

**2-4-10 Transportation Commission
Item 2, Attachment 6
E-mail comments regarding BRT and LPA
received between 12-9-09 and 1-27-10 or at the
12-9-09 Transportation Commission meeting**

STOP BRT

12-9-09

Dear Planning Commission, As a homeowner not too far above Telegraph Ave and as 30-year bookseller at Moe's on Telegraph Ave., I adamantly oppose any dedicated bus lanes and any parking loss. A rapid bus is fine but not the unnecessary extreme measures of BRT. I am exhausted and insulted by the informational meetings where "experts" talk as though they really know best and we are merely ignorant children needing their guidance. A plan for the future warrants clear thinking not hallucinations.

Thank you, Laura Tibbals

2439 Russell ST. 94705

No dedicated bus lanes

12-9-09

I am writing to let you know that I OPPOSE the BRT's proposed dedicated bus lane project on Telegraph. I live just one block south west of Telegraph on Webster Street in Berkeley and I think this would be a disasterous change for Telegraph Avenue.

I hope you will make the right choice and stop this project.

Jody Hanson
2326 Webster Street
Berkeley CA 94705

No BRT!

12-9-09

BRT is one of the most absurd proposals to come along in a long time.

The cost per projected additional rider is ridiculous. No real business could operate with projects like this. They'd go broke. BRT wastes taxpayer dollars.

Most of the benefit can be had for minimal cost by speeding up current buses, without ripping up the streets and closing off lanes to traffic.

BRT eliminates parking needed by local businesses.

BRT will force traffic into the neighborhoods.

NO TO BRT! NO DEDICATED BUS LANES! NO PARKING LOSS!

David Miller
3030 Hillegass Ave
Berkeley, 94705

Support for locally preferred alternative
12-9-09

Dear BRT Planning Commission:

Unfortunately, I was unable to attend this evening's Planning Commission meeting, concerning the proposed BRT along Telegraph. I am an Oakland resident and a Ph.D. student and researcher at UCB. My daily commute, generally by bicycle or bus, is along Telegraph and I strongly support any moves to improve public transportation or cycling along the corridor. The City's draft locally preferred alternative does both.

Sincerely,

Erick Guerra
Ph.D. Candidate
Department of City and Regional Planning University of California Berkeley
617 435 9442

In Support of the Locally Preferred Alternative
12-10-09

Hi,

I am writing in support of BRT in Berkeley and the Locally Preferred Alternative in particular. BRT would help alleviate traffic, get students to UC Berkeley faster, and reinforce Berkeley's reputation as a green, transit-friendly city. Concerns about out-of-control development are overblown - the city council and planning commission will still have control over development once the BRT line is in place. I would ask the Planning Commission and the City Council to support AC Transit's efforts to improve local transit by approving the BRT line.

Alison Nemirow
Berkeley resident
1420 Addison St., #101, 94702

Stop BRT
12-11-09

Good afternoon,

I am writing to express my opposition to the BRT plan to make bus-only lanes on Telegraph Ave. I think this is a terrible idea, for various reasons, of which I hope you have many detailed complaints. In short, this would impact me by making the business I conduct along the Avenue more difficult, and thus I would not do it and would go elsewhere.

Please do not allow AC transit to create bus only lanes on Telegraph Ave.

Thank you.

Bridgid McGrath, resident, Russell St. @ Ellsworth

Save Telegraph!!!
12-12-09

Please save Telegraph!! small buses going around often and quickly!!!"

No monstrous EMPTY buses. Thank you!!

Piera Segre

In Protest of BRT – AGAIN!
12-12-09

I'm writing to protest the BRT proposal to create Bus Only lanes on Telegraph. I will likely be re-sending a previously sent email later to provide a more lengthy argument but in deference to getting something out quickly...here's a short version. And I'm so tired of this, that I'm going to be blunt.

BRT provides no material benefits to anyone in the community, not even the one thing it claims to be propelling - the reduction of green house gas emissions. Their own studies assert that and anyone with common sense could tell you that it will not encourage a single new rider. It solves no problems.

It does, however, create a host of notable issues for the community. Residents and Business owners alike.

