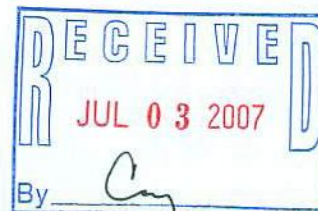


East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612

June 28, 2007

Re: Bus Rapid Transit DEIS/DEIR



To whom it may concern:

This letter is to comment on the Draft Environmental Impact Statement/Draft Environmental Impact Report for the AC Transit East Bay Bus Rapid Transit Project. The remarks here are my own, and do not purport to represent the views of any group that I happen to belong to. I very strongly support taking dramatic action to increase usage of mass transit and minimize the automobile's impacts on our environment. However, I remain unconvinced about the merits, and cost-effectiveness, of various features of the BRT project as now proposed. The DEIS/DEIR as such deals inadequately with many concerns and leaves some totally unaddressed.

Intermediate Alternative(s). One or more basic alternatives should be fully considered that would be *intermediate* between (a) the "No-Build Alternative" apparently represented by the new IR Rapid Bus service and (b) the DEIS/DEIR's "Build Alternatives."

The prime sticking point about the latter is their huge mileage of 24-hour exclusive bus lanes. There should be at least one alternative that would at least greatly reduce that mileage, and/or would exclude automobiles from the bus lanes only during some hours. (For example, congested segments might have peak-period "queue jump" lanes for buses.) Unlike the present IR service, the intermediate alternative(s) should include full "proof of payment" arrangements. There could also be full station amenities including canopies, benches, and raised boarding platforms.

3-44-1

Belrose-Derby-Warring. Page 3-48 claims that "[t]he traffic analysis has identified the operational impacts of diversions by evaluating LOS at key intersections along alternate routes most likely to experience an increase in traffic." But both the analysis of roadway segments and the analysis of intersections omit the painfully obvious "alternate route" formed by the chain of streets including Belrose, Derby, and Warring.

That omission is astonishing. Though the Berkeley General Plan technically shows the route as a "collector street," in reality Belrose-Derby-Warring carries a notoriously high volume of through traffic. (Beleaguered neighborhood residents have dubbed it the "Warring Freeway.") And its interrelationships with Telegraph Avenue should be obvious. In the 1990s a planning effort called the UC Neighborhoods Circulation Study looked at traffic patterns throughout southeast Berkeley. A major conclusion of the study was that pressure on the overburdened Belrose-Derby-Warring corridor should be relieved by diverting through traffic onto Telegraph Avenue—because Telegraph, with its four auto lanes, has the capacity to handle it.

3-44-2

But that safety valve would disappear if the BRT project reduced Telegraph's auto lanes from four to two. The Belrose-Derby-Warring route would likely be further impacted by the ongoing massive growth of UC and the Lawrence Berkeley Lab, and by the planned opening of a fourth bore at the Caldecott Tunnel.

The EIS/EIR should conscientiously assess the traffic effects on Belrose-Derby-Warring, and include needed mitigation measures.

Hillegass and Other Neighborhood Streets. Another huge omission involves effects on minor streets, such as Hillegass and Benvenue Avenues, *within* the neighborhoods that flank the BRT route. Substantial

3-44-3

through-traffic overspill onto such streets predictably would result if the number of auto lanes on Telegraph were reduced from four to two.

The traffic analysis in the DEIS/DEIR evidently looks only at segments and intersections of *major* trafficways. It apparently assumes that overspill onto neighborhood streets isn't a problem because these streets have ample "capacity" to handle traffic increases. But as a resident very aptly said at a recent meeting, "We don't have to have gridlock on Hillegass for it to be a bad thing."

The City of Berkeley has striven hard to limit traffic impacts on neighborhoods. In the Berkeley General Plan, particularly relevant statements include Policy T-20 (entitled "Neighborhood Protection and Traffic Calming") and these actions listed under it:

Endorse strategies to reduce shortcutting and speeding and minimize the use of neighborhood streets by through traffic.

Make use of street modifications, including sidewalk bulb-outs, and appropriate traffic calming measures to slow traffic on neighborhood streets to 15 or 20 miles per hour and limit 24-hour volumes to less than 1500 cars per day.

Hillegass Avenue is of special concern because the City has designated it as a "bicycle boulevard." Its low volume of auto traffic was a prime factor leading to that important designation. If auto traffic on Hillegass were to substantially increase, this would violate City policy in support of bicycling.

The EIS/EIR should fully address the potential for traffic overspill into neighborhoods, and include measures to mitigate it. For instance, one such measure could be installing a semi-diverter to prevent motorists on Ashby Avenue from turning north onto Hillegass.

Metered Parking on Side Streets. Page 3-127 says that "[u]nmetered, unrestricted cross street parking would be converted to metered parking to serve commercial uses fronting Telegraph Avenue." But the word "unrestricted" is unclear. In Berkeley all of the side streets near Telegraph are restricted in the sense that they're in official RPP (Residential Preferential Parking) Areas.

3-44-4

Though the conversion to metered parking is described as a mitigation measure, it could also be seen as an impact. In other words, residents could thereby suffer a reduction of parking opportunities: arguably a case of robbing Peter to pay Paul.

Usage of Telegraph Avenue Two-Way Transitway. Pages 2-35 and 2-37 say that under the "Two-Way Telegraph Avenue" alignment variations, the stretch from Haste Street to Bancroft Way could be used during daytime hours only by buses and delivery and emergency vehicles. (Page S-5 has a similar statement, though it forgets to mention emergency vehicles.) It should be clarified whether bicycles should also be allowed.

3-44-5

Page 2-37 goes on to say that "[a]fter approximately 7:00 p.m. and until 7:00 a.m. auto traffic would be allowed to share the BRT transitway in the northbound direction as is currently allowed." This sounds incorrect because northbound auto traffic here "currently" can use *both* lanes. I presume the intent is that during evening, late-night, and early-morning hours northbound auto traffic could use only the *eastside* lane—because even during those hours Telegraph's westside lane here would be used by buses heading south!

3-44-6

But the fact that those buses would be heading south raises an interesting possibility. Why not let *southbound autos* use Telegraph’s westside lane during the same hours? Indeed is this intended? It could mitigate some of the problems posed by the transitway concept.

At least during those hours, southbound autos could also be allowed to use Telegraph’s westside lane within the block between Dwight Way and Haste.

Pedestrian Safety on Upper Telegraph. Along Telegraph’s northernmost few blocks the pedestrian counts are of course very high and jaywalking is notoriously endemic. To the extent that Telegraph would lose the restraining presence of auto traffic, jaywalking predictably would become even more rampant—and careless. Yet the evident purpose of removing the auto traffic is to let big, articulated buses barrel through here at significant speed. Thus a new potential would be created for really nasty accidents. The EIS/EIR should explicitly discuss this impact and ways to mitigate it.

3-44-7

Variations of the Restricted Bancroft Way Option. The “Restricted Bancroft Way option” described on pages 2-37 and 2-38 would permit two-way mixed-flow operation of buses and autos on Bancroft *except* that autos would be excluded from the Bancroft/Telegraph intersection and its immediate vicinity. As illustrated by Figure 2.2-22, the exclusion would be achieved with a pair of traffic filters on Bancroft—each with a cul-de-sac turnaround for autos—that would let only buses and delivery and emergency vehicles pass through. One of these filters would be located somewhat east of Dana Street and the other would be immediately east of Telegraph. By blocking through auto traffic this option would obviate creating dedicated transit lanes along much of Bancroft, and it thereby would allow keeping many curb parking spaces. On the other hand, page 2-38 remarks that the option “would . . . limit local circulation by autos and trucks and require, under the *Telegraph Avenue-Dana Street Couplet* variation, that the block of Telegraph Avenue between Bancroft Way and Durant Street [sic] be closed to mixed traffic.”

3-44-7

However, some of the Restricted Bancroft Way option’s specifics look unnecessarily troublesome. One modification that should be considered would involve time of day. The DEIS/DEIR presumably envisions that autos would be barred from the Bancroft/Telegraph intersection at all hours. But how about letting them through during evening, late-night, and early-morning hours (just as would be allowed under one of the schemes for Telegraph)?

3-44-8

Another revision to seriously consider would locate the traffic filters differently. Instead of what Figure 2.2-22 shows, one of the Bancroft filters could be installed slightly west of Dana and the other one slightly east of Bowditch Street. This would let patrons drive freely around the commercial district’s northern section, looking for curb spaces or accessing the several garages here. It would avoid dangerously demoting Bancroft’s commercial frontages to cul-de-sac status. And it would *not* require excluding autos from Telegraph’s northernmost block. Yet it would effectively divert *through* traffic from Bancroft, and thereby let buses move expeditiously without needing dedicated lanes.

Angled Parking on Bancroft. Page 3-110 says that “[a]pproximately 10 [new, angled] parking spaces would be located just east of Telegraph Avenue on the north curb of Bancroft Way (between Telegraph Avenue and Barrow Lane) . . .” But this may be problematic for a couple of reasons. Isn’t this portion of Bancroft’s north side supposed to be reserved for purposes like occasional parking of tour buses? And it is directly adjoined by some actively used food-vendor kiosks that seem to need unobstructed access to enable wheeling them in and towing them away.

3-44-9

Turning Movements from and to Streets in the Southside. The DEIS/DEIR is unclear about the extent to which autos could make *turns* from Southside streets that would contain both a bus lane and one or more mixed-flow lanes. (By “Southside” I mean the area, generally from Bancroft to Dwight, that is covered by the City’s Draft Southside Plan.) I gather that in such cases the bus lane would be what page 2-18 calls a

3-44-10

“shared BRT lane” and page 2-21 calls “side-running.” and that it would be the right-hand lane. I also gather that autos couldn’t use this lane for any long distance but could enter it to access any immediately adjacent parking *or* to make a right turn. Are these assumptions correct? If not, then traffic and parking impacts would be even more substantial than I’ve thought.

The alignment variations for the Southside involve a number of cases where the lengthy BRT vehicles would need to make 90-degree right turns, such as from Bancroft onto Telegraph or from Durant onto Dana. Could these turns be accomplished without invading mixed-flow lanes? Would any curb lines be altered to facilitate them?

3-44-11

Cross Traffic in the Southside. I gather that regarding all the BRT alignments north of Dwight and east of Fulton Street, *cross* traffic would be allowed even at unsignalized intersections (Dana/Channing comes to mind). Is this assumption correct?

3-44-12

Option Without-Dedicated Lanes in Downtown Berkeley. An option should be thoroughly considered that would *not* involve any dedicated bus lanes within Downtown Berkeley.

BRT’s proposed routing in Downtown adds up to just a short distance. Within this there would be two or three closely spaced, and busy, stations. By running BRT vehicles through dedicated lanes here rather than mixed-flow ones, how many seconds would be saved? Would the possibly very small time savings really outweigh the related impacts such as on street greenery or parking, or the preemption of acreage that might better be devoted to usable public open space?

3-44-13

(It’s also worth noting that of the three cities affected by BRT, Berkeley is the only one whose main Downtown street would have dedicated bus lanes. Along Oakland’s literally broad Broadway, for example, BRT vehicles would use mixed-flow lanes for // blocks.)

As a possible variant of this option, the proposed BRT-only lanes in the center of Shattuck might be replaced by side-running “shared BRT lanes.” This would at least have the virtue of moving the station structures to the avenue’s sides, thereby increasing patrons’ comfort and perceived safety and engaging the stations better with adjacent stores, restaurants, and plazas.

West Leg vs. East Leg of Shattuck. The portion of Shattuck between Center Street and University Avenue is divided into two legs. The west leg now operates one-way southbound and the east leg goes one-way northbound. This circulation pattern results in an awkward and dangerous situation at University Avenue. As part of the effort to craft a new Downtown Plan, the City is now exploring a concept that would involve two changes: (a) adapting Shattuck’s west leg so as to carry major auto traffic in both directions and (b) reducing auto traffic on the east leg and making it more transit- and pedestrian-friendly.

But AC Transit’s “Two-Way Transitway via Shattuck Avenue” proposal (as described on pages 2-31 and 2-32) could, if adopted, preclude adapting Shattuck’s west leg for two-way auto traffic. It could simultaneously fail to take full advantage of the east leg’s potential for transit service.

One or more options should be thoroughly considered in which, between Center and University, the northbound *and* southbound BRT buses would use Shattuck’s *east* leg.

3-44-14

Turning Movements from and to Shattuck. At each of Shattuck’s signalized intersections south of Addison—except of course under Figure 2.2-18’s “buffered angle parking with no left turns” configuration—could autos make both westbound *and* eastbound left turns? In other words, would each intersection have two left-turn pockets? This should be clarified.

3-44-15

To the extent that left turns from Shattuck would be banned, this could seriously complicate traffic patterns and hinder access to important parking structures located along side streets.

Under the “Two-Way Transitway via Shattuck Avenue” alignment variation, the buses apparently would turn from Shattuck’s east leg onto University Avenue and then (very shortly afterward) turn onto Shattuck’s west leg. This extended U-turn by the lengthy BRT vehicles could aggravate the already bad traffic situation here. What mitigation, if any, would there be?

For BRT vehicles the right turn from Bancroft onto Shattuck might be uncomfortably tight, depending on how Bancroft in this vicinity would be configured (see this letter’s next three paragraphs).

Bancroft between Fulton and Shattuck. The DEIS/DEIR is very unclear about how Bancroft’s block between Fulton and Shattuck would be configured.

3-44-16

For instance, assume a combination of Downtown’s “Two-Way Transitway via Shattuck Avenue” and the Southside’s basic “Two-Way Transitway via Bancroft Way” (excluding the latter’s “Restricted Bancroft Way option”). Then judging by page 2-37’s next-to-last paragraph, it seems that there would be no parking along the north side of Bancroft and that Bancroft’s north curb would be immediately adjoined by a westbound BRT-only lane, beyond which there would be an eastbound BRT-only lane, which in turn would adjoin one or more westbound general-purpose lanes.

But it’s even doubtful whether all that could comfortably fit within Bancroft’s Fulton-to-Shattuck block, where the roadway is narrower than in Bancroft’s two or three blocks to the east. Did the traffic and parking analyses fail to take this narrowness into account?

Oxford/Fulton. For Downtown’s “One-Way Transitway via Shattuck Avenue-Oxford Street Loop” alignment variation, page 2-33 says that southbound buses would use “a BRT-only lane running on the west side of Oxford Street [and apparently of its prolongation as, technically, Fulton Street] to complete the BRT loop at Bancroft Way.” Use of the term “BRT-only lane” seems to imply that curb parking would be eliminated all along the west side of this stretch. Is this intended? If so, what would the impact and mitigations be?

That term “BRT-only lane” also seems to imply that westbound right turns from Oxford/Fulton would be prohibited at unsignalized intersections—of which there are now three (at Addison, Allston Way, and Kittredge Street). Is this intended? If so, what about impact and mitigations?

3-44-17

Figure 2.2-19 implies that the transitway itself would abruptly turn and continue directly from the western edge of Fulton Street eastward onto either Bancroft or Durant (depending on which alignment is chosen for the Southside). It seems that in doing so the transitway would have to cut across at least two general-purpose lanes of Fulton, which carries heavy southbound auto traffic! Instead of a continuous transit lane at these difficult turning points, would or should there be something comparable to what the next-to-last sentence on page 2-22 calls a “transition area”? This whole matter obviously needs further thought.

Layovers. The EIS/EIR should specify where buses would go for their end-of-the-line layovers. The choice of location might itself have environmental effects needing evaluation.

3-44-18

West Crescent. For the layover or otherwise, would it be appropriate for buses to loop through the campus’s West Crescent? I ask this partly because the new 1R route seems to extend up here.

Color Coding on Map. In Figure 2.2-19 the dashed line along University Avenue between Shattuck and Walnut Street is depicted in blue. This conflicts with text on page 2-33, which speaks of a “mixed-traffic lane” here and therefore implies that the segment should be shown in green.

3-44-19

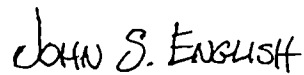
“Shattuck Square.” Various statements, such as on pages 3-110 and 4.101, incorrectly say “Shattuck Square” to refer to what is really known as Berkeley Square. The two island blocks that lie between Shattuck Avenue’s east and west legs have separate names. Shattuck Square is the one extending from Addison Street to University Avenue. The block between Center Street and Addison is called Berkeley Square.

Number of Unmitigable Intersections. Pages S-14 and 3-77 allege that only four intersections would (or could) suffer traffic impacts that couldn’t be mitigated to below threshold levels. Then why does the DEIS/DEIR’S Abstract say there would be “five” such intersections?

Obsolete Statements. The DEIS/DEIR contains obviously quite a number of obsolete statements. For example, it still speaks of the “40L” bus line as if that still existed.

3-44-20

Sincerely,



John S. English
2500 Hillegass Avenue, Apt. 3
Berkeley, CA 94704-2937

Telephone: (510) 845-6116

Letter 3-44

John S. English
June 28, 2007

- 3-44-1 As shown in Section 3.1 of the Final EIS/EIR, BRT offers distinct additional benefits over Enhanced Bus and Rapid Bus. Please refer to Section 7.9.6 of for responses to this and other common public review comments on the Draft EIS/EIR in the context of new project alternatives. In addition, as described in Section 7.9.1, a three-year MIS process was conducted by AC Transit, stakeholders, and the public to identify the preferred route alignment and transit mode. BRT was selected over Enhanced Bus and Rapid Bus for the reasons discussed in Section 7.9.6. Please note that within Berkeley, the Locally Preferred Alternative would provide service within mixed-flow lanes; no dedicated lanes would be provided within the boundaries of the City of Berkeley.
- 3-44-2 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, roadway capacity and geometrics with the proposed project would be essentially the same as existing conditions. A limited amount of traffic diversion to parallel routes may still occur, which is identified and analyzed in Section 3.2.
- 3-44-3 See response to comment 3-44-2, above. No traffic diversion impacts are anticipated on Hillegass Avenue or Benvenue Avenue.
- 3-44-4 Unrestricted parking is defined as parking spaces that are not metered and are not subject to time limits (e.g., 1 hour, 2 hour parking) and are not classified as yellow, white, green, or blue zones. The proposed metering would consist of converting unrestricted parking and/or commercial spaces. The commercial spaces are supposed to be used by visitors or employees of commercial businesses and are not reserved for residential use. See also Section 3.4 regarding parking analysis.
- 3-44-5 This section of bus only lanes has been eliminated in the Locally Preferred Alternative, following the rejection of BRT by the City of Berkeley in April 2010. Bicycle traffic will be allowed in any lane, as will emergency vehicles. See Appendix A for lane configurations.
- 3-44-6 This section of bus only lanes has been eliminated in the Locally Preferred Alternative, following the rejection of BRT by the City of Berkeley in April 2010. Non BRT vehicles, including bicycles, will have no time restrictions.
- 3-44-7 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no impacts to pedestrian or bicycle impacts are anticipated in the northern portion of Telegraph.

- 3-44-8 The Build Alternative is not proposing restricted access on Bancroft Way (see schematic diagrams contained in Appendix A).
- 3-44-9 The Build Alternative is not proposing angled spaces along the project alignment (see schematic diagrams contained in Appendix A).
- 3-44-10 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no changes to existing vehicular circulation on streets within Berkeley city limits are proposed.
- 3-44-11 Refer to Appendix A for schematic diagrams of the Build Alternative. Conceptual sketches of improvements to intersection curb radius to accommodate bus turn maneuvers are included.
- 3-44-12 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no changes to existing vehicular circulation on streets within Berkeley city limits are proposed.
- 3-44-13 The Locally Preferred Alternative adopted by the City of Berkeley and AC Transit does not include dedicated bus lanes through the city of Berkeley. Buses would operate in mixed flow lanes alongside regular traffic for the entire length of the Berkeley segment. With respect to other portions of the proposed project, BRT service in dedicated lanes provides superior service and reliability as compared to Rapid Bus, as described in Sections 7.9.1 and 7.9.6 of the Final EIS/EIR. The BRT mode of transit service would therefore better fulfill the proposed project's purpose of increasing transit ridership by providing a viable and competitive transit alternative to the private automobile.
- 3-44-14 As discussed in Section 2.3.2 of the Final EIS/EIR, the Locally Preferred Alternative adopted by the City of Berkeley and AC Transit does not include dedicated bus lanes through the city of Berkeley. Buses would operate in mixed flow lanes along with regular traffic for the entire length of the Berkeley segment.
- 3-44-15 Refer to Appendix A for schematic diagrams of the Build Alternative. Any restricted vehicular movements at the cross streets are noted on these diagrams. Mitigation measures presented in Section 3.2 include improvements to extend left-turn pockets when warranted based on the circulation results.
- 3-44-16 As discussed in Section 2.3.2 of the Final EIS/EIR, the Locally Preferred Alternative adopted by the City of Berkeley and AC Transit does not include dedicated bus lanes through the city of Berkeley. Buses would operate in mixed flow lanes alongside regular traffic for the entire length of the Berkeley segment. Refer to Appendix A for schematic diagrams of the Build Alternative.

- 3-44-17 Refer to Appendix A for schematic diagrams of the Build Alternative and the alignment route and any proposed turn restrictions. The proposed Build Alternative will not run on Oxford Street.
- 3-44-18 For the preferred alternative this layover has been dropped from consideration. Layover type facilities for the BRT will essentially be on-street, with specific locations to be defined in agreements set forth between the respective cities and AC Transit.
- 3-44-19 Buses would operate in mixed flow lanes along with regular traffic for the entire length of the Berkeley segment (see Section 2.3.2). Refer to Appendix A for schematic diagrams of the Build Alternative. 3-44-20 Descriptions of changes in bus service have been updated or clarified in Section 3.1 of the Final EIS/EIR.



UNIVERSITY OF CALIFORNIA, BERKELEY

^E GEORGE A. AKERLOF
KOSHLAND PROFESSOR OF ECONOMICS
NOBEL LAUREATE, 2001

DEPARTMENT OF ECONOMICS
549 EVANS HALL #3880

MAIN OFFICE: (510) 642-0822
FACSIMILE: (510) 642-6615

July 2, 2007

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612

Dear Sirs:

This is a comment on the BRT proposal. I think it is a very bad idea to reduce the number of lanes for regular traffic on Telegraph Avenue. I know for a fact that traffic in Berkeley, and probably also in Oakland going in directions that are close to parallel are very much impacted. I can only imagine that the additional delays would be enormous on College, on Shattuck, and on the Gayley-Belrose connection to Claremont and Ashby/Tunnel Road if the number of lanes on Telegraph were cut back.

3-45-1

Also it is very hard to imagine that moderate decreases in the travel time on Telegraph by bus could increase the demand for bus traffic by very much. Why? Because the travel time to the bus and the waits for them will for most people who are in the catchment area very much outweigh the savings. Instead the major impact of this project will be more congestion in areas where congestion is already very great. This will make a very big negative difference to a large number of people.

3-45-2

In sum I do think that is a very, very, very bad idea. I do very much hope that you will not go ahead with with the BRT proposal. I think that it is a disaster that the Berkeley-Oakland area does not need. The idea should be shelved, and not even studied further.

Sincerely yours,

George A. Akerlof
Nobel Laureate in Economics, 2001

Letter 3-45

George Akerlof
July 2, 2007

- 3-45-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, roadway capacity and geometrics with the proposed project would be essentially the same as existing conditions. Some traffic diversion may still occur, resulting in traffic impacts at five intersections in the City of Berkeley in the Year 2035 with LPA scenario. Traffic mitigation is proposed at all locations, although one impact is not reduced to a less than significant level. See Section 3.2 for further discussion of traffic diversion and intersection operations with the proposed project.
- 3-45-2 Please refer to Section 3.1 for a discussion of ridership sources, including mode shift. As shown in this section, approximately 9,000 new riders new to the transit system are anticipated by 2035, drawing primarily from private automobile trips. The LPA is expected to substantially improve bus travel time and speed in the project corridor, compared to the No-Build Alternative, by incorporating the dedicated transitway, rail-like stations, and advanced transit signal priority. Possibly more important is that the average speed of BRT buses is expected to be very consistent, the same for each trip during the referenced time period. This is possible because of operations in dedicated transit lanes and advance transit signal priority. Travel speeds, and therefore schedule adherence, of Routes 1 and 1R are highly variable and uncertain due to operation in mixed traffic and limited transit signal priority. It is this “reliability” factor that is also very important for passengers waiting for the bus on the BRT alignment. With respect to traffic congestion impacts due to BRT Berkeley, please see the discussion on traffic impacts described in Section 3.2.



COMMENT SHEET
EAST BAY BUS RAPID TRANSIT PROJECT
 Public Hearing
 Thursday, June 14, 2007
 5:30 – 8:30 PM
 North Berkeley Senior Center, Berkeley, CA

Name: KARL BUHLER Affiliation: COTTON BASICS
 Address: 2907 College Phone: 510 644 1220
 City/State/Zip: Berkeley CA 94705 Email: smciochetti@earthlink.net

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

It is only by chance that I was alerted to this proposed change of the use of Telegraph Avenue. someone dropped off a flier at my store on College venue in Elmwood Berkeley.

I live 2 blocks from Telegraph Avenue at 421 61st street. I was told that only residences and businesses within 300 feet of Telegraph Avenue were mailed an opinion survey. I was not mailed one. This is not right. everybody in Oakland and Berkeley should have received an opinion survey.. This is a major change in the use of Telegraph Avenue. this change will have far reaching consequences, much further than 300 feet east or west. This change is so major that it should require a vote by the people who live in Oakland and Berkeley.

3-46-1

I am completely opposed to these changes. The proposal is based on scare tactics, misrepresentations and exaggerations. It is one thing to encourage us to use the bus, it is another thing to force people to use the bus. Turning Telegraph Avenue into a College Avenue traffic crawl is forcing the issue. The remedy shouldn't create the problem.

3-46-2

As someone who drives Telegraph frequently, the traffic flow is surprising good all day except at 5 PM when people are leaving UC towards the freeway. This proposal would create much more traffic congestion than it is hoping to eliminate.

This Proposal needs much more study and input from all the residents and business owners in Oakland and Berkeley.

3-46-3

Karl Buhler

(Please use reverse side if additional space is needed.)

Comments may be submitted tonight or mailed to:

East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612

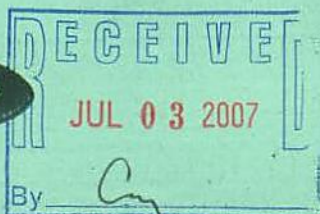
Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Thank you for participating in tonight's public hearing.

Letter 3-46

Karl Buhler
June 14, 2007

- 3-46-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no traffic diversion is anticipated.
- 3-46-2 Please see the response to comment 3-46-1, above.
- 3-46-3 As described in Section 7.9.1 of the Final EIS/EIR, the selection of route alignment and transit mode were studied in the Major Investment Study, which preceded the Draft EIS/EIR. As discussed in Section 7.1.1 of the Final EIS/EIR, seven public meetings were held during the MIS process, two in San Leandro, two in Berkeley and three in Oakland. To publicize the meetings, AC Transit mailed flyers to over 6,000 people and made more than 1,000 follow-up calls. In addition, stakeholder interviews were conducted, Technical Advisory Committee (TAC) meetings were held, and a Community Advisory Committee was convened. Following the circulation of the Draft EIS/EIR, a detailed community process to select the Locally Preferred Alternative (LPA) in each corridor city has been undertaken, as described in Section 2.3.2 of the Final EIS/EIR. The development and refinement of alternatives, public outreach, and evaluation and disclosure of impacts has been consistent with applicable sections of both NEPA and CEQA, as implemented by the respective lead agencies (i.e., the FTA and AC Transit).



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing
 Thursday, June 14, 2007
 5:30 - 8:30 PM

North Berkeley Senior Center, Berkeley, CA

Name: Lora's Closet
Lora Isherwood Affiliation: Store Owner
 Address: 2926 College Ave Phone: (510) 845-3157
 City/State/Zip: Berkeley, CA Email: lorascloset@starglobal.net
94705

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

6.27.07

Find another solution.

I own a business and my customers for the most part have small children and infants and busy schedules. As a result, they do not use public transportation. Parking is already insufficient. How about building some parking garages and not discriminate against these individuals by eliminating the current parking spaces to them.

P.S. Bus fumes STINK

P.S.S. Fewer busses Lora Isherwood

Owner of Lora's Closet

(Please use reverse side if additional space is needed.) on College Ave.

Comments may be submitted tonight or mailed to: Children's Boutique

East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Lora Isherwood	Affiliation:	Loras Closet, Store Owner
Address:	2926 College Ave	Phone:	845.3157
City/St/Zip:	Berkeley, CA 94705	Email:	lorascloset@sbcglobal.net

Comments:

“Find another solution.”

“I own a business and my customers for the most part have small children and infants and busy schedules. As a result, they do not use public transportation. Parking is already insufficient. How about building some parking garages and not discriminate against these individuals by eliminating the current parking spaces to them.”

“P.S. Bus fumes STINK”

“P.S.S. Fewer buses”

“Lora Isherwood
Owner of Loras Closet on College Ave.
Children’s Boutique”



3-47-1

Transcribed by:	Cory LaVigne	July 16, 2007
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Letter 3-47

Lora Isherwood
June 14, 2007

3-47-1 Because the proposed project is a transit project, provision of parking structures would not fulfill the need and purpose, as described in Section 1.2 of the Final EIS/EIR. With respect to parking loss, since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no parking loss is anticipated.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing

Thursday, June 14, 2007

5:30 - 8:30 PM

North Berkeley Senior Center, Berkeley, CA

Name: BARBARA HUNT Affiliation: Clotilde@6607 telegraph
 Address: 2840 Woodsy St. Phone: 510 547 4219 (work)^{oak}
 City/State/Zip: Berkeley, CA. 94705 Email: bhuntca1@aol.com

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

NO, NO, NO...

I'm OPPOSED! It sounds like a terrible idea for the residents & all the small businesses along that Road.

I'm shocked the city has Not told me about this plan!!!

I'm angry!! I'm a single parent supporting a son in college..

I'm a small business person @ 66th st. in Oakland, that would be badly impacted by this. I would

probably have to go Out of Business. The parking is ALready terrible here... With gas prices high &

28% decrease in housing values, most businesses are

close to failure As it is!!! This will negatively impact

the cities coffers if a lot of businesses Close!!!!!! *Barbara Hunt.*

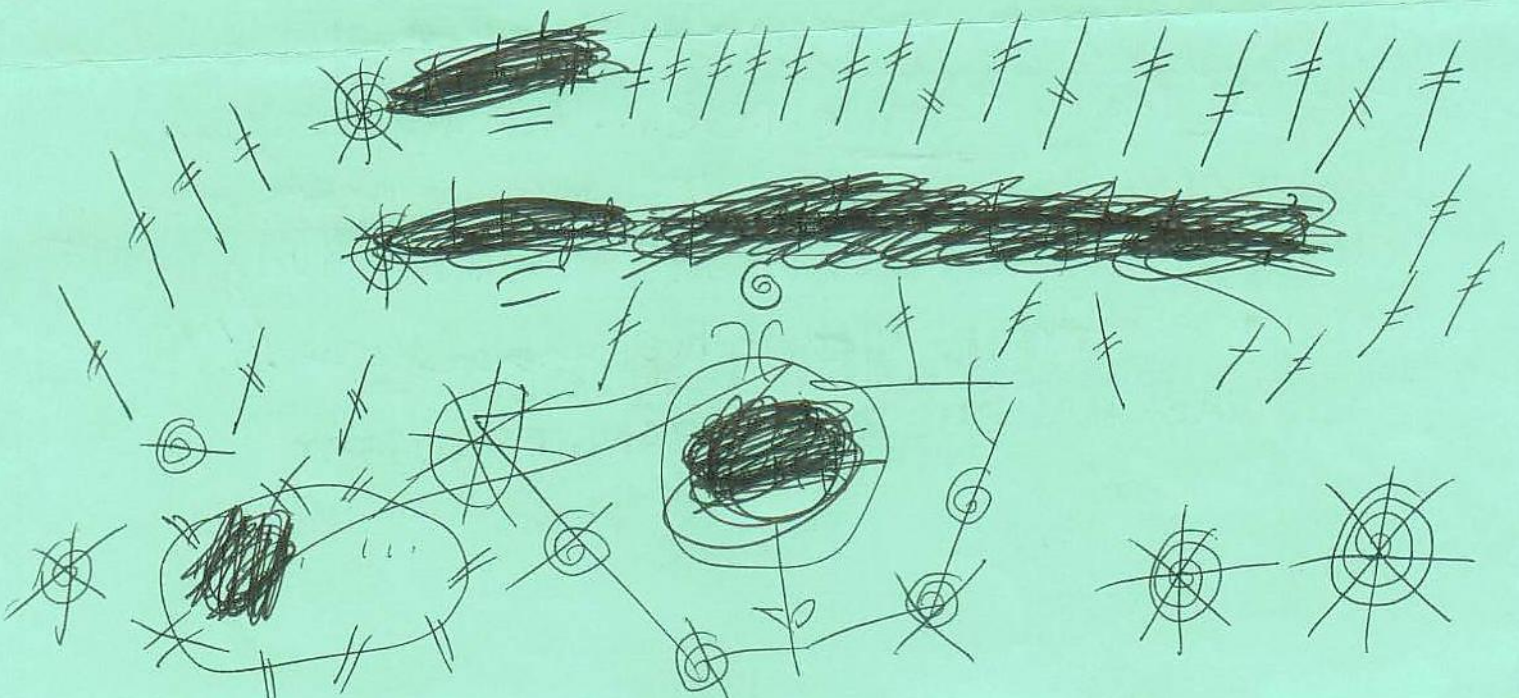
Comments may be submitted tonight or mailed to:

East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612
 511. customer relations
 Christine Thomas

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Thank you for participating in tonight's public hearing.

Sat- PM
Sun- AM



Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Barbara Hunt	Affiliation:	clotilde@6607 telegraph
Address:	2840 Woolsey St.	Phone:	510.547.4219 (work)
City/St/Zip:	Berkeley, CA 94705	Email:	Bhuntcal@aol.com

Comments:

“No. no, no....”

