices Plan.

NOW THEREFORE BE IT RESOLVED, by the Woodbridge Bay Estates Homeowners Association Board of Directors, Alameda, California, as follows:

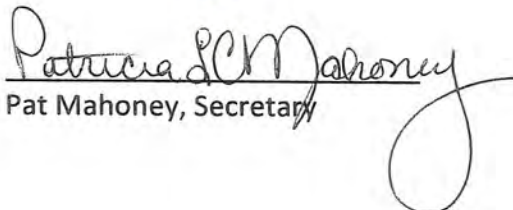
1. The ASSOCIATION **opposes** the Island Drive Bus Lane Project vehemently, and finds it to be counter to the communities interests and choice; and
2. The ASSOCIATION hereby strongly urges the City Council of Alameda to REMOVE Bus Lanes on Island Drive, from the City of Alameda Transportation Choices Plan permanently.

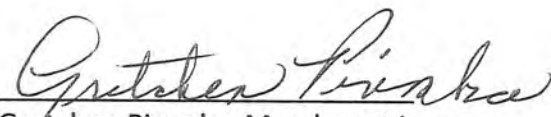
Adopted on the 30th Day of November, 2017, by unanimous vote of the Woodbridge Bay Estates Homeowners Association, Inc. Board of Directors.


Gary Cerio, President


Walt Jacobs, 1st Vice President


Joe Sharpan, Treasurer


Pat Mahoney, Secretary


Gretchen Pivonka, Member at Large



Bay Isle Pointe
Homeowners' Association
3195 Mecartney Road
Alameda, CA 94502
T 510-865-3363 F 510-522-1436

RECEIVED

CITY OF ALAMEDA
CITY MANAGER'S OFFICE

**RESOLUTION OF THE BAY ISLE POINTE HOMEOWNERS' ASSOCIATION
REQUESTING THE PERMANENT REMOVAL OF THE ISLAND DRIVE BUS LANE
FROM THE CITY OF ALAMEDA TRANSPORTATION CHOICES PLAN**

WHEREAS, the Bay Isle Pointe Homeowners' Association (ASSOCIATION) represents the interests of 362 residences, located on Bay Farm Island within the City of Alameda; and

WHEREAS, on November 7, 2017 the City Council of Alameda tentatively passed the Transportation Choices Plan as a "Living Document" acknowledging that all projects would receive community input and no projects were required; and

WHEREAS, the ASSOCIATION concludes that this plan will be detrimental to the esthetics, property values and lifestyle of our community; and

WHEREAS, the ASSOCIATION Board of Directors voted unanimously to request permanent removal of the Island Drive Bus Lane Project found in Item 12 from the City's Transportation Choices Plan.

NOW THEREFORE BE IT RESOLVED, by the Bay Isle Pointe Homeowners' Association Board of Directors, Alameda, California, as follows:

1. The ASSOCIATION vehemently **opposes** the Island Drive Bus Lane Project, and finds it to be counter to the communities interests and choice; and
2. The ASSOCIATION hereby strongly urges the City Council of Alameda to permanently REMOVE Bus Lane on Island Drive Project, from the City of Alameda Transportation Choices Plan.

Adopted on the 5th day of December, 2017, by unanimous vote of the Bay Isle Pointe Homeowners' Association Board of Directors.

Paul Beusterien, President

Maureen Leitz, 1st Vice President

Sandy Sullivan, 2nd Vice President

Marie Kane, Secretary

John Valva, Treasurer



Community of Harbor Bay Isle
Owners' Association, Inc.
3195 Mecartney Road
Alameda, California 94502-6912
(510) 865-3363

www.harborbay.org

November 30, 2017

Jill Keimach, City Manager
CITY OF ALAMEDA
2263 Santa Clara Avenue
Room 380
Alameda, CA 94501



RE: Permanent Removal of Island Drive Bus Lanes from Transportation Choices Plan

Dear Ms. Keimach:

Attached is the Resolution of the Community of Harbor Bay Isle Owners' Association Requesting the Permanent Removal of the Island Drive Bus Lanes from the City of Alameda Transportation Choices Plan.

A Community Meeting was held with City Transportation Director Jennifer Ott on November 27. The residents of the Community are still dissatisfied with the Island Drive bus lane project which is currently include in Item #12 of the City's plan. The Board moved to send the attached resolution, emails that have been received, and a list of attendees at the Master Board's Special Meeting to City Council requesting this item be removed from the plan permanently to City Council and City Staff.

The Board feels strongly that this project would lower property values within the Community, without providing the projected benefit.

Please remove the Island Drive Bus Lanes from the Transportation Choices Plan. If you have any questions please contact Dawn Jaeger, Executive Director at 510.865.3363 x340.

Sincerely,

A handwritten signature in black ink, appearing to read "CH Hodgkins".

Charles H. Hodgkins
President

Enclosed

- Resolution
- Resident Emails
- List of Attendees at the Nov. 27, 2017 Meeting





Community of Harbor Bay Isle
Owners' Association, Inc.
3195 Mecartney Road
Alameda, California 94502-6912
(510) 865-3363

www.harborbay.org

**RESOLUTION OF THE COMMUNITY OF HARBOR BAY ISLE OWNERS ASSOCIATION
REQUESTING THE PERMANENT REMOVAL OF THE ISLAND DRIVE BUS LANES
FROM THE CITY OF ALAMEDA TRANSPORTATION CHOICES PLAN**

WHEREAS, the Community of Harbor Bay Isle Owners Association, (COMMUNITY) represents the interests of 20 homeowner associations (2,998 residences), located on Bay Farm Isle within the City of Alameda; and

WHEREAS, on November 7, 2017 the City Council of Alameda tentatively passed the Transportation Choices Plan as a "Living Document" acknowledging that all projects would receive community input and no projects were required; and

WHEREAS, the COMMUNITY met with City Transportation Planning Director Jennifer Ott and Community Residents to discuss proposed item Number 12- Island Drive and Westline Drive Bus Lanes within said plan on November 27, 2017; and


WHEREAS, the COMMUNITY finds the Island Drive Bus Lanes to be unacceptable; and

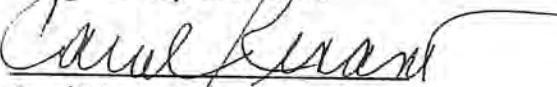
WHEREAS, the COMMUNITY Master Board voted unanimously to request permanent removal of the Island Drive Bus Lane Project found in Item 12 from the City's Transportation Choices Plan.


NOW THEREFORE BE IT RESOLVED, by the Community of Harbor Bay Isle Owners Association Board of Directors, Alameda, California, as follows:

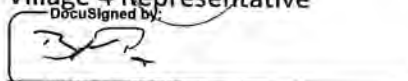
1. The COMMUNITY **opposes** the Island Drive Bus Lane Project vehemently, and finds it to be counter to the COMMUNITY's interests and choice; and
2. The COMMUNITY hereby strongly urges the City Council of Alameda to REMOVE Bus Lanes on Island Drive, from the City of Alameda Transportation Choices Plan permanently.

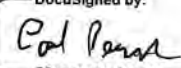
Adopted on the 27th Day of November, 2017, by unanimous vote of the Community of Harbor Bay Isle Owners' Association, LLC. Master Board of Directors.

