

<b>Contact Information (if provided):</b>	<b>Comments:</b>
<p>Moskowitz, Doris Jo  MOE'S BOOKS  2476 Telegraph  Berkeley, CA 94705  219-0867  doris@moesbooks.com</p>	<p>Moe's Books recycles, reuses, and trades books. Thousands of books come into Moe's everyday. Residents of Berkeley use our store as a place to exchange their books. Please be aware that our neighbors Amoeba, Rasputin's, Mars, Shark's, Buffalo Exchange, and Ned's also engage in this type of commerce. <u>Any</u> interruption of <u>ACCESS</u> to our front door is our primary concern. Anything that affects our customers ability to bring books to our front door will seriously hurt our ability to do business as we have for 50 years in Berkeley. What will Berkeley do without Moe's? and these other businesses?</p>
<p><a href="mailto:jsdorado@gmail.com">jsdorado@gmail.com</a></p>	<p>I live on Hillegass between Webster and Woolsey. Hillegass-Benvenue is the only North-South throughway between Telegraph and College where there are no diverters. When Telegraph becomes more congested (and College is already congested), traffic will end up going through Hillegass-Benvenue. It will make our neighborhood a through-way and destroy it as a family-friendly street. Right now, there are ~30 children under the age of 16 on the Hillegass block between Webster and Woolsey. The traffic <u>must</u> be studied along this Hillegass-Benvenue route in this neighborhood by shutting down Telegraph to one lane each way for at least one month during the UCB year to see where the traffic goes, and how bad the traffic on Hillegass becomes. And then neighborhoods <u>must</u> be given the results as well as how this will be mitigated <u>before</u> further steps towards implementing BRT are made.</p>
<p><a href="mailto:jsdorado@gmail.com">jsdorado@gmail.com</a></p>	<p>I live on Hillegass between Webster and Woolsey. Hillegass-Benvenue is the only North-South throughway between Telegraph and College where there are no diverters. College is already congested. Hillegass between Ashby and Woolsey (where cars turn up Woolsey to cut over to Benvenue <u>already</u> has speeders who are cutting through. When Telegraph becomes more congested because of BRT, our street is the <u>only</u> cut through, and traffic <u>will</u> end up going through Hillegass-Benvenue even more. It will make our neighborhood a throughway and destroy it as a family-friendly street. Right now, there are ~30 children under the age of 16 on Hillegass between</p>

	<p>Webster and Woolsey alone. The traffic impact along Hillegass-Benvenue, including between Ashby and Woolsey <u>must</u> be thoroughly studied by shutting down Telegraph to one way each way (simulating BRT lane shut down) for at least one month during the UC academic period (August through May). The neighborhood must then be given the results, and the LPA <u>must</u> be altered to fix any discovered problems, or else BRT cannot be allowed to be implemented.</p>
<p>Rosen, Linda 2328 Carleton St. Berkeley, CA 94704 Linda@transbay.net</p>	<p>The BRT proposal is a real estate boondoggle with the transit stations. AC Transit is going bankrupt so why do they have the gall to completely disrupt Telegraph Avenue and put the local stores out of business? Are you selling out to following the money from ABAG? I am in favor of the Rapid Bus Plus concept with raised platforms and self punched tickets. I also support local shuttles paid for by taxes or by subscription. Gridlock is not green.</p>
<p>Rice, Karen</p>	<p>BRT will turn streets like Carleton and Parker, already heavily traveled by cut-through traffic because of speed bumps on Derby and barriers on Blake, into even more dangerous speed runs. I thoroughly distrust AC Transit's traffic studies.</p>
<p>Laird, Bob</p>	<p>Spending between \$310 million and \$400 million to run nearly-empty, highly unpopular 60' articulated Van Hool buses on dedicated lanes on Telegraph Avenue to save 5 to 7 minutes from downtown Oakland to downtown Berkeley is truly foolish. Dedicating one lane in each direction to buses on Telegraph will strangled traffic in most of Southside Berkeley- College, Telegraph, and Shattuck Avenues.</p>
<p>Stubbs, Joseph jstbbs@aol.com</p>	<p>What would be the City's backup scenario if the project (BRT) does not perform (significantly) as predicted in terms of mode shift? Is the notion of a "takeback" even feasible given how development patterns would be changed after the buildout. Wouldn't the City of Berkeley be sued by both AC Transit and developers who bought land based on certain developmental expectations that BRT brought with it.</p>
<p>Mitchell, Matthew 151 Alvarado Road Berkeley 94705 ms2@ix.netcom.com</p>	<p>Willard meeting assumed BRT project will go forward. But common sense suggests that the basic concept is flawed. I came prepared to lay that out. The suggestion on p 3-4 of the LPA is that the "cost" of a selected ride would be \$2.00 on BRT, \$3.05 on BART. That's the "fares." The "cost" is a multiple of</p>