“I’m OPPOSED! It sounds like a terrible idea for the residents & all the small businesses along that road. I’m shocked the city has not told me about this plan!!! I’m angry!! I’m a single parent supporting a son in college. I’m a small business person @ 66th St in Oakland, that would be badly impacted by this. I would probably have to go Out of Business. The parking is already terrible here...with gas prices high & 28% decrease in housing values, most businesses are close to failure as it is!!! This will negatively impact the cities coffers if a lot of businesses Close!!!!!!!”

3-48-1

“Barbara Hunt”

Transcribed by:	Cory LaVigne	July 16, 2007
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Letter 3-48

Barbara Hunt
June 14, 2007

3-48-1 As discussed in Section 3.4 of the Final EIS/EIR, between 65th and 69th Avenues along International Boulevard in Oakland a total of 4 parking spaces will be eliminated to make room for a BRT station and pedestrian improvements. There will be no impact to parking at 65th Street and Telegraph in Berkeley. Please refer to Section 4.4.4 of the Final EIS/EIR for a discussion of the proposed project's impacts on the business and economic environment.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing
Thursday, June 14, 2007
5:30 - 8:30 PM

North Berkeley Senior Center, Berkeley, CA

Name: _____ Affiliation: owner
 Address: BOSS ROBOT HOBBY Phone: (510) 841-1680
2953 College Avenue
Berkeley, CA 94705 Email: boss-robot-hobby@yahoo.com
 City/State/Zip: _____

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

ARE you kidding? This is the
 worst idea I have heard of.
 There must be a better way than this
 extreme proposal!

3-49-1

Johnny Williams
 (owner) Boss Robot hobby

(Please use reverse side if additional space is needed.)

Comments may be submitted tonight or mailed to:
 East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Thank you for participating in tonight's public hearing.

Letter 3-49

Johnny Williams

June 14, 2007

3-49-1 Please refer to Section 7.9.1 for a discussion of the three-year MIS process, which preceded the circulation of the Draft EIS/EIR and involved analysis of multiple route and transit mode alternatives against nine service criteria.

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612



June 27, 2007

Re: Opposed to dedicated bus lanes for the proposed Bus Rapid Transit on Telegraph Avenue

Dear Sir/Madam,

My reasons for being against dedicated bus lanes on Telegraph Avenue are:

- 1. They will result in significant traffic congestion on Telegraph Ave
- 2. The increased traffic congestion on Telegraph Ave will probably increase congestion on College Ave and Shattuck Ave
- 3. The increased traffic congestion on Telegraph Ave will most probably increase traffic in residential areas, as drivers try to find alternate routes to Telegraph Ave.
- 4. Require expensive and lengthy construction on Telegraph Ave
- 5. There is already a rapid transit route (provided by BART) that parallels
- 6. The Rapid Bus on San Pablo has been a tremendous success, even though it does not have dedicated bus lanes.
- 7. Changes that will speed up boarding and disembarking, such as those proposed by AC Transit, will probably save more time than the dedicated bus lanes

3-50-1

3-50-2

3-50-3

Sincerely yours,

Hilah Zohar
2924 Claremont Avenue
Berkeley, CA 94705

Letter 3-50

Hilah Zohar
June 27, 2007

- 3-50-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions and no traffic diversion impacts are anticipated, as discussed in Section 3.2.
- 3-50-2 BRT service in dedicated lanes provides superior service and reliability as compared to Rapid Bus, as described in Sections 7.9.1 and 7.9.6 of the Final EIS/EIR. The BRT mode of transit service would therefore better fulfill the proposed project's purpose of increasing transit ridership by providing a viable and competitive transit alternative to the private automobile, as is shown in Section 3.1. However, as noted above, dedicated lanes are not feasible or not selected for some segments of the project.
- 3-50-3 As discussed in Chapter 2 of the Final EIS/EIR, the proposed project would incorporate proof of purchase fare collection. This would reduce boarding time because it would no longer be necessary for users enter at a single door and interact with the driver and/or fare box to enter the bus. Instead, boarding may be done at any of the bus's doors. In addition, station platforms would be at or slightly lower than the floor level of the buses, facilitating entry and exit of the vehicles. However, as described in Section 7.9.6, the provision of BRT service in dedicated lanes would have substantial benefits in terms of travel time and reliability as compared to Rapid Bus service.

George S. Oram
2705 Hillegas Ave
Berkeley Ca 94705

June 30, 2007



Jim Cunradi et al
AC Transit BRT Project
Alameda-Contra Costa Transit District
1600 Franklin St.
Oakland Ca 94612,

Dear Mr.Cunradi,

This letter and accompanying page are comments upon the EIR proposal relative to BRT in Berkeley and Oakland California. I have lived here twenty five years and, as a realtor, have driven each and every street over and over again. I speak from experience and with foresite.

On the positive side, the new clean fast buses have made Telegraph Ave a more pleasant experience. I am not anti bus. If you could maintain the current situation with a few improvements, it would be fine.

Improvements would be:

-Easier access to buses. Distance between stops is now excessive. Could you not alternate Rapid buses stop at two sets of alternative stops permitting each bus to travel 1/2 mile between stops, but having stops each 1/4 mile? Pretty easy to do. Handy for the public. (Last Friday my wife and I saw 3 rt 1R buses following each other on Telegraph Ave. Many riders wait at wrong stops to access the rapid bus.

3-51-1

-Fewer buses until riders in quantity begin to appear. You must be wasting a lot of my tax money on fuel, drivers, and buses.

3-51-2

-Take care where buses turn, so as not to block traffic in the other direction. I have seen this on Shattuck.

3-51-3

On the negative side, I am afraid for all of us who use Telegraph Ave several times a day, commuters, local home owners, shoppers, and above all the merchants. I am afraid you will gum up Telegraph with your exclusive lanes, and cause many small stores to fail.

3-51-4

In addition, Emergency Vehicle access will be severely compromised in your plan.

Sincerely yours.

George Oram

Berkeley and Oakland Residents & Businesses, Berkeley and Oakland City Councils
AC TRANSIT Board.

AC TRANSIT proposes to eliminate 2 auto lanes on Telegraph Ave and have curbed, restricted, and exclusive fast bus lanes in the middle two lanes for the new BRT service. Their thinking and EIR do not address the problems this will cause. Telegraph today is attractive, clean, and traffic flows.

Local bus and all auto & truck traffic would be confined to one lane in each direction. Emergency vehicles would run with the fast buses in the center lane, and be restricted by the buses and congestion. No one could pass other vehicles. Police & Fire Vehicles would be hampered. Much, but not all parking would be eliminated. Local buses stopping and cars parallel parking would stop all traffic. Getting across Telegraph would be restricted. Left turns limited; bikers endangered. Loss of parking and congestion will drive away business. Old attractive street trees would be endangered by road widening or construction.

3-51-5

Telegraph is the main route for entering & exiting South Berkeley especially. Entering: Berkeley events, theater, sports, UCB events, downtown, for giant trucks with food for Andronico's and Whole Foods, and many trucks with supplies for stores and restaurants. Exiting: after events & games, after work, and in an emergency such as fire or earthquake. It is an important feeder for freeways & the Temescal Shopping Center at 51st St. Some neighborhoods could be isolated. Stores would lose customers by the droves.

3-51-6

Alternative routes are not readily available; they are jammed already. Both South Berkeley and North Oakland neighborhoods have many blocked streets; as it has been longtime policy to divert traffic to main streets. These mazes will become a traffic mess.

At peak hours exits from the U.C. campus to Claremont and or Rt 13 are slowed to a stop. Claremont can handle more traffic, but it is very hard to get to it. Much traffic has been diverted over the years from neighborhoods and other routes to Telegraph Ave.

At most hours College Ave is very slow, restricted by the light at Ashby. College cannot handle more autos and trucks. Ashby, our exit to East and West has jammed traffic at many hours and can handle no more. Broadway can handle Oakland traffic but it does not solve the problem of getting to S Berkeley, including UC Berkeley or Alta Bates Hospital. Routes such as Martin Luther King are too far away and made hard to access by traffic restrictions.

3-51-7

Telegraph Ave functions extraordinarily well in 2007. It is clean. Neighborhoods are improving. Many new businesses are established from 20th St in Oakland thru Stuart St in Berkeley. Temescal is reborn. Condos have been built. The buses work; trucks deliver vital food and merchandise. Auto traffic flows easily. All this will be brought to an end by the unnecessary construction of restricted lanes. Traffic not being able to sort itself out by passing will clog the Ave. There will great pain and bankruptcies as a result of blocking Telegraph. The businesses will be killed by the congestion and lack of parking. Growing tax revenues for the cities will shrink. In any emergency there is the risk of lost lives when emergency vehicles cannot get through. Emergency vehicles will be blocked by traffic.

The opinion survey on this development was only mailed to people within 300 feet of Telegraph. Very few people know what is happening. The meetings chaired by AC Transit were stacked with transit people with local people objecting. Berkeley's own traffic commission is filing the most modest objection to the EIR, and not representing the motorists, most of the residents of the town. Does the City Council know what is happening here? Does Oakland know? Do fire, police, and ambulance operators know?

3-51-8

Today, the big fast double buses are running on Telegraph, mixed with other traffic, and this, and restriping and cleaning up the Ave has resulted in less congestion and faster both bus and auto service. AC Transit should stand pat with what has already been accomplished and not go too far & destroy commerce and neighborhoods.

This is an open letter to Berkeley residents, BERKELEY GOVERNMENT, OAKLAND GOVERNMENT and above all the Board of AC Transit who are requested to not proceed on this project.

3-51-9

We suggest that residents and business people call your Oakland or Berkeley Council person and AC Transit and write to newspapers and AC TRANSIT BD 1600 Franklin St, Oakland Ca 94612 with your point of view. People pressure can avert this disaster. EIR comments are due by July 3 2007. Google AC Transit EIR for much more information. Berkeley government may tend to favor this proposal as a way to invigorate downtown, Oakland hardly knows it is happening.

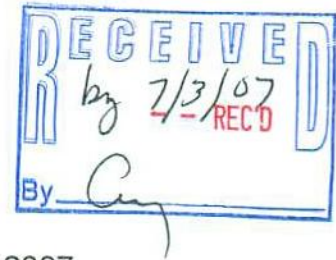
George Oram, Hillegas Ave (gsoremote@hotmail.com).

Letter 3-51

George Oram
June 30, 2007

- 3-51-1 As discussed in Section 2.3.2, there are 47 stations proposed along the corridor including six stations in Berkeley, 36 stations in Oakland, and five stations in San Leandro. Other than crossing Lake Merritt Dam and I-580, all stations are less than 0.45 mile apart, with 90 percent of stations less than 0.4 mile apart. Average station spacing is 0.31 mile. All stations are seven or fewer blocks apart, with 85 percent of stations five or fewer blocks apart. On average, stations are 4.4 blocks apart. 3-51-2 Thank you for your comment.
- 3-51-3 Refer to Appendix A for schematic diagrams of the Build Alternative. Conceptual sketches of improvements to intersection curb radius to accommodate bus turn maneuvers are included.
- 3-51-4 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no impacts with respect to emergency vehicle access, parking, traffic diversion, pedestrian and bicycle access, or businesses are anticipated.
- 3-51-5 Please see response to comment 3-51-4, above.
- 3-51-6 Please see response to comment 3-51-4, above.
- 3-51-7 Please see response to comment 3-51-4, above.
- 3-51-8 There has been extensive public notification of meetings on this project over a ten year period. Please see Section 7.9.8 of this Final EIS/EIR for additional detail in response to this and other common public review comments on the Draft EIS/EIR with respect to outreach and marketing.
- 3-51-9 Please see response to comment 3-51-4, above.

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612



June 26, 2007

Re: Opposed to dedicated bus lanes on Telegraph Avenue

Dear Sir/Madam,

I live in North Berkeley and often take either the Telegraph Ave or College Ave AC Transit buses to visit my elderly mother, who lives in North Oakland between Telegraph and College.

I am against dedicated bus lanes on Telegraph Avenue, since it solves a problem for a small segment of the population, while creating a myriad of problems (listed below) for other people.

Dedicated bus lanes on Telegraph Avenue will

- 1) Lead to more congested traffic, with substantial delays for other vehicles using the street and causing more pollution. Telegraph will become as, and probably even more, congested as College. The congestion on other major streets, especially College and Shattuck, will also probably increase.
- 2) Cause drivers to use residential streets instead of Telegraph, as they try to avoid congestion on Telegraph. This will create safety problems in residential areas where families with children live, lengthening journeys for private vehicles, and adversely affect the quality of life (more pollution and noise) of residents.
- 3) Place restrictions on where left turns can be made, which will divert even more traffic into residential areas, and make vehicle trips even longer as many drivers backtrack after making the left turn.
- 4) Result in removal of parking spaces, which will adversely affect neighborhood businesses, which are already struggling, and cause more people to drive to malls. Removing these parking spaces will also affect parking in the residential neighborhoods. When people cannot park close to their homes, it is difficult to carry children and purchases home, in some cases is dangerous, crime-wise.
- 5) Not significantly improve commute times. According your "Key Project Facts and Figures," during peak periods 5-7 minutes would be saved on a

3-52-1

3-52-2

3-52-3

3-52-4



trip from downtown Berkeley to downtown Oakland, and 6-10 minutes from downtown Oakland to downtown San Leandro. I assume that during non-peak times, the savings would be even less. In other words, the estimated time that will be saved by dedicated bus lanes will be similar to the interval between buses during peak hours. (I often find that I spend just as much time waiting for the bus as the bus ride itself). Don't forget, commute time does not have to be wasted time, since one can read, plan activities and work strategies, make phone calls, or just relax while riding a bus..

- 6) Not necessarily convince riders to take a Telegraph rather than a College bus, because face it, many of us feel safer and/or more comfortable waiting on College than Telegraph.

3-52-5

Since we already have a rapid transit line whose route differs from the one being proposed by only a few blocks, I am puzzled as to why about \$400 million is needed to set up a second almost parallel rapid transit option with dedicated bus lanes. I assume at least \$300 million could be saved by not making dedicated bus lanes, and that this money could be used for more worthwhile projects, even if not in Alameda County.

Even without dedicated bus lanes on Telegraph, your goal of speeding up travel time on the Berkeley to San Leandro route via Telegraph can probably be achieved with the other improvements you are planning: Rapid (Express) buses, bus-triggering of green lights, and speeding up boarding and disembarking. Speeding up of boarding and disembarking will be achieved by tickets being purchased prior to boarding, boarding through all four doors, and sidewalks at stops being level with the bus floor so wheelchair lifts will not be needed.

3-52-6

Since traffic on Telegraph Avenue, except for a few intersections, already flows nicely, you can achieve your goal (rapid and dependable public transportation between Berkeley, Oakland, and San Leandro) without dedicated bus lanes on Telegraph. The same is probably true for Broadway, International Blvd., and East 14th.

Why are you asking for dedicated bus lanes for a Rapid Bus on the Telegraph, International Blvd, and East 14th route, when the Rapid Transit Route on San Pablo Ave (#72) has been such a success without dedicated bus lanes?

3-52-7

Sincerely yours,

Barbara Schick
Barbara Schick, PhD
818 Indian Rock Ave
Berkeley, CA 94707

1 BARBARA SCHICK: My name is Barbara Schick. I live in
2 North Berkeley. My mother lives in North Oakland just off
3 of Telegraph. I'm against the dedicated bus lane on
4 Telegraph Avenue because it solves one problem while
5 creating a myriad of others. One. It will lead to more
6 congested traffic on Telegraph Avenue with delays and more
7 pollution. Maybe this additional pollution will cancel out
8 the benefits of the dedicated bus lanes. Two. Traffic
9 will be diverted onto residential streets creating safety
10 problems in (inaudible) non-bus riders, especially since
11 left turns will only be allowed at bus stops. Now if it's
12 true that cars aren't going to be allowed to cross
13 Telegraph, even where the bus stops are, that's going to
14 even cause more traffic. By the way, my mother's property
15 has been rammed twice by cars. Once demolished the garage
16 and once it went into her front porch, and I think on the
17 block, which is a completely residential area, there have
18 been at least two other ramming into houses or property and
19 there are all sorts of accidents and stuff. Three.
20 Removal of parking spaces will already adversely affect
21 neighborhood businesses, which they're already struggling
22 in Berkeley, with parking issues right and left. And when
23 these go out of business, everybody's going to get into
24 their cars and go to Emeryville or El Cerrito. Okay,
25 three, the route of the proposed BRT parallels BART. Also,

3-52-1

3-52-2

3-52-3

3-52-6

1 if you have to cross the street to get to the station,
2 that's going to be dangerous for the elderly and disabled.
3 On Telegraph, already, they're not - they're walking across
4 - on the sidewalk, they don't have to cross a major street,
5 and Telegraph is going to be more major now. Even without
6 the dedicated bus lanes, AC Transit can speed up travel
7 time. You've already indicated how you can do that by
8 improving the boarding and the disembarking. I think one
9 of the major reasons - what is the major reason AC Transit
10 is pushing the dedicated bus lanes is because they probably
11 won't get the four hundred million dollars without the
12 dedicated bus lane. Maybe a better use of this four
13 hundred million dollars would be to have several corridors,
14 like College and Shattuck, you have your express bus, you
15 have your local bus, and you have free transfers. So
16 please, I'm for public transportation, I use it a lot. If
17 it was more convenient, like the previous speaker said,
18 every six minutes maybe have a bus - You're saying that
19 maybe you're going to save six minutes of travel time
20 between Berkeley and downtown Oakland or between Oakland
21 and downtown San Leandro. But when you're waiting for a
22 bus, have more buses and more frequently.

3-52-8

3-52-6

23

Letter 3-52

Barbara Schick
June 26, 2007

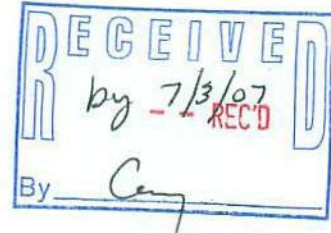
- 3-52-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and minimal traffic, parking, emergency vehicle, or economic impacts are anticipated.
- 3-52-2 Please see the response to comment 3-52-1, above. Also see Section 3.2 of the FEIS/EIR regarding the revised traffic analysis.
- 3-52-3 Please see the response to comment 3-52-1, above. Also see Section 3.4 of the FEIS/EIR regarding the revised parking analysis.
- 3-52-4 Please refer to Section 7.9.1 of the Final EIS/EIR for a discussion of the travel time benefits of dedicated lanes. In addition, Section 3.1 quantifies these improvements as compared to Rapid Bus service.
- 3-52-5 Please see the response to comment 3-52-1, above.
- 3-52-6 Please see the response to comment 3-52-1, above.
- 3-52-7 Please see the response to comment 3-52-1, above.
- 3-52-8 As discussed in Section 3.3 of the Final EIS/EIR, all intersections that currently have a marked crosswalk will retain at least one marked crosswalk. At intersections under traffic signal control, high-visibility crosswalks would be signalized as part of the traffic signal control system. At unsignalized intersections, crosswalks would be demarcated and pedestrian signals provided, including indicators to oncoming traffic, where warranted for safety or to aid high volume pedestrian movements. In addition, center landscaped medians are being added which will serve as pedestrian refuges with a place to rest and wait before crossing to the opposite side. These safety features are expected to facilitate seniors crossing the street in this area. Please refer to Section 7.9.14 for a detailed response to common public review comments on the Draft EIS/EIR with respect to safety and security.

Letter 3-53

Anne Flexer
June 26, 2007

- 3-53-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no traffic diversion impacts are anticipated.
- 3-53-2 BRT service in dedicated lanes provides superior service and reliability as compared to Rapid Bus, as described in Sections 7.9.1 and 7.9.6 of the Final EIS/EIR. The BRT mode of transit service would therefore better fulfill the proposed project's purpose of increasing transit ridership by providing a viable and competitive transit alternative to the private automobile, as is shown in Section 3.1. However, as noted above, dedicated lanes are not feasible or not selected for some segments of the project.
- 3-53-3 As discussed in Chapter 2 of the Final EIS/EIR, the proposed project would incorporate proof of purchase fare collection. This would reduce boarding time because it would no longer be necessary for users enter at a single door and interact with the driver and/or fare box to enter the bus. Instead, boarding may be done at any of the bus's doors. In addition, station platforms would be at or slightly lower than the floor level of the buses, facilitating entry and exit of the vehicles. However, as described in Section 7.9.6, the provision of BRT service in dedicated lanes would have substantial benefits in terms of travel time and reliability as compared to Rapid Bus service.

East Bay BRT (Bus Rapid Transit) Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612



June 26, 2007

Re: Opposed to dedicated bus lanes on Telegraph Avenue

Dear Sir/Madam,

We are against dedicated bus lanes on Telegraph Avenue, since they will

- 1) Cause traffic congestion on Telegraph Ave
- 2) Increase traffic in residential areas, as drivers try to find alternate routes to a congested Telegraph Ave
- 3) Increase congestion on College Ave (which will affect our family business on College) and Shattuck Ave
- 4) Parallel a rapid transit route already provided by BART
- 5) Require major and expensive construction on Telegraph Ave

3-53-1

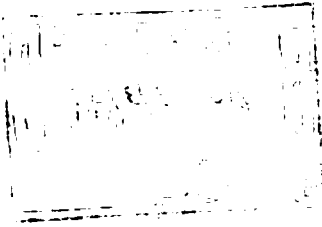
3-53-2

Many of the other plans for the BRT, which will speed up boarding and disembarking (buying tickets before boarding, boarding through all doors, and wheelchairs and shopping carts being able to just roll onto the buses), should result in a rapid transit service between downtown Berkeley and downtown San Leandro without required dedicated bus lanes, and should cost hundreds of millions of dollars less.

3-53-3

Sincerely yours,

Anne Flexer
Edelweiss Jewelers
2980 College Ave
Berkeley, CA 94705



East Bay BRT (Bus Rapid Transit) Project Office
AC Transit
1800 Franklin Street
Oakland, CA 94612

June 28, 2007

Re: Opposed to dedicated bus lanes on Telegraph Avenue

Dear Sir/Madam,

We are against dedicated bus lanes on Telegraph Avenue, since they will

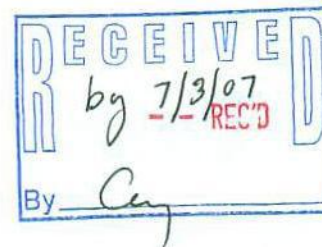
- (1) Cause traffic congestion on Telegraph Ave
- (2) Increase traffic in residential areas, as drivers try to find alternate routes to a congested Telegraph Ave
- (3) Increase congestion on College Ave (which will affect our family business on College) and Struock Ave
- (4) Parallel a rapid transit route already provided by BART
- (5) Require major and expensive construction on Telegraph Ave

Many of the other plans for the BRT, which will speed up boarding and disembarking (buying tickets before boarding, boarding through all doors, and wheelchair and shopping carts being able to just roll onto the buses), should result in a rapid transit service between downtown Berkeley and downtown San Leandro without required dedicated bus lanes, and should cost hundreds of millions of dollars less.

Sincerely yours,

Anna Flexer
Edelweiss Jewelers
2080 College Ave
Berkeley, CA 94702

East Bay BRT (Bus Rapid Transit) Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612



June 26, 2007

Re: Opposed to dedicated bus lanes on Telegraph Avenue

Dear Sir/Madam,

We are against dedicated bus lanes on Telegraph Avenue, since they will

- 1) Cause traffic congestion on Telegraph Ave
- 2) Increase traffic in residential areas, as drivers try to find alternate routes to a congested Telegraph Ave
- 3) Increase congestion on College Ave (which will affect our family business on College) and Shattuck Ave
- 4) Parallel a rapid transit route already provided by BART
- 5) Require major and expensive construction on TelegraphAve

3-54-1

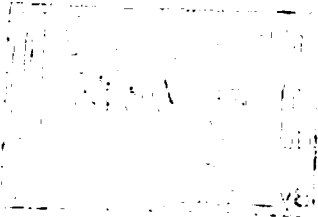
3-54-2

Many of the other plans for the BRT, which will speed up boarding and disembarking (buying tickets before boarding, boarding through all doors, and wheelchairs and shopping carts being able to just roll onto the buses), should result in a rapid transit service between downtown Berkeley and downtown San Leandro without required dedicated bus lanes, and should cost hundreds of millions of dollars less.

3-54-3

Sincerely yours,

Laurent Malaquais
2980 College Ave #9
Berkeley, CA 94705



East Bay BRT (Bus Rapid Transit) Project Office
AC Transit
1800 Franklin Street
Oakland, CA 94612

June 26, 2007

Re: Opposed to dedicated bus lanes on Telegraph Avenue

Dear Sir/Madam,

We are against dedicated bus lanes on Telegraph Avenue, since they will

- (1) Cause traffic congestion on Telegraph Ave
- (2) Increase traffic in residential areas, as drivers try to find alternate routes to a congested Telegraph Ave
- (3) Increase congestion on College Ave (which will affect our family business on College) and Shattuck Ave
- (4) Parallel a rapid transit route already provided by BART
- (5) Require major and expensive construction on Telegraph Ave

Many of the other plans for the BRT, which will speed up boarding and disembarking (buying tickets before boarding, boarding through all doors, and wheelchair and stroller boarding) are being able to just roll onto the buses, should result in a rapid transit service between downtown Berkeley and downtown San Leandro without required dedicated bus lanes, and should cost hundreds of millions of dollars less.

Sincerely yours,

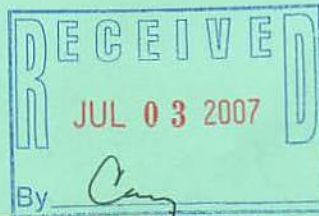
Latent Malware
2880 College Ave #3
Berkeley, CA 94705

Letter 3-54

Laurent Malaquais

June 26, 2007

- 3-54-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no traffic diversion impacts are anticipated.
- 3-54-2 BRT service in dedicated lanes provides superior service and reliability as compared to Rapid Bus, as described in Sections 7.9.1 and 7.9.6 of the Final EIS/EIR. The BRT mode of transit service would therefore better fulfill the proposed project's purpose of increasing transit ridership by providing a viable and competitive transit alternative to the private automobile, as is shown in Section 3.1. However, as noted above, dedicated lanes are not feasible or not selected for some segments of the project.
- 3-54-3 As discussed in Chapter 2 of the Final EIS/EIR, the proposed project would incorporate proof of purchase fare collection. This would reduce boarding time because it would no longer be necessary for users enter at a single door and interact with the driver and/or fare box to enter the bus. Instead, boarding may be done at any of the bus's doors. In addition, station platforms would be at or slightly lower than the floor level of the buses, facilitating entry and exit of the vehicles. However, as described in Section 7.9.6, the provision of BRT service in dedicated lanes would have substantial benefits in terms of travel time and reliability as compared to Rapid Bus service.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing

Thursday, June 14, 2007

5:30 - 8:30 PM

North Berkeley Senior Center, Berkeley, CA

Name: Rocky Nevni Affiliation: Home owner
 Address: 1414 Campos Dr Phone: 645 7353
 City/State/Zip: Berkeley 94708 Email: Rocky-transit@Tallis.com

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

Shocking lack of objective evidence for the belief this will help.

As the guardians of millions of our dollars I expect evidence-based reasoning.

Impact on traffic, safety of ER vehicles and loading platforms, elimination of parking for business

- what is the real reason? Who truly benefits

(Please use reverse side if additional space is needed.)

Thank you Rocky Nevni Ph.D

Comments may be submitted tonight or mailed to:

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Thank you for participating in tonight's public hearing.

Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Rocky Nevin	Affiliation:	Homeowner
Address:	1414 Campus Drive	Phone:	845.7353
City/St/Zip:	Berkeley, CA 94708	Email:	Rocky_transit@tallis.com

Comments:

“Shocking lack of objective evidence for the belief this will help.”

“As the guardians of millions of our dollars I expect evidence-based reasoning.”

Impact on traffic, safety of ER vehicles and loading platforms, elimination of parking for business – what is the real reason? Who truly benefits?”

“Thank you. Rocky Nevin PhD”



3-55-1

Transcribed by:	Cory LaVigne	July 16, 2007
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Letter 3-55

Rocky Nevin
June 14, 2007

3-55-1 As described in Section 7.9.1 of the Final EIS/EIR, the selection of route alignment and transit mode were studied in the Major Investment Study, which preceded the Draft EIS/EIR. As discussed in Section 7.1.1 of the Final EIS/EIR, seven public meetings were held during the MIS process, two in San Leandro, two in Berkeley and three in Oakland. To publicize the meetings, AC Transit mailed flyers to over 6,000 people and made more than 1,000 follow-up calls. In addition, stakeholder interviews were conducted, Technical Advisory Committee (TAC) meetings were held, and a Community Advisory Committee was convened. Following the circulation of the Draft EIS/EIR, a detailed community process to select the Locally Preferred Alternative (LPA) in each corridor city has been undertaken, as described in Section 2.1 of the Final EIS/EIR. As a result of the City of Berkeley's decision in April 2010 to reject BRT service within the limits of the City, the proposed project would operate in mixed flow lanes on Berkeley streets; no dedicated transitway would be implemented. The development and refinement of alternatives, public outreach, and evaluation and disclosure of impacts has been consistent with applicable sections of both NEPA and CEQA, as implemented by the respective lead agencies (i.e., the FTA and AC Transit).



East Bay BRT Project Office
 AC Transit, 1600 Franklin St.
 Oakland, CA 94612

June 30, 2007

Re: Comments on the DEIR for ACTransit Bus Rapid Transit Project

I get around Berkeley on AC Transit. After reviewing the DEIR my concern is that this \$400 million project will have negative impacts on Berkeley's commercial districts, neighborhoods and thoroughfares. There is also the risk of jeopardizing the current services of the AC Transit system.

The **DEIR 4.28** agrees that congestion on Telegraph Avenue will increase by designating two lanes of traffic for buses-only. When there is only one lane each way to carry all cars, trucks, and local buses, Telegraph Ave. will become like College Ave. but with no left turns. Instead drivers will cut through the Southside neighborhoods. The 1000 new parking places provided by U.C. on College Ave. between Channing Way and Haste, and the 900 proposed parking places at Memorial Stadium will exacerbate this problem. Increased traffic volume in adjacent neighborhoods is not addressed.

3-56-1

Closing Telegraph from Dwight to Bancroft to cars/trucks during the day threatens the viability of this commercial district. Pickup and deliveries to business will be difficult. The Project for Public Spaces cites numerous examples of bus malls destroying commercial neighborhoods and gives examples of how transportation--buses and cars can enliven a community. (pps.org)

3-56-2

The **DEIR Risk Analysis 8.4** states that with the *No Build Alternative* AC Transit will likely have the financial capacity to maintain and regrow base bus services lost in December 2003. Balancing these efforts with the BRT Project could be difficult depending on the economy. The **DEIR** does not guarantee that existing bus routes or regrowth plans will not be curtailed, or that fares will not increase.

3-56-3

Currently the 1/1R (40L) is not a well patronized route in Berkeley. The big double buses coming onto Bancroft at Telegraph and Center and Shattuck are virtually empty. When I asked AC Transit Drivers which buses in Berkeley have the most riders, #51 and 18(43) were the unanimous response. When I asked why there is the double bus on the 1/1R route, they said that it was needed because there are more riders on the Oakland/San Leandro corridor of the route. **DEIR Figure 3.1-2, ACTransit Boarding by Segment along Proposed Project Alignment** shows that 24,000 riders on a weekday board in the BRT corridor. The greatest number of boardings, 15,700, are along International Boulevard

3-56-4



BRT corridor, while there are only 1,800 boardings from Alcatraz Ave. to Downtown Berkeley.

The "new" Rapid Bus, 1R can increase bus speed by making limited stops and controlling traffic lights. In addition there is a plan pending before the state Legislature that would allow placing cameras on the front of buses to catch traffic-blocking double-parkers. Instead of spending \$400 million to speed up a rapid bus route already in service and paralleled by BART and routes 51 and 18(43), our taxes should be used for improving AC transit options: reduced fares and more frequent bus service.

3-56-4

Sincerely,



Sheila Andres
1324 Arch St.
Berkeley, CA
94708

Letter 3-56

Sheila Andres
June 30, 2007

- 3-56-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no parking impacts are anticipated.
- 3-56-2 Please see the response to comment 3-56-1, above.
- 3-56-3 As noted in Section 7.9.7 of the Final EIS/EIR, the proposed project is not expected to result in either disruption or cutbacks in existing local transit service. In addition, as discussed in Section 7.9.4, the proposed project would not result in an increase in fares, and fares charged on the BRT route would be the same as those charged on local bus service operated by AC Transit.
- 3-56-4 As discussed in Section 3.1, BRT offers distinct additional benefits over Enhanced Bus and Rapid Bus. Please refer to Section 7.9.6 of the Final EIS/EIR for responses to this and other common public review comments on the Draft EIS/EIR in the context of new project alternatives. Please note that within Berkeley, the Locally Preferred Alternative would provide service within mixed-flow lanes; no dedicated lanes would be provided on Telegraph within the boundaries of the City of Berkeley.

June 22, 2007

Comment Letter 3-57

Dear President of the Board AC Transit
+ Mayors of Berkeley, Oakland + San Leandro,

As a resident of the East Bay, I support
BUS Rapid Transit. This would be a
great improvement which would get passengers
to their destination faster, on-time + in a
more comfortable fashion.

I would like to utilize our public transportation
system more in commuting to work in Berkeley. As
the bus system runs now I cannot justify spending
75 minutes on a bus when I'm travelling 15 minutes
down the road. Please make implement the
San Leandro to Berkeley Bus Rapid Transit
as soon as possible?

3-57-1



Thank-you,
Christina
CHRISTINA ARMOR
11674 Cypress Ave.
Richmond, CA 94805

Letter 3-57

Christina Armor
June 22, 2007

3-57-1 Thank you for your comment.

Dear President of the Board
 AC Transit



I very much support Bus Rapid Transit - since I ride the 72R several times per week, I'm a huge fan!

Bus Rapid Transit moves us riders faster and more comfortably. The result: fewer cars (I drive much less knowing I can get to work almost as fast on the bus) better air quality, and less global warming.

Please implement the San Leandro to Berkeley Bus Rapid Transit as soon as possible!