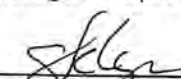

Charles H. Hodgkins, President
Village 3B Representative

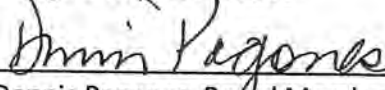

Carol Rivano, Treasurer
Village 1 Representative


Walt Jacobs, Board Member
Village 4 Representative


Bill Pai, Board Member
Village 3A Representative

DocuSigned by:

Paul Beusterien, Vice President
Village 2 Representative


Gary Lym, Secretary
Village 5 Representative


Dennis Pagones, Board Member
Village 1C Representative

Community of Harbor Bay Isle

From: Community of Harbor Bay Isle
Sent: Wednesday, November 01, 2017 9:28 AM
To: Community of Harbor Bay Isle
Subject: CHBIOA-Call to Action: City Council to Consider Draft Transportation Choices Plan on 11/7/17

Dear Members –

The Community of Harbor Bay Isle Owners' Association requested that the City allow us the chance to review and comment on the plan mentioned below. The Plan is a city-wide plan, therefore many Bay Farm Island elements are comingled with Alameda Point elements. As you read the plan, please note what is funded and what is not. If something is not, consider where those funds may come from. Likewise, such as the proposed bus lane from Maitland to Doolittle on Island Drive, consider what impact the change will have on the commute, how they will achieve a third lane where there are only two, and then come to the meeting or send letters and emails to the City regarding your input on all the items.

Thank you for contributing.

Dawn Jaeger, MPA, CCAM
Executive Director

Community of Harbor Bay Isle
Owner's Association, Inc.
www.HarborBay.org
3195 Mecartney Road
Alameda, CA 94502
(510) 865-3363 Ext. 340

From: Ashley Zieba [<mailto:AZieba@alamedaca.gov>]
Sent: Tuesday, October 31, 2017 4:20 PM
To: Ashley Zieba <AZieba@alamedaca.gov>
Cc: Gail Payne <GPayne@alamedaca.gov>
Subject: For Immediate Release: City Council to Consider Draft Transportation Choices Plan on November 7

COMMUNITY ADVISORY



October 31, 2017
FOR IMMEDIATE RELEASE

Contact:
Gail Payne, Transportation Coordinator, City of Alameda
gpayne@alamedaca.gov
(510) 747-6892

City Council to Consider Draft Transportation Choices Plan on November 7

The City is tackling transportation issues with a comprehensive citywide plan to provide more transportation options for Alamedans with the goal of reducing thousands of drive alone trips at the crossings and through

Alameda over the next 15 years. All community members are invited to review and comment on the City of Alameda's Draft Transportation Choices Plan, and to discuss the draft plan on Tuesday, November 7 at 7 p.m. at the City Council meeting.

The Draft Plan is located on the City's project webpage: <https://alamedaca.gov/transportation-choices-plan>

The purpose of the Transportation Choices Plan is to help ensure that the City sustains its high quality of life during a time of current and anticipated population and employment growth throughout the Bay Area region. During this 18-month citywide planning effort, the City and the consultant team identified numerous diverse and scalable opportunities for strategic transportation investment and coordination with transit operators to provide Alamedans with enhanced transportation options while reducing congestion, our carbon footprint and air pollution. The community engagement process consisted of community workshops, organizational advisory group meetings, a public opinion survey, a project webpage, web-based community surveys, and commissions, boards and City Council meetings.

The Transportation Choices Plan provides an implementation-focused blueprint for how the City can improve transportation infrastructure and services in Alameda over the next 15 years to achieve the two goals discussed below:

- **Estuary Crossings:** Decrease drive alone trips at estuary crossings, especially in the peak period back to 2010 levels of drive alone trips at the estuary crossings before the economy boomed and congestion increased. By implementing the Plan's proposed projects and programs, it is expected that drive alone trips at estuary crossings will decrease from the expected 2030 baseline of 14,400 drive alone trips in the morning peak hour to 11,900, which is a 17 percent decrease and comparable to 2010 levels of drive alone trips. Staff and the consulting team are recommending this high end estimate as a stretch goal after hearing from community members and the Planning Board and Transportation Commission in September.
- **Within Alameda:** Increase the share of walking, bicycling, bus and carpool trips within Alameda. The Plan's projects and programs are expected to increase non-drive alone trips by almost 14 percent from the expected 2030 baseline, an increase from 24,200 non-drive alone trips to 27,500 non-drive alone trips throughout a typical weekday.

The next steps involve implementing the Plan, which already is partially funded through grants and local monies in the two-year budget and the Capital Improvement Program totaling \$61 million. These funded projects mainly include the Cross Alameda Trail, dedicated bus lanes on Appenzato Parkway, Bicycle and Pedestrian Plan updates, Central Avenue safety improvements, Otis Drive traffic calming, a transportation awareness campaign and monitoring/evaluation. Staff will be working on these funded projects and programs, and will be seeking funds with its partner agencies - AC Transit, Water Emergency Transportation Authority (WETA), Caltrans and the Alameda Transportation Management Association (Alameda TMA) - to implement the remaining projects and programs in the Plan. Other on-going City actions include improving access to the ferry terminals, launching a free and improved shuttle service rebranded as the Alameda Loop Shuttle as well as a bike share program, expanding the Alameda TMA, improving parking management and coordinating with key stakeholders on long-term projects.

#####

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:00 PM
To: Dawn Jaeger
Subject: Fwd: Oppose the Bus Lane on Island Drive

Charles

----- Forwarded message -----

From: Merry Me <merrybanks@gmail.com>
Date: Sun, Nov 26, 2017 at 6:07 PM
Subject: Oppose the Bus Lane on Island Drive
To: c.hodgkins@gmail.com, p.beusterien@gmail.com, wjacobs@hbrinfo.com

Dear Mr. Hodgkins, Mr. Beusterien and Mr. Jacobs,

I truly believe it would be a waste of money to build a bus lane on Island Drive.

I have lived here since the 80'S and there is a way to have a smooth commute without costing a fortune. It is all about timing.

I think people need to realize the benefit would be very small and the issues created by this would be very big.

Thank you,

Merry Banks
[1118 Brown Street](#)
[Alameda, CA 94502](#)

Normandy

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 11:58 AM
To: Dawn Jaeger
Subject: Fwd: Draft Transportation Choices Plan
Attachments: mtc Traffic model summary results for Alameda island gateways.xlsx; Comparison of Existing and Forecast Traffic Data for Bay Farm Bridge and Island Dr and Doolittle Dr. Intersection.pdf; Island Dr and Doolittle EXISTING AM peak hour delay calculation_extract app g Ala Pt EIR.pdf; 2002 peak hour volumes at the estuary crossings, pages from the DEIR for 03 Ala Pt GPA.pdf; Figure15_080305b_AM_Validation_Tables.pdf

Charles

----- Forwarded message -----

From: Eugenie Thomson <eugenie@shasta-daisy.com>
Date: Mon, Nov 27, 2017 at 11:22 AM
Subject: Draft Transportation Choices Plan
To: Marie Kane <mariekane94502@gmail.com>, "mgdonna@aol.com" <mgdonna@aol.com>, Reylagraber <reylagraber@aol.com>, Barbara Thomas <barbarathomasesq@comcast.net>, Paul Foreman <ps4man@comcast.net>, c.hodgkins@gmail.com, wjacobs@hbrinfo.com, p.beusterien@gmail.com, gretchenlipow@comcast.net

I have received a number of emails from folks regarding this new transportation plan. There are several concerns, some i sent a week ago but since have done additional review. As some may not know, John and I have moved out of Alameda after being there for over 35 years, now retired to our home in Mount Shasta. We have followed the happenings at City Hall for many years and hope the following comments are helpful to y'all.