	those numbers in each instance- and not revealed. What is it?
Mesbah, Eveline and Peter Bura (sp?), Sherlyn	The restaurant that we just opened will be completely devastated by the direct impact of pollution and traffic which is directly in front of our restaurant. <u>Please do not put a bus stop there.</u> [ <i>double underlined</i> ]
	<ol style="list-style-type: none"> <li>1) Why isn't it OK as is</li> <li>2) Cost is <u>terrible</u></li> <li>3) Buses are mostly empty most of the time</li> <li>4) What about smaller "feeders"—like vans? Bus plus?</li> <li>5) You keep having <u>AC Transit</u> study it- their <u>self-interest</u> dictates the outcome.</li> </ol> <p>No, just dump this turkey and save a bunch of money.</p>
	The locals prefer NO Build!
Butler, Elizabeth elizabeth_h_butler@yahoo.com	<ol style="list-style-type: none"> <li>1) If 70 spaces are lost-parking space that is, where is the revenue coming from to make up for the lost revenue of those 70 spaces?</li> <li>2) Why are we spending 400 million dollars for a 2.5 minute time gain? That isn't even enough time for a cup of coffee.</li> </ol>
Silver, Larry vegilari@yahoo.com	<u>NO BRT!!!</u> The BRT will be disasterous [sic] to the neighborhoods and the general community. The gridlock that will be created, the lack of parking and the general impact of the building of the system will destroy the business and residential community. It will make it a disaster zone with business closing and the general inhabitants quality of living will suffer. Whatever environmental impact reports indicate, there is absolutely no guarantee anything written down as a projection will become reality.
Caner, John 2617 Derby St. Berkeley 95705 (510) 501-0256 johncaner@gmail.com	Can we do one month study where we close one lane in each direction on Telegraph, from Dwight in Berkeley to 51 <sup>st</sup> St. in Oakland, to measure traffic congestion impact on Telegraph, <u>and</u> measure diversion of traffic into neighborhoods (e.g. Hillegass)? The study must be done when UCB is in session during fall or spring sessions.
howardrr@pacbell.net	A "Rapid Bus Plus" system (with features as described in WNA documents) would provide some benefits at much lower cost than either the BRT or draft "LPA" plan. To go ahead with anything like the BRT or draft LPA would be grossly irresponsible. Please adopt a modified RB+ <u>as</u> the LPA. To increase transit ridership, we need smaller, more frequently running

	vehicles. They can share traffic lanes with other vehicles and be given priority when present.
	We have tried on Hillegass for many, many years to get traffic calming with absolutely no progress. Why should we believe the city will protect our streets from the effects of the BRT?
Lowe, Mark 2643 Hillegass Berkeley, CA 94704	Why isn't BRT being discussed @ the Regional Transit Level. Where the overall impact of any transit plan could be better analysed.
Lowe, Mark 2643 Hillegass Berkeley, CA 94704	Concerning the Terminology of the various Alternatives. Why can't you term the "No-Build" or "Rapid Bus Plus" the "LPA" and change the current LPA to "optional BRT"?
Lowe, Mark 2643 Hillegass Berkeley, CA 94704	I Believe that this project is poorly conceived. I cannot understand the City of Berkeley's support for this project. What is the City's real interest for ram rodding this project. In real terms this project will save insignificant time of travel, while aggravating overall congestion throughout the area- leading to significant increases in vehicle exhaust. ?
	Stop BRT. Fund existing bus service.
vratsa@msn.com	Willard neighborhood is surrounded by neighborhoods that have barriers that prevent entry and exit. Willard does not have these barriers. As traffic backs up on Telegraph it will go into the Willard neighborhood. This is unsafe. The only flow-through of traffic between the three feeders of the Caldecott Tunnel, going North-South, are Benvenue and Hillegass. They go through Bateman and Willard. These streets will become Telegraph. This is <u>Unsafe!</u> P.S. Willard has become unsafe because of Bateman, LeConte and CENA neighborhoods have barriers that prevent traffic flow through their neighborhoods, only Willard allows North-South traffic on Benvenue and Hillegass. This is unsafe!
Medbeny, Steve 2417 Prince St. Berkeley Stevematt2@aol.com 510-843-8580	I believe the enhanced 1R option should be the only change viewed as acceptable by Berkeley. This is consistent with the overwhelming sentiment expressed at this meeting.
Bullwinkel, Lisa Lbullwinkel@aol.com	What happens if BRT fails? Why pays to take out the infrastructure. If AC Transit goes out of business- we will be left w/infrastructure that is useless or extremely expensive