Sincerely,
 Mike Daley

6143 Rose Arbor
 San Pablo, CA 94806

cc: Mayors of Berkeley, Oakland + San Leandro.

Letter 3-58

Mike Daley
June 28, 2007

3-58-1 Thank you for your comment.

KEYSOURCE MANAGEMENT

P. O. BOX 4043
MONTEREY, CA 93942
(831) 655-9755 FAX (831) 655-9855



June 25, 2007

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612

RE: Comments on the East Bay BRT Project draft environmental document

To Whom It May Concern:

My wife and I own and manage the property at 2375-99 Telegraph Ave. at the corner of Channing Way.

I am concerned about the proposed routes through the downtown 4 blocks of Telegraph Ave. Berkeley. I am having a difficult time seeing how having continuous traffic of frequent, larger and longer BRT buses in this pedestrian friendly shopping area is going to "make this area more attractive and safer for pedestrians" as stated in the EIR. I think that two-way bus traffic will have a negative impact and make life more difficult for pedestrians, merchants and street vendors as well as traffic circulation trying to get to the numerous parking facilities in this area. Deliveries are critical for the merchants. The strict timetable of this bus service will not harmonize well with the sometimes unpredictable and flexible nature of Telegraph Avenue's daily business, which regularly does involve double parking for short periods throughout the day (as the existing turn-outs are inadequate). There are no alternatives to street front deliveries, there are no back alleys servicing these 4 blocks of Telegraph Ave.

3-59-1

It is acknowledged in the EIR that this shopping district has the highest pedestrian concentration on the entire proposed line. I am very concerned with the noise and air pollution that will be generated by the frequent diesel engine buses in this narrow corridor of 2 story buildings. The supporting information on the low emissions diesel fuel is from a website which is a diesel technology forum promoting diesel usage. I think that further research should be done into natural gas, electric or hybrid technology.

3-59-2

I note in the EIR that consideration has been given to the fact that on market and festival days on Telegraph Ave. the buses will need to be re-routed around the Telegraph Ave. Shopping District. I think that the regular line should be planned so that these potential changes in services routes would not be necessary, and more importantly, to avoid this area and allow Telegraph Ave. to retain its unique character and not turn it into a bus transit mall.

3-59-3

Page two
AC Transit
June 25, 2007

We would like to respectfully suggest a proposal that would have northbound buses on Telegraph Ave. turn right on Dwight Way then left on Bowditch Street and left again onto Bancroft Way? Southbound buses would travel on Dana Street, turn left on Dwight Way and turn right back onto Telegraph Ave., as shown on one of the alternate routes in your current proposal. A bus stop at Telegraph Ave. & Dwight Way, and another at Bancroft Way & Telegraph Ave. will get passengers close enough to this shopping district without disturbing the present balance of this shopping environment.

3-59-4

Please feel free to contact me if you wish to discuss this matter further.
Thank you for your consideration.

Sincerely,



T. Ruben Fuentes

1 REUBEN FUENTES: My name is Reuben Fuentes, and my
2 wife and I own property on Telegraph Avenue at Channing.
3 I'd like to say that I agree that better, more efficient
4 public transportation is essential for this area and I
5 generally agree that this is a great step in that
6 direction. I am concerned about the proposed route through
7 downtown Telegraph Avenue, Berkeley. I'm having a
8 difficult time seeing how the continuous traffic of
9 frequent, longer, larger BRT buses in this pedestrian-
10 friendly shopping area is going to make the area more
11 attractive and safer for pedestrians, as stated in your
12 draft EIR. I think that two-way bus traffic will generally
13 have a negative impact and make life more difficult for
14 pedestrians, merchants and street vendors, as well as
15 traffic circulation trying to get to the numerous parking
16 facilities. Deliveries are critical to all the merchants
17 in this area. There isn't really an alternate alleyway or
18 any way to address that. The strict timetables for the BRT
19 are not going to harmonize very well with the erratic
20 double parking that has to go on on the Telegraph business
21 area. It's just unavoidable. I mean, any time of day that
22 you go down there there's cars double-parked on Telegraph.
23 And it's necessary, because the turnouts are full. It's
24 acknowledged in your Draft EIR that this section is one of
25 the highest pedestrian areas and I'm very concerned with

3-59-1

3-59-2

1 the noise and air pollution that'll be generated by the
2 frequent diesel buses in this narrow, two-story corridor.
3 The supporting information on low-emissions diesel fuel is
4 from a website which appears to be a diesel technology
5 forum promoting diesel usage. I think that further
6 research should be done into alternative forms of fuel,
7 natural gas, electric or hybrid. I note in the EIR that
8 consideration has been give to the fact that on festival
9 days the buses need to be rerouted around the Telegraph Ave
10 shopping district. I think that the regular line should be
11 planned so that the potential changes in service routes
12 would not be necessary, and more importantly, to avoid this
13 area and allow Telegraph to retain its unique character and
14 not turn it into a transit mall. Thank you.

3-59-2

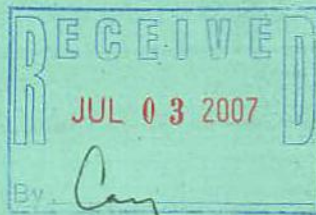
3-59-3

15

Letter 3-59

T. Ruben Fuentes
June 25, 2007

- 3-59-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no impacts to pedestrians, merchants, street vendors, traffic circulation or delivery trucks are anticipated.
- 3-59-2 Thank you for your comment. As described in Sections 4.12 and 4.14, the proposed project would result in a net decrease in both criteria pollutant and greenhouse gas emissions as a consequence of reduced VMT due to a shift from passenger car to transit mode of travel. As is discussed in Section 4.12.3, the proposed project was determined by MTC not to be a project of air quality concern. This determination was based on the fact that the proposed project would not increase the percentage of diesel vehicles on the roadway, does not involve a bus or rail terminal that significantly increases diesel vehicles, and is not identified in the SIP as a possible PM2.5 or PM10 violation site.
- 3-59-3 Thank you for your comment.
- 3-59-4 As discussed in Section 2.3.2 of the Final EIS/EIR, the Locally Preferred Alternative adopted by the City of Berkeley and AC Transit does not include dedicated bus lanes through the city of Berkeley. Buses would operate in mixed flow lanes alongside regular traffic for the entire length of the Berkeley segment. The Berkeley alignment is discussed in Section 2.3.2 of the Final EIS/EIR.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing

Thursday, June 14, 2007

5:30 - 8:30 PM

North Berkeley Senior Center, Berkeley, CA

Name: Susan Cochetto Affiliation: neighbor
 Address: 421 61st St Phone: 510 658 9488
 City/State/Zip: Oakland Email: _____

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

I oppose this proposal as
 I think it will slow
 traffic rather than speed
 it up and impact businesses
 in Berkeley as they will
 be difficult to patronize.

3-60-1

(Please use reverse side if additional space is needed.)

Comments may be submitted tonight or mailed to:

East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612

Please note: Comments on the draft
 environmental document must be
 received by 5:00 PM, July 3, 2007

Thank you for participating in tonight's public hearing.

Letter 3-60

Susan Ciochello

June 14, 2007

3-60-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions.

AC Transit Customer Contact Ticket

ADA COMPLAINT?
Yes No

F
NU
307

0

Source:

Phone Call

Received:

Friday, June 22, 2007 10:17:55 AM

By:

RON

Statu:

Days Open

CONTACT INFO

Name: * * Last
 Address Line 1: Line 2: Respond Via:
 City: State: Zip Code:
 Phones: Home: Work: Fax:
 E-Mail:

Response Reque
 Priority

INCIDENT

Date: Time: * Veh Number: Route/Line:
 Location: Destination:
 City of Incident: Div:
 Employee Description: (Max 1024 char)
 Badge:

DESCRIPTION

Click in Reason field to Select from list

Reasons: 4.
 2. 5.
 3. 6.

Customer
Comments:
(Max 8500 char)*

Customer is absolutely against streets closure for BRT. Customer lives on college avenue.

3-61-1

REFERRALS

For Action:

N. Research/Planning

- | | | | |
|----|----------------------|----|----------------------|
| 1. | <input type="text"/> | 4. | <input type="text"/> |
| 2. | <input type="text"/> | 5. | <input type="text"/> |
| 3. | <input type="text"/> | 6. | <input type="text"/> |

For Info to:

Last Updated by: KHUFFMAN on Tuesday, July 10, 2007 11:18:54 AM

ADA COMPLAINT?

Yes No

AC Transit Customer Contact Resolution

Show History

Show Contact

FI

RESEARCH HISTORY

Date	Time	By	Comment (max 1024 char)
6/27/2007	09:29	KHUFFMAN	Assigned to T. Bruzzone w/ follow up e-mail.
7/10/2007	11:11	KHUFFMAN	Resigned to Cory LaVigne w/ follow up e-mail.
7/10/2007	11:18	KHUFFMAN	Per Cory, ticket is "ready to Close"

Assigned To:

Select

Current Ticket Status: **Ready To Close**

New Ticket Status

Select New

[OTSXREF](#)

Clear Comment

Submit

CUSTOMER CONTACT HISTORY

Date	Time	By	Via	Comment (max 2048 char)
7/10/2007	11:18	KHUFFMAN		No response requested
7/10/2007	11:18		Not Applicable	

Current Status: **Not Applicable**

New Contact Status: Select New Status

Clear Comment

Submit Con

FINAL ACTION

Enter an Optional Resolution Comment up to 1024 charac

Select Resolution Code

Open Ticket

Reset Resolution Comment

Submit Final Action

Letter 3-61

Bonnie Krause

June 22, 2007

3-61-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions.

Letter 3-62

George Beier
July 03, 2007

- 3-62-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no traffic diversion is anticipated.
- 3-62-2 Please see the response to comment 3-62-1, above.
- 3-62-3 As described in Sections 4.12 and 4.14, the proposed project would result in a net decrease in both criteria pollutant and greenhouse gas emissions within the air basin as a consequence of reduced VMT due to a shift from passenger car to transit mode of travel. As further described in Section 4.12, the proposed project would not result in any impacts with respect to localized CO or PM emissions.
- 3-62-4 See response to comment 3-62-3, above.
- 3-62-5 Please refer to Section 7.9.4 of the FEIS/EIR. Also, as discussed in Chapter 8 of the Final EIS/EIR, farebox revenue is an important funding source for funding the necessary operational and maintenance costs of the route and others operated by AC Transit. It is economically and technically infeasible for AC Transit to lower fares without a compensating source of revenue to make good the loss of farebox revenue. As discussed in Chapter 8, no such funding source has been identified.
- 3-62-6 The analysis performed in the Final EIS/EIR provides substantial evidence with respect to the proposed project's impacts with respect to the economic and business environment; see Section 4.4.
- 3-62-7 See Section 7.9.8 of the Final EIS/EIR for a response to common comments on the Draft EIS/EIR with respect to outreach and marketing. There have been hundreds of meetings held to discuss the BRT project over 10 years. Comment summaries, when provided by the local governments at their meetings, are attached in Appendix G of the Final EIS/EIR.
- 3-62-8 As discussed in Section 2.3.2 of the Final EIS/EIR, the Locally Preferred Alternative adopted by the City of Berkeley and AC Transit does not include dedicated bus lanes through the city of Berkeley. Buses would operate in mixed flow lanes alongside regular traffic for the entire length of the Berkeley segment. The Berkeley alignment is discussed in Section 2.3.2 of the Final EIS/EIR.
- 3-62-9 The signal timing improvements are assumed to be implemented in the future to accommodate the traffic growth projections. Furthermore, implementation of the proposed Build Alternative will require specific changes in the signal timing to accommodate the project.

- 3-62-10 Comment noted. Section 3.2 of the Final EIS/EIR evaluates diverting traffic and provides corresponding mitigation for significant impacts.
- 3-62-11 Thank you for your comment.
- 3-62-12: Thank you for your comment.
- 3-62-13 Please refer to Section 7.9.1 of the Final EIS/EIR for a discussion of three-year public MIS process, which evaluated numerous route and transit system alternatives against nine service objectives. Section 3.1 describes the ridership analysis.

Cory LaVigne

From: Jim Cunradi
Sent: Wednesday, July 11, 2007 1:53 PM
To: Milton Hare; Cory LaVigne
Subject: FW: Comments on the DEIR for the BRT project



-----Original Message-----

From: George Beier [mailto:georgebeier@hotmail.com]
Sent: Tuesday, July 03, 2007 3:45 PM
To: Jim Cunradi; Planning
Subject: Comments on the DEIR for the BRT project

Comments to the DEIR for the Bus Rapid Transit Proposal George Beier
2617 Derby St
Berkeley, CA 94705

Comment #1: Impact on College/Adeline

The DEIR states that traffic on Telegraph Avenue will be re-routed to College Avenue and the Adeline/Shattuck Corridor. The College Ave corridor is frequently snarled in traffic, often solid for 5 or 6 blocks. It stretches credulity to think that this street can contain more traffic. A thorough analysis of the delays on the alternate routes must be performed.

3-62-1

Comment #2: Impact on Neighborhood Traffic In Berkeley, traffic will flow off of Telegraph and on to the neighborhood streets. We need a thorough analysis of the impact on the Colby/Benvenue/Hillegass alternate to Telegraph. This is currently a neighborhood "short cut" and I can only conceive of this traffic getting worse. We also need to see an analysis of the impact on the alternatives for getting from Telegraph to Downtown Berkeley, since it will no longer be possible to proceed north to Bancroft or Haste (and turn left). This means increased traffic for Derby, Carleton, Blake, and Parker. We need a thorough analysis of this increased traffic. I have lived in the neighborhood for 25 years. If Telegraph becomes one lane, like College, I have a hard time seeing how gridlock wouldn't result.

3-62-2

Comment #3: Impact on Pollution

It's unclear in the EIR whether pollution goes up or down as a result of the BRT. The table in Section 4 lists pollution "along the corridor". It's unclear whether this corridor is the actual route itself (Telegraph/International Blvd), the 10 intersections mentioned at the beginning of the section, or the entire route plus the existing neighborhood streets. The following question needs to be answered: Given the project increased ridership of the bus, plus the switch from cars to the bus, plus the slowed-down traffic, plus the neighborhood cut-through traffic -- what is the overall effect on pollution? This is an "Environment Impact Report"
-- we need to know the effect of the solution on the environment.

3-62-3

Comment #4: Impact on Greenhouse Gases

Part of the analysis requested in #3 must include an analysis of CO2. We need to know the effect on global warming -- does it get worse or better and how much worse or better. I would be inclined to favor this project if it can be proven that it would have a significant beneficial effect on the environment. If this cannot be proven, I think many neighbors would feel that the cost and increased traffic snarl is not worth a modest gain to the environment.

3-62-4

Comment #5: Effect of Lowering the Price Almost all of the goals stated in the EIR could be reached by simply lowering the price of the bus ticket and transfers. What would the increase in ridership / switch from cars be if the price were lowered 25 percent, 50 percent, 100 percent? What would it cost? Its quite conceivable that the reduction in price required to encourage more ridership would be far cheaper than increasing ridership by building the BRT.

3-62-5

Comment #6: No analysis on the Business Climate The effect on the businesses on Telegraph

3-62-6

in Berkeley was not measured adequately.

Comment #7: Survey of Public Opinion

The report lists the community meetings, opportunities for public input, etc. that have been conducted. It's clear that the intent of this is to indicate that AC Transit has worked hard to solicit broad public input.

What is not mentioned is the actual reaction of the public. Do they want the BRT or not? I am the former president of the Willard Neighborhood Association. We held a public forum and solicited cards from the audience for submitting questions to AC Transit. Of the 100 cards I had in my hand, not one was in favor of building the BRT. I know that some neighbors are for the BRT, but the overwhelming majority seem to be against it. In other words, AC Transit is trying to build a system that the people by and large do not want. It would be simple for AC Transit to conduct this survey...perhaps they already have. We need to see this analysis.

3-62-7

Comment #8: Alternatives to the Proposed Route I would be interested in seeing an alternative to proposed "Transit Mall" on Telegraph north of Dwight Way explored.

Specifically, I would like the option of turning right on Dwight (off of Telegraph, heading north) and left on Bowditch. This would allow Telegraph to continue to allow cars. Dwight is wide enough for a dedicated bus lane and perhaps cars could be eliminated in one direction on Bowditch.

3-62-8

Comment #9: Effect of Timed Signal Lights The DEIR explains that much of the slow down on Telegraph could be mitigated by improved signal timing. Let's put this in place RIGHT NOW to see if this statement is actually true. (And if true, we should have done it a long time ago!)

3-62-9

Comment #10: Let's test it

It would be a simple matter to "cone off" one lane of traffic and study the traffic impact. This test should be performed to back up the claims made in the EIR of the expected delays at intersections, effect on cut-through traffic, etc.

3-62-10

July 3, 2007, 5:45 PM
Georgw Beier
2617 Derby St
Berkeley, CA 94705

Comments to the DEIR for the Bus Rapid Transit Proposal George Beier 2617 Derby St Berkeley, CA 94705

Comment #1: Impact on College/Adeline The DEIR states that traffic on Telegraph Avenue will be re-routed to College Avenue and the Adeline/Shattuck Corridor. The College Ave corridor is frequently snarled in traffic, often solid for 5 or 6 blocks. It stretches credulity to think that this street can contain more traffic. A thorough analysis of the delays on the alternate routes must be performed. 3-62-1

Comment #2: Impact on Neighborhood Traffic In Berkeley, traffic will flow off of Telegraph and on to the neighborhood streets. We need a thorough analysis of the impact on the Colby/Benvenue/Hillegass alternate to Telegraph. This is currently a neighborhood short cut" and I can only conceive of this traffic getting worse. We also need to see an analysis of the impact on the alternatives for getting from Telegraph to Downtown Berkeley, since it will no longer be possible to proceed north to Bancroft or Haste (and turn left). This means increased traffic for Derby, Carleton, Blake, and Parker. We need a thorough analysis of this increased traffic. I have lived in the neighborhood for 25 years. If Telegraph becomes one lane, like College, I have a hard time seeing how gridlock wouldn't result. 3-62-2

Comment #3: Impact on Pollution It's unclear in the EIR whether pollution goes up or down as a result of the BRT. The table in Section 4 lists pollution "along the corridor". It's unclear whether this corridor is the actual route itself (Telegraph/International Blvd), the 10 intersections mentioned at the beginning of the section, or the entire route plus the existing neighborhood streets. The following question needs to be answered: Given the project increased ridership of the bus, plus the switch from cars to the bus, plus the slowed-down traffic, plus the neighborhood cut-through traffic -- what is the overall effect on pollution? This is an "Environment Impact Report" -- we need to know the effect of the solution on the environment. 3-62-3

Comment #4: Impact on Greenhouse Gases Part of the analysis requested in #3 must include an analysis of CO2. We need to know the effect on global warming -- does it get worse or better and how much worse or better. I would be inclined to favor this project if it can be proven that it would have a significant beneficial effect on the environment. If this cannot be proven, I think many neighbors would feel that the cost and increased traffic snarl is not worth a modest gain to the environment. 3-62-4

Comment #5: Effect of Lowering the Price Almost all of the goals stated in the EIR could be reached by simply lowering the price of the bus ticket and transfers. What would the increase in ridership / switch from cars be if the price were lowered 25 percent, 50 percent, 100 percent? What would it cost? Its quite conceivable that the reduction in price required to encourage more ridership would be far cheaper than increasing ridershp by building the BRT. 3-62-5

Comment #6: No analysis on the Business Climate The effect on the businesses on Telegraph in Berkeley was not measured adequately. 3-62-6

Comment #7: Survey of Public Opinion The report lists the community meetings, opportunities for public input, etc. that have been conducted. It's clear that the intent of this is to indicate that AC Transit has worked hard to solicit broad public input. What is not mentioned is the actual reaction of the public. Do they want the BRT or not? I am the former president of the Willard Neighborhood Association. We held a public forum and solicited cards from the audience for submitting questions to AC Transit. Of the 100 cards I had in my hand, not one was in favor of building the BRT. I know that some neighbors are for the BRT, but the overwhelming majority seem to be against it. In other words, AC Transit is trying to build a system that the people by and large do not want. It would be simple for AC Transit to conduct this survey...perhaps they already have. We need to see this analysis. 3-62-7

Comment #8:

Alternatives to the Proposed Route I would be interested in seeing an alternative to proposed "Transit Mall" on Telegraph north of Dwight Way explored. Specifically, I would like the option of turning right on Dwight (off of Telegraph, heading north) and left on Bowditch. This would allow Telegraph to continue to allow cars. Dwight is wide enough for a dedicated bus lane and perhaps cars could be eliminated in one direction on Bowditch. Comment #9: Effect of Timed Signal Lights The DEIR explains that much of the slow down on Telegraph could be mitigated by improved signal timing. Let's put this in place RIGHT NOW to see if this statement is actually true. (And if true, we should have done it a long time ago!) Comment #10: Let's test it It would be a simple matter to "cone off" one lane of traffic and study the traffic impact. This test should be performed to back up the claims made in the EIR of the expected delays at intersections, effect on cut-through traffic, etc."

3-62-8

3-62-9

3-62-10

1 GEORGE BRIER: Hello, my name is George Brier. Full
2 disclosure, I am a tax and spend (inaudible) and I have
3 voted for every bond measure practically I've ever seen.
4 And I'm fully behind the goals of increased ridership and
5 improved accessibility. I think those are fantastic goals.
6 I'm also an MBA in Finance from Cal, and the first thing I
7 did, which I encourage you to do, is to run the numbers.
8 Okay, so it's four hundred million bucks, eight thousand
9 riders a day. For four hundred million dollars, invested
10 at any reasonable interest rate, you could give away eight
11 thousand tickets a day in perpetuity. That's how much
12 money we're talking about. You could simply give it away.
13 And I think that's the first thing you should take a look
14 at. Well, let's talk about giving those tickets away. So
15 to increase ridership and improve accessibility, what kind
16 of subsidy would it take? Where's that [curve] that says,
17 Well, if you lower the price of this, we're going to get
18 this many riders. If we lower the price of this we're
19 going to get this many riders. But at first glance, it'd
20 be far, far cheaper to fully subsidize eight thousand
21 people than to build this. So it's in terms of the
22 economics. But, having said that, I saw the movie, I'm
23 long-term, long-time Sierra Club member, Nature
24 Conservancy, Greenbelt Alliance, Rails to Trails, I'm all
25 over it. Ride my bike like crazy. And I thought, Well,

3-62-11

3-62-12

1 okay, I would sacrifice this if I thought it would lower
2 pollution. So, fortunately they provided that number, and
3 it's Graph four one three one, and the net change in year
4 2025 for carbon monoxide and a lot of [those] things they
5 don't tell us what they (inaudible), is zero point zero
6 three. That's three hundredths of one percent - basically
7 zero. Zero point zero three. Zero point zero three. Zero
8 point zero three. Zero. Zero point zero three, and zero
9 point zero. [VOICE: For the county]. Right. For the
10 County. That's true. So, in other words, this thing, if
11 it has - I would do it, if it had a big change in
12 greenhouse gases I would leap towards the thing. But the
13 changes are slight, or minimal or zero. So I really don't
14 see that it's a benefit in that regard. And then finally -
15 I was once the president of a little neighborhood
16 association, me, myself and I, we had a forum, and I was
17 trying to help Jim out over there because we had all these
18 people speaking against the project. So I said, Well,
19 that's not really fair. So I had a hundred cards in my
20 hand, and I got accused of shuffling the cards, which I did
21 do, I was shuffling the cards and somebody yelled at me,
22 You're shuffling the cards! Sure, I was. And I was trying
23 to find a card that would help Jim out and be in favor of
24 the project, and I couldn't find one. And I think that
25 says a lot. I think you'll find that in general the people

3-62-12

1 that really like the project don't live near it. And I
2 think you should think about that. I'm sure the good
3 citizens of Berkeley know. And finally, I think the right
4 answer is to go back to that rail idea. I really do. I
5 think it'll give you that ridership you'll need that'll
6 justify that cost. I think we should do two things.
7 Again, we should look at that demand curve and see where
8 that (inaudible) out and also we should reevaluate the
9 light rail.

3-62-13

10

July 3, 2007

Jim Cunradi
Project Manager, Bus Rapid Transit
AC Transit



Dear Mr. Cunradi,

The following are my questions about the Bus Rapid Transit **Draft Environmental Impact Report** by page number of the report:

Pg. S-1

What is the evidence that BRT would “[reduce] AC Transit’s operating cost per rider”? (People cease to ride when stops are removed).

Pg. S-2

What is the evidence that BRT “offered substantial gains in ridership at a lower cost than LRT”? If people don’t use it, which is most likely because there won’t be bus stops near where people live, then there will be no gains in ridership.

3-63-1

Pg. S-13

What is the evidence that BRT would “Increase corridor ridership by 56 to 75 percent”? Where do they get these figures, out of the air?

Pg. S-18

How can you make the claim that “Low-income and minority populations in the corridor would benefit from the improved transit access”? Obviously, only those who live near bus stops would benefit. Everyone else loses.

3-63-2

Pg. S-28

Why did the “dozen public information meetings”, the “70 stakeholders” who were interviewed and the “community organizations” that received 15 presentations all **exclude** the local neighborhood associations, which represent the people who will be affected by this construction project?

3-63-3

Pg. S-29

Which small businesses along the corridor were contacted? Were the businesses near Fulton and Bancroft informed of the plans for BRT?

Pg. S-30

Where will the money come from for the maintenance costs for the proposed BRT? What is the evidence that fare revenue will increase?

3-63-4

Pg. S-34

What is the evidence that "All Build Alternatives would increase transit boardings"?
This is just repeated over and over, with no evidence.

Pg. S-36

What will be the cumulative impact of degrading intersection and roadway performance and displacing on-street parking? What is the evidence that "automobile use would decrease and transit boarding would increase"?

3-63-5

Pg. 1-6

What is the evidence that buses provide a "rail-like experience proven to attract riders from autos? This is simply hooah. Might the decrease in fleet speed over the last two decades be because the buses have gotten larger and larger and are now ridiculously HUGE?

Pg. 1-8

Where do the figures in the first paragraph come from?

3-63-6

Pg. 1-17

Why is the corridor population projected to grow over the next 20 years, when it has been declining over the last 5 years? Population declined from 2000 to 2005 in **Berkeley, Oakland and San Leandro**, as well as Alameda, Albany and El Cerrito.

3-63-7

Pg. 1-19

Why is the EIR predicting higher bus frequencies when the existing buses are often virtually empty?

3-63-8

Pg. 1-22

Why does the EIR say BRT "would attract a large number of new riders"? Everyone knows that people like trains and hate buses (particularly the Van Hools).

Pg. 2-2

How can number 9) say that BRT will contribute to "air quality improvement" when it will increase congestion and lower air quality near the corridor?

3-63-9

Pg. 2-3

Why were the true "key stakeholders", namely, the NEIGHBORS left out of the "extensive input"?

Pg. 2-12

How much will ridership decrease due to the reduction in local bus stops? This matter needs to be studied. 3-63-10

Pg. 2-17
"Cross traffic would not be allowed to cross BRT-only lanes except at signalized intersections". The cumulative impacts to the traffic circulation in the neighboring areas of these restrictions to cross traffic needs investigation.

Pg. 2-29
"Alignment variations could be important considerations in city decisions about the types and locations of development, including transit-oriented development, that are desired". DESIRED BY WHOM?

Pg. 2-44
How will AC Transit acquire the Right-of-Way for their construction project?

Pg. 3-15
Again, why is the EIR assuming the population will increase, when it is currently decreasing? 3-63-11

Pg. 3-26
What if the higher service frequencies never materialize? The prospect of this construction project being nothing other than an expensive boondoggle should be carefully investigated.

Pg. 3-29
"AC Transit systemwide average weekday boardings would be 273,700, an increase of 5.3 percent compared to the No-Build". Where did these figures come from?

Pg. 3-49
What will be the cumulative impact on the neighborhoods of prohibiting left-turn movements at several intersections of Telegraph? This draft EIR is insufficient without this information.

Pg. 3-55
Have all the merchants near Fulton and Bancroft been carefully informed that their intersection is about to become an F in service? For what other project is the right turn lane at this intersection being removed? 3-63-13

Pg. 3-87
To observe the unintended consequences of removing two lanes from general usage, all you have to do is try it for one week. This simple experiment needs to be performed to 3-63-14

see if the result would be to “reduce traffic volumes”, or the more likely result: massive pandemonium.

Pg. 4-11

“Substantial growth and development is occurring in the study area and is projected to continue through 2025.” Why is it projected to continue? This is illogical. Boom cycles are followed by bust cycles. Boom times do not continue forever. “The population of the study area is expected to grow by about 43,310 residents between 2000 and 2025, an increase of approximately 17 percent”. WHY is the EIR projecting growth when, in fact, the population of the study area is DECLINING?

Pg. 4-12

“During the same period, Berkeley, Oakland, and San Leandro are projected to gain an additional 4,845, 34,880 and 5,658 households, an increase of 9.7 percent”. What is the basis for these projections? Between 2000 and 2005, Berkeley lost 1,999 in population; Oakland lost 4,210 in population and San Leandro lost 1,274 in population.

Pg. 4-28

“Traffic studies show that in 2025 under the Build Alternatives there would be a small reduction in auto vehicle miles traveled in the county when compared to the No-Build Alternative. . . .This reduction in auto trips, **though small**. . . .” (emphasis added). WHY WASTE \$400 million for a SMALL reduction in auto vehicle miles traveled???

Pg. 4-39

“Some existing crosswalks would be blocked by the BRT transitway, which potentially would decrease access. . . .” How does it benefit pedestrians to block their access to some crosswalks?

3-63-15

Sincerely,

Gale Garcia

Letter 3-63

Gale Garcia
July 03, 2007

- 3-63-1 Please refer to Sections 3.1 and 7.9.1 of the Final EIS/EIR for information about the basis of ridership, operating costs, and other projections relevant to the proposed project.
- 3-63-2 As discussed in Section 1.2.2 of the Final EIS/EIR, one of the needs that the proposed project is intended to respond to is to better serve low-income and transit-dependent populations in the project corridor. As discussed in this section, the proposed project would provide mobility benefits to these transit users
- 3-63-3 As described in Section 7.9.1 of the Final EIS/EIR, the selection of route alignment and transit mode were studied in the Major Investment Study, which preceded the Draft EIS/EIR. As discussed in Section 7.1.1 of the Final EIS/EIR, seven public meetings were held during the MIS process, two in San Leandro, two in Berkeley and three in Oakland. To publicize the meetings, AC Transit mailed flyers to over 6,000 people and made more than 1,000 follow-up calls. In addition, stakeholder interviews were conducted, Technical Advisory Committee (TAC) meetings were held, and a Community Advisory Committee was convened. Following the circulation of the Draft EIS/EIR, a detailed community process to select the Locally Preferred Alternative (LPA) in each corridor city has been undertaken, as described in Section 2.1.1 of the Final EIS/EIR. As a result of the City of Berkeley's decision in April 2010 to reject BRT service within the limits of the City, the proposed project would operate in mixed flow lanes on Berkeley streets; no dedicated transitway would be implemented. Please see Chapter 7 for a detailed discussion of the public outreach process for the proposed project.
- 3-63-4 Chapter 8 provides a description of the project costs and funding sources for this project. Details on fares are described in Section 7.9.4.
- 3-63-5 As discussed in Section 3.1 of the Final EIS/EIR, AC Transit used a modified version of the ACCMA model to develop ridership and traffic forecasts. Section 3.3 and 3.4 include a discussion of the cumulative traffic impacts and the impacts from displacing on-street parking, along with corresponding mitigation measures to alleviate impacts.
- 3-63-6 Please refer to Sections 1.2 and Chapter 8 of the Final EIS/EIR for updated information and assumptions. Operation and maintenance cost information was derived from the *Operations and Maintenance Cost Estimating Methodology and Results Report*, (Kimley-Horn and Associates, September 2010).
- 3-63-7 Please see Section 4.1.1. The setting conditions and projections for the analysis are based on land use, development, employment, and population data from the U.S. Census Bureau; the Association of Bay Area Governments (ABAG); Alameda County; the Cities of Berkeley, Oakland, and San Leandro; and the AC Transit East Bay BRT Project Land Use Report (Hausrath Economics Group, 2005).

- 3-63-8 As discussed in Section 7.9.1 of the Final EIS/EIR, a three-year Major Investment Study was conducted to assess transit demand in the corridor and to evaluate alternative routes and transit modes. As discussed in Section 1.2.2 of the Final EIS/EIR, analysis of existing land use patterns and development trends indicates that there is additional demand for transit in the corridor.
- 3-63-9 As described in Sections 4.12 and 4.14, the proposed project would result in a net decrease in both criteria pollutant (including particulate matter) and greenhouse gas emissions as a consequence of reduced VMT due to a shift from passenger car to transit mode of travel. As is discussed in Section 4.12.3, the proposed project was determined by MTC not to be a project of air quality concern. This determination was based on the fact that the proposed project would not increase the percentage of diesel vehicles on the roadway, does not involve a bus or rail terminal that significantly increases diesel vehicles, and is not identified in the SIP as a possible PM2.5 or PM10 violation site.
- 3-63-10 Please refer to Section 3.1 for a discussion of the proposed project's affect on ridership within the AC Transit and regional transit systems.
- 3-63-11 Section 3.2 includes a discussion of the cumulative traffic impacts. Impacts due to turn restrictions are evaluated and discussed in this section.
- 3-63-12 As discussed in Section 1.2.2 of the Final EIS/EIR, TOD is addressed in official planning documents published by the cities of Oakland and San Leandro. As shown in Appendix A, no significant ROW is needed for this project.
- 3-63-13 As a result of the City of Berkeley's decision in April 2010 to reject BRT service within the limits of the City, the proposed project would operate in mixed flow lanes on Berkeley streets; no dedicated transitway would be implemented. Accordingly, the proposed project in Berkeley would be essentially the same as existing conditions, and no traffic or traffic impacts would occur.
- 3-63-14 Thank you for your comment.
- 3-63-15 Please see the design drawings contained in Appendix A, which illustrate all proposed crosswalk locations. At intersections, both signalized and stop-sign controlled, where pedestrians can cross the roadway today they will be allowed to cross in the future, with crosswalks indicated where necessary to ensure safety and adequate pedestrian awareness. Special crosswalks would be provided between intersections where pedestrian crossing demand is high (e.g., near schools/universities and other major pedestrian generators) although such locations would be limited.