Comments and the missing facts/ *information*:

1. First, the draft Transportation Choices plan does NOT include monitoring of how long it will take to get off the island or its delay. There is no assessment of how these proposed transportation projects in this plan will reduce the delay or keep the time to leave the island from becoming intolerable. This travel time or delay are what residents experience on a daily basis.
2. The new City goal approved by City Council via this plan is to reduce the number of solo drivers for travel on and off the island and within the City to the levels measured in 2015. However, there is no consideration of delay. Nor are there any alternatives if the number of solo drivers is not reduced.

3. The new City policy of only monitoring the peak hour volume of solo drivers in comparison to 2015 allows staff to make changes for pedestrians, bicycles and transit throughout the City of Alameda without checking for increases in delay. The increases in congestion would deter commercial development from coming to Alameda and delays could become intolerable without controls.
4. This City policy could result in aggressive changes because:
 - a) Currently Alameda has very good transit, ferry and car pool usage compared to most cities in Alameda County.
 - b) The San Francisco Metropolitan Transportation Commission's reports have estimated daily traffic demand increases on and off the island of close to 20% above existing due the City's planned growth . (see attached MTC forecasts for year 2040 from One Bay Area Plan, MTC assumed 9150 more jobs and 5900 more household units for their 2040 forecasts)

For Bay Farm Bridge for example, the outbound AM peak hour traffic is estimated to increase by over 80%, per the City's EIR for Alameda Point Development. (see attached pdf files for the existing and future forecasts comparison for the Island Dr/Otis Intersection and HBI bridge, also attached is the City's existing delay calculation for this intersection, both from this EIR).

Interestingly this increase is not due the Alameda Point Project because both the No Build cumulative and the Build cumulative with the Alameda Point Project scenarios show this high outbound increase over the Bay Farm Bridge in the morning peak hour. This has not been explained by City Hall and appears to be due to diversion from the other crossings where capacities are being reduced by downstream congestion in Oakland or is new traffic from other City's development projects. In either case, this massive increase outbound will affect the signal operations at Island Drive and Doolittle and significantly increase the delay for the outbound two lanes on Island drive. The addition of a new signal phase for buses as proposed in this plan will further increase delay for residents leaving HBI. Standard of care is to evaluate if this new bus lane will increase overall person travel without overall significant delay but this is missing.

(Note: The lawsuit against Caltrans because of the underutilized carpool lane on I 580 is one of the many examples that set the standard of care how these carpool and bus lane projects are to be evaluated. This report omits how the proposed bus lane and then signal preemption sequences throughout the City will result in overall person travel improvements without major delay and without major air quality impacts. State law including the CA Vehicle Code require traffic engineering studies before the implementation of reconstruction of roads and under the responsible charge of a licensed civil engineer.)

5. The most concerning fact omitted from this report is the traffic counts since 2000 are dropping during the AM peak hour on and off the island. The 2015 solo driver volume goal in this report is significantly lower than the City has reported in their documents since 2000. For example, for the 2003 Alameda Point General Plan Amendment EIR, the City reported existing (year 2002) AM peak traffic volumes on and off the island at 17,933 vehicles per hour with approximately 16,000 solo drivers per hour, compared to the 2015 estimate of 12,700 persons per hour in this Draft Transportation Choices Plan. (see attached extract from the 2003 EIR and other pdf extracts from other reports).

Higher solo driver volumes were also reported the by Alameda County Congestion Management Agency, the San Francisco Metropolitan Transportation Commission and in the City's 2009 Transportation Element General Plan Amendment EIR and in the 2014 Alameda Point EIR. All these were based on existing counts.

This trend in the reduction of peak hour volumes on and off the island is likely due a drop in capacity at some of the crossings due to increased downstream constraints (congestion) in Oakland *because of new developments in Oakland.*

As the City monitors solo drivers, the City Hall monitoring reports will note a drop in solo drivers, with the Staff portraying that this is great. But actually the capacity of the island crossings is dropping *because of the developments in Oakland already in the pipeline (e.g. Brooklyn Basin)* affecting all modes and delays will keep rising.

The recent counts by Caltrans have indicated that the Posey tube is only operating at 65% of its capacity. Alameda should be striving to find solutions to maximize the capacity of its crossings for all modes but this report misses this major point. For example, the connection of the road around Home Depot to connect to 42nd Avenue is not mentioned in this report as a project while there are tremendous advantages for direct access from the Fruitvale Bridge to and from I 880 and 42nd Avenue via this new connection.

The roadway system is for all users, one cannot ignore cars and trucks and their increased delay. There needs to be a balance between all the travel modes and preserving the character of Alameda.

Lastly,

I believe an initiative should be how these major decisions regarding this plan and growth be decided. This initiative could allow all the plan's transportation choices to be implemented but only if the delay leaving and entering the island from HBI and other locations to each of the island crossings does not become intolerable for cars and trucks. For example, all growth stops until proven solutions are in place to reduce the delays to reasonable levels for several designated routes to the island crossings. The travel time can be measured automatically using techniques similar to Caltrans on the freeways or using readily available information that Google Maps already collects. This information could be displayed via changeable message signs and would be self-enforcing as the public sees the displays of their travel time from point A to B. Only through these measurements via an Initiative can the safety of and character of the Alameda community be preserved.

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:05 PM
To: Dawn Jaeger
Subject: Emails

Dawn,

I've forwarded all the emails I have. I have not replied to any of them.

Charles

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:03 PM
To: Dawn Jaeger
Subject: Fwd: City Staff Reports etc which may refer to the Bus Express Lane
Attachments: IslandDriveBusQueueJumpLane_north.pdf; IslandDriveBusQueueJumpLane_south.pdf; Exhibit 1 - Draft Transportation Choices Plan.pdf; Exhibit 3 - Evaluation Methodology and Results Memorandum.pdf; Exhibit 4 - Response to Comments.pdf

Charles

----- Forwarded message -----

From: Reyla Graber <reylagraber@aol.com>
Date: Fri, Nov 24, 2017 at 11:09 AM
Subject: City Staff Reports etc which may refer to the Bus Express Lane
To: chodgkins@gmail.com, wjacobs@hbrinfo.com, dpagones@hbrinfo.com, paulb777@yahoo.com, rivano@comcast.net, gklym88@gmail.com, bpai_99@yahoo.com

Dear HB Board Members,
FYI--I'm sending along some reports for your review. On, I believe, pg 69, of the Draft TP Blue Book is a relatively relatively small mention of the Bus Express Lane.