	to remove.
Bullwinkel, Lisa Lbullwinkel@aol.com	<ol style="list-style-type: none"> <li>1) I've noted there will be few left turns off of Telegraph. Will you reconsider allowing cars to turn left through the BRT lanes?</li> <li>2) Why not keep Rapid Transit Lines or "Rapid Bus Plus" as they are now?</li> <li>3) Busses should ALL BE <u>FREE</u> and then everyone would <u>use them</u>.</li> </ol>
Volz, Tim tvolztlle@aol.com	I believe that considering a plan based on existing neighborhood <u>resident participation</u> will best represent local opinion. THIS BRT proposal sounds, in its current form, like a failure waiting to happen. Please make room for additional workshops for open public opinion. I do not want this bus corridor ripping our town in half w/one lane that becomes gridlock traffic.
	The buses are never full. We don't even have enough persons to be riding BRT. I recommend a BART train underground. We need to save our trees and sidewalks.
	I think that AC Transit should consider electric or hybrid buses and an electric rail as a long term goal. If AC Transit can't even handle their mandate to provide public transit, the public monies being used for studies and construction of a boondoggle proposal should be instead used to dispense with fare completely. This would accomplish increased speed and ridership. Smaller, narrower lower buses would increase speed of traffic and public safety.
Garcia, Gale gale@berkeley.edu	The dedicated lanes and parking loss parts of this plan are community crushers. Please stop pushing this idiotic plan. Please simply close one lane each way for one week and the outcry would be so deafening that this idiotic plan would finally go away. Please try closing 2 lanes for one week.
	<ol style="list-style-type: none"> <li>1) Let's stop studying this and drop this.</li> <li>2) I'd love to see a 1R stop @ Derby as the 1R is unusable to me and the 51 is being split in two so getting from Garber and College to downtown Oakland is going to be impossible.</li> <li>3) How about asking people to exit from rear doors of bus like everywhere else? So often I wait for off loading before being able to get on with my Translink card.</li> </ol>
Many, Gabriel 2131 Russell St. Berkeley, CA 94705	Is it possible for the City of Berkeley to only allow exclusive AC Transit usage of the 2 center lanes of Telegraph as long as AC Transit meets minimum

kingduct@gmail.com	standards of frequency of service? For example, if average frequency from 6 a.m. to 8 p.m. is less than 1 bus every 5 minutes, AC Transit would lose exclusive usage of the middle lanes.
Kehoe, Patrick Q7287425@yahoo.com	Can there be a trial period of at least a month of Telegraph Ave. closed down to one lane of traffic in each direction, while UC Berkeley is in session, to see the impact of traffic would be on the neighborhoods.
Casalaina, Vincent 2619 Benvenue Ave. Berkeley 510-841-8524 probern@aol.com	What assurance do we have that the frequency of busses on BRT will be kept at 5 min. Especially if over time operating income would decrease.
	There does not seem to be the congestion, to warrant such a plan, and the plan suggested would cause congestion and reduce business for existing small businesses.
Aust, Jurgen (510) 540-5481 jurgen.aust@prurealty.com	<ol style="list-style-type: none"> <li>1) Who is the <u>city's</u> "transportation planner" (<u>not</u> traffic engineer), land use planner, urban designer, economist on this.</li> <li>2) Where are the origin/destination and support of this alignment vs., for instance, the important linkage between BART ROCKRIDGE and UC.</li> <li>3) How is the MOU (1997)- still binding per city attorney- reflected in this?</li> <li>4) How is the light rail plan, unanimously approved by the transportation commission (1997) reflected in this?</li> <li>5) Why do we need platforms when the same company that provided Portland, San Diego, etc. with trains has now (since 1997) trains with level floors only 6" above the street in service? In several cities.</li> <li>6) Are there any other cities with BRT on its streets in California.</li> </ol>
Mary.kazmer@comcast.net	<p>Considering the small number of buses that travel down Telegraph per hour, does it make sense to remove a whole lane of traffic?</p> <p>If I understand correctly, AC plans to eliminate the 1-local and have the rapid bus only. This would make the line less useful or even useless for many people. This is consistent with the rest of what AC is doing, i.e. raising fares and cutting service.</p> <p>I also see that the plan includes narrowing some sidewalks. You already took away the safety islands,</p>