It is a travesty that mis-guided individuals continue to push this forward despite a large tide of protests. Proposing that our community fund a useless boondoggle that will only serve to make them feel like they're "showing the world that a small town can make a difference" is criminal. I can only hope that if this gets approved that a large enough portion of the community will sue the individuals behind this debacle.

Regards,
Dawn Thomas and Jody Horn

3016 Hillegass Avenue
Berkeley

No dedicated bus lanes
12-14-09

Dear City of Berkeley,

I live at Woolsey and Regent Streets in Berkeley and I oppose the BRT plan. Telegraph is a traffic corridor on which traffic actually circulates fairly well. On College Avenue, delays are too common to make it a corridor on which we can actually drive. With the proposed changes on Telegraph our time to drive to work, school, grocery shopping, and to stores in Berkeley would be significantly worse. Please don't make conditions worse when we

already have one failed traffic corridor (College) to live with. Our work destinations are not served by AC Transit, and I cannot go shopping with my 2 year old by bus. Worsening traffic to benefit AC Transit makes no sense whatsoever for our family.

Regards,

Jean DiMaria
2500 Woolsey Street
Berkeley CA 94705

I oppose the BRT
12-15-09

Though an ardent supporter of public transit I too have moved away from the pro-BRT camp and would not lend my support to the massive proposed project. I have had an opportunity to speak with some knowledgeable people about the project and they have described the bloat and ineptitude of the AC Transit organization. In a time when AC Transit can't seem to operate its current fleet and is cutting routes and service it makes no sense to invest hundreds of millions of dollars into this new project. It does indeed seem to be a boondoggle.

Best,

David Trachtenberg, AIA, LEED AP
TRACHTENBERG ARCHITECTS
2421 Fourth Street Berkeley, CA 94710
510 649-0604 fax 510 649.1414 x12

NO DEDICATED BUS LANES/ NO PARKING LOSS
12-15-09

Any major changes to Telegraph should only benefit the majority of residents in this area- not AC Transit!
NO DEDICATED BUS LANES/ NO PARKING LOSS!!!

Thank you-
Constance Odle
Howe Street, Berkeley, CA 94705

BRT, Yes!
12-16-09

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time.

Seth Goddard
1118 Cowper St
Berkeley, CA 94702

BRT, Yes!
12-17-09

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time.

Brett Johnson
761 Lee Ave
San Leandro, CA 94577

Opposition to BRT

12-19-09

Please do not make dedicated bus lanes. Please do not lose any parking on Telegraph, which is already short of parking. Telegraph needs to be re-vitalized, not further decimated.

Dr. David Jaffe
739 Hilldale Ave.
Berkeley
94708

Bus Rapid Transit

12-20-09

Yesterday I attended the Telegraph Avenue Fair. As I was walking along, it occurred to me that if you go ahead with the BRT plan in spite of all the objections, there will be no room for the fair. Do you really want to abolish an event that has been such an important part of our culture for many years?

(Submitted by Mary Kazmer)

BRT, Yes!

1-26-10

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time.

Steven Keller
6363 Christie Av.
#3016
Emeryville, CA 94608

BRT, Yes!
1-27-10

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time.

Cathleen Sullivan
482 44th Street
Oakland, CA 94609

Harrison, Jordan

From: Greene, Elizabeth
Sent: Thursday, December 10, 2009 2:46 PM
To: Harrison, Jordan
Subject: FW: Last night's flyer

Follow Up Flag: Follow up
Flag Status: Flagged

Jordan –

Per Roland's request, could you please make sure that the PC gets a copy of his letter? I don't think it needs to be sent as a special item – if it goes with the next packet, perhaps it can be placed next to the flyer in question.

Thanks,
Beth

From: Roland Peterson [mailto:tbid@transbay.net]
Sent: Thursday, December 10, 2009 2:34 PM
To: Maio, Linda; Anderson, Maxwell; Moore, Darryl; Arreguin, Jesse L.; Capitelli, Laurie; Wengraf, Susan; Worthington, Kriss; Wozniak, Gordon; Bates, Tom; Greene, Elizabeth
Cc: John Lineweaver; Craig Becker
Subject: Last night's flyer

Greetings Mayor Bates, Council members, and Beth Greene,

At last night's meeting of the Planning Commission, there was a flyer printed on yellow paper that was distributed to attendees. This flyer calls for "Stop Bus Rapid Transit (BRT)", an e-mail campaign to the Mayor's office, plus some hyperbole such as "...put an end to this family tradition and replace all that we love and know..." At the end of it, it said that for questions, to contact me. This leads to the possible, if not likely conclusion, that I authored this flyer.