Thank you,
Reyla Graber

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:04 PM
To: Dawn Jaeger
Subject: Fwd: PROPOSED BUS LANE

Charles

----- Forwarded message -----

From: Marianne Henderson <marianne-s@sbcglobal.net>
Date: Thu, Nov 23, 2017 at 8:24 PM
Subject: PROPOSED BUS LANE
To: "<c.hodgkins@gmail.com>" <c.hodgkins@gmail.com>
Cc: "<p.beusterien@gmail.com>" <p.beusterien@gmail.com>, "<wjacobs@hbrinfo.com>" <wjacobs@hbrinfo.com>

Mr Hodgkins

I oppose the bus lane as it will not benefit the majority of the residences on Harbor Bay. The cost is ridiculous. Alameda as it is will be going into 2018 with a tremendous debt. STOP The Bleed. **Be fiscally responsible.**

Marianne Henderson
[422 Baywood Rd](#)
[Alameda, CA 94502](#)
[510-828-3813](#)

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:04 PM
To: Dawn Jaeger
Subject: Fwd: SPECIAL EXECUTIVE MEETING Harbor Bay Isle Board RE: BUS EXPRESS LANE

Charles

----- Forwarded message -----

From: Cathy Leong <gocathyl@gmail.com>
Date: Wed, Nov 22, 2017 at 3:56 PM
Subject: SPECIAL EXECUTIVE MEETING Harbor Bay Isle Board RE: BUS EXPRESS LANE
To: c.hodgkins@gmail.com
Cc: p.beusterien@gmail.com, wjacobs@hbrinfo.com, Dennis Pagones <dpagones@hbrinfo.com>

Regarding this proposed Transportation Plan:

First, thank you for addressing this timely concern with the 50 some residents of Harbor Bay/Bay Farm Island Monday November 20th, as well as recognizing the concern to schedule this special executive meeting Monday, November 27th.

Knowing you will address the concerns and support your residents way of life by taking a stand against this ill-advised proposed transportation plan is greatly appreciated and applauded.

Our community grass roots email/nextdoor announcements brought this plan not only to as many of the 3000 homeowners/residents on Bay Farm/Harbor Bay Island as possible; but also, to our board, our governing body who speaks for us, the residents of HBI Community. T

This is a neighborhood issue as it will impact all of Alameda financially; Harbor Bay Island/Bay Farm, our community, our ingress/egress will be negatively affected, not to mention our tax dollars an investment of upwards \$2.3 million in terms of getting people to ride a bus to save perhaps only 3-4 minutes (or so the plan says) for, could be used more wisely on other projects, repaving existing streets for example.

While in appreciation of attempting to mitigate traffic congestion in Alameda as a whole; however, from what little information I have had time to review, any required footage for an additional bus lane would have to come from 2 sources: Gain footage by severely narrowing the 2 outgoing car lanes to add on a narrow bus lane-- and Gain footage by cutting into and reducing the green tree covered median. Rumor has it that the median strip on Island Drive would NOT come out, but may be reduced by 1' or so, AND that the City has confirmed in writing that the right-hand sidewalk/shoulder/path will remain intact, all assuming the project has enough merit to get funded.

At best, this Island Drive dedicated bus lane project is one that staff would pursue as a medium priority (at what cost) after first tackling the high-priority projects and programs in the Plan. Since there are several high-priority projects, I would suspect it would take years to study this option further, especially since I have heard little support for it to date. If the City Council approves this, most likely it will come back in December when many community members are not available. As it stands, this project is currently not funded, therefore, some big questions must be answered before considering it.

What is the City Transportation Commission's role is in this for monitoring this plan anyway?

In conclusion, I am against this project because it would be detrimental to the ambience and quality of life on Bay Farm, the offset savings in time will be minuscule in comparison not to mention the extraordinary expenditure required, as I currently understand this, I find neither of these solutions satisfactory or beneficial to our neighborhoods, traffic patterns and quality of life.

I urge our Harbor Bay Board of Directors take a stand and please take this out of the Transportation Plan. This kind of impact is what our Homeowners Dues should be going toward to keep us informed. Look forward to learning more / explaining what exactly, is proposed.

Regards,

Catherine Leong, [48 Kara Road, Alameda CA 94502](#) 30 year resident of Harbor Bay Island.

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:04 PM
To: Dawn Jaeger
Subject: Fwd: Express Lane on BFI

Charles

----- Forwarded message -----

From: Pereira <ncpereira@comcast.net>
Date: Wed, Nov 22, 2017 at 4:00 PM
Subject: Express Lane on BFI
To: c.hodgkins@gmail.com

Mr. Hodgkins,
I am TOTALLY against the proposed changes for Island Drive.

Cecelia Pereira
58 Steuben Bay
Alameda, CA 94502

Sent from my iPad

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:03 PM
To: Dawn Jaeger
Subject: Fwd: Transportation proposal for BFI

Charles

----- Forwarded message -----

From: Denise Cahalan <cahalanster@gmail.com>
Date: Thu, Nov 23, 2017 at 1:42 PM
Subject: Transportation proposal for BFI
To: c.hodgkins@gmail.com
Cc: p.beusterien@gmail.com, wjacobs@hbrinfo.com

As a long time homeowner in Harbor Bay, I am as many are concerned about the increased traffic on the island. However, I strongly oppose adding a commuter lane to accomplish minimal effects but at a substantial cost.

After the mess created by bike lanes on Shoreline Drive, I would encourage the Community of Harbor Bay to take a strong stance against changes suggested to date. It would look awful.

Thanks for your consideration.

Denise Cahalan
160 Cumberland Way
Bayview Harbor

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:02 PM
To: Dawn Jaeger
Subject: Fwd: Opposing the Express Bus Lane Proposal

Charles

----- Forwarded message -----

From: Aaron Lai <aaron.lai@st-hughs.oxon.org>
Date: Sun, Nov 26, 2017 at 1:37 PM
Subject: Opposing the Express Bus Lane Proposal
To: c.hodgkins@gmail.com
Cc: p.beusterien@gmail.com, wjacobs@hbrinfo.com

Dear Mr. Hodgkins,

I am a resident of Alameda and I strongly against the Express Bus Lane idea as it will save neither money nor time. The money could be used for better purpose such as setting up a shuttle bus around town so that we don't have to drive. It is getting more crowded and challenging to find parking space around Park Street and other popular places. We should do more to help small local shops rather than driving everyone to South Shore.

Regards,

Aaron

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:03 PM
To: Dawn Jaeger
Subject: Fwd: Opposition to transportation plan

Charles

----- Forwarded message -----

From: Rena Palloff <rpalloff@gmail.com>
Date: Fri, Nov 24, 2017 at 12:34 PM
Subject: Opposition to transportation plan
To: c.hodgkins@gmail.com, wjacobs@hbrinfo.com, paulb777@yahoo.com, bpai_99@yahoo.com

Hello all -- We are vehemently opposed to the city's plan to reduce the size of the median on Island Drive to accommodate an express bus lane and strongly recommend that the city consider other alternatives to reduce traffic at peak commute times on Harbor Bay and Bay Farm Island.

First, the median adds to the aesthetics of the neighborhood. Adding a bus lane will make Island Drive look like a freeway. Secondly, we suspect that this will likely increase traffic on Island Drive, not decrease it, endanger the trees on the median, and potentially create additional traffic hazards. Third, Island Drive feeds on to Doolittle Drive and over the bridge to Otis and Fernside. How will the busses feed into those traffic lanes and how much additional congestion will that cause at peak commute times? The city estimates that it will save 3 minutes in commute time. We question how much commute time this plan would really save and object to the ridiculous cost of this project. This money could be much better spent on maintenance of our neighborhood or elsewhere.

We strongly advise that the city rethink this plan and remove this bus lane from the transportation plan and thank the HBI Board for its consideration and potential work in opposition to this idea.

Rena Palloff
[206 Lagunaria Lane](#)
[Alameda, CA 94502](#)

--

Rena M. Palloff, Ph.D.