1649 hrs.

7/9/07

Jim Conradi
 A/C Transit
 1600 Franklin St
 Oakland, CA 94612.

Mr Conradi,

I am writing to you regarding the plan to snarl up traffic by having dedicated bus lanes. Clearly I do not agree with it. Our local bus service is already very expensive for very poor service. I strongly suspect that if you asked most bus patrons what they wanted you would hear that they want basic good service at a low price (or free). We want busses to run frequently, safely and take us where we want to go at any hour. We want our busses to be clean and comfortable. Instead we are subjected to cutbacks filthy, uncomfortable busses and long waits especially at night., when poor bus service creates a practical curfew for adults.

3-64-1

None of this will be helped by expensive fancy bus lanes and stations. We live in an old city. Our ill maintained streets were not set up for bus lanes. Some of us drive and some take busses and we all have to share the road. One lane in each direction for cars is very poor planning for a busy, retail oriented neighborhood. About a year ago I visited an area in Emeryville with two lanes one each direction, in a busy retail oriented development. There were people driving slowly, looking desperately for parking. There were people waiting desperately for someone to pull out of a space.

There were people slowly parallell parking. The area was like a big dysfunctional parking lot. Had there been an accident or a stalled vehicle the whole thing would have stopped completely. no emergency vehicles would have been able to get through. The anger of the drivers permeated the air. I was driving and I felt road rage frustration too. There were some interesting looking shops there but I swore to myself that I would not return to a place designed to make people angry and frustrated.

The Webster street tube contains two lanes going into Alameda. people are not trying to park in the tube;; but look at what happens when there is a stall or an accident in the tube. Traffic backs over into Chinatown and sometimes on to Broadway. I've even seen side streets like seventh and eighth get cut off.

Part of College ave is Two lanes, one in each direction. If there is someone doubleparked or trying to park traffic routinely goes into the oncoming lane to get around the obstacle. It isn't safe, or legal but people do it anyway.

I do not want A/C Transit to create these types of situations in any city. The cold hard truth is that many of us drive. we will not give up our cars and we will be angry enough to vote down any ballot measures for transit bonds if we see our money being used this way. Adding to the general frustration and road rage of life will not serve anyone. Alot of the tax money in Oakland comes from auto sales. Fancy stations and dedicated lanes won't convince

3-64-1

3-64-2

people to take the bus if the service is infrequent and unreliable. Would you want your young daughter taking the bus and transferring in a bad neighborhood with a long wait at a station late at night?

It is the nature of things that attempts at solutions usually breed more problems and often fail to solve the actual problem. Instead of coming up with this complicated and costly boondoggle, why not see to it that busses are clean, comfortable and run frequently at all hours of the day and night? Why not drop the fares? It is no ones job to socially engineer us out of our cars. I'm not convinced it would be a good idea anyway. It is A/C Transit's job to give us clean, comfortable busses that run frequently. That would be a good idea.

Please put me on your mailing list regarding A/C Transit's plans. Also, a while ago I was driving behind an A/C Transit bus that had a sign in back saying it was a Hydrogen fuel cell vehicle. I would like to know more about that. I'd also like to know where and when it runs so I can ride it. Using busses to introduce us to alternative fuels is a good idea.

Thank You,

Orna Sasson

Orna Sasson

1428 Jackson #308

Oakland, CA 94612

P.S.: When I used to take the bus I would sometimes find myself waiting at the bus stop with a person or persons who's behavior was dangerous and threatening. I had the option of leaving the bus stop, walking to the next one and hope I wasn't followed. Sometimes I took that option to keep me safe. How can one avoid

possibly being trapped in the kind of station being planned? A lot of bad things can happen if you are trapped for twenty minutes waiting for the bus. These "brt" lines run through areas that have neither the reputation nor the reality of being safe. How do you escape danger if it shows up there? do you run into traffic? These are high crime areas! This plan reeks of being designed by someone who is totaaly clueless as to urban realities as they exist in Oakland and Berkely. Longer walks betweenstations can get people mugged or....

It is not realistic to expect each and every station to be staffed. A security phone means a a wait for help that may take a long time to show up; if they show up at all. A crime on security camera is a crime that has already taken place and often the image is so poor it is useless. Emergency veicles might not be able to get through. What do you do about the more mundane probloms like broken ticket machines and gates that won't work? You can reasonably expect both routine breakdowns and vandalism.

This debacle is projjected to cost between \$310 and 400 million dollars. I can't see most of us voting for bonds if it's to incon-venience and endanger us. This type of plan may be feasible some- place else like a safer city with widenable streets, but that is not here.

Letter 3-64

Orna Sasson

July 09, 2007

3-64-1 Refer to Section 3.2 for a discussion of traffic impacts and mitigation measures. The traffic analysis reflects the capacity reductions proposed with the Build Alternative, and identifies feasible mitigation measures to alleviate project traffic impacts.

As discussed in Section 2.3.2, dedicated lanes are restricted to buses and emergency vehicles only. Emergency vehicles may use the dedicated lanes whenever needed, as discussed in Section 3.1.3.

3-64-2 Thank you for your comment.

3-64-3 AC Transit will be required to procure a fleet of 38 dual-sided door buses for peak-period service, plus seven spares, for the opening of the East Bay BRT system. AC Transit is considering the use of hybrid diesel-electric buses.

3-64-4 See Section 7.9.14 of the Final EIS/EIR for responses to common comments on the Draft EIS/EIR with respect to safety and security. The BRT stations will have lighting, shelter, emergency phones and security surveillance to improve passenger safety.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing

Thursday, June 7, 2007

5:30 - 8:30 PM

MetroCenter Auditorium, Oakland, CA

pg 1 of 6
6/25/2007

Name: Charlie Cameron

Affiliation: Rider & Hard Core Mass

Address: 55

Phone: N/A

City/State/Zip: Hayward, Ca. 94543

Email: N/A

Transit User

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

PROPOSED VACATING RIGHT OFF THE BAY AREA MAP

(1) on pg. 1-5 FIG 1.1-2b INFO IS PUT ON THAT BAY AREA MAP VS IN HAYWARD EAST BAY AREA ASHLAND AREA OF SAN LEANDRO, CA - RIGHT -

(1A) PUT SCARLETT MILES IN FOR PG 1-3 FIG. 1.1-1, PG 1-4 FIG 1.1-2a & PG 1-5 FIG. 1.1-2b PROJ. VACITY - IN MAP LEGEND (BG, 5-10 MILE =)

(1B) ON PG 1-11 FIG 1.2-4 - SCARLETT MILES FOR MAP? ON HAYWARD PUT IN THE WORD ASHLAND

(1C) ON PG 1-13 FIG. 1.2-5 & PG 1-14 FIG. 1.2-6 SAY + USE THE WORDS WORDS ASHLAND

(1D) ON PG 1-16 1-2-7 NOTE ASHLAND USED?

(1E) ON PG 1-18 FIG. 1.2-8 NOTE ASHLAND USED?

(1F) ON PG 1-20 FIG 1.2-9 NOTE ASHLAND USED?

(1G) ON PG 3-13 FOOTNOTE # 82 - CURRENTLY USE FOR 6/24/2007 THE AC TRANSIT, RT, 82 RAN FROM MAY FAIR ISLAND TO DOWNTOWN OAKLAND 7 DAYS A WEEK 5 AM - 7 PM, APPROX THE AC TRANSIT, RT, 82 RAN FROM HAYWARD ISLAND TO D'TOWN OAK, CA, 7 DAYS A WEEK 24 HRS A DAY

(1-H) YOU'D PUT INFO PERS. FOR RT. 82 - OLD WORK & 2/3 YEARS AGO BUT NEW DATED AS CHANGES MAY, 2007

Comments may be submitted tonight or mailed to:

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

1-26 ITEM 1, 3, 5 STATES STATE AT 105
IS TO BE COMPLETELY CONSIDERED WHEN WILL THIS
HAPPEN & WHAT ARE THE COSTS? A SEPARATE
ISSUE -

(3) ON pg 2,7 FIG 2,2-1b ADD A/C TRANSIT
AT 105 TO BAY PAIN BART STATION STOP, WHY WAS THIS

(4) ON pg 2,9 FIG 2,2-2b SAME AS IN ITEM
(3) COMMENTS

(5) ON pg 3,36 FIG 3,2-2 WHAT DO BLAGEN
DOTTED/DASH LINES MEAN? BOUNDARY FOR, OF & WHAT?

(6) ON pg 2-13 FIG, 2,2-3 REMOVE THE WORD
HAYWARD & PUT IN PROPER AREA WHICH IS ASHLAND?
ON PARTS OF CASTRO VALLEY? OR ALL OF CASTRO
VALLEY?

(7) ON pg 2-14 FIG 2,2-4 SAME COMMENTS AS IN ITEM 6

(8) ON pg 2-15 FIG 2,2-5 SAME AS COMMENTS AS IN ITEM 6

(9) ON pg 2-16 FIG, 2,2-6 SAME AS COMMENTS AS IN ITEM 6
FOR THIS FIG.

(10) ON pg 2-30 FIG 2,2-16 OK TO LV, BUT THE WORD
HAYWARD AS IT IS LISTED IN THE IS OPED IN AREA / & AREA,
BOUNDARY

(11) ON pg 3,4 FIG 3,1-1b A/C TRANSIT AT 105 FOR BAY PAIN
STA. IN FIG 3,1-1b

(12) ON pg 3,6, FIG 3,1-2 SEE ITEM 6 FOR COMMENTS.

(13) ON pg 3,24 FIG 3,2-1 THE WORD HAYWARD
IS WAY TOO FAR OFF & IS IN THE SAN LORENZO INDUSTRIAL
AREA.

(14) ON pg 3-40 (LEFT) REMOVE HAYWARD, WORD IN

(15) ON pg 3-43 OK TO LV, BUT THE WORD HAYWARD
IS IN THE (BOUNDARY LINE)

POSTED
3-46 - SAME AS ABOVE
3-54 - " " "
3-56 - " " "

CAMERON

6/25/2007 pg 2 of 6

- (16) on pg 3-89 FIG 3,3-2 For your info. - W, JUNA ST, ALSO RUNS TO THE WEST of WASHINGTON AVE.
- (17) on pg 3-89 FIG 3,3-2 For THE SAN CRANZO (INDUSTRIAL) SITE IS GOING TO THE RIGHT (EAST) ONLY + (ALSO NO NAME)
- (18) on pg 3-90 FIG 3,3-3 same as comments under (17)
- (19) on pg 3-98 FIG 3,4-1 REMOVE THE WORD HAYWARD + PUT IN THE WORDS SAN LORENZO, or SAN CRANZO.
- (20) on pg 4-46 FIG 4,4-4 remove HAYWARD + PUT IN SAN LORENZO, or SAN CRANZO.
- (21) on pg 4-53 - FIG 4,4-5 remove HAYWARD?
- (22) on pg 4-56 FIG 4,4-6 remove HAYWARD?
- (23) NOTE THE YELLOW HIGHLIGHTING, JIM CUNYARD PUTS OUT DTD 4/25/2007 NOTICE of AVAILABILITY DATE FOR THE BAY AREA BUS RAPID TRANSIT DOES NOT SHOW HAYWARD CA, & THAT IS OK, TRUE IN CALIFORNIA THE HIS WAY,

ITEM C CONTINUED: CURRENTLY IN DIV. 6 SERVICE AREA WE NOW HAVE ALL OF THE MOSTLY BOTTOM OF THE BARREL OF DRIVERS & VERY SORRY ASSED & PISS POOR VILE & INEPT BUNCH. (MINORITY WOMEN BITCHES THAT TREAT THE PUBLIC SO ME & VERY DISRESPECTFUL NO WONER THAT THEY ARE GETTING SHOT IN OAKLAND, & RICHMOND, CA. I TRIED TO BRING THIS

PROBLE UP TO THE GEN MGR. OF A/C TRANSIT A MR. RICH FERNANDES (THE KING) BUT HE DOES NOT ADDRESS MY COMPLAINTS & ISSUES OF THE THE LAST THREE TO FIVE YEARS WHEN THIE HAVE REALLY GOTTEN SO BAD OUT HERE & IN OTHER DIV. OF A/C TRANSIT SERVICE AREA THE EXEC MGMT & STAFF HAVE MIFED ME OFF & THE FORMER FORMER MGR. OF SERVICE DEVELOPMENT A MS. KATHIN LEE KELLY & FORMER SR. PLANNING PLANNER A MR. RON DOWLING I QUIT AFTER ONLY 5 MONTHS AFTER OF THE THEN NEW SERVICE DEVELOPMENT PLAN WAS PUT IN THE GREATER FREMON/NEW & UNION CITY, CA. AREA BECUSE IT WAS ALL FUDED UP & DID PRODUCE THE CORRECT & DESIRED RESULTS & NOT SHE IS BACK AFTER A SHORT STINT AT THE BART OR. (GOT FIRED OR QUIT OR CAME BACK & GOT MORE MONEIS???? & NOT HAS OTHER JOB AT A/C TRANSIT THIS & THES IS & ARE & HOW THE GEN MGR. MR. RICK FERNANDES WASTED FED. TAX MONIES FROM THE GOVT., PROVE ME WRONG!!!!!!

WHY DAILY KIDNAP FIG. ARE ABOUT 215,000 DAILY KIDNAP
 (24) F K IDNAP ON THE NOW 22K DAILY KIDNAP UP TO \$90 SHOULD IT ALWAYS BE JUMPING UP?

WOMEN
 KUTE
 P.S. PLEASE ADDRESS CONCERN IN A POSITIVE TONE TO THE TONE OF THE DOCUMENTS AT THE NEW NOW.

Charl Cambon
 CHARLIE CAMBON
 P.O. BOX 55
 HAYWARD, CA
 94543
 my 386

Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Johnny Williams	Affiliation:	Boss Robot Hobby
Address:	2953 College Avenue	Phone:	510.841.1680
City/St/Zip:	Berkeley, CA 94705	Email:	<u>Boss_robot_hobby@yahoo.com</u>

Comments:

“Are you kidding? This is the worst idea I have ever heard of. There must be a better way than this extreme proposal!”

Johnny Williams
(owner) Boss Robot Hobby

Transcribed by:	Cory LaVigne	July 16, 2007
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Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Charlie Cameron	Affiliation:	Rider & Hard Core Mass Transit User
Address:	P.O. Box 55	Phone:	N/A
City/St/Zip:	Hayward, CA 94543	Email:	N/A

Comments:

“Item A – Why not just wait and save up project monies till after the next major break on the Hayward fault line (on the noRThern segment or the southern segment) & save up monies for the project & not staRT the project in a few years. The next Hayward fault will straighten out some of the east west (noRTh & south sts. also!) & bldgs & other utilities PG & E better under-grounding of the (after rebuilding) phone lines or poles.”

3-65-1

“Item B – With the new bus rapid transit busses & the new low floor busses that A/C Transit plans to buy the busses have got to be of a better configuration (with more seats facing fwd and softer seating) than the current Van Hools in its seating and platform so pax can get on & off of them much better & saffer & safely.”

3-65-2

“Item C – Now currently (this bus accident and stopping) in the current div. 6 service area a lot of the Van Hools busses are all fish tailed with hits & side swipes (+ damage) & dings to the Van Hools 2000’s & 2100 series of busses this has happen now since 2005, 2006, + 2007. What a wasted of federal tax monies & damage to other street scape furniture in the cities that the accidents have accured I do guess will have the same problematic problem when A/C Transit put in the new bus RTs 1R, 1, 99, 97 & the new RT 40 coming to Bayfair BART & other new cities as of eff 6/24/2007. When these new rapid trunk lines staRT running in very tight space, interweaving of RTs and driving. Currently in div. 6 service area we now have all of the mostly bottom of the barrel of drivers & very sorry [explicative] & [explicative] poor vile & inept bunch of minority women [explicative] that treat the public so me & very disrespectful no wonder that they are are getting shot in Oakland, & Richmond CA. I tried bringing this proble[m] up to the Gen Mgr of A/C Transit a Mr Rich Fer[nandez] (the king) but he just does not address my complaints & issues of the last three to five years when things have really gotten so bad out here & in other div 6 of AC Transit service area the exec mgmt & staff have miffed me off & the former former mgr of service development a Ms. Kathleen Kelly & former Sr. Planning Planner a Mr. Ron Dowling who quit after only 5 months after of the then new service development plan

3-65-3

“Item 6 – On pg 2-13, fig 2.2-3 remove the word Hayward and put in proper area which is Ashland? Or paRTs of Castro Valley? Or [illegible] of Castro Valley?”

“Item 7 – On pg 2-14, fig 2.2-4 same comments as in item 6.”

“Item 8 – On pg 2-15, fig 2.2-5 same as comments as in item 6.”

“Item 9 – On pg 2-16, fig 2.2-6 same as comments as in item 6.”

“Item 10 – On pg 2-30, fig 2.2-16 ok to leave in the word Hayward as it is listed in the area/boundary.”

“Item 11 – On pg 3-4 Put in A/C Transit RT 55 for Bayfair Sta in fig 3.1-1b.”

“Item 12 – On pg 3-6, fig 3.1-2 see item 6 for [illegible].”

“Item 13 – On pg 3-24, fig 3.2-1 the word Hayward is way too far off + is in the San Lorenzo industrial area.”

“Item 14 – on pg 3-40 (LEFT) remove Hayward wording.”

“Item 15 – On pg 3-43 ok to leave in the word Hayward it is on the boundary line.”

“Item 16 – On pg 3-89, fig 3.3-2 for your info, W, Juna St also runs to the West of Washington Ave.”

“Item 17 – On pg 3-89, fig 3.3-2 for the San Leandro Industrial [illegible] is going to the right (East) only + (also not named).”

“Item 18 – On pg 3-90, fig 3.3-3 same as [illegible] item 17.”

“Item 19 – On pg 3-98, fig 3.4-1 remove the word Hayward and put in the words San Lorenzo, or San Leandro.”

“Item 20 – On pg 4-46, fig 4.4-4b omit Hayward and put in San Lorenzo or San Leandro?”

“Item 21 – On pg 4-53, fig 4.4-5b omit Hayward?”

“Item 22 – On pg 4-56. fig 4.4-5 omit Hayward?”

“Item 23 – Note the yellow flyer that Mr. Jim Cunradi puts out DTD 4/25/2007 notice of availability of Draft EIR for the East Bay Bus Rapid Transit does not show Hayward, Ca + that it ok, true in [illegible] is map.”

Item 24 – [illegible].

3-65-11

3-65-12

“Item 25 – Put in mileage scale for other maps? Is/was there put out mileage scale for the maps? How could one [illegible].”

“Item 26 – On pg 4-31, fig 4.4-1b note Ashland is shown as the correct area for the southern boundary for the project census tracts. Not Hayward, CA. A lot of wrong mis[illegible] and incorrect [rest illegible].”

“Item 27 – The new eff 6/25/2007 approx running time of one hour and 45 min without BRT, Bayfair BART [illegible] will be way too hard of the drivers on new RTs 1 and 1R with an ITS [rest illegible].”

3-65-13

“Item 28 – So now all [rest illegible].”

Transcribed by: Cory LaVigne	July 16, 2007
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1 CHARLIE CAMERON: Good evening, Charlie Cameron,
2 a Hayward resident. First of all, I've - already have told
3 Mr. Cunradi I have about two-dozen-plus mistakes,
4 corrections, to this document as we speak. Luckily, we had
5 the time before the comment period ends with the new bus
6 route coming into Bayfair BART effective June the 24th,
7 2007, we'll have some new workings, for a better word. I
8 do think a lot of the thought that's gone into the Bayfair
9 BART hasn't taken into consideration the transferring of
10 all the passengers, mostly coming from the greater Oakland
11 Fruitvale area going south, but the new Route 99, there's
12 going to be a horrendous problem in the queuing up,
13 horrendous problem with the sawtooth currently at the
14 Bayfair BART, horrendous tooth with the new other types of
15 trunk-line buses coming into Bayfair BART. I personally
16 had to call Mr. Cunradi because I didn't see the listing
17 outside of 1600 Franklin about this meeting or whatever. I
18 received a yellow copy in the mail from him. I did - when
19 I was speaking of him, he did inform me that it was going
20 to be in the Federal Register May the 2nd - May the 4th,
21 2007. This current Federal Register, down the street, has
22 only been received in Oakland effective May the 22nd, 2007.
23 Everybody else doesn't know about this in the Federal
24 Register. I will be sending in more comments. I already
25 have told Ms. Skowbo and the General Manager and the Board

1 of Directors. This - New routes that's going into Bayfair
2 ain't - isn't going to work, will never work, and it's
3 going to be a horrendous problem with the social agencies
4 and the police department and AC Transit Police, BART
5 police, San Leandro Police, and all the problems. It's
6 going to be mind-boggling. You haven't thought this one
7 through. So that's it in a nutshell. You really should
8 have got it nailed down better and listened to my
9 instructions, but you don't and haven't and now you'll pay
10 the piper when the General Manager and Ms. Skowbo and
11 everyone here and including Mr. Twichell, didn't listen to
12 me. Thank you.

13

14

Letter 3-65

Charlie Cameron
June 25, 2007

- 3-65-1 Thank you for your comment.
- 3-65-2 Thank you for your comment.
- 3-65-3 The BRT project is being designed to comply with appropriate design criteria, including turn radii for large vehicles, which currently traverse the route. Safety is important to AC Transit, as described in their mission statement: “The AC Transit Mission is to provide Safe, Convenient, Courteous and Reliable *Transit Service*.”(page 3-1 of the FY 2003 - FY 2012 Short Range Transit Plan (http://www2.actransit.org/planning_focus/details.wu?item_id=41, accessed August 24, 2010),
- 3-65-4 This was to comply with the formal comment period established by NEPA and CEQA guidelines.
- 3-65-5 Thank you for your comment.
- 3-65-6 The map scales have been clarified in the Final EIS/EIR.
- 3-65-7 The 82/82L has been replaced by Route 1R which operates from downtown Oakland to Bayfair BART. Please contact AC Transit for the new bus route and travel time information to reach your destination.
- 3-65-8 SR185 is the International Blvd/Telegraph Avenue BRT project corridor. The High Street and 42nd Avenue Improvement Project involves extending 42nd Avenue to improve circulation at the on and off ramps and improves access to Alameda bound traffic. The first phase is a signal timing project. The City of Oakland is the project sponsor for this project, scheduled for construction in 2014.
- 3-65-9 The City of San Leandro adopted the Locally Preferred Alternative for the proposed project within the City in May 2010. The LPA in San Leandro deleted the segment of the route extending from the San Leandro BART station to the Bayfair BART station. Therefore, it is not necessary to revise this figure.
- 3-65-10 These figures have been updated in the Final EIS/EIR.
- 3-65-11 Thank you for your comment.
- 3-65-12 Thank you for your comment.
- 3-65-13 Thank you for your comment.

3-65-14 The City of San Leandro adopted the Locally Preferred Alternative for the proposed project within the City in May 2010. The LPA in San Leandro deleted the segment of the route extending from the San Leandro BART station to the Bayfair BART station. Therefore, there would be no project impacts at the Bayfair BART station.



6/13/2007

Dear President of the Board AC Transit and Mayors of Berkeley, Oakland and San Leandro,

I support Bus Rapid Transit. This exciting improvement moves riders faster, on time and more comfortably. The result: fewer cars, better air quality and less global warming.

3-66-1

Please, implement the San Leandro to Berkeley Bus Rapid Transit as soon as possible.

Thank You,

Luc Poppe
19939 Laurelwood Drive
Castro Valley, CA 94552

Letter 3-66

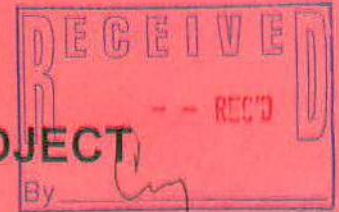
Luc Poppe
June 13, 2007

3-66-1 Thank you for your comment.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT



Public Hearing
 Tuesday, June 12, 2007
 5:30 - 8:30 PM

San Leandro Community Library, San Leandro, CA

Name: Chris Blount Affiliation: student
 Address: 2199 Bancroft ave #12 Phone: 510 706 8822
 City/State/Zip: San Leandro CA 94577 Email: navybluex98927
@yahoo.com

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

I think that there shouldn't be any
 'bus lanes; all bus service should be
 normal like curb side. These bus lanes
 could cause traffic jams, ~~such as for~~
 medical emergencies ~~and~~ ~~the~~. It's
 not safe for drivers because there's only
 1 lane on each side. Also while senior
 citizens and other people have to cross
 the street to get to the bus stop there's
 also people ~~that~~ ~~that~~ don't slow down.
 The curb side stops are more safer than
 center stops.

3-67-1

(Please use reverse side if additional space is needed.)

Comments may be submitted tonight or mailed to:
 East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Thank you for participating in tonight's public hearing.

~~with the BRT stops~~

But the curb side stops could use an upgrade.
Like an image of the BRT stops with the features, better landscaping and better lighting

3-67-2

1 CHRIS BLOUNT (read by Ben Strumwasser): For three
2 years I've had an idea for the 40L. Instead of discounting
3 the 40L I thought about a rapid service between Eastmont
4 Transit Center to Bayfair BART, something like a rapid
5 shopper shuttle.

3-67-3

6

1 CHRIS BLOUNT: The "bus only" lanes should not happen.
2 It looks like it can cause traffic jams due to emergencies.
3 The buses should not just be in its current position
4 (curbside stops). In emergencies cars are supposed to pull
5 to the side while emergency crews go through. These lanes
6 don't look wide enough for extra cars and it's too much of
7 a cost especially a fare hike.
8

Letter 3-67

Chris Blount
June 12, 2007

- 3-67-1 Please see Section 7.9.1 of the Final EIS/EIR for a response to this and other common comments on the Draft EIS/EIR with respect to dedicated transit lanes.
- 3-67-2 As discussed in Chapter 2 of the Final EIS/EIR, existing bus stops will be removed and new BRT bus stations will be built with improved landscaping and lighting.
- 3-67-3 Thank you for your comment.
- 3-67-4 Emergency vehicles may utilize the dedicated bus lanes at any time, as discussed in Section 3.1.3.

RAPID

AC TRANSIT

COMMENT SHEET
EAST BAY BUS RAPID TRANSIT PROJECT

June 12/13, 2007
SL Library/San Antonio Senior Center

Michael Sullivan
P.O. Box 592
San Leandro, CA 94577

Bus Rider

Comments:

You have some major flaws in your system design and assumptions. The problems are:

- 1. The cover all systems you are installing are not designed for the bus riding population. The bus riders are low income, seniors, and disabled. The commute hour buses are serving the higher paid people working in San Francisco. The commuter buses allow more frequent stops in their target areas. 3-68-1
- 2. The on and off method using all doors does not allow forward facing with all seating for disabled and seniors without being seated. 3-68-2
- 3. The fastest growing segment in society is the aging of the baby boom generation. These people may not be officially disabled but cannot stand or withstand the power surges of start/stop of the buses. 3-68-2
- 4. The distance between stations and the problem with elimination of feeder buses will affect the seniors and disabled who are less able to walk the distances newly required. Examples are the NL Bus line and the after hours bus service. There is no bus service after 8:00 P.M. on most feeder lines. 3-68-3
- 5. The bus fare collection modeled after the San Diego Transit does not work. The prepaid exact fare is not used on all lines in San Diego. The Bus/train District has enforcement people at all stations and still has problems collecting fares. 3-68-4
- 6. The boarding islands are dangerous to passengers crossing the streets to and from riding the buses. The disabled in wheel chairs need to be fastened in which must be done/verified by the driver or transit attendant. 3-68-5
- 7. Buses are larger than the traffic lanes. They take more than one lane when driving. They will block the street and cause accidents and traffic problems. 3-68-6
- 8. One accident or breakdown shuts down the whole system.
- 9. People living away from the transit stops (hubs) have no feeder bus service or infrequent service.
- 10. The housing near the transit stops (hubs) is more geared for the richer commuter riders now and more so in the future. 3-68-7

Comments sent to:

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612



Letter 3-68

Michael Sullivan
June 13, 2007

- 3-68-1 As discussed in Section 1.2.2 of the Final EIS/EIR, one of the needs that the proposed project is intended to respond to is to better serve low-income and transit-dependent populations in the project corridor. As discussed in this section, the proposed project would provide mobility benefits to these transit users.
- 3-68-2 Thank you for your comments.
- 3-68-3 Stations are spaced an average of half a mile apart for the Locally Preferred Alternative for BRT, which means the average walking distance to a station is about a quarter mile (or 1,320 feet). Significant improvements are planned for pedestrians and the handicapped in the project corridor. Please see Section 7.9.10 of the Final EIS/EIR for further response to this and other common public review comments on the Draft EIS/EIR. No feeder bus or crosstown service would be eliminated as part of the project.
- 3-68-4 Experience throughout the country has shown that a prepaid fare system with roving inspectors does work. On May 1, 2010 the new Compass Card system was implemented (smart card technology) in San Diego. Monthly paper passes and day passes have been discontinued. Riders tap their cards on a fare validation box at the stations (similar to the system planned for BRT). Cards are checked by roving inspectors. The smart card technology is also used in Atlanta, San Francisco, Chicago, Los Angeles and Washington, D.C.
- 3-68-5 Please see Section 7.9.2 of the Final EIS/EIR for a discussion of bus and station accessibility.
- 3-68-6 At certain stops in the corridor where there is insufficient width for the buses to completely pull over, buses currently impede traffic. The proposed Build Alternative provides for wider loading areas whenever possible to minimize the potential to impede traffic.
- 3-68-7 Please refer to Chapter 1 in the Final EIS/EIR for a discussion of the various demographic considerations (including employment density, population density, households below poverty level, etc.) taken into account in the selection of the Locally Preferred Alternative route alignment.



Mr. Patrick Haggarty
2767 25th Ave.
Oakland, CA 94601-1334

June 13, 2007

Subject: Issues around the proposed BRT plan

1. Why spend so much public money to build a Bus Rapid Transit system when many of the buses on the existing lines run all day with just a few passengers on each bus?

It makes more sense to create a demand for BRT by having buses with full loads than try to increase usage by adding BRT lanes and more frequent buses. The much vaunted BRT systems in Latin America came about because the buses were crowded at all hours.

3-69-1

I believe that by lowering the fare to \$1.00 for a single ride and \$1.25 or \$1.50 for a multi-route ride, there would be more passengers on the current bus lines. It is a fantasy that A-C Transit will lure commuters out of their cars just by adding fancy stations and a shorter wait time. Since many of the current riders use A-C Transit because they do not have cars, usage by this population will only increase if the fares are lower. Perhaps funds would be forthcoming from the State, etc to subsidize fares if there were more use.

2. What about the homes and small businesses along the BRT routes? Since the BRT lane is in the center of the road, parking on the narrower streets may disappear or be restricted. Since parallel parking requires the use of the (one) traffic lane, traffic flow will be affected. This will adversely affect the businesses and homes along these streets.

3-69-2

3. What about safety issues? When the BRT stations are in the center lanes, the elderly and mothers with strollers will have to navigate across the car traffic lanes in order to reach the stations. If all the automobile traffic is in one lane, there may be many dangerous situations involved in reaching the BRT stations. In addition, moving all of the vehicle traffic to one lane will create traffic jams and increased accidents.

3-69-3

I urge you to experiment with BRT, using more frequent service and lower fares before tearing up the streets and communities all over Oakland and Berkeley. Once the BRT Service has attracted new passengers and created the demand for dedicated lanes and BRT stations, then perhaps using public money to "re-model" would make sense.

4. Are there alternatives? Having observed many buses along the MacArthur and Telegraph corridors, running almost empty many times a day, I think that revising your schedules and fares to attract more riders makes better sense than the proposed BRT plan.

3-69-4

I have spent many years and hours riding buses. I would like to believe that A-C Transit makes the best use of my tax dollars in providing clean, safe and low cost transit.

Patrick Haggarty
510.532-1025

2767 25th Avenue

Oakland, CA 94601
pwhaggarty@msn.com

Letter 3-69

Patrick Haggarty
June 13, 2007

- 3-69-1 As discussed in Section 7.9.1 of the Final EIS/EIR, a three-year Major Investment Study was conducted to assess transit demand in the corridor and to evaluate alternative routes and transit modes. As discussed in Section 1.2.2 of the Final EIS/EIR, analysis of existing land use patterns and development trends indicates that there is additional demand for transit in the corridor.
- 3-69-2 Please see Sections 3.2 and 3.4 of the Final EIS/EIR for a discussion of the proposed project's impacts to traffic and parking.
- 3-69-3 See Section 7.9.10 of the Final EIS/EIR for a discussion of pedestrian safety and accessibility.
- 3-69-4 Thank you for your comment.

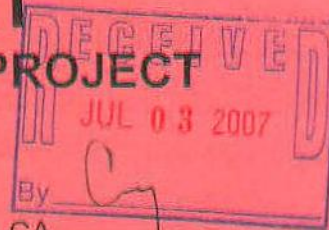


COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing
 Tuesday, June 12, 2007
 5:30 - 8:30 PM

San Leandro Community Library, San Leandro, CA



Name: Thelma Lawrence Affiliation: Elmwood C. Development District Board Dist #7
 Address: 10121 International Blvd #508 Phone: (510) 632-6564
 City/State/Zip: Oakland, CA 94603 Email: thelml@aol.com
 (Allen Temple Gardens Senior Residence)

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

- Keeping in mind that not all automobile usage will be eliminated:
- As shown on illustrations, on International Blvd 98th Ave. intersection, BRT will be operating on what are presently left turn lanes onto 98th Ave. How are vehicles to access 98th Ave. from International?
 - Are BRT vehicles to be other than buses from Belgam used presently on the 82+82k lines? There are hazardous conditions. There are no designated senior seats. Consequently those of us with weak or arthritic knees, or short legs, have difficulty stepping up and onto available seating (when there is such!). I usually have to sit on one of the fold down seats + can't see out
 (Please use reverse side if additional space is needed.) (over)

Comments may be submitted tonight or mailed to:

East Bay BRT Project Office
 AC Transit
 1600 Franklin Street
 Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Thank you for participating in tonight's public hearing.

the bus windows to know when the bus is approaching, or stop. Riding A.C. Transit buses today is not the pleasant, convenient senior experience it should be. I hope BRT will keep seniors in mind when planning and before plans are finalized.