I want you all to know that neither the Telegraph Business Improvement District nor I had any role in the creation of this flyer. Furthermore, I was not asked permission to use either the organizational name or my name in it. To be sure, we have wanted to express our concerns about several of the proposals that have been put forward within possible development of BRT. But at no time has TBID formally opposed BRT. The things that TBID has been concerned about have been two-way traffic in the first four blocks of Telegraph, loss of parking/loading and access to it, possible conversion of Bancroft and/or Durant to two-way streets, and whether Telegraph would become a "transit mall." We believe that it could be possible to have many of the benefits from a BRT development without the detrimental options that have been proffered by some.

Over the past couple of months, we have distributed flyers that have announced public meetings on BRT, including one that was organized by us at the request of city staff. In every one of those flyers, we invited attendees to share their concerns and opinions. We have supported a civil, open, public discourse on the issues. Never have we encouraged an e-mail campaign to any elected official. Additionally, I have tried to avoid hyperbole and stick to the relevant facts.

To Beth Greene-- It is our intention to convey this same message to the members of the Planning Commission. I don't know whether they saw the flyers. But I do not have the contact information for any of the commissioners, so would you please convey this same message to them?

As I mentioned earlier, we hope to maintain a civil, courteous, and open dialog on the key issues pertaining to Bus Rapid Transit.

Roland Peterson
Telegraph Business Improvement District
Phone: (510) 486-2366

From: Brett Johnson [brett_e_johnson@sbcglobal.net]
Sent: Thursday, December 17, 2009 6:02 PM
To: Harrison, Jordan
Subject: BRT, Yes!

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time.

Brett Johnson
761 Lee Ave
San Leandro, CA 94577

From: Seth Goddard [sethg@transformca.org]
Sent: Wednesday, December 16, 2009 12:55 PM
To: Harrison, Jordan
Subject: BRT, Yes!

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time.

Seth Goddard
1118 Cowper St
Berkeley, CA 94702

From: Marta Sanchez [marta.laura.sanchez@gmail.com]
Sent: Wednesday, December 09, 2009 3:48 PM
To: Harrison, Jordan
Subject: BRT, Yes!

Dear Berkeley Planning Commissioner,

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT in Berkeley as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying an LPA for Berkeley.

Again, please do everything you can to help Berkeley develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time on the Planning Commission.

Marta Sanchez
6280 Canning St.
#2
Oakland, CA 94609

From: Hale Zukas [hale@wid.org]
Sent: Wednesday, December 09, 2009 2:53 PM
To: Harrison, Jordan
Subject: BRT, Yes!

Dear Berkeley Planning Commissioner,

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT in Berkeley as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying an LPA for Berkeley.

Again, please do everything you can to help Berkeley develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time on the Planning Commission.

Hale Zukas
2801 Milvia
berkeley, CA 94703

From: Marisa Cravens [mec59@columbia.edu]
Sent: Wednesday, December 09, 2009 2:37 PM
To: Harrison, Jordan
Subject: BRT, Yes!

Dear Berkeley Planning Commissioner,

I am an Oakland resident, but I urge you to support studying BRT through Berkeley. I believe that this system will reduce traffic and better integrate our communities to both cities' benefit.

Thank you,

Marisa Cravens

Marisa Cravens
5822 Genoa St
Oakland, CA 94608

From: Gabriella Condie [luciente@wildmail.com]
Sent: Wednesday, December 09, 2009 2:12 PM
To: Harrison, Jordan
Subject: BRT, Yes!

Dear Berkeley Planning Commissioner,

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT in Berkeley as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying an LPA for Berkeley.

Again, please do everything you can to help Berkeley develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Thank you for your time on the Planning Commission.

Gabriella Condie
121 East 16th St.
Oakland, CA 94606