Faculty, Capella University, Fielding Graduate University

Consultant, Crossroads West

Whatever you can do, or dream you can, begin it.
Boldness has genius, power, and magic in it. ~ Goethe

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:02 PM
To: Dawn Jaeger
Subject: Fwd: Bus express lane-Island Dr.

Charles

----- Forwarded message -----

From: Kelly Gail Gordon <kelly8gordon@gmail.com>
Date: Fri, Nov 24, 2017 at 3:11 PM
Subject: Bus express lane-Island Dr.
To: chodgkins@gmail.com

Please let it be known I oppose the creation of this bus express lane.
I believe it will significantly change the face of our community for the worse.

Please do not allow this to happen.

I will be in attendance at this coming Monday's meeting to voice my concerns.

Thank you.

Kelly Gordon
510-671-4075 (mobile)

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:02 PM
To: Dawn Jaeger
Subject: Fwd: Oppose the bus express lane in harbor bay ...

Charles

----- Forwarded message -----

From: Steven Yip <mbz3888@yahoo.com>
Date: Sun, Nov 26, 2017 at 4:04 PM
Subject: Oppose the bus express lane in harbor bay ...
To: c.hodgkins@gmail.com

Dear Sir:

I am totally oppose to the proposed Bus Express Lane in the harbor bay. I am a resident in the neighborhood. Thank You for your consideration.

Sent from Steven Yip
iPhone 7 (510) 708-4598

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:02 PM
To: Dawn Jaeger
Subject: Fwd: Opposing Bus Express Lane

Charles

----- Forwarded message -----

From: Oi-Ching Yeung <oiching1@gmail.com>
Date: Sun, Nov 26, 2017 at 4:28 PM
Subject: Opposing Bus Express Lane
To: c.hodgkins@gmail.com
Cc: p.beusterien@gmail.com, wjacobs@hbrinfo.com

Dear Mr. Hodgkins,

I am a resident of Harbor Bay and am writing to you to state my strong opposition to the Bus Express Lane proposal.

Island Dr is a serene and green road to drive/bike on. It is something we all HB residents cherish dearly and is peaceful to look at as we drive into on our way home or out. If we replaced the tree lined median with a bus lane, we all would be very upset.

Per my knowledge, traffic jams occur in the morning and evening rush hours on that road due to the bottle neck at the traffic lights at the intersection of Island Dr and Doolittle Dr. Since the bridge on Doolittle cannot be expended, even if Island Dr was expended with a bus lane, it would not help the bus. It would just make the traffic even worse.

If the city has that much money to spend, please spend it wisely and come up with a better plan to solve the traffic problem.

Thanks
Ching

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:00 PM
To: Dawn Jaeger
Subject: Fwd: Opposition to express bus lane on Island Drive

Charles

----- Forwarded message -----

From: Gary Krauss <2contactg@gmail.com>
Date: Sun, Nov 26, 2017 at 9:18 PM
Subject: Opposition to express bus lane on Island Drive
To: c.hodgkins@gmail.com, wjacobs@hbrinfo.com, paulb777@yahoo.com, bpai_99@yahoo.com

To all whom this concerns

I vehemently oppose the proposed creation of a bus only express lane on Island Drive, Bay Farm Island. I only heard about this transit planner over reach last week and wondered why every resident on Bay Farm had not been contacted for his or her input. Everyone I have since talked with is against the idea and was unaware of the City's intention to waste 3 million dollars on a bus lane out here. Even people I talked to who regularly ride the bus think it is absurd!

Any modification to the median along Island Drive will likely kill the trees or damage roots so they fall over, possibly injuring people in the process. What happened to global warming? What impact will it have on property values and the desirability to live here? Creating a bus only lane to save 3 minutes only benefits the morning school drop off period. The other 23 hours do not justify a special lane. Reconfiguring Island Drive will only complicate traffic patterns and still result in a bottleneck at the bridge. If you want to reduce traffic during that period, either provide free school bus transportation or move the school to the old military base. They have lots of open space there. Seems like a great idea especially since one of your transit planners or consultants stated that building up the west end of Alameda would only increase traffic through the tube by 1 vehicle! What about rehabbing the old school on Central Ave?

The afternoon Harbor Bay Business departures are bottlenecked along Doolittle Drive especially at the bridge. If you want to reduce egress from the Island and Alameda, build some bridges. Connect Aughinbaugh Way to Broadway to help build traffic for the downtown commercial district. That will also provide alternative access to the ferry terminal and avoiding overloading Island Drive. Given the development on the West End, a bridge there will alleviate congestion for the Posey Tube. Try spending your millions of dollars on something useful instead of wasting tax payers money.

Your bus lane only will completely change the visual impact of entering our community. Transforming it from a neighborhood feeling to a transit thoroughfare. If you really want to waste that 3 million dollars, why not create an arch spanning Island Drive welcoming people? Do something with aesthetic value.

Where are the detailed plans for your bus lane and environmental impacts? Do you no longer feel the need to inform affected residents of potential capital project plans impacts to their area? When did you send out notifications about this project and request their input? Are your plans so bad that you need to sneak them through without holding community meetings to disseminate information and detailed plans?

It seems like most transit plans today rely on oppressive tactics in an effort to force people to conform to your vision. If your plans were so great, people would want to consider those alternatives. Make public transit options like buses and ferries free instead of increasing costs. Alameda is not a mecca for work, shopping, transit option like SF. I need to travel over the Bay Bridge 4 times each week at varying times and destinations. Public transportation and car pooling are not options given my travel times, what I am doing and the equipment I carry. Your Transportation Choices Plan needs major revision. Attempting to choke everything back to 2010 levels while promoting continued development poses major contradictions. Alameda is not a self contained planned community nor will it every be. Create some realistic plans instead of the ideological concepts that you attempt to force people to accept.

Gary Krauss [206 Lagunaria Lane](#)

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:01 PM
To: Dawn Jaeger
Subject: Fwd: Transportation Proposal for BFI

Charles

----- Forwarded message -----

From: joan turmaine <brahmsjoan@hotmail.com>
Date: Sun, Nov 26, 2017 at 4:30 PM
Subject: Transportation Proposal for BFI
To: "c.hodgkins@gmail.com" <c.hodgkins@gmail.com>

As a 12 year resident of Alameda
and member of Normandy HOA, I am very strongly opposed to this proposal.
It is another example of the scenic beauty of Alameda being gradually eroded at high cost and with little to gain.
Joan Turmaine

Sent from my iPhone

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:00 PM
To: Dawn Jaeger
Subject: Fwd: Bus lane on Bay Farm

Charles

----- Forwarded message -----

From: C Charette <charette04@yahoo.com>
Date: Sun, Nov 26, 2017 at 6:07 PM
Subject: Bus lane on Bay Farm
To: c.hodgkins@gmail.com
Cc: p.beusterien@gmail.com, w.jacobs@hbrinfo.com

I am a resident of Bay Farm and I am opposed to spending nearly \$3M for a bus lane on Island Drive.

It will not get people out of their cars because the buses don't take people everywhere they need to go and it will not make transport faster because it still bottlenecks at Otis.

Cutting into the median will put the beautiful trees at risk which also poses a liability to Alameda.

This is an ill conceived plan and this section needs to come off of the master plan so we don't get hit with it at a later date.