3. Eliminating one lane on either side of the International Blvd. median is admirable. However, where are large delivery trucks and/or customers to local businesses, to park? Big delivery trucks now (legally or illegally) park in the street level median strips when there is no curb-side parking available to them.
4. What do you propose to accommodate BRT + vehicles traveling between 105th Ave and Durant Ave. where International gradually narrows to 1 (one) lane?

Thelma Lawrence

Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Thelma Lawrence	Affiliation:	Elmurst C Development District Board, District #7
Address:	10121 International Blvd #208 (Allen Temple Resid.)	Phone:	510.632.6564
City/St/Zip:	Oakland, CA 94603	Email:	thlml@aol.com

Comments:

“Keeping in mind that not all automobile usage will be eliminated:

- 1. As shown on illustrations, on International Blvd/98th Ave intersection, BRT will be operating on what are presently left turn lanes onto 98th Ave. How are vehicles to access 98th Ave from International? 3-70-1
- 2. Are BRT vehicles to be other than buses from Belgium used presently on the 82 and 82L lines? These are hazardous to Seniors. There are no designated senior seats. Consequently those of us with weak or arithetric knees or short legs have difficulty stepping up and onto available seating (when there is such!). I usually have to sit on one of the fold down seats and cant see over the bus windows to know when the bus is approaching my stop. Riding AC Transit buses today is not the pleasant and convenient senior experience it should be. I hope BRT will keep seniors in mind when planning and before plans are finalized. 3-70-2
- 3. Eliminating one lane on either side of International Blvd median is admirable. However, where are large delivery trucks and/or customers to local businesses to park? Big delivery trucks now (legally or illegally) park in the street level median strip when there is no curb-side parking available to them. 3-70-3
- 4. What do you propose to accommodate BRT and vehicles traveling between 105th Ave and Durant Ave. where International gradually narrows to 1 (one) lane?” 3-70-4

Transcribed by:	Cory LaVigne	July 16, 2007
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Letter 3-70

Thelma Lawrence
June 12, 2007

- 3-70-1 According to the schematic diagrams of the Build Alternative (see Appendix A of the Final EIS/EIR), existing left-turn pockets on International at 98th Street are retained. Left-turn access to and from 98th Street will not be restricted.
- 3-70-2 Please see Section 7.9.2 of the Final EIS/EIR for a discussion of bus and station accessibility.
- 3-70-3 Existing legal delivery zones will either be retained or replaced.
- 3-70-4 The dedicated bus lanes continue to Sunnyside in San Leandro.

TO... East Bay Rapid Transit Project
 AC Transit
 1600 Franklin St.
 Oakland, CA 94612

FROM... Don Gravestock, General Partner
 Gentle Thunder



DATE... 3 July 2007

RE... East Bay Rapid Transit Draft Environmental Impact Statement
 And the Impact of Bus Rapid Transit on the Quality of Life
 At 6363 to 6399 Telegraph Avenue, and North Oakland

It is unfortunate that there are no activist groups representing the interests of ordinary citizens who appreciate the freedom and flexibility that the automobile adds to ordinary life.

Our small commercial neighborhood, like any neighborhood, is a delicate thing. Two of our tenants are truly local serving. People stop briefly to drop off their laundry or make a purchase. The rest sell unusual and relatively expensive products to a regional market. Their customers do not arrive on the bus. Having parking is essential in a world where people get in their car when they go shopping. Proposals regarding off street parking do not seem realistic. The street would still loose the parked cars that help make the sidewalk a pedestrian friendly place. There is also the obvious problem of where the replacement parking would be located. If it is to be a real mitigation measure, the new parking must be in place before the existing parking is taken away.

The most important impact of Bus Rapid Transit would be on the quality of life. Homes are expensive in North Oakland. People buy them because it is a nice place to live. They may take the bus for the journey to work and they may occasionally walk to a nearby store. But, mostly, they use the car to go shopping, take the children to school, or visit friends. If driving is more difficult, the quality of life deteriorates.

The major beneficiary of this project would seem to be the University of California, which will be able to claim it as a mitigation measure for its expansion. If more transportation capacity is necessary for their growth they should pay for a proper subway and not ask the communities of the East Bay to pay for a project which damages the economy and the quality of life.

3-71-1

A handwritten signature in blue ink, appearing to be "Don Gravestock", written over a horizontal line.

Letter 3-71

Don Gravestock

July 3, 2007

3-71-1 The impacts and proposed mitigation of lost parking is discussed in Section 3.4 of the Final EIS/EIR. Impacts to the economic and business environment are addressed in Section 4.4.5. It should be noted that since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and UC Berkeley is not served by BRT.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing

Thursday, June 14, 2007

5:30 - 8:30 PM

North Berkeley Senior Center, Berkeley, CA

Name: Rosemary Rodd Affiliation: Leo's Pro Audio

Address: 5447 Telegraph Phone: 510/653 1000

City/State/Zip: Oakland 94609 Email: ~~510/653~~
RosemaryRodd@leosaudio.com

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

This proposal will create a disaster for the small businesses up and down Telegraph which is just now beginning to come back to life. The lack of street parking will be fatal. The time cars will spend idling in traffic will increase pollution and gasoline consumption. There is no evidence that sufficient drivers would switch to BRT to make this plan even close to workable.

(Please use reverse side if additional space is needed.)

Comments may be submitted tonight or mailed to:

East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

The only people to benefit from
this would be major developers
able to take advantage of
the TOD zone. All the
residents and businesses on
Telegraph would suffer.

Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Rosemary Rood	Affiliation:	Leo's Pro Audio
Address:	5447 Telegraph	Phone:	653.1000
City/St/Zip:	Oakland, CA 94609	Email:	rosemaryrood@leosaudio.com

Comments:

“This proposal will create a disaster for the small businesses up and down telegraph which is just not beginning to come back to life.” 3-72-1

“The lack of street parking will be fatal. The time cars will spend idling in traffic will increase pollution and gasoline consumption. There is no evidence that sufficient drivers would switch to BRT to make this plan even close to workable.” 3-72-2
3-72-3

Transcribed by:	Cory LaVigne	July 16, 2007
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Letter 3-72

Rosemary Rodd

June 14, 2007

- 3-72-1 The impacts and proposed mitigation of lost parking is discussed in Sections 3.4. of the Final EIS/EIR. Impacts to the economic and business environment are addressed in Section 4.4.4.
- 3-72-2 Please see Sections 3.4 and 7.9.9 regarding parking evaluation and Sections 4.12, 4.14, and 4.15 regarding air quality and fuel consumption, respectively.
- 3-72-3 As discussed in Section 7.9.1 of the Final EIS/EIR, a three-year Major Investment Study was conducted to assess transit demand in the corridor and to evaluate alternative routes and transit modes. As discussed in Section 1.2.2 of the Final EIS/EIR, analysis of existing land use patterns and development trends indicates that there is additional demand for transit in the corridor.



COMMENT SHEET

EAST BAY BUS RAPID TRANSIT PROJECT

Public Hearing
Thursday, June 14, 2007
5:30 - 8:30 PM

North Berkeley Senior Center, Berkeley, CA

Name: Sheri Buff President Affiliation: Bus Owner Capstone Cabinetry Design Inc
Address: 6522 Telegraph Ave Phone: 510 654-0661
City/State/Zip: Oakland, Ca 94609 Email: sheri@capstonecabinetry.com

I would like to submit the following comments on the East Bay BRT Project draft environmental document:

As a business owner, I depend on cars and parking for my clients.

The 2 lanes on Telegraph are frequently JAMMED with cars.

I am appalled and dismayed that the city would run ^{mostly} empty busses and cause car traffic jams

I am adamantly against the 2 bus lanes!!!

You may call me if you wish further comments.

(Please use reverse side if additional space is needed.)

Comments may be submitted tonight or mailed to:
East Bay BRT Project Office
AC Transit
1600 Franklin Street
Oakland, CA 94612

Please note: Comments on the draft environmental document must be received by 5:00 PM, July 3, 2007

Comment #:	
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Comment Sheet

East Bay Bus Rapid Transit Project

Name:	Sherri Buffa	Affiliation:	Capstone Cabinetry Design
Address:	6522 Telegraph Ave	Phone:	654.0661
City/St/Zip:	Oakland, CA 94609	Email:	sherri@capstonecabinetry.com

Comments:

“As a business owner, I depend on cars and parking for my clients.”

“The 2 lanes on Telegraph are frequently JAMMED with cars.”

“I am appalled and dismayed that the city would run mostly empty buses and cause car traffic jams.”

“I am adamantly against the 2 bus lanes!!!”

“You may call me if you wish further comments.”



3-73-1

Letter 3-73

Sherri Buffa
June 14, 2007

3-73-1 The impacts and proposed mitigation of lost parking is discussed in Section 3.4 of the Final EIS/EIR. Impacts to the economic and business environment are addressed in Section 4.4.4.

ANITA HALPERN
 409-61 STREET
 OAKLAND, CA. 94609
 (510) 653-0387
 July 28, 2007

EAST BAY BRT PROJECT
 AC TRANSIT
 1600 FRANKLIN
 OAKLAND, CA. 9412



DEAR PROJECT DIRECTORS,

I TOTALLY OPPOSE DEDICATING TWO LANES ON TELEGRAPH TO BUSES.

CURRENTLY TRAFFIC FLOWS RAPIDLY AND SMOOTHLY AND IS THE ROUTE CHOSEN (OVER COLLEGE, SHATTUCK, MLK) FOR EMERGENCY VEHICLES AND TRUCKS.

ELIMINATION OF MOST LEFT TURNS WOULD DIVERT THAT TRAFFIC INTO THE RESIDENTIAL STREETS WITH LIVEABILITY AND SAFETY CONSEQUENCES.

THE TELEGRAPH BUS GETS ME DOWNTOWN OAKLAND IN 15 MINUTES. THE OCCASIONAL BUS STOP ACCOUNTS FOR A VERY SMALL FRACTION OF THAT TIME. THESE NEARBY LOCAL STOPS ARE AVAILBLE FOR EXPRESS BUSES AS WELL AND ATTRACT MORE FREQUENT RIDERSHIP, BECAUSE OF PROXIMETRY TO HOMES.

I HAVE FOUND THAT THE FOLLOWING CONSUME MORE COMMUTE TIME THAN THE OCCASIONAL LOCAL BUS STOP: BUS BREAKDOWN, MIRROR AND SEAT ADJUSTMENTS BY RELIEF DRIVERS, WHEEL CHAIRS, STROLLERS, SHOPPING CARTS, OBSTRUCTED AISLES, AND CASH OR TICKET TRANSACTIONS.

THESE PROBLEMS CAN BE DEALT WITH SIMPLY AND INEXPENSIVELY, COMPARED TO THE COSTLY, MASSIVE DISRUPTION ENGENDERED IN YOUR PRESENT PLANS FOR TELEGRAPH.

FOR OVER 40 YEARS, I HAVE BEEN INVOLVED WITH PROJECT THAT AFFECT MY NEIGHBORHOOD, AND APPRECIATE YOUR CONSIDERATION OF MY COMMENTS.

SINCERELY
 Anita Halpern

A FOUNING MEMBER, OFFICER, BEAUTIFICATION CHAIR OF TANG - THE TELEGRAPH AREA NEIGHBORHOOD GROUP. ~ 40 YRS OLD.
 ORGANIZER OF TABA, THE TELEGRAPH AVE BUSINESS ASSOCIATION. ~ 30 YRS OLD IN ORDER TO APPLY FOR BLOCK GRANTS FOR BENCHES AND TREES. YOUR AC TRANSIT BOARD ASSUMED LIABILITY FOR THOSE BENCHES WHEN THE CITY WOULDN'T - AND WE ARE GRATEFUL TO YOU FOR THAT.
 WINNER OF A PRIZE BOOTH (TANG & TABA) AT THE 2ND FESTIVAL AT LAKE MERRIT -
 TELEGRAPH AVE. BUSINESS ASSOC. HAS GROWN FROM BERKELEY BORDER - 51ST - TO INCLUDE TEMESCAL AND ALL OF NORTH OAKLAND SINCE ITS ORIGINAL INCEPTION - AND CONTINUING REVITALIZATION.

3-74-1

3-74-2

Letter 3-74

Anita Halpern

June 28, 2007

3-74-1 The impacts and proposed mitigation of lost parking is discussed in Section 3.4 of the Final EIS/EIR. Impacts to the economic and business environment are addressed in Section 4.4.4.

3-74-2 Thank you for your comment.

June 26, 2007
 Anna Wagner
 3764 Shafter Ave #301
 Oakland CA 94609



Dear President of the Board AC Transit &
 Mayors of Berkeley, Oakland & San Leandro -
 I support Bus Rapid Transit - it moves
 riders faster, on time, and more
 comfortably, resulting in fewer cars, better
 air quality & less global warming.

As a person who chooses not to have
 a car, I absolutely would use the Bus
 more often if we had more Bus Rapid
 Transit - please implement the San Leandro
 to Berkeley BRT ASAP!

Thank You - Anna Wagner *andWay*

Letter 3-75

Anna Wagner
June 26, 2007

3-75-1 Thank you for your comment.

H. E. CHRISTIAN (CHRIS) PEEPLES

4037 Howe Street
Oakland, CA 94611-5211

AT-LARGE DIRECTOR
Alameda Contra-Costa Transit District

(510) 655-4438, Fax: 658-1425
E-mail: chris_peekles@yahoo.com

3 July 2007

VIA ELECTRONIC MAIL TO: jcnradi@actransit.org
TELEFAXED TO: 510-891-4874
AND MAILED FIRST CLASS TO:



James Cunradi
Senior Transportation Planner and
AC Transit East Bay BRT Project Manager
Alameda-Contra Costa Transit District
1600 Franklin Street, 7th Floor
Oakland, California 94612-2800

Re: Comments On The Draft Environmental Impact Statement/Draft
Environmental Impact Report For The AC Transit East Bay Bus
Rapid Transit Project


Dear Mr. Cunradi:

Thank you for the opportunity to comment on this Draft Environmental Impact Statement/Draft Environmental Impact Report ("DEIS/DEIR") after its long gestation. As AC (Alameda-Contra Costa Transit District)'s General Counsel has suggested in the past, I am making these comments on my personal letterhead so that it is clear that these comments are my own and not the opinion of AC's Board at this time.

Because this letter focuses on comments and questions, it may seem negative. That obscures the fact that I think this is an excellent DEIS/DEIR. I also want to complement you on the excellent job you have done of public outreach on this project. I have spoken to many people including elected officials, neighborhood leaders and ordinary residents (if there are any "ordinary" residents in our extraordinary East Bay) and whatever their opinion about the project, they all agree that you are a tireless, knowledgeable and articulate spokesperson for BRT (Bus Rapid Transit). That is consistent with my observations of you both before public meetings and before AC's Board.

3-76-1

Most of the comments in this letter are technical and represent areas where I think those of us who are going to make the policy regarding this project need further information. The one subject where I have major questions concerns the broader alternatives to this project. I have addressed that subject below

SUMMARY

Page S-2. Project Alternatives

The most important alternatives to this project are missing from this DEIS/DEIR. That is the other projects on which potential funds and District resources be spent if AC did not build this Project. In 2001 the AC Board adopted the analysis and potential projects in the green Strategic Vision booklet. Those projects and that analysis were readopted in the subsequent Short Range Transit Plans ("SRTP"). That vision set out 10 major projects and 4 possible projects. Of those 14 projects two (San Pablo Rapid and Telegraph-International Rapid) are now in place and a third (MacArthur Rapid) is well on the way and should be completely implemented in the next few years.

This DEIS/DEIR studies taking one of the rapid corridors and taking it to full dedicated lane BRT. The alternatives in this DEIS/DEIR are limited to other alternatives in the Telegraph-International corridor. The policy question for the AC Board is are there other projects the combination of which would produce more riders at a lower cost (both financial and political) than this project.

AC has already spent millions of dollars in flexible funds and a great deal of staff time on this project. AC has already given up major sources of state and regional funds that could have been used on a wide variety of projects in exchange for a chance at Federal "earmarks" for this project. The funds that are identified to complete the project at Page S-30, §S-8.1 would all seem to be flexible into different projects and some would seem to be flexible into operating funds. If not in this document, than at some point soon there needs to be a robust analysis and discussion of what funds would be available to build what other projects and what the cost/benefit is of the BRT project relative to a package of other projects.

This comment is not intended as a criticism of this document or its authors. The omission of these important policy issues is probably due to the limited nature of the review under the National Environmental Policy Act ("NEPA") and the California Environmental Policy Act ("CEQA"). That does not mean, however, that these questions can be passed over.

Pages S-8 through S-12, Tables S.3-1 through S.3.2d

These tables should be corrected to reflect the replacement of the 43 by the 18 (in part, Line "X") and the replacement of the 82 by the 1.

3-76-2

3-76-2

Page S-19, Table S.4-1, Visual/Aesthetics

What does “reclassifying” the BRT transitway mean and how would it “avoid impacts to the City of San Leandro monument?”

3-76-3

Page S-25, Table S.4-2, Hazardous Waste/Materials

The avoidance column talks about “hazardous construction materials.” What hazardous construction materials are the contractors expected to use? How would that plan address hazardous materials that are found on or in the site (PCBs, asbestos, etc). (Seems to be covered at Page 4-158, §4.16.8.1.)

3-76-5

Page S-27, §S.5.2

There is a suggested mitigation of “[m]oving the proposed bike lane to parallel roadways” Do such parallel roadways exist?

3-76-6

Page S-30, §S.8.1

Of the identified sources of funds, all of them could be flexed into a different project and some of them could be flexed into operating funds. (See also 1-25-26, §1.3.2.) As discussed above in the Alternatives section, a complete discussion is needed.

Page S-31, §S.8.2

All of the suggested potential future funding sources are unrealistic.

(1) Vehicle license fees: California has recently given up \$5.4 billion per year in Vehicle license fees (“VLF”) and despite widely recognized shortages in infrastructure funding no one on either side of the aisle seems to be willing to reconsider that drastic and inequitable fee reduction given primarily to Californians with expensive cars.

(2) Local streets and roads program: This program is always heavily oversubscribed and unable to keep up with simple maintenance on local streets and roads resulting in rough rides and suspension damage on our buses. It’s traditional uses have a great deal of support from local entities and residents.

(3) Private sector funding: Unfortunately, our ridership is not attractive to most private sector funders. Those that are trying to advertise are not interested. Those that

3-76-7



are seeking to provide charity feel that food, shelter and education are more basic than advanced bus service.

There needs to be a more realistic discussion of future operational funding.

Page S31, §.8.3 Cash Flow

This section states that AC does not have “the financial capacity to construct and operate the project ... ,” but claims “that sufficient resources to construct and operate a project would be secured prior to completion of the [EIS/EIR].” The Draft EIS/EIR is complete. Who long will it take to complete the final and how does the District expect to secure the needed funds in that time?

Page S-32, §S.8.4

The third bullet correctly states that “the implementation of the new service should not lead to further curtailment of either existing bus routes or existing growth plans.” How will AC ensure that statement will remain true?

3-76-8

Page S-34, §S.9.1 and Figure S.9.1

Both the text and the figure have a conceptual problem. They assume that reliability will improve in alternatives 3 and 4. The reliability of the BRT buses will be the same, if not worse that 1 and 2. The difference is that in alternatives 3 and 4 the local buses are eliminated, forcing all passengers to walk longer distances. Thus when you combine the reliability of a mixed BRT/local bus system with a pure BRT system, the pure BRT system is more reliable for vehicle travel, but not for the passengers. This should be made more clear.

3-76-9

Page S-34, §S.9.2

I find the assumptions about how many people will prefer to walk long distances for more frequent BRT service highly suspicious. What authority is there for that statement? Part of the problem is that at this point the DEIS/DEIR is only talking about passengers in the aggregate. Particularly in this corridor, there are many subgroups which consist of large numbers of people and should be considered. In particular, there are a number of senior citizens residences and a number of people with limited mobility who should be disaggregated and studied in smaller groups.

3-76-10

Page S-35, §S.9.4

There seems to be an assumption that BRT and Express bus is the same thing. I thought Express bus was a bus that went from a residential center directly to an employment center, like AC's old 36 or 58X which went from Bay Farm Island in Alameda and San Leandro respectively to Kaiser Industries on Lakeside Drive. Please clarify.

3-76-11

Page S-36, §S.9.4

The last sentence of this section seems to assume the more commercial activity the better. When the Oakland General Plan Congress and the Joint Development Subcommittee of the Oakland Planning Commission examined this issue, they came to the conclusion that it was better to concentrate commercial development in nodes so that people would park (admittedly making car oriented assumptions) and do all or most of their shopping in one place rather than making a number of short trips.

When ABAG was considering its transit oriented development policies, I, and a number of others, including the Sierra Club, urged them to look at transit oriented development corridors rather than nodes. Corridors being more of a bus concept and nodes being more of a rail concept. Part of that discussion involved the idea of not having commercial spread out all along the corridor but having commercial clusters closer together than rail nodes, but not at every block. I did not follow the final ABAG documents.

3-76-12

The DEIS/DEIR should examine these policies and then reevaluate its statement that more frequent stops would lead to better transit oriented development.

PURPOSE AND NEED

Page 1-10, §1.2.2.4

The various aspects of boarding delay should be considered separately to see which improvements could be applied to all lines or all heavy lines. The DEIS/DEIR does not deal with GM Memo 05-093 which argues that proof of payment ("POP") is not financially feasible in AC's service area. The DEIS/DEIR needs to address that memo.

3-76-13

Pages 1-12-13, §1.2.2.6

The DEIS/DEIR states that 115,000 weekday trips “are currently not well served by either BART or existing AC Transit service,” citing AC’s Draft SRTP. This disturbing fact should be discussed in more detail. Given the fact that there is existing service everywhere BRT is going to run, how is BRT going to help this problem?

3-76-14

Page 1-17, §1.2.2.7

I support dense development, the AC Board has adopted policies favoring it and the DEIS/DEIR is correct that Oakland and Berkeley have adopted density supportive land use policies. Never-the-less, the DEIS/DEIR should recognize that there is substantial, vociferous and successful opposition to density in the North Oakland to Berkeley segment of the corridor.

Berkeley was unable to convince its residents that housing for cars should share space with housing for humans at the Ashby BART station. There are currently 21 projects in the planning process in North Oakland, most of them on the corridor. The councilperson for North Oakland (Oakland Council District 1) has begun to undertake specific planning studies with her limited personal staff in large part because Oakland’s former mayor refused for eight years to support funding for the specific plans and zoning regulation changes that were needed to implement the General Plan developed by years of meetings by the General Plan Congress. I have spoken with Oakland’s current mayor, and he seems to want to concentrate density downtown and does not seem to have fully grasped the idea of dense corridor development.

3-76-15

If Oakland and Berkeley are unable to convince their residents (including many former New Yorkers who came to the East Bay to escape density) of the value of increased density, what impact will that have on the proposed project?

Pages 1-23-24, §1.3.2

One of the identified sources of funds is the State Infrastructure Bond Program. It was my understanding that AC had given up its claim on these funds in exchange for support for federal “earmarks.” If my understanding is correct, how does that impact the funding for this program?

3-76-16

Page 1-26, §1.3.4 & Table 1.3-2

Oakland also has a tree removal ordinance if the project needs to remove any trees in Oakland.

3-76-17

PROJECT ALTERNATIVES

(Please see the discussion above in the Summary section on broader project alternatives.)

Pages 2-3, §2.1.4.1

The DEIS/DEIR should have some relative cost numbers. I had heard that the DEIS/DEIR would demonstrate that Enhanced (Rapid) Bus had a capital cost of approximately \$1 million per mile, BRT was approximately \$16 million per mile and that LRT was approximately \$60 million per mile. If those numbers are correct or not, some numbers need to be in the document so that policy makers have a rational basis on which to make their decisions and to respond to vocal advocates of LRT. (See further comments for Page 2-49, §2.4.1.1 below.)

3-76-18

Page 2-11, §2.2.2.1

At some point there needs to be a fuller discussion of transit and land use between San Leandro BART and Bay Fair BART. What is the current and projected ridership? What land use policies are in place or anticipated and what projects are in progress? AC's Board needs some numbers and better analysis to determine what the southern terminus of the BRT project should be, if the Board decides to do the project. There is some information at 4-5, 11, 15 and 39 and Table 4.1-7, but more is needed.

3-76-19

Page 2-17, *BRT-Only Lanes* (the DEIS/DEIR has changed its paragraph numbering)

There needs to be a better analysis of how many emergency vehicles would use the lane and what impact that would have on the BRT operation. When I wait at 17th and Broadway for a 51, there seems to be frequent use of Broadway by emergency vehicles. Of course, on Broadway the BRT would not run in its own lane, but I don't know about Telegraph or International.

3-76-20

Page 2-24, BRT Stations

The first paragraph on this page refers to a "ramp at the right front door." Our current Van Hool buses have a ramp at the right second door. Given the great advantages of that wide door boarding that avoids both the farebox and the front wheel suspension tower, I would hope that AC intends to specify that sort of wheelchair boarding on any future buses we purchase, particularly for BRT service.

3-76-21

Page 2-25, Figure 2.2-14 & page 2-26, *Station Placement*

The illustration shows opposite side platforms. Many LRT systems, such as VTA (Valley Transportation Authority) in the San Jose area, have platforms where the different directions are separated by an intersection, allowing for a left turn pocket on the opposite side of the platform from the boarding area. The program should consider such stations where appropriate. (There seems to be some discussion of it at Pg. 2-40, §2.2.3.3.)

3-76-22

Page 2-26, Simplified Fare Collection

The DEIS/DEIR should reference the studies that have been done showing how much time is spent by AC buses on fare collection and those numbers should be given. I know that there was a CMA study of San Pablo and Berkeley graduate students in transportation planning and engineering have done separate studies and the is about to be a study done by AC on the 51 line. There may be more. Having this information will be useful for the Board's final decision and to judge if it is possible to have some of the value of BRT without the cost of taking lanes.

3-76-23

This section also needs to deal with GM Memo 05-093. See discussion above.

Page 2-27, Intelligent Transportation Systems

At the first bullet there is a mention of station displays and internet access to real-time bus information. Although it may have limited application to BRT, the Board has expressed interest in an automated phone information system. It should be referenced here.

3-76-24

The more basic problem is that AC's current real-time information provider seems incapable of providing timely and accurate information. How would the proposed project deal with that issue?

Page 2-32, *Street Parking Configurations in Downtown Berkeley*

The DEIS/DEIR should consider reverse angle parking (I am not sure of the correct technical term). This is an arrangement where the person parking backs into a space that is angled toward the direction of traffic. That way the driver has good visibility when backing in (because they wait until traffic is clear) and good visibility when pulling out (because they are going forward). This system is used extensively in Seattle and seems to work well there.

3-76-25

Page 2-41, §2.2.3.5 (back to the old numbering system)

There should be a more complete discussion of the Measure DD reconstruction of the 12th Street Dam in Oakland. What will be the traffic impact of reducing the current 12 lanes to 6? Will this have a major impact on the project's speed and reliability? How does the construction phasing of that project interact with the potential BRT project?

3-76-26

Page 2-43, §2.2.3.8

As discussed above, there needs to be a more complete discussion of San Leandro and Ashland between the San Leandro and Bay Fair BART stations.

Page 2-46, §2.3.2

I assume these numbers are not substantially affected by the replacement of the 43 by the 18 and the changes in the route of the 40.

3-76-27

Page 2-49, §2.4.1.1

There should be more information on the costs of LRT or at least a reference to a document that has that information. (A copy of the document should also be placed in AC's Board library and should be available to the public, perhaps at the public libraries on the route.) The statement that LRT capital costs are three times higher than BRT are less than I was given to believe.

Page 2-49, §2.4.1.2

Here, and in a number of places in the DEIS/DEIR there is a reference to the Policy Steering Committee "adopting" BRT. I believe the Policy Steering Committee was advisory to the AC Board.

3-76-28

Page 2-50, §2.4.2.5

This section should note that Jack London Square is served by the 72R Rapid Bus and the 72. It should also note that AC has made a commitment to reexamine service to the Jack London area as the residential population grows.

3-76-29

TRANSPORTATION ANALYSIS

Pages 3-5, §3.1.1.1, Table 3.2-1

There are 3,254 boardings on the 82/82L that are not within the BRT corridor. What part of the 82/82L route is not within the BRT corridor?

3-76-30

Pages 3-7, §3.1.1.1, Existing AC Transit Fares

This section should note that bus-to-bus transfers are only good for one use within 90 minutes of boarding the first bus.

Pages 3-7-8, §3.1.1.2 & Table 3.1-3

This section should note how many of the 72, 938 weekday BART boardings for the 11 BART stations within one mile of the project corridor are trips within the corridor, i.e. the patrons are going to get off at another of those 11 stations. Or, since the boardings are estimated by alightings, how many of those alighting passengers boarded at one of the 11 stations? Just to cite three stations, I would guess that many of the people alighting in downtown Berkeley and Oakland 12th Street are boarding outside the corridor and I would guess that many of the people alighting at Fruitvale live outside the corridor and work in San Francisco.

3-76-31

Also, you have explained a number of times that BRT serves a different market than BART because of differences in trip length. That point should be made explicitly somewhere in this DEIS/DEIR. (This appears to be addressed somewhat at 3-30 to 3-32, but that would seem to imply that people who now take BART would take BRT. The increase in BART patronage to/from Contra Costa County and San Francisco does not seem to be quantified)

Pages 3-9, §3.1.1.3, Amtrak California

The span times are given for the whole Capital Corridor, More realistically, during the week, the first train comes through Oakland Jack London Southbound at 6:21 and the last train comes through Northbound at 21:20. Weekend and holiday hours are 7:31 to 20:53.

3-76-32

Pages 3-12-13 & Table 3.1-4

Both the text and the table should be corrected to reflect the replacement of the 82 by the 1 and the 43 by the 18.

Page 3-14, §3.1.2.2

How and how much would the potential future BART extension to Warm Springs and Santa Clara County affect the BRT ridership? Does any data show how many people from the proposed BRT corridor work in Santa Clara county? If so, does it show how many of they are local bus riders?

3-76-33

Ditto with the Oakland Airport Connector. Is that connector going to have stops at FedEx and UPS? If not, how many people who would take that connector are local bus riders?

Pages 3-18-21 & Tables 3.1-8a-d

Correct to reflect current service.

3-76-34

Page 3-23, §3.1.4.4., Alt. 4

AC has a transbay line "Z." Using it as a designator for a possible local line is potentially confusing.

3-76-35

Pages 3-26-27, §3.1.4.4

I'm sorry, I do not accept the fact that the combined BRT and local service is going to result in an almost 90% (245% v. 158%) increase in ridership. This seems to me reminiscent of the disastrous predictions of ridership on BART's SFO extension or the estimates of the cost per ride for the BART San Jose extension that ranged from \$100 to \$23 depending on if the people directing the people doing the studies were in favor or not in favor of the project. (Of course, in those cases data appears to have been intentionally manipulated to promote a project, I do not think that is happening here.) Whatever models the DEIS/DEIR is using, they do not comport with reality in my opinion.

3-76-36

Page 3-41, §3.2.2, Table 3.2-1

I don't think that the Caldecott fourth bore is a Berkeley project. I believe that Berkeley opposed that project.

3-76-37

Page 3-46 - 47, 3.2.3

In the build alternatives commercial deliveries are allowed at all times of the day. The DEIS/DEIR should consider time of day restrictions on commercial deliveries such as off-peak only or night only.

Page 3-50, §3.2.3.1

This section does not address the more localized traffic impacts that concern many residents in the corridor, particularly near Telegraph Avenue in North Oakland. The concern is not for major arterials such as College or MLK, but for parallel residential streets. The DEIS/DEIR should address those concerns.

3-76-38

Page 3-65, §3.2.4.2, Overview

What will be the impact of the congestion at College and Claremont on the 51?

Page 3-66, §3.2.4.2

The project should ensure that mitigations south of downtown Oakland that require narrowing of sidewalks and/or acquisition of right-of-way will be discussed with the relevant council members, not just Oakland staff.

3-76-39

Page 3-79, §3.3.1.1, Table 3.3-1

Kaiser Hospital is at MacArthur and Broadway, two blocks from my house and six blocks from Telegraph.

Jack London Square and the Alameda-Oakland Ferry are at Embarcadero (the equivalent of 1st) and Broadway, eleven blocks from 11th and Broadway – not walking distance for most.

3-76-40

Page 3-80, §3.3.1.1, City of Oakland

AC is one of the “several regional agencies” which is located in downtown Oakland.

Page 3-94, §3.3.3.2,

This section appears to be overly optimistic about the interaction among BRT, bicycles and other motorized vehicles. As discussed earlier in the DEIS/DEIR, the project will increase traffic congestion. This section acknowledges that the project will “reduce the ability of motorists to pass.” That will not “improve the bicycle friendliness of the street,” but rather will increase road rage and deadly confrontations between two to three ton hunks of steel and essentially unprotected humans.

If alternatives 1 or 2 are chosen (which I believe are so far superior to alternatives 3 or 4 that they are the only alternatives that should be considered) then the local buses will “leap frog” with bicycles in the more congested mixed flow traffic lanes.

3-76-41

The DEIS/DEIR needs to be honest and admit that BRT on Telegraph is not comparable with bike lanes unless the bike lanes use the roadway space now dedicated to parking or additional roadway is taken.

Page 3-95, §3.3.4

When talking about bicycles, this section is dishonest. See the discussion above.

As questioned above at Page S-27, §S.5.2, “alternate” or “parallel” roadways would be a great idea, but do such roadways exist?

Pages 3-95-128, §3.4

As Dr. Shoup has pointed out in *The High Cost of Free Parking* (APA Planners Press, 2005), most of the technical manuals on parking, including *The Dimensions of Parking* are not scientifically based. Dr. Shoup argues that we should be applying pricing mechanisms to regulate parking. This section should address how to use Dr. Shoup’s ideas to control the parking in this corridor.