	<p>making Telegraph much more dangerous to cross on foot.          Removing a lane of traffic will cause more congestion, especially at rush hour, and more <u>road rage</u>. Do you really think that all drivers will respect the bus lanes? There are too many crazy drivers who already ignore red lights, stop signs, crosswalks, and speed limits— what will keep them from driving in the bus lanes when there is so little law enforcement?</p>
<p>Raquelhermosilla@gmail.com</p>	<p>The middle lane option is not a good idea and is costly. In Europe, where I am from and used the buses daily, the dedicated lines are on the sides and parking is eliminated on the streets that it serves. Dedicated lines are a good idea, but putting pedestrians in the middle is dangerous. Thank you for this process.          Why the middle option? Why not Bus Plus?</p>
	<p>As a cyclist it's fine with me to make driving less attractive. But I don't see much benefit to a North-South BRT route. East-West connections to BART are more needed.</p>
<p>Plourde, Lisa          3038 Hillegass Ave.          Berkeley          kajukenbo@sbcglobal.net</p>	<ol style="list-style-type: none"> <li>1) I am most concerned about added neighborhood traffic (I live on Hillegass). I would like to see more fleshed out plans and money aside, and what input neighbors could have for very local traffic control if BRT results in more traffic for us.</li> <li>2) Cost is a big issue for the buses. It is now \$4 for me roundtrip and my son is additional. It is too much for a mile or two trip downtown. Any plans/subsidies to reduce this price? I don't see many people switching to mass transit if this isn't addressed.</li> <li>3) Parking issues- there has been a huge increase in scooter/motorcycle use in the area and I expect much more. I think we should be encouraging this. Up to 7 scooters can fit into one designated car parking spots. So how about regular free scooter parking down Telegraph to promote this even more. (See the YMCA spots!)</li> <li>4) Address lights so that left and right turns are not delayed by pedestrians. Have lights allow pedestrians go first then traffic. Often I am blocked almost an entire signal to make a turn.</li> </ol> <p>I still prefer <u>Not</u> to have the dedicated lanes. I like the fixed fair box idea, locally made and greener shorter buses, etc to improve mass transit.</p>

	<p>Overall I think BRT is extremely expensive and wastes too much money. We need solutions for Berkeley/North Oakland not all the way to San Leandro. We already have BART for the longer trips and it is redundant to repeat the route, especially since BART is cheaper and more comfortable.</p> <p>If you want to get people out of their cars, one idea would be school buses for all children to go to school who live more than ½ mile away from their elementary/middle schools and very cheap (automatic?) bus passes for high schoolers. I am a parent, and a HUGE number of parents are driving their kids to and from school daily.</p>
<p>Altes, Craig  <a href="mailto:caltres@reprintmint.com">caltres@reprintmint.com</a></p>	<p>Traffic is a problem already on College and losing lanes on Telegraph will make this worse. Dwight to Bancroft what if a truck double parks (as they frequently do now) in the only traffic lane? Why not run buses more frequently and use smaller buses? Why not divert longer range passengers to BART? I support no build!!!</p>
<p>Liederman, Peter  2442 Russell  Berkeley, CA 94705  Peter.liederman@gmail.com</p>	<p>No to the dedicated lanes.  This is a major inconvenience and harm to people using other forms of transportation.  A single passenger boarding or deboarding with a wheelchair would negate your schedule gains.  BART already services Oakland to Berkeley traffic and the University is readily served by shuttles to downtown BART. It will throw traffic on to College and Benvenue.  A debit boarding card and signal priority would gain more ridership.  1 block will not have a bike lane?! Creating a break in drivers and bikers expectations sounds like a hazard.  What is the safety record of mid-street stops e.g. Muni in SF?</p>
	<p>Smaller (lower), narrower buses, more routes, more often, no fare!  These ideas increase usage increase speed, improve safety and no construction costs!  Subsidize ridership <u>not</u> AC Transit!</p>
<p>Jingjing Dai  pabloavila@att.net</p>	<p>I am a vader on Telegraph. I vote no change for Telegraph Ave. If I loss this job I will have no money for children. We will become to homeless.</p>
<p>Jiao , Henry H  Kui Shi  Pabloavila@att.net</p>	<p>I am a vader on Telegraph, I vote no change for Telegraph Ave, if I loss this job I will have no money for children. We will become homeless.</p>