Claudia Charette
One Bordwell Ct
Alameda

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 12:00 PM
To: Dawn Jaeger
Subject: Fwd: Harbor Bay Express Way - Bad for the Community Environment

Charles

----- Forwarded message -----

From: John Myovich <myobarr@gmail.com>
Date: Sun, Nov 26, 2017 at 11:21 PM
Subject: Harbor Bay Express Way - Bad for the Community Environment
To: c.hodgkins@gmail.com

Mr Hodgkins,

The proposed Express Way for Island Drive is a bad idea. Taking out trees and soft scape on the island median will negatively change the look and inviting environment upon entering Harbor Bay. When coming off the Harbor Bay bridge, I immediately feel the inviting green environment that our planned community offers. This environment begins on Island drive, so lets not destroy it.

John and Jackie Myovich
310 Tralee Lane
myobarr@gmail.com

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 11:59 AM
To: Dawn Jaeger
Subject: Fwd: Proposed Express Bus Lane for Island Drive

Charles

----- Forwarded message -----

From: Carolyn Mason <carolyn.mason1@gmail.com>
Date: Mon, Nov 27, 2017 at 8:41 AM
Subject: Proposed Express Bus Lane for Island Drive
To: chodgkins@gmail.com, paulb777@yahoo.com, wjacobs@hbrinfo.com, carol_rivano@mygrantglass.com,
dpagones@hbrinfo.com, gklm88@gmail.com, bpai-99@yahoo.com

Hello

I have lived in Alameda since 1955 and in Sandpiper Cove for 31 years. I am writing to urge you to go on record to oppose the proposed express lane on Island Drive and ask the City Council of Alameda to take it out of the Transportation Plan. It is a very bad idea .. very poor return on a cost of \$3 million to gain a savings of 3 minutes of travel time for the bus.

I plan to attend the meeting tonight at the Community Center to show my support in opposition of this bad idea.

Thank you

Carolyn Mason
[15 Danbrook Court](#)
[Alameda, CA 94502](#)

[510-865-5049](tel:510-865-5049)

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 11:59 AM
To: Dawn Jaeger
Subject: Fwd: Harbor Bay Bus proposal

Charles

----- Forwarded message -----

From: Hilary woo <ewookid@yahoo.com>
Date: Mon, Nov 27, 2017 at 10:57 AM
Subject: Harbor Bay Bus proposal
To: c.hodgkins@gmail.com

Dear Mr Hodgkins

My husband and I have lived on Bayfarm for 20 years now and we have Raised our 2 children here as well. I have read many emails and paid attention to the proposal for the bus lane on Bayfarm . Although I understand the desire to improve efficiency getting people on and off the island at peak hours I am very concerned that this plan would cost an inordinate amount of money for Alameda taxpayers as well as drastically cutting our already crowded thoroughway for cars to come and go , it takes Too long to get off the island but this proposal would not improve anything we're trying to fix . I am not ready to spend this kind of money and at the same time ruin our traffic flow which I feel would also get very dangerous With such narrow roads . Please do not approve this plan . There are so many other places to spend this money. I feel extremely concerned that This plan would be a big mistake . I will be at the meeting to show my Disapproval and I would appreciate your representing us in our vote Of no for this idea.

Respectfully
Hilary and Clayton Woo
Bayfarm island Harbor Bay
Alameda Ca

Thank you!!
Sent from my iPhone

Thank you!!
Sent from my iPhone

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 11:59 AM
To: Dawn Jaeger
Subject: Fwd: Poorly Conceived Express Bus Lane

Charles

----- Forwarded message -----

From: Nora Munoz <noraemunoz@gmail.com>
Date: Mon, Nov 27, 2017 at 11:06 AM
Subject: Poorly Conceived Express Bus Lane
To: c.hodgkins@gmail.com
Cc: p.beusterien@gmail.com, wjacobs@hbrinfo.com, Christine Johnson <jmsinalameda@comcast.net>

Dear Mr. Hodgkins,

I have become aware of the City of Alameda's plan to put in an express bus lane on Island Drive. While this would be a good idea if there were a backlog of buses trying to get through Bay Farm, this just does not seem to be the case. I have taken both the OX bus and the ferry, and have enjoyed the drive free commute into San Francisco. The proposed free shuttle across Alameda, which I believe is the catalyst for this plan, is a great idea; however, without coordination with AC transit this plan seems premature.

An express lane only makes sense if AC Transit is planning to increase bus service through Bay Farm, with buses going many places, including to other hubs of transit such as BART and the ferry terminal. Alameda, and Bay Farm in particular, while urbanized, is a suburban area, and the car is still the primary mode of transit for most. Penalizing drivers for driving only makes sense if there are many alternate forms of transit going to places that drivers aim to go. I would encourage you to recommend that the City to work with AC Transit and make the express lane a part of the "AC Transit East Bay Bus Rapid Transit Project." A clear plan for increasing transit options is the only way to be sure that this money is well spent on actually reducing greenhouse gas emissions by discouraging driving alone and encouraging transit use.

If this \$3 million is Transit Oriented Development (TOD) money (or even if not), a better use for this money at this time would be to create a parking garage at the ferry terminal. The ferry is increasing the number of rides into San Francisco, but the current number of spaces is not enough to accommodate the number of people who wish to take the ferry at Bay Farm Terminal. The parking lot is often full by 7:30 AM, and will likely now be full by 7:00 AM with the addition of that ferry run. I encourage you to recommend that the City of Alameda spend the \$3 million and any other TOD money on parking for the Bay Farm ferry terminal.

The idea of killing our lovely trees in the median on Island Drive for the convenience of shaving off a few minutes of the commute on the OX and other bus lines makes no sense to me at the current rate of bus use, and the cross-Alameda free shuttle needs more planning and coordination with AC Transit.

My recommendation for you, as the plan now stands as I understand it, is to be AGAINST the creation of the express bus lane.

Sincerely,

Nora Muñoz

--

Nora E. Muñoz

[29 Brehaut Ct](#)

[Alameda, CA 94502](#)

(215) 287-6225

noraemunoz@gmail.com

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Tuesday, November 28, 2017 11:07 AM
To: Dawn Jaeger
Subject: Fwd: Proposed Express Bus Lane on Island Drive

Charles

----- Forwarded message -----

From: Edward Sing <singtam168@att.net>
Date: Mon, Nov 27, 2017 at 8:21 PM
Subject: Re: Proposed Express Bus Lane on Island Drive
To: "c.hodgkins@gmail.com" <c.hodgkins@gmail.com>
Cc: "wjacobs@hbrinfo.com" <wjacobs@hbrinfo.com>, "djaeger@harborbay.org" <djaeger@harborbay.org>

Dear Mr. Hodgkins:

Please reference my email, above. Thank you for inviting Jennifer Ott, the City Planner for the proposed bus lane, to present more detail on the concepts behind this proposal.

In the Planning process for improving our transportation systems in Alameda, the City should first focus on improving how residents and visitors can better enter and exit our City Island (i.e. the downstream end of the system). Improvements to the "upstream end" (for example, the proposed bus lane) before the downstream end only serves to further congest the middle part of the system.

In addition, there were some basic flaws in the presentation of Ms Ott. She stated that only 1-2 ft of the median would be taken for this proposal. However, given the existing 2 - 13 foot lanes, a minimum of 4 ft of the median would need to be taken. She also stated that the revised traffic lanes would be 11 ft wide, yet the diagram showing the proposal shows some 10 ft lanes.