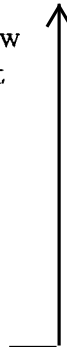
3-76-42

Pages 3-123-128, §3.4.3

Before any parking mitigations are implemented, particularly those involving new surface lots or structures, AC needs to encourage the local entities in the region to adopt rational pricing policies for parking. AC needs to recognize that if the U.S. continues its 80 year practice of subsidizing the automobile, public transit will be disadvantaged.

The assumption that drivers should “not experience excessive difficulty locating parking” would seem to imply that drivers are more important than bus riders.

What is the total cost of all the proposed parking replacement?



AFFECTED ENVIRONMENT, ETC.

Pages 4-4-5, §4.1.1.1, *City of Oakland*

AC is one of the “several regional agencies” whose headquarters are in downtown Oakland.

How would a dedicated BRT alignment interact with the “tens of thousands of people” that are annually attracted to community sponsored cultural events such as Dia de los Muertos. In my experience those events take place on a closed off International Boulevard.

3-76-43

Pages 4-12-13, §4.1.1.1, Positive Market Forces & Supportive Land Use Policies

See discussion referencing Page 1-17, §1.2.2.7 above.

3-76-14

Pages 4-15-20 and Table 4.1-7

This begins to address the need for more information on the area between San Leandro BART and Bay Fair BART, but more is needed to help AC's Board make the decision between the two potential end points of the project.

3-76-44

Pages 4-24-26, §4.1.3

See discussion referencing Page 1-17, §1.2.2.7 above.

3-76-14

Pages 4-34-39, §4.4.1.1 and Tables 4.4-3-4 and Figure 4.4-2

I am curious about this data which does not seem completely constant with my memory of prior data and maps produced by AC's Long Range Planning Division (which may be due to my faulty memory).

Oakland Central would seem to include the SRO hotels on San Pablo which would seem to have extremely low income and almost no private transport, Chinatown which would seem to have low income and limited private transport, but it would also seem to include the Jack London area with high income and presumably a good deal of private transport (although hopefully with few vehicle miles traveled (VMT) and the lake area (Alice Street, etc.), again with high income and a good deal of private transport. Yet Oakland Central comes out with a relatively high percentage of households below poverty level and a very high percentage of households without private transport.

3-76-45

I remember the maps that were part of the environmental justice ("EJ") reports on some of our service changes as having a higher percentage of households and households without private transport in Central East Oakland and Elmhurst. Could those maps have used a different area around international?

Perhaps this is less of a public comment and more of an indication that I need to sit down with the consultant and AC staff and the Census data.

Page 4-39, §4.4.1.2

This section should address the interaction between BRT and community festivals that block an entire street. As noted in the DEIS/DEIR, the Fruitvale area has had such festivals for many years. I recently went to a very successful one in the Temescal shopping district. Such community events contribute greatly to community cohesion.

3-76-46

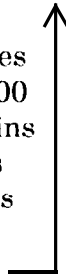
Pages 4-129-130, §4.12.2.2

I find it interesting that with the concern over green house gases ("GHG") the DEIS/DEIR did not study carbon dioxide (CO₂).

3-76-47

Pages 4-130-135, §4.12.2.3

There is substantial expertise in air quality regulation on AC's Board, but it does not reside in me. Never-the-less, footnote 9 should note that the early Van Hool AG 300 buses use a Cummins ISL engine with 4.0 grams Nox, the second order used a Cummins ISL engine with 2.5 grams as noted in footnote 9 and the latest order uses a Cummins ISM engine with 1.2 Nox, but with higher horsepower than the ISL. I do not think this will change the analysis.



Page 4-137, §4.13.1.1, Figure 4-13-1

AC's Van Hool buses produce far less noise than the 90+ decibels produced by the Diesel Bus (at sidewalk) in the chart.



3-76-48

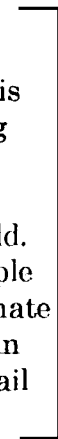
Page 4-141, §4.13.3.1

Are Category 1 receptors with the conditions listed in 4.13.1.2?

Pages 4-151-2, §4.14.2

The differences in VMT between alternatives 1 and 2 and alternatives 3 and 4 is dependent on the ridership estimates, of which I am dubious (see comment referencing Page 3-26-27, §3.1.4.4 above).

I find the statement that "buses are not as energy efficient as autos ..." to be odd. It is true as stated, but in the transportation business we should be talking about people or seat-miles traveled. That way we capture the greater efficiency of mass transit. I hate to think what the kind of VMT analysis done in the DEIS/DEIS does with a diesel train with about 350 seats being pulled by one locomotive. I am informed that the State Rail Program saves about half a billion miles of VMT annually.



3-76-49

Page 4-153, §4.15.4

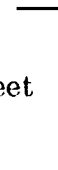
I am glad we are not going to landscape with "noxious weeds."



3-76-50

Page 4-161, §4.16.9.2

It may not be possible, but diesel engines on construction equipment should meet urban bus standards.



3-76-51

CUMULATIVE IMPACTS

Page 5-4, §5.4.2

This page seems to have a more realistic view of the impacts that BRT would have on a bicycle route on Telegraph.

3-76-52

CONSULTATION AND COORDINATION

Page 7-10, §7.7.2

I believe this DEIS/DEIR has circulated for 60 days.

3-76-53

FINANCIAL ANALYSIS AND ALTERNATIVES EVALUATION

Pages 8-5-6, §8.3

The fare revenue depends on ridership estimates and I am dubious of them.

3-76-54

Page 8-7, §8.3.2

See comments above related to Page S-31, §S.8.2.

3-76-7

Page 8-11, §8.7.1.1

What happens to the improvements in service frequency when a Governor takes \$1.3 billion from transit statewide or when a Governor, with the contrivance of the Special Districts Association, takes \$25 million a year from AC's property tax? What impact would such a reduction have on the value of the project?

3-76-55

Pages 8-15-16, §8.7.2.1

Again, much of this analysis is dependent on ridership estimates, of which I am skeptical.

Pages 8-10-24, §8.7

All of this appears to be copied from elsewhere in this DEIS/DEIR.

DISTRIBUTION LIST

Page C-8

Alex Zuckerman has been quite ill for some time due to a head injury sustained in a fall on a bike trip on the Bay Bridge. You should find another lead contact for the Regional Bicycle Coalition. Check with Robert Rayburn, East Bay Bicycle Coalition.

Again, thank you for the opportunity to comment on this DEIS/DEIR.

Very truly yours,

A handwritten signature in black ink that reads "H. E. Christian Peeples". The signature is written in a cursive, flowing style.

H. E. Christian Peeples

Cc: Lucinda Eagle, U. S. DOT, FTA, Region IX
AC Transit Board

HECP/win

Letter 3-76

H. E. Christian Peoples
July 3, 2007

- 3-76-1 Thank you for your comment.
- 3-76-2 We appreciate your comment. As discussed in Sections 2.1.1 and 7.9.1 of the Final EIS/EIR, the proposed project was defined in accordance with the 1999-2001 MIS process, and refined with input from the Cities of Berkeley, Oakland, and San Leandro, leading to the adoption of the Locally Preferred Alternative evaluated in the document. The Final EIS/EIR contains an evaluation of project alternatives specific to the purpose and need of the proposed project in accordance with NEPA and CEQA requirements. The resolution of policy, funding, and implementation issues for other projects being considered by AC Transit is beyond the scope of the Final EIS/EIR.
- 3-76-3 This section has been revised in the Final EIS/EIR to reflect this change. Route numbering, routes and schedules have changed twice since the 2007 Draft EIS/EIR was circulated. Please see Chapter 3.1 for details on the service changes implemented in March of 2010.
- 3-76-4 Please refer to Section 4.6 of the Final EIS/EIR for a discussion of the reclassification of the transitway in San Leandro, and the visual implications on the City of San Leandro monument.
- 3-76-5 As described in Section 4.17.8 of the Draft EIS/EIR, potential hazardous construction materials may include fuels, oils, lubricants and other hazardous substances. The Worker Health and Safety Plan will include procedures for dealing with hazardous spills including stopping work, cordoning off and containing spill areas, notification and reporting incidents, and investigation and removal by qualified contractors.
- 3-76-6 As shown in Appendix A, bicycles are accommodated with bike lanes on long stretches of Bancroft, Telegraph and International Boulevard. There would be no need to move the bike lanes to parallel streets in the corridor, as corrected in Section 3.3 of the Final EIS/EIR.
- 3-76-7 Comment noted. Please see Chapter 8 of the Final EIS/EIR for a discussion of these funding sources, together with an assessment of their feasibility, and the potential reallocation of flexible funds. In addition, Chapter 8 provides information about the identification of resources to build, operate and maintain the proposed project. AC Transit will continue to identify and pursue potential funding sources.
- 3-76-8 Because the Route 1 local buses are replaced by the proposed East Bay BRT, this is the only local bus route that will lose bus service in order to avoid duplication of service. The December 16th, 2009 AC Transit Board meeting identified service cuts system-wide that will be implemented in mid-March 2010 as part of overall cuts due to the economic turn-down and loss of revenue, which is unrelated to the proposed BRT project in particular. As noted in Section

7.9.7 of the Final EIS/EIR, the proposed project is not expected to result in either disruption or cutbacks in existing local transit service.

- 3-76-9 Please see Section 3.1 of the Final EIS/EIR for a discussion of the proposed project's reliability. This section has been expanded to clarify reliability in the context of both bus operations and passenger convenience.
- 3-76-10 Station placement is described in Section 7.9.15, noting an average of 0.4 miles between stations. Also see Figure 3.1-1.
- 3-76-11 An express bus is a bus service that is intended to run faster than normal bus services between the same two commuter points. It typically has fewer stops and may travel on faster routes than regular service. The primary element that sets BRT apart is exclusive right-of-way allowing buses to avoid traffic congestion. While express bus has advantages over regular bus service, they are still more susceptible to traffic and are not as efficient as BRT in ensuring speed and reliability.
- 3-76-12 Please see Section 4.1 for a discussion of the proposed project's operating plan in the context of TOD.
- 3-76-13 AC Transit is studying various other corridors and bus routes to determine what types of improvements will be effective in reducing passenger trip times. Boarding delay due to complicated or difficult fare payment is a concern. New fare instruments (e.g., regional Clipper card), operational improvements, and new facilities are all being evaluated as ways to reduce boarding and alighting delays.

In the corridor, proof of payment (off board, self-service fare collection) is proposed to speed boarding and alighting of buses (alighting is improved when there is less congestion at the front door due to riders paying fares). Ticket vending machines located on secure passenger station platforms, new and simplified fare media (e.g., Clipper), and new operating procedures should make proof of payment a viable option. Direct costs of fare collection and processing should be reduced on the BRT system although there will be indirect new costs for fare payment enforcement. Enforcement is important in ensuring all riders pay their way in use of the bus system. Higher ridership on the East Bay BRT line is expected to generate additional fare revenue that will largely if not entirely offset the costs of proof of payment fare collection.

- 3-76-14 The reference is to populations not well served with reasonably frequent and accessible transit service as well as to populations that lack adequate service coverage. In some areas, there is transit service but many would consider it substandard relative to need. For instance, in the project corridor, especially through East Oakland, there are substantial transit dependent populations. Demand for bus (and BART) service is high. However, bus service faces various obstacles that limit AC Transit's ability to provide high quality service that meets this demand. There are operational problems with buses in mixed traffic on frequent headways. Buses have difficulty meeting schedules and poor reliability can discourage ridership. BRT is designed to address service deficiencies in the corridor. Dedicated lanes, reliable transit signal priority, and

attractive, safe bus stations will allow AC Transit to operate buses at high frequencies without the bunching of buses. The forecast ridership in 2015 and 2035 provides evidence that BRT improvements will attract riders and improve mobility for corridor populations.

- 3-76-15 As discussed in Section 3.1 of the Final EIS/EIR, the project corridor contains over 260,000 residents and the transit lines that currently operate within the proposed project corridor are among the most heavily used in the AC Transit system. As described in Sections 3.1 and 4.1, increases in density are projected to bring more riders to the system.
- 3-76-16 Please see Chapter 8 of the Final EIS/EIR for a discussion of the status of the State Infrastructure Bond Program, and its implications on project funding.
- 3-76-17 The tree removal ordinances of all three cities have been accounted for in preparation of the tree mitigation plan.
- 3-76-18 Figure 6.6 of volume 3 of the MIS Study identifies a capital cost in 2001 dollars of \$85 million for Enhanced Bus, \$340 million for BRT, and \$890 million for LRT.
- 3-76-19 The City of San Leandro adopted the Locally Preferred Alternative for the proposed project within the City in May 2010. The LPA in San Leandro deleted the segment of the route extending from the San Leandro BART station to the Bayfair BART station. The San Leandro BART station is therefore the southern terminus of the proposed project. Given this change, it is not necessary to evaluate transit and land use between these two BART stations.
- 3-76-20 Please see Section 3.1 of the Final EIS/EIR for a discussion of emergency vehicle impacts on bus operations in the transitway.
- 3-76-21 AC Transit will be required to procure a fleet of 38 dual-sided door buses for peak-period service, plus seven spares, for the opening of the East Bay BRT system. AC Transit will consider wheelchair accessibility.
- 3-76-22 The configuration depicted in the figure from the Draft EIS/EIR does apply to some of the station locations in the project corridor; however, there are many other instances where station platforms are separated by an intersection. Telegraph Avenue at 29th Street is one example (see schematic diagrams contained in Appendix A). Further discussion of median-running BRT lanes is included in Section 7.9.1 of the Final EIS/EIR.
- 3-76-23 The fare collection system being proposed by AC Transit is a remote ticketing system (with machines available on the platforms) so the delay on board the buses for fare collection will be minimized. As discussed in Section 3.1 of the Final EIS/EIR, studies of time spent in fare collection, have been referenced in the document. See Section 7.9.4 of the Final EIS/EIR for a response comment comments on the Draft EIS/EIR with respect to fares.
- 3-76-24 AC Transit acknowledges some issues following implementation of real time information on prior projects. However, the East Bay BRT will employ new or improved communications systems (e.g., real time passenger information signs) that are proven and, it is expected, would

not have the implementation problems of earlier systems. AC Transit is committed to ensuring existing and proposed information systems perform satisfactorily.

- 3-76-25 As shown in Appendix A of the Final EIS/EIR, the Build Alternative is not proposing angled spaces along the project alignment. As discussed in Section 3.4, this parking configuration has not been proposed because of space restrictions.
- 3-76-26 Refer to Section 3.2 of the Final EIS/EIR for a discussion of the traffic analyses, which include all approved and planned roadway improvements including the 12th Street project. The design of the Build Alternative has taken this roadway improvement into account which will be completed prior to construction of the Build Alternative.
- 3-76-27 Discussion of LRT costs and analysis of conditions between the San Leandro and Bay Fair BART stations is included in the responses to comments 3-76-18 and 3-76-19, respectively. See Section 3.1 of the Final EIS/EIR for a detailed description of the route changes in the corridor.
- 3-76-28 We agree that the Policy Steering Committee advises the AC Transit Board; accordingly, “adopting” in this context has been revised to “recommending.”
- 3-76-29 Bus route numbers and service destinations have changed since the Draft EIS/EIR was published. Please check new routes detailed in Section 3.1 of the Final EIS/EIR.
- 3-76-30 As discussed in Section 3.1 of the Final EIS/EIR, some boardings of the 82/82L Route are within the BRT corridor, whose boundary in this area consists of West Oakland and Hayward.
- 3-76-31 Section 3.1 of the Final EIS/EIR has been revised to provide additional detail with respect to alightings at the 11 BART stations. Differences in the BART and BRT travel market have been described in Section 7.9.1 and Section 3.1 of the Final EIS/EIR.
- 3-76-32 These changes have been incorporated in the Final EIS/EIR.
- 3-76-33 Please refer to Section 3.1 of the Final EIS/EIR for updated route numbers and alignments and an assessment of the implications of planned BART service expansions on BRT ridership.
- 3-76-34 Bus route numbers in the corridor and service destinations have changed since the Draft EIS/EIR was circulated. Please refer to new routes detailed in Section 3.1 of the Final EIS/EIR.
- 3-76-35 Please see the response to comment 3-76-34, above.
- 3-76-36 Please see Section 3.1 for current ridership projections and assumptions. Additional information is also provided in Section 7.9.5.
- 3-76-37 Thank you for your comment.
- 3-76-38 Section 3.2 of the Final EIS/EIR has been revised to address traffic diversion expected to result from dedicated transit lanes proposed on International and a portion of East 14th. This analysis

identifies traffic-related impacts and feasible improvements to mitigate significant impacts. However, due to the rejection of BRT in dedicated lanes within Berkeley, traffic diversion to these roadways would not occur. Accordingly, there would be no impacts to Route 51. Currently there is no plan to restrict commercial loading zones.

- 3-76-39 As shown in the schematic diagrams contained in Appendix A, the Preferred Alternative does not call for narrowing of sidewalks except for bulbout locations. As discussed in Chapter 7 of the Final EIS/EIR, City Council members of each city have been involved in the BRT project design.
- 3-76-40 As discussed in Section 3.1 of the Final EIS/EIR, there is a tradeoff between serving multiple destinations and travel speed of the bus. As discussed in Section 7.9.1, extensive planning efforts have been conducted to optimize the number of destinations that can be reached by the BRT while keeping its travel time attractive. However, as discussed in Section 3.3 of the Final EIS/EIR, while the locations listed include major pedestrian centers, discussion has been added to note that not all are within easy walking distance of BRT stations.
- 3-76-41 Discussion of Oakland activity centers has been revised to add AC Transit and other activity centers. Please see Section 3.3 of the Final EIS/EIR for a discussion of bicycle friendliness in the context of the proposed improvements.
- 3-76-42 The cost associated with parking replacement has not been developed at this time. See Section 3.4 for information related to parking replacement proposed.
- 3-76-43 Please the response to comment 3-76-41 with respect to the location of AC Transit offices. As indicated in the mitigation measures in Section 3.2 of the Final EIS/EIR, AC Transit will coordinate with the local cities to reroute service during special events or festivals.
- 3-76-44 Please refer to the response to comment 3-76-19, above.
- 3-76-45 Please refer to Sections 4.4 and 4.18 of the Final EIS/EIR for a discussion of community impacts and environmental justice, respectively.
- 3-76-46 Please see the response to comment 3-76-43.
- 3-76-47 Section 4.14 of the Final EIS/EIR addresses greenhouse gas emissions.
- 3-76-48 See Section 4.13, specifically Table 4.13-1 for category descriptions.
- 3-76-49 See Sections 4.15 for updated discussion on energy use.
- 3-76-50 Thank you for your comment.
- 3-76-51 Diesel powered construction equipment is subject to rules and regulations of CARB. These regulations include the Off-Road Equipment (In-Use) Control Measure and New Off-Road Compression-Ignition (Diesel) Engines and Equipment.

3-76-52 The rejection of BRT in dedicated lanes in Berkeley since the circulation of the Draft EIS/EIR is expected to result in no project impact to the bicycle route on Telegraph, because the proposed project would be essentially the same as current conditions on this segment. Please refer to Section 3.3 of the Final EIS/EIR for further discussion of bicycle and pedestrian impacts in Berkeley and other portions of the project alignment.

3-76-53 This has been clarified.

3-76-54 Thank you for your comment.

3-76-55 Chapter 8 describes the funding source options as we know them at this time. These can change due to many factors. However, changes in funding availability would not change the value this project would provide to riders in the area.

June 6, 2007, 11:59PM
Mary Jane Phillips
635 Lexington Avenue
EI Cerrito, CA 94530

I am fully in favor of all Rapid Bus Service on AC Transit IF it does not take away money from other transit lines, or end up in cutting back on those lines! We also need the short-stop buses on San Pablo Avenue and on the other feeder routes, up in the hills, etc., where no other public transit exists!

June 6, 2007, 11:59PM
Mary Jane Phillips
635 Lexington Avenue
EI Cerrito, CA 94530

I highly support the Combined BRT and Local Service options from a number of standpoints, including simplicity. Whichever option is selected, I strongly urge the development of a station at Telegraph and 57th in particular. This is the longest absent stretch in the Separate BRT and Local Service" options and I think it is too long a stretch. This area is heavily populated."

3-77-1

Letter 3-77

Mary Jane Phillips
June 6, 2007

3-77-1 Thank you for your comment.

June 6, 2007, 11:59 PM
Rachel Resnikoff
26 Tunnel Road
Berkeley, CA 94705
June 6 2007 11:59PM

I am a regular rider of the 72R Rapid Bus on San Pablo Avenue. I find it to be fast, reliable, able to move in and out of traffic easily and get me to where I need to go remarkably quickly. It does NOT have it's own lane of traffic, did NOT require major construction of center land loading platforms, does NOT eliminate ANY lanes of traffic, and did NOT require outlay of construction costs, traffic signal upgrades, or any of the other grand schemes" proposed for the BRT on Telegraph Avenue. If this is such a good idea then an interim plan of JUST a Rapid Bus will demonstrate whether or not the ridership warrants to expenditure and the complete disruption of this major thoroughfare. I have seen "Rapid Bus" signs on Telegraph so I'm hoping that means that someone in a position of responsibility actually thought of this. However why is there not a stop at the Ashby transfer point rather than one block south? I think I speak for the people of Berkeley in and around Telegraph Avenue when I say that the amount of disruption of our neighborhoods that this project would cause is very likely unwarranted for the expected benefit. Berkeley has worked very hard to maintain it's peaceful streets with numerous traffic diverters that keep cars on major thoroughfares. This project would completely dismantle this carefully implemented diversion that has been in place for years. If you want to get cars off the street you'd just as well outlaw them or charge a "congestion fee". No need to spend all that money on an unproven fix for a problem that hasn't been demonstrated to expect in my opinion. Thank you for your time. Rachel Resnikoff"

3-78-1

Letter 3-78

Rachel Resnikoff
June 6, 2007

3-78-1 Thank you for your comment. Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits.

June 6, 2007, 11:59PM
Chet Shannon
2321 Howe Street
Berkeley, CA 94705

I think that the idea that dedicated bus lanes will draw people out of their cars is totally invalid and wrong. I do not think many people will be drawn out of their cars. I think this will simply create major traffic slow downs by having dedicated lanes for buses. Buses can and will work for some people but not that many (as a percentage of all commuters) will utilize these buses that are not already using buses. This is an idealistic idea but it simply will not work and will inconvenience many more people than it helps. In my opinion this is a very bad misguided idea.

3-79-1

Letter 3-79

Chet Shannon
June 6, 2007

3-79-1 Thank you for your comment. Please see Sections 3.1 and 7.9.5 regarding ridership and vehicle miles traveled.

June 6, 2007, 11:59PM
Kathleen Eichmeier
1640-6th Avenue
Oakland, CA 94606

I urge AC Transit and the involved cities to complete BRT between the Oakland Lake Merritt area and Bayfair shopping center. The southwest corner of the Lake, where I live, is densely populated with many transit riders. We do not have good access to a shopping center. Taking AC Transit to downtown Oakland and BART to Bayfair often takes an hour, as does using AC Transit Line 40L. Bayfair is my favorite place to shop, however I only get down there every month or two because of the transit problem. If there were a 20 minute transit without transfers, I would shop at Bayfair several times a month. It would be a great advantage for both Lake Merritt residents and Bayfair to have a good connection. (Please note that while I am an AC Transit employee, the opinion expressed herein is entirely my own.)

3-80-1

Letter 3-80

Kathleen Eichmeier

June 6, 2007

3-80-1 Thank you for your comment. The City of San Leandro adopted a Locally Preferred Alternative which terminates the BRT line at the San Leandro BART station. Service from San Leandro BART to Bay Fair BART will be provided by an extension of the Route 99 bus.

June 6, 2007, 11:59PM
Philip Rowntree
2425 Channing Way #339
Berkeley, CA 94704

Hi I am a street vendor on Telegraph Avenue and have been for the last 15 years. I am writing to request that you do something about the dust caused by your buses between Dwight and Bancroft. This situation has got considerably worse since you introduced the buses with the exhausts and ground level. Each time a bus passes us we have to wipe clean all our artwork - I personally sell baby clothes and to have them covered in dust by your buses is aggravating to say the least. This problem occurs when your buses are going too fast (which happens three/four times per day) and also when they are accelerating fast. Please let me know if and when you are going to instruct the drivers to slow down Thanks Phil Rowntree
rowntree@earthlink.net

3-81-1

Letter 3-81

Philip Rowntree
June 6, 2007

3-81-1 Thank you for your comment.

June 6, 2007, 11:59PM
Lawrence Cotter
2810 Kelsey Street
Berkeley, CA 94705-2302

I believe that dedication of bus lanes on Telegraph Avenue in Berkeley will exacerbate the already difficult traffic conditions in Berkeley. Some years ago, Berkeley deliberately introduced stop signs on Warring Street for the explicit announced purpose of delaying University traffic in order to encourage drivers to use Telegraph Avenue. Because of the Berkeley barricades, old routes south of the university campus on Piedmont Avenue and Fulton Street are no longer available, leaving only Telegraph, Warring, and Shattuck as nearby alternatives. I believe that adding dedicated bus lanes on Telegraph Avenue will lead to an unacceptable level of automobile congestion unless something is done to relieve the Warring Street problem or to open Piedmont and Fulton.

3-82-1

Letter 3-82

Lawrence Cotter
June 6, 2007

3-82-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no traffic diversion is anticipated on Telegraph.

June 6, 2007, 11:59PM
Charles Aldred
555-10th Street #212
Oakland, CA 94607

I strongly support the BRT investment in these routes which have the most riders. This project will improve travel between population centers and, let's hope, decrease car usage. Please proceed with BRT implementation as quickly as possible.

3-83-1

June 6, 2007, 11:59PM
Charles Aldred
555-10th Street #212
Oakland, CA 94607

BRT represents a significant improvement in service for the users of the core routes and is flexible and can be implemented incrementally. This is in contrast with any rail project which largely serve suburban residents and take years or decades before any track is built. AC Transit is to be commended for developing a BRT plan. Please implement it as quickly as practicably possible.

July 2, 2007, 12:02 PM
Charles Aldred
555-10th Street, #212
Oakland, CA 94607

The core AC Transit lines provide essential transportation for the poor, disabled and elderly (and others). Their needs should be paramount in evaluating BRT options. I have used the 40L to get to medical appointments near Alta Bates (Berkeley) and Pill Hill (Oakland) and will appreciate the added service to these areas that the 1R and BRT will bring to this corridor. Thank you.

3-83-2

Letter 3-83

Charles Aldred
June 6, 2007

3-83-1 Thank you for your comment.

3-83-2 Thank you for your comment.

June 6, 2007, 11:59PM
John Whitehead
3322 Biscayne Bay
Davis, CA 95616

Hello, I received a notice about BRT since I'm a landlord near Telegraph Ave. in North Oakland. My priorities are that the buses should be as quiet as possible, and clean air friendly. Rail service on telegraph may be something to consider for the further future. Thanks.

3-84-1

Letter 3-84

John Whitehead
June 6, 2007

3-84-1 Thank you for your comment.

June 6, 2007, 11:59PM
Howard Matis
6824 Sherwick Drive
Berkeley, CA 94705

I object to the Rapid Transit project. It should not be built. AC Transit recently stopped bus service to my area. Because I live on a hill, it is too far to walk to the nearest bus stop. Therefore, I need to use a car. The rapid bus service will be useless to me as I need a car. Furthermore, it will take over a lane of traffic causing problems for cars. It will be harder to bike on Telegraph because the cars will be forced to use a smaller area. AC Transit should spend the money first on serving all of Alameda County - including the Hills. It is premature to build an expensive project that does not serve the full county.

3-85-1

Letter 3-85

Howard Matis

June 6, 2007

3-85-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no traffic diversion is anticipated on Telegraph.

June 6, 2007, 11:59PM
 Gordon Osmundson
 475 North Street
 Oakland, CA 94609

I am a resident, homeowner, regular AC Transit rider and bicyclist on East 15th Street, in the area now served by the 40/40L/43 and am very glad that you will be moving most of the neighborhood buses to International, since International is a commercial street, whereas East 15th is a residential one. The buses are convenient but cause a lot of noise, soot and vibration, so running them on International will be better for most residents. I would like to see all of the buses on International, rather than East 15th. That will also hopefully make it safer for bicyclists, since East 15th Street is a designated bike route. I am also hoping that there will be bus shelters and next bus" indicators for the new 1R buses and therefore going from International to East 15th Street? That could be even more dangerous for residents especially for bicyclists and families with young children both of which there are many in my neighborhood. Could you work with the City of Oakland to divert the non-neighborhood car traffic to East 7th through East 10th Streets which have much less residential development on them than East 15th does? Thank you for your efforts in upgrading public transit. Allyce Kimerling"

3-86-1

Letter 3-86

Gordon Osmundson

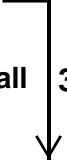
June 6, 2007

3-86-1 Thank you for your comments. AC Transit does plan to install LCD displays at each station with a visual and audio message of the next bus arrival. Also, see the Neighborhood Diversion and Change in Local Circulation Patterns Analyses in Section 3.2.8.

June 6, 2007, 11:59PM
Chris Kattenburg
PO Box 12723
Oakland, CA 94612


I've reviewed the proposed BRT plan and wholeheartedly support it as proposed. I look forward to enjoying this system and it's convenience. Thanks for making it happen with all due expediency. Chris Kattenburg Vice President Downtown Lake Merritt Neighborhood Group <http://www.groups.yahoo.com/group/DowntownLakeMerritt>

3-87-1



**June 6, 2007, 11:59PM
Chris Kattenburg (second comment)
PO Box 12723
Oakland, CA 94612**

Ladies and Gentleman, Please disregard my comment earlier this evening as apparently my cut and paste" didn't fully work out. Anyways here's my layman's \$.02: I prefer the "Build" "Alternative 1" separate BRT and local plan as proposed to the Bay Fair Bart Station which appears to be a longer 16.8 mile segment. My second choice preference would be "Build-Alternative 2." In the Eastlake neighborhood not too far from my apartment I prefer the "International/12th St. Couplet" proposal with a BRT only lane. Whenever and wherever possible in the implementation of this BRT system in all of the East Bay cities involved I endorse separate median running BRT only lanes with median stations and "simplified fare collection." It's high time we give lane priority to and make infrastructure improvements in a modern and cost effective mass transit system that we can have online in just a few years. Chris Kattenburg Downtown Oakland resident AC Transit rider"



Letter 3-87

Chris Kattenburg
June 6, 2007

3-87-1 Thank you for your comment.

June 8, 2007, 11:41AM
 Marcy Greenhut
 3210 King St.
 Berkeley, CA 94703

Building BRT is an important step in providing reliable attractive bus service that will encourage more people to leave their cars at home. In particular, I think it should travel in the median wherever possible, including and especially in downtown Berkeley. If design won't be compromised by keeping the trees that have become a sticking point for some people, leave the trees. However, I wouldn't want to leave the trees and look back 20 years from now at a BRT that is less than world-class because we couldn't take down a couple trees. BRT will outlive those trees. Global warming will be mitigated more by a world-class transit system that takes potentially 5 - 9,000 cars off the road than 2 trees that sink -X- amount of carbon. Plant more trees. On to the bus shelter. I couldn't tell from the drawing passed around at the Berkeley DAPAC meeting if the open grill-work included clear plexiglas. I understand and support the concept of keeping visibility for safety and security. However, I would still want the shelter to offer shelter from rain and wind. Can plexiglas be installed on the sides and top? Is the top too high to protect from the rain? Dedicated lanes, wherever possible are a must, in order to permit bus speeds that are competitive with car traffic. Bus service must be transformed into the hip way to travel. Many green" practices are becoming "hip" as Enrique Penalosa told us about Bogota BRT can be renamed to reflect a more elegant sensitivity. Translink success will help BRT success. Shopping-Free bus zones will make the BRT and bus service in general more popular. Day passes seem like a great idea. And last of all MARKETING like McDonalds will be important to success. Show young hip professionals using the bus. Emphasize the wi-fi (will BRT have wi-fi?) the speed the convenience over the hassle of hunting for parking the time to kick-back and read or catch-up on e-mail. Don't leave the bus drivers feeling uninformed resulting in a newspaper column about delayed start-up in service!"

3-88-1

3-88-2

3-88-3

Letter 3-88

Marcy Greenhut
June 8, 2007

- 3-88-1 At the time of project implementation, each City would review and approve a landscaping plan for their jurisdiction, including a recommendation of specific plantings from an approved list. The net impact will be more landscaping planted than currently exists in the project corridor. The size of tree that can coexist adjacent to bus lanes or stations depends on the amount of room for trees at any given location, the amount of root disturbance that may happen during construction and other needs for that space, including bus shelters, benches, light poles, ADA ramps, etc. The final planting recommendations will be developed during the construction phase.
- 3-88-2 The specifics of shelter design have not yet been determined. Shelters are designed relative to each location as part of the Preliminary Engineering and Design phases of the project.
- 3-88-3 A marketing plan is currently being developed for the proposed project.

June 12, 2007, 3:17PM
Paul Smith
P.O. Box 861
Paradise, CA 95967

Certain critical developments have placed a premium on public transit in terms of both quality and quantity that has not previously existed. Those developments include the impact of greenhouse gas emissions on global climate, the uncertainty of obtaining fuels, and the relentless demand for more transportation due to population increase. Therefore, AC Transit should include in the final EIS/R a clear expression of willingness to collaborate with other entities, such as the Federal Transit Administration, the UC Berkeley PATH project and Caltrans, for the purpose of developing transit system innovations. Those innovations might involve optical and magnetic steering controls, improved docking procedures, improved means of propulsion and suspension, and improvements in the design, location and function of running surfaces and boarding platforms. That collaborative effort might include the utilization of certain sections of the BRT system for test purposes during the very early morning hours when transit use was minimal. In order for this collaboration to take place, grants or other means of funding would be necessary. Improvements would benefit AC Transit and possibly the transit industry as a whole. The improved public transit would result in more transit patronage leading to a reduction in automobile use and the amount of greenhouse gas omissions.

3-89-1

Letter 3-89

Paul Smith
June 12, 2007

3-89-1 Thank you for your comment. AC Transit is open to working with other agencies to develop transit system innovations.