(510) 232-8673	
Kui Shi pabloavila@att.net	I am a vader on Telegraph, I vote no change for Telegraph Ave, if I loss this job I will have no money for famili & children. We will become to homeless.
McNab, Lane lmcnab@yahoo.com 415-218-6532	I live at the corner of College and Stuart – according to your plan, traffic would increase on both of these streets. That, plus the increased traffic and delays on Telegraph, make this plan completely unacceptable to me. <u>Please</u> do not destroy our neighborhoods, just to add a few buses.
Stachel, Laura 3009 Hillegass Ave Berkeley, CA 94705 lestachel@yahoo.com	I live on Hillegass and I am concerned that more drivers will be diverted to Hillegass when Telegraph has fewer lanes. We already have a lot of traffic, which is a worry for those of us with children and wanting clean air to breathe. The diverter on Benvenue already had a negative impact on our street.
Slater, John 2648 Stuart St. Berkeley 510-704-8553 johnhslater@yahoo.com	<u>PLEASE</u> do not close off auto lanes on Telegraph for buses only. This would be disasterous for our already clogged streets and parking areas. As it is, Telegraph is virtually the only way to get from this neighborhood to the freeway and beyond, and if you close out two lanes, it will become like College Ave – virtually unusable for driving. I’m a bicycle commuter and public transit user, so I get the importance of buses, but this is a terrible overreaction. Why can’t buses and cars share the road? This would be a terrible move for drivers and residents.
Ramos, Joel 510-740-3150 x318 <a href="mailto:joel@transformca.org">joel@transformca.org</a>	TransForm is in firm support of the LPA proposal developed by staff, and is especially grateful for the inclusion of bike lanes along the majority of the BRT route.
Jackson, Judy 2425 Shattuck Ave., #305, Berkeley 94704 510-827-5136 <a href="mailto:jkjackson94704@comcast.net">jkjackson94704@comcast.net</a>	When I’m seeing seniors falling because of buses trying to keep today’s schedules, I’m not happy with faster ones.
Delu, A. 510-388-5460	I take the 1R relatively frequently. Today, once again, I have noticed it does not stop between Dwight and Telegraph and Webster and Telegraph. This is a relatively busy stretch of Telegraph, it certainly deserves a stop.
Farrell, Sheila H. (UC Grad ’65, BUSD former teacher) 1943 Rose St. #A Berkeley, CA 94704	I asked for a show of hands of participants this presentation who think this Bancroft-Dwight plan will work well for the travelers, visitors, vendors, students, shoppers and merchants. Of 40 participants (+/-5) 40 opposed!! No one was in favor!

<p>510-526-5573  <a href="mailto:Tellyhi@yahoo.com">Tellyhi@yahoo.com</a></p>	<p>I appreciate presenters' patience- good show here!!  Please listen to us, Vendor Landlady since 1970.</p>
<p>Klein, Janet  <a href="mailto:Rjrd20@hotmail.com">Rjrd20@hotmail.com</a></p>	<p>The fragile ecosystem of the 4-5 block Telegraph Corridor would be drastically effected by a dedicated lane. Businesses would close- that's a fact. Parking is a problem now, it would be unfixable with this plan. All of the needs of the residents, students, vendors, and merchants have been overlooked for the needs of a scanty bus ridership.</p>
	<p>I've been a street sidewalk vendor for many years. I've looked and watch the Bus's that pass to see how many people are riding them. Between the hours I watch, and the busiest days are: 10am-5pm on Fridays and Saturdays. For many many years I've watched! No people! Or few have 3 people. I think the money spent on BRT is a big waste of money. I don't think people will really use the BRT bus line. We need the historical Telegraph Ave (between Dwight and Bancroft) to leave it the way it is. No changes! We don't need BRT going up Telegraph Ave Between Ashby and Bancroft!</p>
<p><a href="mailto:cparadise@artlover.com">cparadise@artlover.com</a>  Street Artist and Resident</p>	<p>Merchants and vendors NEED a <u>guarantee</u> that their businesses and livelihoods are not going to be negatively affected or even destroyed by this "experiment"- BEFORE it happens. Can you provide that? Is and has this been part of your calculation? This plan will bring destruction to the atmosphere of Telegraph Ave. it will bring danger and enormous loss of business (and revenue). Sidestreet will be far more affected than they already are. Very bad for the neighborhood.</p> <p>I used to work in the San Francisco Visitor's Center. Telegraph Ave. was advertised there as a tourist site! In Europe documentaries are shown about Telegraph Ave/Berkeley History, '60s and '70s. WHO IS REALLY BENEFITING HERE???</p>
<p><a href="mailto:akgems@yahoo.com">akgems@yahoo.com</a></p>	<p>We need an Iron Clad Legal Agreement that the vendors will not be hurt with Sidewalk Reduction (width) or ability to load or unload. Destroying Telegraph Ave culture forever. Can you Provide that Legal Agreement?</p>
<p>Vendor and Berkeley Resident</p>	<p>There should not be a two lane bus zone because there is no room for cars to move around trucks and delivery vehicles. The street is not wide enough for so much activity on the street happening at the same</p>