Ms Ott stated that this proposal was developed by a transportation consultant. I have observed that the City did not exercise common sense review over the consultant's work on the Shoreline Drive modifications. For drivers, Shoreline Drive has become a dangerous thoroughfare with narrow lanes which are impassable if a UPS truck is stopped making deliveries. Emergency vehicles would be hard pressed to negotiate these narrow lanes when trucks are blocking one lane. These are the same narrow lanes being proposed for Island Drive.

Based on the information presented by Ms. Ott at the meeting as well as the concerns raised above and by other meeting attendees, my opinion on this proposal remains the same. The Community of Harbor Bay should object to this proposal for the reasons stated in my earlier email, as well as for the concerns raised during the meeting.

In addition, it is recommended that the City be required to make our Community aware of all future proposals affecting our area. These notifications, in turn, should be forward to all Board members of our member projects.

My opinion here. Thank you for your consideration of the above.

Ed Sing

Freeport Village resident

On Sunday, November 26, 2017 10:22 AM, Edward Sing <singtam168@att.net> wrote:

Dear Mr. Hodgkins:

I am sending you this email in opposition to the proposed Express bus lane on Island Drive between Maitland and Doolittle Drives. It contains text from previous emails which I agree with opposing this proposal.

It is ridiculous to spend *at least 3 million dollars for only 3 minutes savings during commute time* for only a handful of buses which are not even half full. The rest of the day, the bus lanes will carry near empty buses while these lanes remain off limits to cars which will need to negotiate much narrower lanes. It will require cutting into our beautiful tree lined median and necessitate severely narrowing our outgoing car lanes, likely down to 10 feet each!

How are our cars, let alone trucks like Safeway's going to negotiate the narrow car lanes on *windy* Island Drive?! If we demand more normal width lanes, our median will be cut into and reduced further.

Additionally, at the Island Drive / Doolittle intersection they're planning a jump lane bus signal, which will in effect delay the car lanes on *both* drives.

I moved to Harbor Bay over 20 years ago, in part, because of the beautiful entrance into our community on tree lined Island Drive. The bus lane proposal would destroy this valuable asset to our Community as well materially diminish the environmental and aesthetic value provided by this thoroughfare.

Please join many Harbor Bay residents in objecting to this ill conceived bus lane plan!

Sincerely,

Edward Sing

Resident of Freeport Village

Dawn Jaeger

From: Elizabeth Baldwin <libby.baldwin@gmail.com>
Sent: Tuesday, November 28, 2017 11:00 AM
To: Dawn Jaeger
Cc: Paul Beusterien
Subject: Proposed lane addition on Island Drive

Hi Dawn.

Thank you for inviting Jennifer Ott to the special board meeting last night. As a homeowner in Bay Isle Pointe since 2004, I have issues regarding the City of Alameda's proposal of a bus lane on Island Drive:

- Lack of real data regarding the "return on investment" of \$2.1 million spent on building the lane. While I certainly agree with general statements regarding public transit use and related metrics, I don't think the very specific case of a new bus lane for part of Island Drive will have any effect on bus travel.
- Condescending and border-line threatening language with very little supporting data. I thought it was unprofessional to state, multiple times, that she's fine if we reject the plan because the city was "only thinking of us" (or something to that effect). Manipulative framing is a well-known and low tactic. No one believes that creating the bus lane is the one and only way to spend 2.1 million dollars; residing on Bay Farm and being against the bus lane do not equal being against all improvements to transportation and against all city resources spent to improve things here.
- Lack of data, at least as presented by Jennifer, when asked for specific supporting evidence related to the bus lane. At the same time, suspiciously specific data cited when she talks about the "pros" of the bus lane. She mention a number: "300 riders", which was meaningless. She did not clarify when asked, 300 per day? week? Presumably the only relevant data on bus ridership would involve riders of 21 and OX during morning commute hours.
- I have driven and taken the bus (21 and OX) many times in 13 years. I have never once thought that a 3 minute faster bus ride would cause me to ride the bus more. Bus issues on Bay Farm: lack of bus routes, frequent late buses, frequent lack of scheduled bus. At best a bus will come along every 30 minutes; saving 3 minutes on a bus ride would barely be noticed.
- Almost all of my trips to the main island involve multiple stops that often includes grocery and other shopping across the island. These weekly, necessary tasks do not coincide well with infrequent/late/non-existent/out-of-the-way bus service. Alameda's "Shop Local" jingle does not fit well with the reality of taking a bus that might not show up and probably won't get you near your final destination.
- Lack of plan to enforce the lane as a bus only lane, during the short time per weekday the bus-only part is in effect. Hundreds cheat in carpool lane everyday, other bad drivers rush and cut as a general rule - what is the city's plan to enforce this lane as bus only? Why would it be worth city resources to enforce bus-only for this short stretch during a very short time?
- The provided map shows the dedicated bus lane stops when the right-hand turn lane begins, near the Grand Pavillion, then restarts for a short segment at the intersection at Doolittle. A back up of more than 2 buses will block people from turning right.

Regards,
Libby Baldwin, homeowner
18 Oyster Shoals

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 1:57 PM
To: Dawn Jaeger
Subject: Fwd: 94502 homeowner/Nat'l CBS Radio Host, Newspaper Columnist says NO to express bus lane on island dr.

Charles

----- Forwarded message -----

From: Dr. Mike Lano <wrealano@aol.com>
Date: Mon, Nov 27, 2017 at 1:42 PM
Subject: 94502 homeowner/Nat'l CBS Radio Host, Newspaper Columnist says NO to express bus lane on island dr.
To: c.hodgkins@gmail.com, p.beusterien@gmail.com, wjacobs@hbrinfo.com, aattorneydave@gmail.com

Can't make tonight's meeting as I'm in L.A. My wife & I are native Alamedans, both 60 and have lived at 68 Sable Pt, 94502 since 1984(our most recent home here). Our traffic is already totally insane & we were both very vocal about the Ron Cowan/Fraud swap of 120 or more homes at the HBayClub site. And that includes all forums here including our Council meeting(the first packed at City Hall some 2 yrs ago) beyond my letters and text pieces in both our Alameda Sun & Journal newspapers, E Bay Express, etc. Also we of course don't want to lose the tree-lined median nor narrow the already thing car lanes, etc, etc. A big NO request on this project that seems to be railroading in far too quickly and that no one out here wants. RE: Walt and the Cowan potential nightmare that was averted, we were sensitive to the fact we like Walt but HBReality was part of the Cowan/Doric(etc various names) outfits as he and Judy worked indirectly for the late Mr Cowan. Walt and Judy had sold our rental piece back in '89.

We're also at 865-6194.

Thank you,

Doctors Mike and Marlene Lano

Dear Members:

Please see important message that follows:

IMPORTANT:

What: Special Executive meeting of the Harbor Bay Board

When: 6:30 pm,(not 6:45) Monday, November 27th

Where: Hobby Room of the Harbor Bay Community Offices, [3195 Mecartney](#)

Dear Friends and Neighbors living in Harbor Bay/ Bay Farm Island

On Monday Nov 20th, 50 residents, all opposed to the proposed Bus Express Lane for Island Dr. packed the room of the Harbor Bay(HB) Board meeting to express their concerns and opposition to this very bad, ill conceived plan..

Residents attendees requested the HB Board to take an official position against the additional Express Lane, which would cost at least 3 million dollars for only 3 minutes savings commute time. And it will require cutting into our beautiful tree lined median and necessitate severely narrowing our outgoing car lanes, likely down to 10 feet each! (the right hand walkway/path will remain in place pr the City.)