June 13, 2007, 6:56PM
Nadia Khastagir
Rosedale Avenue
Oakland, CA 94601

Thank you for working to improve transportation options in Oakland. However, I do not see how eliminating the 40L and 43 lines on Foothill and not stepping up the times for the 40 will help those people whose closest busline is on Foothill. What about elderly and disabled people who would find it difficult to walk down to International? Are they doomed to waiting forever for an overcrowded bus on Foothill? Please consider making the Foothill buses a little more frequent during commute times. Thank you Nadia Khastagir Rosedale Avenue Oakland, 94601

3-90-1

Letter 3-90

Nadia Khastagir

June 13, 2007

3-90-1 AC Transit implemented service cuts to existing routes on March 28, 2010. Please see the revised schedule and route numbers for bus service operating in the corridor as shown in Section 3.1, Transit Conditions, of the Final EIS/EIR.

June 14, 2007, 2:46PM
Lee Edwards
375-50th Street
Oakland, CA 94609

The Bus Rapid Transit proposal for Telegraph Ave. is ill-advised and not going to provide any incremental improvement in people transport" in Oakland. Reducing Telegraph Avenue to two car lanes is a ridiculous proposition. It takes me two signals today to cross Telegraph Ave at 51st Street during commute hours. Think of the massive congestion you will create at this intersection when you reduce it down to two lanes on Telegraph. How will commuters access the freeway without a huge delay caused by the reduction of lanes? The transportation corridor you are proposing to a large extent replicates the existing BART line. It directly parallels the Berkeley-Rockridge to Hayward BART tracks. What is needed is a non-tracked bus line that flows with existing traffic. With busses having the capability to control signals this automotive approach to transportation on this corridor will be much more flexible and more importantly MUCH MORE AFFORDABLE. Do not increase congestion on Telegraph Avenue by grabbing two lanes of the road for unneeded light rails. Whether you like it or not residences of our community prefer to drive automobiles for the simple reason that mass transit doesn't go where they need to go in the amount of time they want to dedicate to commuting. I live in Temescal and I don't know anyone who takes the bus to work. BART yes, but AC Transit no.

3-91-1

3-91-2

3-91-3

Letter 3-91

Lee Edwards
June 14, 2007

- 3-91-1 Please see Section 3.2 for a detailed discussion of traffic impacts and mitigation measures.
- 3-91-2 Please see Section 7.9.1 of the Final EIS/EIR for a discussion of the proposed project in the context of BART service. As discussed in this section, because of its tighter station spacing, the proposed project would better serve activity centers in the corridor than BART.
- 3-91-3 As discussed in Sections 2.1.1 and 7.9.1 of the Final EIS/EIR, a three-year Major Investment Study was conducted to assess transit demand in the corridor and to evaluate alternative routes and transit modes. As discussed in Section 1.2.2 of the Final EIS/EIR, analysis of existing land use patterns and development trends indicates that there is additional demand for transit in the corridor.

June 14, 2007, 10:42PM
Thomas Garlick
480-42nd St. Apt #
Oakland, CA 94609

I would like to strongly oppose the proposal to make the center lanes of Telegraph Ave. exclusively for the use of busses. While I strongly support public transit and would like to see improvements to the system, this proposal is a bad idea with severe impact to the quality of life of those who live along the Telegraphe corridor (my home is very close to Telegraph): the proposal will cause greater delays for motorists, restrict access to businesses along Telegraph Ave., make it difficult for pedestrians, particularly at 51st St., and, most importantly, exacerbate an already difficult parking situation by driving motorists to park in the side streets in greater numbers than at present, making on-street parking much more difficult for residents. Please do not implement this proposal.

3-92-1

3-92-2

Letter 3-92

Thomas Garlick
June 14, 2007

3-92-1 Thank you for your comment.

3-92-2 Refer to Section 3.2 for a discussion of traffic impacts and mitigation measures. As indicated in Section 7.9.9 residential spaces will not be used to mitigate parking impacts. The proposed mitigation is conversion of unmetered or unrestricted commercial spaces. See Section 3.4 of the Final EIS/EIR for discussion of parking impacts and mitigation measures.

June 15, 2007, 12:59AM
Steve Geller
2342 Shattuck #501
Berkeley, CA 94704

My suggestion is to forget about the ticket machines in the BRT stations. When I visited Portland last year, I noticed that about half the ticket machines at the lite rail stations were out of order. Around here, I notice that the high tech boxes on AC Transit buses are frequently out of order too, causing loss of fares for most of a day. These are the machines which print transfers, read tickets and validate some passes. I'm told that all those fare boxes together cost over a million dollars a year to maintain. I suggest that our BRT be reserved for the exclusive use of people carrying a low-tech printed bus pass. Like me with my senior pass. Like the Cal Students with their CLASS PASS. Like the Cal staff with their BEAR PASS. Like the city employees with their ecoPass. Like people who buy a 31-day pass. Only people who have a pass should be allowed to ride our fast BRT. No cash fares. No tickets. No transfers. If you don't have a pass, then ride the slow local bus and pay a cash fare. There will be a huge savings on the purchase and the maintenance of the ticket machines. A low-tech pass will be simple to inspect. Just look at the date stamp with the human eyeball. No magnetic strip, no smart chip, no hassle about how many hours. So I say we should make BRT POP-only and forget the ticket machines. Encourage all Berkeley employers to provide a low-tech bus pass so their employees can zoom in to work on the BRT.

3-93-1

1 STEVE GELLER: My name's Steve Geller, I live in
2 Berkeley and I ride the buses. I'm also a member of the
3 Friends of the BRT. I strongly favor the BRT. We need the
4 BRT badly as an attractive alternative to driving a car
5 (inaudible). People who work in downtown Berkeley and on
6 the UC Campus will really appreciate the BRT, I think. I
7 can see people getting off the BART at like MacArthur and
8 zooming into Sproule Plaza on the BRT instead of connecting
9 downtown. It'll be an alternative way to go. BRT systems
10 have been successful all over North America and all over
11 the world. BRT has not destroyed retail sales anywhere
12 else and (inaudible) here at Berkeley. I say don't listen
13 to the naysayers; build the BRT.

14

Letter 3-93

Steve Geller
June 15, 2007

3-93-1 Thank you for your comment. See Section 7.9.4 of the Final EIS/EIR for a response to this and other common comments on the Draft EIS/EIR with respect to fares and fare collection.

June 15, 2007, 4:40PM
Mike Rosenthal
[No street address]
Oakland, CA

The Tem. Merchants and the BID, recommend sharing the middle bus lanes with cars (as done in SF), requiring that off street parking lots be provided for, and that a study be made for the effects of pedestrian safety at the 51st and Telegraph Ave intersection.

3-94-1

Letter 3-94

Mike Rosenthal

June 15, 2007

3-94-1 Please see the alignment drawings contained in Appendix A of the Final EIS/EIR. A comprehensive study has been made of the competing needs for the available right-of-way, and the BRT corridor has been designed to address the priorities in each section (bike lanes, BRT lanes, parking, medians and trees, and sidewalks). See Sections 3.1 through 3.4 for impacts to vehicular traffic, pedestrians, bicycles and parking.

June 19, 2007, 11:07 PM
Jeff Wood
233 Chattanooga Street
San Francisco, CA 94114

I believe that the project if built should be ready for an upgrade to LRT as soon as possible. That means putting the rails in when the street is reconstructed. If not, the corridor will never be converted and people will get stuck with carbon buses and high operating costs for eternity. Because the agency isn't going to want to rip the road up again making neighbors angry, you might as well do it right the first time and install the rails. I think this bus project is an awful idea based on third world projects that don't apply here but if you're going to do it, do it right so people get what they want eventually. The only reason this project is approved by locals is because they think it's just like light rail for cheap. The fact is its not and everyone knows it. 3-95-1

Letter 3-95

Jeff Wood
June 19, 2007

3-95-1 The BRT transitway and stations would be designed for potential future conversion to LRT service. Refer to Section 7.9.2 of the Final EIS/EIR for discussion on current and future system designs.

June 20, 2007, 12:55 PM
Lovisa Brown
464-41st Street
Oakland, CA 94609-2520

As a resident of the Temescal neighborhood, i am concerned about the increased traffic on side streets if Telegraph is developed into a one way street. i am therefore requesting that ac transit look into the following suggestions made by the Temescal Merchants and BID. The Tem. Merchants and the BID, recommend sharing the middle bus lanes with cars (as done in SF), requiring that off street parking lots be provided for, and that a study be made for the effects of pedestrian safety at the 51st and Telegraph Ave intersection. thanks for listening-
Lovisa Brown 464 41st Street

3-96-1

Letter 3-96

Lovisa Brown
June 20, 2007

3-96-1 Telegraph will remain a two way street. Refer to Sections 3.2 and 7.9.16 for traffic information and Sections 3.4 and 7.9.9 for parking information.

June 21, 2007, 9:57 AM
Bruce Kaplan
2848 Telegraph Avenue
Berkeley, CA 94705

As a business owner (Looking Glass Photo, 2848 Telegraph Avenue, Berkeley), I am deeply opposed to the BRT project on Telegraph Avenue. The loss of parking, and the congestion of the non-bus lanes are sure to impact our business significantly, to the extent that I fear for its viability if the program is implemented. Lost parking means lost revenues, lost jobs and the continued demise of the commercial quality of life in Berkeley. If this comes to pass, I will not be surprised if local merchants will file suit against AC Transit to mitigate the damages. As a Berkeley resident, I feel the budgeted \$400 million could be better spent. The Bart Line currently provides effective public transportation from North to South just a short distance away from the proposed route.

3-97-1

3-97-2

Letter 3-97

Bruce Kaplan
June 21, 2007

- 3-97-1 The City of Berkeley approved the BRT project without the dedicated lanes so BRT buses will operate just like regular local buses in Berkeley. Refer to Section 7.9.9 and 3.4 for a discussion of parking impacts and mitigation measures.
- 3-97-2 Please refer to Section 7.9.1 for a discussion of the proposed project in the context of existing BART service.

June 25, 2007, 6:07 PM
Jo-Ellen Spencer
5232 Claremont Avenue
Oakland, CA 94618

Encouraging the use of mass transit is great but new multi-multi units are being approved for Temescal because of the growing business district. Taking away parking seriously impacts on these same businesses. A parking lot is already needed if you want Temescal to grow. If you want public support for mass transit you should try to reach compromises.

3-98-1

Letter 3-98

Jo-Ellen Spencer
June 25, 2007

3-98-1 Please refer to Sections 3.4 and 7.9.9 in the Final EIS/EIR, for a discussion of parking impacts and mitigation measures.

June 26, 2007; 11:12 AM
Judy Kriege
5232 Claremont Avenue
Oakland, CA 94618

I am concerned about the plans to limit Telegraph to one lane for through traffic and the loss of parking. How do you determine to remedy the parking situation?] 3-99-1

Letter 3-99

Judy Kriege
June 26, 2007

3-99-1 Refer to Section 3.2, 3.4, 7.9.9, and 7.9.16 in the Final EIS/EIR for a discussion of traffic and parking impacts and mitigation measures.

June 26, 2007, 12:51 PM
Daniel Farrell
4868 Telegraph Avenue
Oakland, CA 94609

As the owner of Dollar Cleaners @ 4868 Telegraph Ave that has been in business for 19 years it disturbs me that AC Transit is refusing to address the concerns of the Temescal business owners. The loss of parking spaces and easy access that my customers now have will prove to be extremely detrimental to my and other business's in the neighborhood. Maybe it's good that the rapid bus will be in the middle of the street, that way riders won't have to look at the boarded up and shuttered business's that your plan will eventually effect.

3-100-1

Letter 3-100

Daniel Farrell
June 26, 2007

3-100-1 Please refer to Sections 3.4 and 7.9.9 in the Final EIS/EIR for a discussion of parking impacts and mitigation measures.

June 26, 2007, 12:53 PM
 Redge Martin
 5644 Telegraph Avenue
 Oakland, CA 94609

Tuesday, June 26, 2007 East Bay Rapid Transit Project AC Transit 1600 Franklin St. Oakland, CA 94612 To Whom It May Concern: I understand AC Transit is considering reducing traffic to a single lane for the full length of Telegraph Ave. starting at 20th St. and removing many of the parking places. Should this affect the traffic lanes or parking at or near our auction gallery, it would be a disaster for us, and we strongly oppose it. Clars Auction Gallery has been at this location since the mid-1980's. We are the largest full service auction house in Northern California, and perhaps the state. Every four or five weeks, Clars conducts a two day weekend auction attended by 3000 to 5000 people. They're not all here at one time, but to give you an idea, 500 to 800 will come on Friday afternoon for the previews. Parking in the whole block in front of our building is fairly consistently used through-out the month for loading and unloading property for the auctions. Occasionally truck are double-parked in front of the building, which is why there needs to be two lanes running northbound. Clars employs 25 people, many of whom park under the freeway overpass near our building. Since the business does more than eight million dollars in auction sales annually, it generates fairly significant tax revenues for the city. I do not see how our business can continue to function if there are restrictions on either parking or car lanes near our business. Please feel free to call me should you have any questions. Sincerely, Redge A. Martin Cc: Mayor Ron Dellums. Councilperson Jane Brunner, AC Transit General Manager Rick Fernandez, AC Transit Directors Greg Harper, Elsa Ortiz, H.E. Christian Peeples, Rebecca Kaplan, Joe Haraburda Oakland Chamber of Commerce, Temescal Telegraph Business Improvement District

3-101-1

Letter 3-101

Redge Martin
June 26, 2007

3-101-1 Please refer to Sections 3.4 and 7.9.9 in the Final EIS/EIR for a discussion of parking impacts and mitigation measures. In the case of temporary lane blockages, such as those caused by double-parked trucks, vehicles will be permitted to use to the bus lane as a passing lane.

June 27, 2007, 4:08 AM
 Russ Tilleman
 2670 Parker Street
 Berkeley, CA 94704

I did not see any numbers in your report for the increase in car traffic on College Avenue as a result of the partial closure of Telegraph Avenue. I live near the intersection of College Avenue, and I feel that permanently closing 2 lanes on Telegraph Avenue will force cars onto College Avenue, which is not acceptable. Unless you can prove to me that there will be no increase in car traffic on College Avenue, I intend to conduct my own experiments, possibly by blocking off 2 lanes on Telegraph Avenue during peak commute hours, using my car, and maybe the cars of my neighbors, to block the lanes to approximate the effect of the BRT changes. This would also provide an opportunity to publicize the upcoming changes by putting up a sign saying "This is what traffic will be like if AC Transit takes away your commute lanes". I think that if the lanes were blocked like this every day for a few months we could see what the effect would really be without spending any money. I would not expect to be paid for this public service so it wouldn't cost the taxpayers or AC Transit anything. If you do not want AC Transit named as a sponsor of this experiment please let me know or I will assume I have your permission to use the AC Transit name. Russ Tilleman 2670 Parker Street Berkeley CA 94704"

3-102-1

Letter 3-102

Russ Tilleman
June 27, 2007

3-102-1 Refer to Section 3.2 for a discussion of neighborhood diversion impacts. This section includes a discussion of alternate routes that drivers are anticipated to take and presents feasible mitigation measures to address impacts.

June 26, 2007, 11:40 AM
Davida Pugh
5232 Claremont Avenue
Oakland, CA 94618

i work in Oakland, in the Temescal Telegraph Business Improvement District. i feel that there is little enough room for parking as it is, and if your new routes remove more parking spaces, then it will be almost impossible for people to park in the area. This affects not just our clients at BANANAS, but clients at Children's Hopital as well. Please consider putting in a parking lot if you are going to change the current situation.

3-103-1

Letter 3-103

Davida Pugh
June 26, 2007

3-103-1 Please refer to Section 3.4 for a discussion of parking impacts and mitigation measures. The Preferred Alternative will mitigate impacts due to displaced parking. As noted in the section, location of replacement parking will be provided on-alignment or on cross streets.

June 28, 2007, 6:16 PM
Jason Gardner
545-43rd Street
Oakland, CA 94609

Dear AC Transit -- While I support the idea of AC Transit's Bus Rapid Transit, I am amazed at the amount of disruption AC Transit will be inflicting on our neighborhood for a relatively small benefit. Temescal is just getting off the ground as a commercial district. By removing parking and turn lanes in the area along Telegraph, BRT would essentially cripple this growth. I am particularly concerned about what effect the system would have on pedestrians in several already very pedestrian unfriendly intersections. I hope AC Transit will revise its plan to allow traffic in the two center lanes, like other similar systems do in other cities, and minimize loss of parking in our neighborhood. Thank you.

3-104-1

3-104-2

3-104-3

Letter 3-104

Jason Gardner

June 28, 2007

- 3-104-1 As discussed in Section 4.4.4, the proposed project is expected to have adverse impacts on certain free-standing businesses located within an area characterized by low-density development, and reliant upon convenient, on-street parking. For other types of businesses, the proposed project would provide a beneficial impact by increasing potential clientele (particularly in the vicinity of proposed stations) and by enhancing of the image and desirability of through the area through implementation of pedestrian improvements.
- 3-104-2 The environment in the corridor overall for pedestrians is expected to be improved over the current situation with the addition of high-visibility crosswalks, protected signal phasing for pedestrians, and additional landscaping. See Section 3.3 for details on pedestrian enhancements in the corridor.
- 3-104-3 Thank you for your comment.

June 28, 2007
Gloria Jones
2563-55th Avenue
Oakland, CA 94605

I live in Maxwell Park area and I think that it would be rather inconvenient for me to go to International Blvd. to catch a bus although, it may be rapid because I would in about half of the time be able to walk and catch a bus on MacArthur, Bancroft or Footill that would take me to San Leandro, Berkeley, or San Francisco probably just as quickly. Also, in the area surrounding San Leandro Blvd. where they are building so very many homes I do not think that this would help them at all because the feeder buses are slower because some of them have circuitous routes and that could be extremely timely. Each time that I drive past this area they are building more groups of apartments, condos, or other buildings that will hold several families that will definitely need some type of dependable and relatively fast service.

3-105-1

Letter 3-105

Gloria Jones
June 28, 2007

3-105-1 Thank you for your comment.

June 29, 2007, 1:15 PM
Kendra Karnes

I've been reading about the BRT for some time now. I drive along San Pablo Avenue to and from work and for other purposes as well. When a bus is in the left lane and needs to get over to let passengers off, this creates back up in both lanes. With the new BRT scheduled for Telegraph Avenue I see the same thing happening. In fact, it will be worse. Is there a plan to construct bus stops in the middle lanes? As a previous tenant off Telegraph Avenue, I see the problems arising for businesses and residents alike. I believe if you keep the buses in the right lane this may prevent problems.

3-106-1

Letter 3-106

Kendra Karnes
June 29, 2007

3-106-1 Median (middle lanes) and side running BRT lanes are discussed in Section 2.3.2 and 7.9.1 of the Final EIS/EIR.

June 29, 2:23 PM
Robert Lauriston
1918 Woolsey St
Berkeley, CA 94703

The draft EISR drastically understates existing rush-hour congestion on Telegraph, College, and Shattuck. It grossly underestimates the impact reducing Telegraph from four to two lanes would have on north Oakland and south Berkeley, particularly on the east-west through streets people would have to use to get to and from Sacramento or Adeline, the only practical north-south routes that would remain. The benefits of the "build" option over the "no-build" option are not significant enough to justify the detriment to the community. There are far better ways \$400 million could be used to improve public transit."

3-107-1

Letter 3-107

Robert Lauriston

June 29, 2007

3-107-1 See Section 3.2.8 of the Final EIS/EIR for discussion of traffic impacts. The impact of each of the alternatives on traffic is documented in the form of level of service and vehicular delay at signalized and unsignalized intersections. This analysis considers the traffic diversion that may result both due to additional delay on the corridor resulting from the conversion of mixed flow travel lanes to dedicated transitway and due to restrictions on turns across the transitway. The diversion analysis identifies the likelihood of the diversion, the potential alternate routes as well as the potential frequency of the diversion. See also Section 7.9.16.

July 1, 2007, 7:37 PM
Hoang Banh
555-10th Street, #212
Oakland, CA 94607

I am absolutely ecstatic about having full BRT in Oakland and neighboring cities. I took part in the MIS, have been pleased with the 72R (leading to more visits to San Pablo Ave.), and eagerly awaited to ride the 1R. I rode the 1R to Temescal, where I grew up, and next week will try to ride to Fruitvale, where I lived for a year and worked for six years. Thus, I am very familiar with the most busy transit corridors in the AC Transit system. The trip to Temescal took 20 minutes, which was fantastic, but it was not as smooth as I had hoped, as I sat in the back of the artic". I hope that having dedicated lanes along Telegraph Ave. will help improve the smoothness and comfort of the ride to help complement the punctuality and increased frequency of service. In terms of frequency 3.6 to 5 minute headways would be excellent! I favor the option that leads to the greatest increase in ridership in order to maximize farebox recovery and promote more transit-oriented development. I am indifferent as to whether the line ends at San Leandro or Bayfair BART especially as I am not familiar with San Leandro. I am more focused on the Oakland and Berkeley sections."

3-108-1

Letter 3-108

Hoang Banh
July 1, 2007

3-108-1 Thank you for your comment.

July 2, 2007, 6:01 PM
Robert Charlton
86 Entrada Avenue
Oakland, CA 94611

This is one of the most misguided bits of planning I've ever seen... to turn a street paralleling BART into a high speed bus line. This is the street that's also one of the auto arterials for north-south traffic. The impact on residential side streets will be horrendous. Making driving impossible is not the way to solve transportation problems, or the business problems of the Telegraph area. Consider instead some additional parking at BART stations to increase BART ridership, and some free shuttles to get passengers to where they need to go. I'm curious about the real estate interests involved in this major change.

3-109-1

3-109-2

Letter 3-109

Robert Charlton

July 2, 2007

3-109-1 Thank you for your comment. The proposed project is not expected to disrupt BART service. As discussed in Section 1.2.1 of the Final EIS/EIR, the purpose of the proposed project includes improvement of transit service for current bus ridership and increasing transit ridership by providing a viable alternative to the automobile mode of travel. Existing corridor conditions, including land use types and employment densities, suggest that there is additional demand for transit service in the corridor, as discussed in Section 1.2.2. Additional information on traffic impacts can be found in Section 3.2 and 7.9.16 of the Final EIS/EIR.

3-109-2 Thank you for your comment.

July 2, 2007, 6:02 PM
Ross Craig
2419 ½ Oregon St.
Berkeley, CA 94705

I live a half block from Telegraph on Oregon St. and I use Telegraph daily to commute and to shop. I think that BRT plan is a bad idea. The elimination of parking spaces will force more cars onto my street. Limiting car traffic to one lane will cause a huge traffic jam, especially at intersections like Ashby and 51st. Cars moving at such a slow pace will increase pollution. I believe a better approach is more smaller efficient buses running more frequently and more routes.

3-110-1

3-110-2

3-110-3

Letter 3-110

Ross Craig
July 2, 2007

3-110-1 Thank you for your comment.

3-110-2 Refer to Section 3.2 for a discussion of traffic impacts. The traffic analysis reflects the capacity reductions proposed with the Build Alternative.

3-110-3 As discussed in Section 7.9.13 of the Final EIS/EIR, adding more buses or routes would not meet the purpose and need of the project, which includes providing faster and more reliable transit service, and attracting new riders.

July 2, 2007, 6:17 PM
Rebecca Flaum
2407 Ward Street, Apt 4
Berkeley, CA 94705

NO NO NO NO! This is an ill-thought out idea at best! Yes, BRT is a great idea, but Telegraph Avenue cannot handle it. Telegraph is my cross-street, and parking is already terrible on my side-street, and others. Getting rid of parking on Telegraph and moving it onto residential streets? PLEASE NO. Yes, in a perfect world BRT would be great and we could all get rid of our cars, but before we can do that the existing local transit needs to be remotely functional and affordable (compared to other cities, AC Transit is archaic in pricing and convenience) AND long distance transit needs to be accessible. I can't get rid of my car because attempting to take public transit to Santa Cruz to visit family easily takes up to three times as long as driving, with considerably more inconvenience. BRT just piles more stuff on top of a broken system; it doesn't fix any of the existing problems with transit in the Bay Area. Let's see some cooperation between the different transit systems, and some convenient frequent-use passes that take us all over the Bay Area. Lets see friendlier bus drivers and useful and dependable online schedulers. The key to reducing the use of cars is not to make driving a miserable experience, because people will do it anyway and just get crankier and crankier. The key is to make transit actually appealing and simple. The BRT plan provides too much inconvenience with not enough benefit. It also ignores the plight of those of us who actually have to live in the vicinity. Not to mention, it has few (if any) benefits over BART. Don't be redundant; just be smarter.

3-111-1

Letter 3-111

Rebecca Flaum
July 2, 2007

3-111-1 Thank you for your comment.

July 2, 2007, 8:27 PM
Will Lovitt
[No address provided]

Tele used to be a destination. It's over. When retail leases expire or owners declare bankruptcy, you won't need the buses at all -- the street will be empty.] 3-112-1

Letter 3-112

Will Lovitt
July 2, 2007

3-112-1 Thank you for your comment.

July 2, 2007, 9:24 PM
 E.V. Tiglao
 2915 Regent Street
 Berkeley, CA 94705

Thank you for the opportunity to comment on the BRT project. While I am supportive of public transit, the DEIR leaves out some analyses that need to be considered, impacts that need to be quantified, and mitigations that need to be proposed and funded. Before I continue onto the comments, I also need to point something out regarding notification. The DEIR notice of availability was dated April 24, 2007.

1. The notice was only issued to those within 300 feet of the project alignment. Given the magnitude of the project, and its potential off-alignment impacts, the noticing is insufficient. It should, at the very least, provide notice to those within a 10-minute walking distance from the alignment, activity centers and all locations of off-alignment impacts and proposed mitigation measures. Perhaps 1/2 mile is too much. But 300 feet is inadequate.

2. According to the Reference and Desk Librarians, the DEIR was not available at the Claremont Branch of the Berkeley Public Library until July 2. Given that the public hearing on the project was conducted in the south Berkeley area on June 14, potentially impacted stakeholders were not given the full opportunity to review the project and provide comment. Due to the inadequacy of noticing, and opportunity to review and comment on the DEIR, my review of the project is on a very superficial level. I apologize if these were addressed in the DEIR - but again - there was inadequate time and noticing.

3-113-1

ALTERNATIVES. The purpose of any transit project is to increase ridership. This could be done by in many ways without resorting to huge infrastructure projects. The DEIR did not consider enhancements to the no-build alternatives which could substantially improve ridership, and reduce auto trips along the way. The following should be considered individually and collectively in future analysis.

1. Increased frequency. Reducing headways could potentially increase ridership without impacting parking and level of service along the corridor.

2. Lower fares. In various letters authored by BRT proponents, it was mentioned that BRT targets short distance travel and is not competing with BART. However, the current fare of \$1.75 is unreasonable for shorter trips. I would rather walk for a short trip rather than wait and pay the fare. Lowering fares for shorter trips would increase ridership and reduce auto use.

3. Farebox collection scheme. In addition to fare restructuring, improving fare collection method may also improve performance and ridership. In the short time I had to review the document, I was unable to see a reference to TransLink or other fare collection system which would make loading more efficient, minimize leakage, and improve connectivity with other transit systems.

4. Improved bus shelters. Many stops currently do not have bus shelters. The analysis should show what new shelters, similar to those which have been installed in some locations, would do to improve ridership.

5. Information systems. Many potential riders do not like taking the bus because they do not know when it is coming. NextBus, either as a smart display or through cell phone query (similar to the Emery-Go-Round) may improve ridership.

6. Security. Many riders do not take the bus because of safety concerns. Lighting, emergency phones and/or surveillance cameras may improve security. I am not concerned over the "big brother" objection to cameras because subway stations have cameras - why not bus stops? In summary I would most likely to take the bus more often if some or all of the

3-113-2

above are incorporated into the system. These would improve the performance and ridership without significant environmental impact. The DEIR ignores these alternatives and gives the impression that BRT is fait accompli.

TRAFFIC

1. Once an intersection is at LOS F the analysis should also include stacking analysis. The traffic impact discussion does not give lay persons sufficient description of the true impact at the affected intersections.

2. The intersections of Shattuck Telegraph and College intersections at Ashby and Alcatraz already operate at unacceptable levels in several directions during PM commute times. For instance it takes 2 to 3 cycles to turn left from College northbound to Ashby westbound. Retiming the signals will only lengthen trips of reverse commute direction. The analysis also fails to account for the impact on emergency vehicles ambulances and fire trucks particularly since there is a hospital and fire station in the area.

3. It is not clear whether the analysis accounts for the opening of a 4th bore of the Caldecott Tunnel which will have an off-peak direction traffic inducing impact. It would only worsen traffic at all major intersections on Telegraph Ashby Shattuck Alcatraz and College.

3-113-3

PARKING The current parking situation is inadequately characterized and the analysis is flawed.

1. The parking survey only addressed the on-alignment spaces and immediate cross streets. However the parking impacts in several locations particularly near activity areas spans several blocks into residential areas. Without a proper survey of the residential permit parking areas along the alignment many of which are at 75% occupancy or more the DEIR is not fully characterizing the impact of the project. In the North Oakland/South Berkeley area the parallel streets of Colby Florence Regent Hillegass Ellsworth Irwin Halcyon and Benvenue all which were not surveyed will be worsened due to the spill over impacts of the project and the associated mitigation measures.

2. Some of the mitigation measures proposed involve installation parking meters. Most cross and parallel streets along the alignment are residential. There are usually no parking meters installed in the medium density residential areas in the proximity of the alignment. If this is what is being proposed where are residents and their visitors particularly those without access to off-street parking so residents are left with no feasible alternatives to adjust to proposed mitigations.

3. If parking meters are installed who pays for them and who benefits? Any revenue generated from mitigation parking should benefit the local area not AC Transit or the host city.

4. As Table 3.4.1 clearly demonstrates the occupancy of metered parking along the alignment exceeds parking on the cross streets in all cases. In addition to removing parking spaces conversion to metered parking only drives spill over parking further into the residential neighborhood. In some cases there are not enough free spaces in the cross streets to offset the loss of parking removed by the project. This increases occupancy throughout the residential areas and has not been considered in the DEIR.

5. The DEIR does not analyze the characteristics of those that park along the alignment and in the impacted neighborhoods. How many are visitors? How many are employees? How many are residents? How many residents and visitors need the on-street spaces during peak hours? Without an analysis of those parking in these streets a proper mitigation cannot be developed. Thank you again for the opportunity to comment. Because of the inadequate noticing and access to the document provided I reserve the right to comment further in the event that the comment period is extended."

3-113-4

Letter 3-113

E. V. Tiglao
July 2, 2007

- 3-113-1 The Draft EIS/EIR was mailed to the Draft EIS/EIR distribution list that can be found in Appendix F. Claremont Branch of the Berkley Public Library was on the distribution list.
- 3-113-2 Thank you for your comments. The points have been considered and incorporated as appropriate. See Section 3.1 Transit Conditions for a comprehensive transit analysis.
- 3-113-3 Dedicated lanes are restricted to buses and emergency vehicles only. Violators will be ticketed by local law enforcement agencies. The dedicated lanes will be clearly demarcated with signage, stripes and rumble strips so they will not be confused with general travel lanes. AC Transit recognizes that removing traffic lanes for BRT in congested corridors may create a bottleneck prohibiting access by emergency vehicles. Therefore, emergency vehicles may use the dedicated lanes whenever needed. Response times for emergency vehicles will not be degraded in the corridor.

Refer to Section 3.2 for a discussion of the traffic analysis which includes all approved and planned roadway improvements including the Caldecott Tunnel.

- 3-113-4 As indicated in Section 7.9.9, residential spaces will not be used to mitigate parking impacts. The proposed mitigation is conversion of unmetered or unrestricted commercial spaces. Thus existing residential spaces will remain unchanged and no further analysis is required.

Surveys of the origins of the parked vehicles were not conducted. Please refer to Section 3.4 for a discussion of parking impacts and mitigation measures to address impacts.

July 2, 2007, 10:12 PM
Barbara Feyerabend
1301-61st St.
Emeryville, CA 94608

Dear AC Transit. This new Rapid Transit system sounds like it will possibly add access to our cities for many people. As a landscape architect I want to stress how important it is that the new system take into account the many small business which might be affected by this new system, especially re: parking for their customers. I'm looking forward to hearing about the full and final project. Thank you for listening, Barbara Feyerabend.

3-114-1

Letter 3-114

Barbara Feyerabend
July 2, 2007

3-114-1 Thank you for your comment.

Letter 3-115

Scott Lowry
July 2, 2007

3-115-1 Thank you for your comment.

3-115-2 Thank you for your comment.

July 2, 2007, 10:26 PM

Scott Lowry

[No address provided]

Having lived, worked, gone to school, shopped, and commuted on Telegraph Ave. in Berkeley for 40 years, it is difficult to imagine that those who came up with this scheme have ever traveled along this corridor in the afternoon, and particularly on College Ave. and Shattuck Ave. whose gridlock will unquestionably become much worse. Is the intent to make our unlivable cities even more so? Of course the residents and businesses along this corridor will be devastated by the removal of hundreds of parking spaces. Please save our money and sanity and let things be.

3-115-1

3-115-2

July 2, 10:42 PM
Jim Lutz
466-41st St., Apt. 1
Oakland, CA 94609

I am a member of the Oil Independent Oakland 2020 Task Force.
<http://www.oaklandnet.com/Oil/default.html> Although these are my personal comments, and not those of the Task Force, the information I've gained from being on the Task Force does influence these comments. I strongly support the concept of BRT and commend AC Transit for developing this proposal. Anything that can help reduce dependency on the private automobile for transportation will be beneficial to Oakland. The improved transportation opportunities for low-income and minority communities will also benefit Oakland. From reading the summary description of the alternatives, I believe option 3, will be best. However, I strongly support the development of BRT along this important transit corridor, so any of these alternatives are acceptable. I do question the statement that there will be no energy savings from the implementation of BRT. Doesn't the projected increase in ridership, mean that automobile traffic would be lowered? And won't this reduce energy consumption? If you have an email list for updates on this project, would you please add my name, (jlutz@igc.org).
Sincerely, Jim

3-116-1

Letter 3-116

Jim Lutz
July 2, 2007

3-116-1 Thank you for your comment. Alternative 3 from the Draft EIS has been modified to become the Preferred Alignment for the BRT project corridor, as described in Section 2.3.2 of the Final EIS/EIR. Refer to Section 4.15 in the Final EIS/EIR for more discussion on energy.