	time.
	Fundamental question: Why do we need a transit system (supposedly fast) that parallels BART. Why not provide more shuttle buses from BART to stops along Telegraph on the proposed corridor?
Gerst, Gina 510.601.1772 <a href="mailto:anig2000@registerednurses.com">anig2000@registerednurses.com</a>	While I think that more convenient public transit is the way forward, its important to be realistic about ridership. More buses or fewer stops may increase ridership – but I can’t see it increased enough to fill one of these enormous buses we are currently talking about all this construction to make room for. What about reasonably sized buses? I would like dialogue between the decision makers and the people this affects directly.
Kachert, Michael 510-684-1462	The plan is grotesque as it is spelled out. The people who live and work on or around “Telly” keep coming up with clear, coherent comments on how “out of touch” with “reality” the plan is – The speaker representing the City knows all the buzz words and phrases – especially the “purr” words – but she serves up nothing but “word salsa”. Where are the people with the power – when can we confront them with our human needs and wants – the plan does not represent the people most affected.
<a href="mailto:Simon-doyle@hotmail.com">Simon-doyle@hotmail.com</a>	Throwing money at a problem that would only worsen the outcome is ridiculous. This would divert car and foot traffic due to congestion and confusion, therefore lowering revenue to local merchants therefore the entire community. Ridership is already low increasing buses does not equal increased riders.
	This plan is totally unacceptable. It is a community-crushing plan. Please stop squandering money trying to cram it down our throats. We will continue to fight this idiotic plan for as long as you keep trying to push it. PLEASE JUST STOP.
	<b>BRT SUCKS, STOP WASTING OUR TIME ON IT</b>
Mesbah, Eveline	There are very few people riding the present buses right now, so I think that there really is no need for this new project. I should know, I see them everyday.
Sherlyn	I am opposed to the stop on Telegraph and Dwight! It will devastate my business; moreover, I believe the entire project will destroy the “culture” of Telegraph. You are consciously making a choice to cause so much destruction in exchange for a system that will <u>not</u> benefit business on Telegraph but instead cause

	<p>more environmental pollution as well as kill businesses.</p>
<p>Oram, Mary</p>	<p>I have attended many workshops, meetings and info sessions on BRT given by Berkeley and AC Transit. From all the information I have received I conclude that BRT along Telegraph Ave in not a good idea. It would disrupt traffic on Telegraph, sending it off on neighboring streets, be harmful to local businesses (loss of parking and disruption even before it was implemented due to the construction) be bad for pedestrians and cyclists – stations in the middle of the street, traffic swooping in and out of the former parking lane), bus riders (removal of more than ½ the current stops and elimination of local service) and a terrible waste of a lot of money. Just think of the other, more worthwhile things that could be done with \$250 million. All this to save ~2 min for bus riders who have to walk much further to get to their stop. I am strongly in favor of the current 1 and 1R routes with enhancements to turn the 1R into Rapid Bus Plus.</p> <p>At the three meetings on this plan I attended this month, the sentiment of the attendees was overwhelmingly against BRT and in favor of the current service and configuration. Please convey this important information to the Transportation and Planning Commissions and City Council so these representatives can represent the preferences of their constituents.</p>