How are our cars, let alone trucks like Safeway's going to negotiate the narrow car lanes?! If we demand more normal width lanes, our median will be cut into and reduced further.

As a result of Nov 20th meeting, an emergency executive meeting was set for this coming November 27th.

So Nov 27th, City staff member Jennifer Ott will be there to present the express lane concept and answer questions. The audience will have an opportunity to ask questions, as well as the Board.

What we can/must do now:

1. Send emails: HB Board President Charles Hodgkins has expressly requested residents to send him emails before the Nov 27th meeting.

His email address is:

c.hodgkins@gmail.com

Also,

CC to Vice President Paul Beusterien at

p.beusterien@gmail.com

CC to Walt Jacobs Board Member

wjacobs@hbrinfo.com

Please send your very important email ASAP, and kindly do not wait until Sunday or Monday.

2. Please come to the meeting Monday November 27th.

It should be informative due to the question and answer period. And hopefully the Board will conclude by taking strong action against the Express lane "plan"

We hoping a lot of residents will show up. The Hobby Room can take 150 people. Lets try to fill it up.

Final Result: We hope that this meeting will finalize with the HB Board taking a strong position and requesting/demanding the City to drop the the Express Bus Lane from the Transportation Plan.

We can do it! Lets stand up for Bay Farm Island, our neighborhoods and quality of life

Again, please send your emails now!! And do attend this very important meeting Nov 27th.

Dawn Jaeger

From: Charles H Hodgkins <chodgkins@gmail.com>
Sent: Monday, November 27, 2017 1:31 PM
To: Dawn Jaeger
Subject: Fwd: Island Drive Proposal

Charles

----- Forwarded message -----

From: mary anderson <mtlanderson@gmail.com>
Date: Mon, Nov 27, 2017 at 12:49 PM
Subject: Island Drive Proposal
To: c.hodgkins@gmail.com, paulb777@yahoo.com, wjacobs@hbrinfo.com, Bill Pai <bpai_99@yahoo.com>, p.beusterien@gmail.com

Dear Board Members,

The present median on Island Drive is a very attractive feature of Harbor Bay Isle. It is a beautiful, peaceful entry. Whenever I return from any of the nearby cities, I feel a great sense of relief and peace as soon as I turn on to Island Drive. I feel as if I have returned to safe harbor after stormy seas.

The only time there is any appreciable delay in traffic is during the period when parents are taking their children to school in the morning. Has there been any study of more efficient ways for parents to drop off their children? On days when school is closed, there is no traffic problem at all.

Who will benefit from the bus lane proposed for Island Drive?
The bus passengers who ride the bus during the morning rush?
How many passengers are there on average?

How much time will they save? It cannot be any significant number of minutes, because the bus will have to stop at the traffic lights at the Doolittle intersection and again at the end of the bridge.

How many people in cars will be delayed by having to wait for the bus turn signals?

Is 2 or 3 minutes more valuable to bus passengers than to car passengers?

Does the cost / benefit analysis justify this?

Are there more pressing needs for that large amount of money?

This proposed change to Island Drive will definitely affect the quality of life we enjoy here. Please use your influence to oppose this unwise proposal and urge the City Council to reject it.

Sincerely,

Mary T Anderson

PS I am unable to attend tonight's meeting for medical reasons.



Community of Harbor Bay Isle
Owners' Association, Inc.
3195 Mecartney Road
Alameda, California 94502-6912
(510) 865-3363

www.harborbay.org

BOARD OF DIRECTORS MEETING NOVEMBER 27, 2017

MEMBERS PRESENT:

NAME	ADDRESS	PHONE #
Candice Mason	15 Danbrook Ct.	510-865-5049
ALEX STEVENS	106 Rox Burre	521-5309
Brian Tremp	232 McDonnell Rd	510 - 912-4361
Linda Vallee	222 Centre Ct	510-522-6679
Marianne Schum	422 Baywood	510 928 3513
Gary Thompson	88 Ratto Rd	510-256-6135
Reggie Greaves	178 Business Way	
Kelly Gordon	225 McDonnell Rd	510-864-7364
Pat Marshall	1141 Camino del Valle	510 865 1779
Heike Ewert	255 Centre Ct	510 710 3297
Kip Hutchinson	30 MILLINGTON CT.	510 814-0848
Stephen Makishima	78 Salmon Rd	510-865-2390
Diane Molter	1095 Jost Lane (Candace Isle)	510-865-4934

Bay Colony, Bay Isle Pointe, Bayview Harbor, Baywood Village, Brittany Landing-The Harbor,
Brittany Landing-The Bay, Cantamar, Centre Court, Clipper Cove, Columbia, Costa Brava, Freeport,
Harbor Pointe, Headlands, Lantern Bay, Pelican Bay, Promontory, Sandpiper Cove, Seastrand, Woodbridge

Becky Lee 2769 Young St. 510-213-3297





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BOARD OF DIRECTORS MEETING NOVEMBER 27, 2017

MEMBERS PRESENT:

NAME	ADDRESS	PHONE #
Sharon Schmitt	45 Skene Harbor	240-606-6768
Steve Secklin	109 Jack Pt	510-865-9172
GARY KRAUSS Reno Peltot	206 Lagunaria Lane	510 769 1340
Eol Sig	217 McDonnell Rd	
CATHY LEONE	48 Kara Road	865 7665
Carmen hauerman	1029 Camino Del Valle	769-6562
Pam JACOBSON	1035 " " "	410-6619
BLAKE BURTON	1033 Camino Del Valle	384-4415
Barbara Orketa	102 Holly Oak Lane	522-1733
Sharon Loshakoff	16 Daubrook Ct	521-5496
Tony Galun	109 Jack Pt	865 9172
Evelyn Mobbe	3439 Tonga Lane	865-2422
Chris Johnson	3170 Phoenix Lane	865-5037

Bay Colony, Bay Isle Pointe, Bayview Harbor, Baywood Village, Brittany Landing-The Harbor,
Brittany Landing-The Bay, Cantamar, Centre Court, Clipper Cove, Columbia, Costa Brava, Freeport,
Harbor Pointe, Headlands, Lantern Bay, Pelican Bay, Promontory, Sandpiper Cove, Seastrand, Woodbridge



BOARD OF DIRECTORS MEETING NOVEMBER 27, 2017

MEMBERS PRESENT:

NAME	ADDRESS	PHONE #
Marian Bretlat	25 Bay Park Terrace	510-769-1604
Joe Olsen	1045 Tahiti	510 393-8453
Pat Hamon	1019 Tobago Ln	510 521 4402
David Weintraub	9 Kithlyness Rd	510 521-0603
Sandy Sullivan	49 Chatham	748-0578
JOEL PERSH	7 HAYS	523 5501
Sheila Dunkin	1031 Cooke Ct	415 9507
Phil Riggs	" "	415 9506
Charles Daley	38 Leonard Ct	510 523 1754
H. H. H. H. H.	614 Ironwood	510-508-1521
Eddy Lehrer	146 Oak Park Dr	510-865-7684
Judy Jacob	28 Booleybag	510-521-6050
Tom Krystek	308 Sweet	415 715 2584
Sharon Schreiber	45 Stone Harbor	2910 606 5268
Libby Baldwin	19 Oyster Shms	—
SATCHEL DOUGLAS	80 VISTA RD	413-695-0415