July 2, 2007, 11:21 PM
Max Dashu
860-46th Street
Oakland, CA 94608

I am a longtime bus rider, who does not drive because of disabilities. I'm very concerned about the direction AC Transit is taking. There is a shrinkage of service (not only less service at late hours, but increased need to buy transfers, and where i live it sometimes takes TWO transfers to get where i'm going). And yet you are talking about using huge amounts of money for changes whose benefit is questionable from where i sit--as a non-driver! Rapid bus service does not depend on taking out lanes from Telegraph, much less creating kiosks in mid-street. All this will make life more difficult, read dangerous, for pedestrians. Drivers are already out of control, just wait when gridlock hits at some of the busy intersections like 51st and Telegraph. Please reconsider. This is not going to work.

3-117-1

3-117-2

Letter 3-117

Max Dashu

July 2, 2007

3-117-1 Transit expenditures are divided into two sources: operating versus capital funds. The BRT study and potential construction are paid through Federal matching grants for capital expenditures. Bus service on the streets is paid through local sales taxes and some farebox revenue. Because some local bus service will be replaced by the proposed East Bay BRT, some existing local bus routes will lose bus service in order to avoid duplication of service. The capital expenditure for BRT cannot pay for operating costs of buses on the street, so expenditure on BRT has no relationship to service cuts on the streets. Please refer to Section 7.9.12 for response to common comments related to project funding and costs, and Section 8.2 for funding for operations and maintenance costs.

3-117-2 Thank you for your comment.

July 2, 2007, 11:49 PM
Virginia Fine

How can you really consider getting rid of so much Street parking. There are parts of Berkeley that I really have to think twice about going to & it is because of the lack of parking. I have lived in the Bay Area a long time & seen many small business go out of business & many are related to their sales going down as the parking decreases. I did go to the movies in Berkeley this weekend but if I had gone alone I would not have been able willing to go for the distance from the movie theatre we had to park there is no way I would have walked alone at night. Public transit is great but there is not enough parking in Downtown Berkeley.

3-118-1

Letter 3-118

Virginia Fine
July 2, 2007

3-118-1 Thank you for your comment. The City of Berkeley approved the BRT project without the dedicated lanes so BRT buses will operate just like regular local buses in Berkeley.

July 3, 2007, 12:02 PM
Janet Byron
2640 Benvenue Avenue
Berkeley, CA 94704

I strongly support the installation of BRT on Telegraph Avenue in Berkeley. I live three blocks from Telegraph in the Elmwood neighborhood. I comment for myself only, not any organization or other members of my household. The reasons that I support the BRT are as follows:

- 1) It will greatly improve the reliability and predictability of bus service on Telegraph. I have not tried the IR yet, but my experiences with the 40 were often unpleasant, mainly because the schedule was so unpredictable and I had to stand at attention at the bus stop to ensure that the bus stopped for me. The single most exciting part of the proposed BRT (for me) is the addition of BART-like signage that tells when the next bus will arrive.
- 2) Slowing down traffic on Telegraph will be a good thing for the neighborhood, in terms of safety and quality of life. Most people don't drive on Telegraph for long distances, so I don't believe their ride times will be significantly affected.
- 3) Regardless of how the emissions are calculated, a high-tech new bus system can only be good for the environment.
- 4) The BRT will be an excellent investment in smart growth for Berkeley, Oakland and San Leandro, attracting more residents to an important transit corridor and providing them with more opportunities to drive less. Thank you for your consideration of my comments.

3-119-1

Sincerely, Janet Byron

Letter 3-119

Janet Byron
July 3, 2007

3-119-1 Thank you for your comment.

Lucienne Sanchez-Resnik
1442-A Walnut Street, #452
Berkeley, CA 94709

To AC Transit: Right now there is tremendous support in Berkeley for reducing greenhouse gas emissions, especially CO2 emissions. At the same time, there is vigorous opposition to the BRT project. It is imperative that AC Transit demonstrate in the FEIR different scenarios for reducing greenhouse gas emissions through BRT. This should include, at a minimum, projections based on diverse reduced-emissions vehicles that will be available as part of AC Transit's fleet in the near future. 3-120-1

Letter 3-120

**Lucienne Sanchez-Resnik
(no date on letter)**

3-120-1 Thank you for your comment. Please refer to Section 4.14 in the Final EIS/EIR for discussion on green house gas impacts.

Elizabeth Johnson
2703 Forest Avenue, Apt. 2
Berkeley, CA 94705

This is a great proposal. I think that there should be dedicated bus lanes on all bus routes in the east bay, but especially this one. I like the combined plan, especially if the BRT buses only stop at specific stops and local buses must give way to BRT buses in the dedicated bus lanes. I especially like the raised bus stations to make things easier for those with strollers and in wheelchairs.

3-121-1

Letter 3-121

**Elizabeth Johnson
(no date on letter)**

3-121-1 Thank you for your comment.

July 3, 2007; 5:20 PM
 Roy Nakadegawa
 751 The Alameda
 Berkeley, CA 94707

East Bay BRT Project Office,
 AC Transit,
 1600 Franklin Street
 Oakland, CA, 94612
 e-mail; <http://www.actransit.org.brtciomment.wu>

Here are comments on my review of the DEIR I found it difficult to locate where all the stations will be under various alternatives. Overall, I find the BRT is on the expensive side for developments of this nature. Why is it so? Most all the bus loading appears to be on the right side of the bus, whereas, most of the criticism is on the fact that the Transitway will take away two auto travel lanes. I wonder if a bus similar to those that are being used in Eugene and Cleveland on their Transitways having doors on both sides were considered. With the left side doors, the system could have less bus stops with less amenities to provide e.g. fare machines, electronic info signs, ped crossing and the shelters by locating the bus stop in the center lane. This could also save street R/W that may be enough to provide an extra lane or parking. And if one used optical or magnetic guidance the bus lane can be cut down to 10 feet or even less along critical areas where there is a need for street R/W. Again this may save enough R/W for a parking lane which is usually 7.5 to 8 feet for parking is another major opposition to the Transitway. Another point in design that viewing the illustrations it does not appear that the Transitway is considering the use of a couple of pre-cast concrete beam as bus travelways for the wheels which I believe is what Eugene and Cambridge UK are using. The beam could be designed and pre-cast with greater control and uniformity that will hold up for a longer time of use. They can be adjusted to provide a smoother ride as well. Inspection would be easier as to tolerance and accuracy and they could be designed to be interlocking.. Another consideration that would insure greater exclusivity of the travel way without auto intrusion is to have the buses operate in Contra-flow Lanes. This will allow the current right-side door buses with center station. As for bus stop location, it appears the one in central Berkeley is about a block north of the BART station. Why is this so? If Center Street is closed off with boarding along Center Street, a wide area could be had for more activities than just a bus stop. Since 80% of voters say they are concerned with Global Warming and GHG emission, the DEIR provides little information on emission which transportation is the primary emitter. It is apparent that we need to change people thinking about using their autos for most of the resistance to the BRT is that it will impact their auto use. More cities are beginning to plan with greater density along with transit and congestion pricing. Berkeley is to have over 4,000 additional living units by 2025 There was little mention of the total reduction of greenhouse gases from buses and autos but little on buses alone. APTA mentions in their FACT Book that buses emit about 50% of autos based on present passenger loads. With the projected rider increase and the fact that by 2025 AC should have a new fleet of more fuel efficient buses, the GHG emission should be far less.. The DEIR notes that from 1970 to 2000, the citywide population of Berkeley has dropped from 116,532 to approximately 102,743, whereas, the number of housing units has increased from 46,160 to 46,875. ABAG mentions that Berkeley should have 4,845 additional living units by 2025. Since Berkeley is about built out with the scarcity of available open land, most new development in Berkeley will be to redevelop existing faculties with more dense development. Obviously, developments will be along arterials and collector streets and not scattered throughout the City and the DEIR cites many

3-122-1

3-122-2

3-122-3

3-122-4

3-122-5

additions that are built or planned are within the BRT corridor. Therefore, did the DEIR take this into consideration in developing the estimated ridership of the BRT?. The DEIR did not emphasize that the Transitway with the faster speed with more reliability will provide superior service to existing and will decrease the cost of service from this efficiency, thereby reducing the operating cost. I roughly compute that the Transitway's efficiency will recoup 25-30% of its capital cost from this operating efficiency.. And the DEIR should have emphasized this Transitway even at \$25 million per mile, to construct in lieu a LRT it would cost 100-200% more or to construct BART would cost 600-800% more, pointing out its cost-effectiveness.



Letter 3-122

Roy Nakadegawa

July 3, 2007

3-122-1 Thank you for your comment.

3-122-2 Thank you for your comment.

3-122-3 The Downtown Berkeley BART Station is located on Shattuck Avenue between Allston Way and Addison Street. The proposed BRT stop is conveniently located at Center Street, within ½ block of the BART station.

3-122-4 Please refer to Section 4.14 of the Final EIS/EIR for discussion on greenhouse gas impacts.

3-122-5 Thank you for your comment.

July 3, 2007, 5:42 PM
Xanthe Berry
3022 Hillegass Ave
Berkeley, CA 94705

To the Board of Directors for AC Transit Via Website On-Line Transmittal I am very concerned, as are many of my neighbors, about the proposed plan to close lanes of traffic on Telegraph Avenue. I do not think this is the best solution with the least environmental impact. I am particularly concerned with the lack of thoroughness given to the EIR. The EIR failed to adequately address the consequences to limiting the traffic on Telegraph Avenue. In particular the EIR did not adequately address impact to residential side streets such as Hillegass Avenue, the street on which I live. Limiting full environmental considerations to the major street such as Ashby and College does not take the whole picture into account. The EIR has ignored very important data related to changes in traffic patters that would result from the project. Data implies that traffic would be redirected to Hillegass as the ONLY nearby through street without restrictions or barriers other than College Avenue which is already at near grid lock during peak traffic hours. Increasing traffic on Hillegass will further degrade the level of service on this street, resulting in a potentially significant impact. The EIR fails to consider other feasible alternatives, including limited time restrictions to parking on Telegraph, the elimination of barriers on all of the nearby residential streets so that all can share the burden of increased traffic instead of only Hillegass, simply running smaller busses more often and not altering the flow of traffic on Telegraph at all, and many others all of which would clearly lessen the potentially significant impacts that will result from this project as currently planned. The EIR also fails to adequately address the impact to local businesses. The impact to local businesses, and the resulting inadequacies in parking capacity, will not only be socio-economic in nature, but will also cause significant physical impacts, including air quality impacts from re-directed, increased and or slowed traffic and traffic issues related to the decrease in parking, as well as impacts from land uses that will arise as a result of these impacts to businesses. The 3000 block of Hillegass alone has over 20 children under the age of twelve living on it, as well as numerous older children and adults who ride their bikes or walk in the neighborhood. The increased traffic will result in hazards to the children and others walking and playing in the area. This is a particular concern because of the overlap of peak hour traffic and the hours that bike riders commute to work and the school bus that services our street for local schools picks kids up. Hillegass is also a designated bike lane, and the EIR has failed to adequately address the impacts that will result to this bike corridor. The EIR should discuss air quality impacts, potential creation of hazards, and conflict with transportation planning that will result. Lastly the EIR has failed to adequately analyze the cumulative impacts of this project in combination with other planned projects in the area. Until these matters are adequately addressed and alternatives with less significant impacts are considered or adequate mitigations are included in the plan this project is not ready for approval! Thank you, Xanthe M. Berry 3022 Hillegass Ave. Berkeley, CA 94705

3-123-1

3-123-2

3-123-3

3-123-4

Letter 3-123

Xanthe Berry

July 3, 2007

- 3-123-1 Refer to Sections 3.2 and 7.9.16 for a discussion of neighborhood diversion impacts. The project includes no dedicated BRT lanes in Berkeley, and all buses will operate like local service in this area.
- 3-123-2 Thank you for your comment.
- 3-123-3 The City of Berkeley approved the BRT project without the dedicated lanes so BRT buses will operate just like regular local buses in Berkeley.
- 3-123-4 Please refer to section 4.12 for discussion of air quality and Section 5.4 for cumulative impacts.

July 3, 2007, 5:54 PM
Mark Chekal-Bain
PO Box 5576
Berkeley, CA 94705

- 1. Please research the environmental impact in terms of pedestrian/bicycle safety, congestion, emissions of diverting traffic to side streets when you close two lanes on Telegraph Avenue. 3-124-1
- 2. Please do more extensive research on exactly how many new people will ride this system WHO ARE NOT ALREADY UTILIZING PUBLIC TRANSIT. It appears to be a huge expenditure of money without much new ridership.
- 3. Please justify where these people will board this new system? How will they get there? Where will they park? 3-124-2
- 4. MOST IMPORTANT: Please show evidence of where these people live and where they travel to work/school in relation to this system. Are there really people who are going to use it? Who are they?
- 5. Please justify why you are not looking at closing lanes during commute hours rather than taking aways 24/7. 3-124-3
- 6. How will you mitigate traffic that winds up on residential streets.
- 7. What is the current traffic count on Telegraph Avenue? Where will this traffic go? 3-124-4
- 8. College Avenue is already significantly backed-up. what will an increase on residential streets mean to pedestrian and bicycle safety?
- 9. This new route runs within blocks of BART which will ALWAYS be faster. Why are we putting this money into BRT instead of providing funding to increase the number of BART trains and feeder buses? 3-124-5
- 10. Currently, the new 1 line on Telegraph is significantly underutilized even though it is now a Rapid Transit line. Where are new users going to come from? 3-124-6
- 11. As a public transit user, who did not own a car until he was 38, I applaud the efforts here; however, it seems like a waste of funding. We are not Brazil. We are not Europe. We are the car-loving state of California. Please demonstrate how you are going to take a significant number of people out of their cars and put them onto public transit. It seems to me that AC Transit and its Board is just excited about a lot of money without seeing the picture clearly. 3-124-7

Letter 3-124

Mark Chekal-Bain
July 3, 2007

- 3-124-1 Please refer to Sections 7.9.10 and 3.3 in the Final EIS/EIR for discussion of pedestrian/bicycle impacts, and Section 4.14 for discussion on green house gas impacts.
- 3-124-2 Please refer to Section 7.9.1 of the Final EIS/EIR for a discussion of the demographic characteristics considered in selecting the route alignment.
- 3-124-3 As indicated in the schematic drawings (see Appendix A), there was insufficient width to accommodate all desired improvements such as bike lanes, dedicated BRT lanes, vehicular turn lanes, and medians. The proposed drawings reflected a balance of such improvements.
- 3-124-4 See Section 3.2 for existing and forecast traffic volumes on Telegraph Avenue. Telegraph Avenue will remain open for auto traffic, but some traffic may shift to parallel routes. In addition to the intersection analysis of key intersections along parallel corridors, an analysis of the project effects on neighborhood streets is contained in Section 3.2 of the Final EIS/EIR. This analysis considers the traffic diversion that may result both due to additional delay on the corridor resulting from the conversion of mixed flow travel lanes to dedicated transitway and due to restrictions on turns across the transitway. The diversion analysis identifies the likelihood of the diversion, the potential alternate routes as well as the potential frequency of the diversion. Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions, and no impacts to pedestrians or bicycles are anticipated in the northern portion of Telegraph. See Section 3.3 for discussion of bicycle and pedestrian impacts.
- 3-124-5 Please see Section 7.9.1 of the Final EIS/EIR for a discussion of the proposed project's distinctiveness, as compared to BART. As discussed in Section 1.2.2 of the Final EIS/EIR, analysis of existing land use patterns and development trends indicates that there is additional demand for transit in the corridor.
- 3-124-6 Please see Section 7.9.5 of the Final EIS/EIR for a general discussion of the project's ridership forecasts and modeling. Section 3.1 provides the analysis summary.
- 3-124-7 See response to comment 3-124-6, above.

July 3, 2007, 6:42 PM
Julie Stevens
5519 Dover St.
Oakland, CA 94609

as a business owner in temescal, i am opposed to this consuming two lanes of traffic specifically for the buses. this will add to the already congested area, as well as take away parking for our customers, make it easier for people to shop oakland, not harder!

3-125-1

July 3, 2007, 6:45 PM
Julie Stevens
4801 Telegraph Avenue
Oakland, CA 94609

please rethink this project, as it will effect all of our businesses in this growing area of oakland, temescal.why not have one lane for buses and have designated areas to pass one another, that wouls take up less space...

3-125-2

Letter 3-125

Julie Stevens

July 3, 2007

3-125-1 Thank you for your comment.

3-125-2 Please refer to section 7.9.1 and 3.2 in the Final EIS/EIR for discussion of the project's proposed alignment and traffic operations, respectively.

July 3, 2007, 6:51 PM
Joanne Bussiere
5519 Dover St.
Oakland, CA 94609

I am concerned about how the BRT will affect the Telegraph Ave. in the Temesacl business area. I am specifically concerned that metered parking spaces will be removed. This area is just starting a wonderful transition and businesses will be damaged by the loss of parking spaces.

3-126-1

Letter 3-126

Joanne Bussiere
July 3, 2007

3-126-1 Refer to Section 3.4 for a discussion of parking impacts and mitigation measures. As mentioned in this section, any displaced parking meters will be replaced at a one to one ratio.

No Recipient, BRT talking points: "If benefi

To:
From: Michael Katz <way.new@earthlink.net>
Subject: BRT talking points: "If benefits don't show, you must say no"
Cc:
Bcc:
Attached:

Here are some key reasons to reject AC Transit's "bus rapid transit" proposal. ("BRT" means "bus rapid transit," which means bus-only lanes. "DEIS" means AC Transit's Draft Environmental Impact Study:)

* DEIS page 4-152: Table 4.14-1 shows NEGLIGIBLE change in energy usage with vs. without BRT. Because (from pg. 4-151) "buses are not as energy efficient as autos." Who knew! (Presumably, this low efficiency is caused by the largely-empty buses AC Transit will be running for show.)

3-127-1

* DEIS page 4-131: Table 4.12-7 shows negligible change in energy usage (-0.03%) with vs. without BRT. (That's just three one-hundredths of one percent, by 2025.)

* CO2 emissions are not addressed by the DEIS (because CO2 is not yet officially regulated as a pollutant). But from the above two statistics, one can assume/triangulate the same result: no significant change.

* BRT will offer riders only trivial reductions in overall trip times. For all BRT's disruption of neighborhoods and commercial districts, riders would save as little as 5 minutes on even very long trips. [From AC Transit's "East Bay Bus Rapid Transit" color flyer, which Jim Cunradi handed out on 5/24:]

3-127-2

Downtown Oakland to downtown Berkeley: 26 minutes without BRT, 19-21 minutes with BRT.

Downtown Oakland to downtown San Leandro: 36 minutes without BRT, 26-30 minutes with BRT.

[From the DEIS, page S-13:]

Downtown Berkeley to Bayfair BART: 59 to 72 min. in 2025 with BRT, vs. 78 min. no-build; vs. 30 min. on BART! A reminder that BRT will *never* be more attractive than the adjacent BART line.

* "Proof-of-payment" is indeed a great way to speed up buses: It makes boarding faster because riders board through all doors, and drivers because don't waste time collecting fares. But proof-of-payment doesn't require bus-only lanes, nor "stations," and certainly not ticket vending machines. This is a needlessly high-tech model, inspired by particular bus systems (Curitiba, Brazil) and particular affluent countries (Switzerland).

3-127-3

Here's how proof-of-payment works throughout Italy, and in many Central European countries: (1) Riders buy bus tickets from any corner tobacco store/newsstand. (2) Riders board their bus, and punch their ticket on a hole punch located near the back door. (3) The punch validates their ticket for that trip. That's their proof of payment. (Each bus or date has a different physical punch pattern, to prevent fare-beating.)

So we have a choice about how to implement proof-of-payment: We can either tax ourselves \$400 million to have AC Transit create needless congestion, parking shortages, and commercial detriments; or we can spend a few bucks to rely on corner stores and hole punches. (An echo of the Space Race anecdote in which NASA allegedly spent \$12 million to develop a pen that would write in zero-gravity environments, while the Soviets simply used pencils.)

BOTTOM LINE -- "IF BENEFITS DON'T SHOW, YOU MUST SAY NO":

3-127-1

* This project offers negligible environmental benefits.

3-127-2

* It offers bus riders only minimal savings in trip time, beyond those provided by the "Rapid Bus" service that AC Transit will already roll out this June 24. ("Rapid Bus" omits BRT's bus-only lanes and turnstiled "stations.") Rapid Bus has already captured most of the speed improvements to be gained in this corridor -- with no disruption or detriments.

3-127-4

* It nearly duplicates BART even in "station" spacing: BART stations are about 1 mile apart in Berkeley and North Oakland; AC Transit's preferred (for speed) BRT station spacing is 1/2 mile. So, lots of prospective riders will be nearly as far from a BRT station as from a BART station.

- * These are among the reasons San Leandro's City Council wisely voted to deny AC Transit exclusive bus lanes within San Leandro. Will Berkeley's decision-makers be as smart?
- * Every dollar not wasted on this redundant route (where Rapid Bus has already captured most of the available benefits, and where BART is right next door) can instead be spent in corridors where it would switch more drivers to transit riders, and have a clear positive environmental impact.
- * There are much lower-impact, lower-cost, ways to save some 793 gallons of gasoline per day (Jim Cunradi's verbal estimate at Berkeley's 6/6/07 DAPAC meeting), and to save bus riders an extra 5 minutes on long trips.
- * One could obtain more significant environmental benefits, operational benefits, and car-trip reductions through much less disruptive means. (That is, without losing two vehicle lanes, some 950-1,650 parking spaces, and what's left of Southside's commercial viability.)

For example, AC Transit could institute "proof-of-payment" rapid boarding using the low-tech means discussed above. Or, UC and/or the City of Berkeley could negotiate with AC Transit and BART to restore an attractive, cost-effective, monthly pass that would be valid on both systems -- like the old "AC/BART Plus" pass that AC Transit killed off a few years ago.

- * AC Transit's proposals for Berkeley's Southside and downtown would very likely kill off commerce there permanently. For Telegraph Ave. south of Bancroft Way, AC Transit proposes a transit/pedestrian mall. This tried-and-failed notion from the 1970s has ruined commerce in almost every city that has tried it on a principal commercial street. And most of those mistakes have later been undone, at significant further expense: Chicago's State St., Philadelphia's Chestnut St., Toronto's Yonge St., Vancouver's Granville Mall. The ban on through-traffic that AC Transit proposes for Bancroft Way would do virtually nothing for bus riders, but would probably kill off Bancroft Way businesses. Expect the same bad results for businesses on the downtown streets where AC Transit proposes to remove vehicle lanes and/or parking.
- * San Francisco's N-Judah streetcar line, cited as a positive model in some BRT cheerleaders' recent letters, is not comparable to what AC Transit has proposed for the East Bay. The N-Judah does "not" have an exclusive lane. It has a streetcar-priority lane -- a raised trackbed which other vehicles are free to use as a turn, passing, or even travel lane.
- * Los Angeles' BRT "Orange Line," which AC Transit remarkably cites as a model, has been plagued by frequent collisions with cars. So its buses are now slowed to a crawl before every intersection -- even though Angelenos granted two bus-only lanes to (allegedly) speed up the buses. Note that in its 2008 budget (released June 4, 2007), Los Angeles' Metropolitan Transit Authority proposes creating eight new Rapid Bus lines, but no new BRT lines. This indicates a lesson learned -- and a mistake the East Bay can avoid repeating.
- * Dedicated environmentalists need offer no apology for opposing this redundant, wasteful, no-benefit BRT alignment that AC Transit has proposed. AC Transit shot itself in the foot by failing to listen to past City and public input requesting a route that did something better than duplicate the BART tracks. It's better to leave the potential federal and Regional Measure 4 (RM4) money on the table, where it could pay for worthier projects. (Such as prospective cost overruns on the overnight transbay buses that RM4 subsidizes.)
- * And AC Transit could resuscitate its idled planning for a truly useful BRT alignment along the MacArthur Blvd./I-580 corridor. Believe it or not, AC Transit got MTC's approval this winter to suspend that belated, early-stages effort, in order to transfer the money to fill funding gaps on this Berkeley-San Leandro project!

3-127-1

3-127-3

3-127-5

3-127-6

Respectfully yours,

Michael Katz
(510) 845-6717
<way.new@earthlink.net>
2835 Buena Vista Way
Berkeley, CA 94708

July 3, 2007, 6:56 PM
Michael Katz
2835 Buena Vista Way
Berkeley, CA 94708

Thank you for the opportunity to comment on AC Transit's May 2007 BRT DEIS. Before requesting responses to some perceived deficiencies in the DEIS, I would like to commend AC Transit and its consultants on the document's overall comprehensiveness and candor. And, writing as a friendly critic of this particular BRT proposal's alignment and definition, who is nevertheless a fan of BRT technology and of robust public transit: I would like to thank Jim Cunradi, and his AC Transit and consultant colleagues, for being consistently cordial and good-humored in discussing this proposal with the public. Below, I make a case that the DEIS is deficient in at least four respects:

- (1) Failure to model air-quality or energy-efficiency impacts of induced congestion.
- (2) Failure to consider BRT investments on alternative corridors that would produce fewer detriments and greater benefits.
- (3) Failure to consider an alternative that combines Rapid Bus" service with "Proof of Payment" boarding, but excluding bus-only lanes. This "Rap with PoP" option would arguably produce no detriments, and much higher net benefits.
- (4) Failure to consider even lower-impact ways to improve overall transit ridership, bus performance, and mode switch: systemwide Proof of Payment, joint AC Transit/BART prepaid passes, or free AC Transit/BART transfers. I then present two supporting points:
 - (5) The underperformance of Los Angeles' "Orange Line, which some have cited as a model for Telegraph Ave. BRT.
 - (6) AC Transit's proposed transit/pedestrian mall" on upper Telegraph Ave. and proposed vehicle-access restrictions on Bancroft Way, have been disasters when tried on other cities' commercial streets. They have typically been removed, at great expense. Finally, I append two articles that respectively address those two supporting points:
 - (7) A Los Angeles Times article about the BRT Orange Line's underperformance.
 - (8) A San Francisco Chronicle article summarizing the near-death of Chicago's State St., when it was converted to a transit/pedestrian mall.

===== Please respond to these four apparent deficiencies in AC Transit's BRT DEIS:

(1) FAILURE TO MODEL AIR-QUALITY OR ENERGY IMPACTS OF INDUCED CONGESTION: Is the DEIS not deficient in failing to model the air-quality or energy-efficiency impacts of induced traffic congestion? The DEIS' Chapter 3 (Transportation Analysis) acknowledges that removing two mixed-flow lanes from Telegraph Ave./E. 14th St./International Blvd. would induce traffic congestion along much of the proposed route. But oddly, Chapter 4's Air Quality and Energy analyses apparently make no attempt to quantify this artificial congestion's negative impacts on air quality or energy consumption/efficiency. This DEIS already estimates only "negligible" improvements in both of these criteria (pages 4-131 through 4-134, and 4-151 through 4-152). Would more realistic modeling -- accounting for this induced congestion -- not likely show the proposed project to be a net environmental detriment? On page 4-135, the DEIS acknowledges higher NOX emissions from buses under all Build Alternatives. But it then asserts that these higher emissions "would be offset by the decrease in emissions from fewer automobiles ... Hence ... NOx emissions under any of the Build Alternatives would be slightly lower than those under the No-Build Alternative." Would this offset not be lost if one modeled the impacts of private vehicles traveling at less-efficient speeds in the single remaining mixed-

3-127-7

flow lane?

(2) FAILURE TO CONSIDER ALTERNATIVE ALIGNMENTS: Is the DEIS not deficient in failing to consider a "Build Alternative" on at least one other alignment/corridor that would potentially show more positive net impacts? A BRT investment on an alternative alignment like Oakland's MacArthur/I-580 corridor -- an area plagued by poor BART access and very slow bus service -- would arguably show substantially greater mode switch (vehicle trips to transit trips) than AC Transit's proposed Telegraph Ave./E. 14th St./International Blvd. alignment. It would also better fill gaps in the East Bay's limited rapid-transit network, therefore arguably providing greater mode switch from private vehicles to transit. The proposed Telegraph/E. 14th St./International Blvd. alignment essentially duplicates the existing BART alignment, running just 1-6 blocks beside the BART tracks for its entire length. There is almost nothing here to attract new transit riders -- especially when compared to the attractive, but less intrusive, alternative addressed below under "(3) Failure to Consider Optimal Alternative: Rapid Bus + Proof of Payment." Yet for BRT, the DEIS reveals substantial negative impacts upon traffic congestion and parking -- and, therefore, upon neighborhoods and commerce. AC Transit has consistently, although unaccountably, rejected even minor additions to the BART route -- such as a loop through Oakland's bypassed and underserved Jack London Square area. More "mode switch" would mean better net environmental and circulation impact. And the question of alternative corridors is not abstract. In March 2006, AC Transit actually received MTC approval to postpone early-stage planning efforts for more rapid bus service on the "Hesperian/Foothill/MacArthur corridors, so that it could fill funding gaps in planning for the redundant Telegraph/E. 14th/International corridor. Why does the DEIS show only negligible" changes in energy usage with versus without BRT? According to page 4-151, because "buses are not as energy-efficient as autos." Who knew! In fact, full buses are quite energy-efficient. The DEIS presumably shows low energy-efficiency (and pollution reduction) on this corridor because of the largely-empty diesel buses that AC Transit proposes to run essentially "for show" at off-peak hours, to collect federal subsidies. This a shell game: a seemingly absurd waste of fuel and of scarce tax dollars, and an absurd environmental result. AC Transit has candidly portrayed this BRT proposal all along as a "marketing opportunity" to gain new federal subsidies along what is already its busiest route. So AC Transit has never demonstrated that this route provides particularly high mode switch, nor that it fills rapid-transit gaps or benefits the public in any other way. Is AC Transit working for its host cities' best interests, or are cities and their residents expected to simply comply with what appears most expedient for AC Transit's balance sheet?

3-127-8

(3) FAILURE TO CONSIDER OPTIMAL ALTERNATIVE: RAPID BUS + PROOF OF PAYMENT: Is the DEIS not deficient in failing to consider an alternative midway between the Build and No-Build Alternatives? Namely, a combination of "Rapid Bus" service with "Proof of Payment" (PoP) boarding -- but without bus-only lanes, bus "stations, or automated ticket vending machines? This would arguably reveal no substantial detriments, and therefore higher net benefits. One might call this the Semi-Build Alternative, or more vividly, Rap with PoP." Rationale: Rapid Bus is already (as of June 24) capturing most of the bus-speed enhancements realistically available on this BART alignment. (That is why the DEIS shows such negligible added benefits for the full BRT package, which adds exclusive bus lanes.) Crucially, Rapid Bus will achieve these benefits with no disruption or detriments. AC Transit's Jim Cunradi told the 6/6/07 meeting of Berkeley's DAPAC committee that the key to further improvements in bus speed is Proof of Payment (PoP) boarding. But PoP does NOT depend on exclusive bus lanes, "stations, or high-tech vending machines. These are arbitrary details from particular cities' implementations. Across Italy, Romania, and many other European countries, PoP works effectively in this low-technology implementation: (a) Riders buy

3-127-9

bus/streetcar tickets from any tobacco/news stand. (b) Riders board their bus or streetcar, and punch their ticket on a hole punch located near the door. (c) The punch validates their ticket for that trip -- that's their proof of payment. (Vehicles vary the physical punch pattern by day and time, to prevent fare-beating.) So, combine Rapid Bus with low-tech PoP, forego exclusive lanes, and one arguably gets an optimal mix of positive benefits without detriments (like increased neighborhood traffic or diminished commercial activity). As for the up to \$400 million in subsidies foregone under this alternative: It would be better to simply leave that money on the table, where AC Transit (or other transit providers) could tap it for projects that deliver better net environmental benefits. In an optimal world, AC Transit would have written its grant applications and commitments rather vaguely -- to specify only something like Enhanced Bus service in the Berkeley/Oakland/San Leandro corridor." If this is (or were) true, the same funding base might remain available for a more worthwhile BRT alignment, like Hesperian/Foothill/MacArthur. Otherwise: Next time, AC Transit should heed friendly critics who call for the broadest possible project scoping. Just as BRT captures most of light rail's benefits at as little as 1/10 the capital cost, it seems apparent that "Rapid Bus" captures most of BRT's benefits at 1/12 (or less) the cost -- and with none of BRT's detriments.

(4) FAILURE TO CONSIDER LOWER-IMPACT WAYS TO BUILD TRANSIT RIDERSHIP: Is the DEIS not deficient in failing to consider still lower-impact means of winning new transit riders: Fleetwide Proof of Payment, a restoration of prepaid passes valid across multiple transit agencies (the old "AC Transit/BART Plus pass"), new cross-agency passes (Berkeley's perennially proposed "Eco-Pass"), or simply free transfers among different vehicle modes and transit providers? AC Transit's rationale for this BRT alignment has consistently been that it would increase buses' speed, attractiveness, and therefore ridership. But the project's real driver has apparently been the availability of federal capital subsidies. Even so, AC Transit's proffered rationale should be seriously. If Proof Of Payment (PoP) would make buses faster, more attractive, and better-patronized on the Telegraph/E. 14th/International alignment, would it not do the same across AC Transit's fleet? And if several nations have demonstrated the workability of low-tech PoP (as described above), could not low-tech PoP be implemented to provide such benefits across AC Transit's fleet? Once again, this would have virtually no negative environmental (or commercial or quality-of-life) impacts. Similarly, could not AC Transit readily build ridership by restoring a cross-agency prepaid pass, such as the old "AC Transit/BART Plus pass" that AC Transit killed off a few years ago? Virtually every other major urban area has a single transit provider, offering riders a single fare and free transfers among vehicles. The "AC Transit/BART Plus pass" at least provided a measure of these savings for riders who relied on both AC Transit and BART. AC Transit's rationales for its BRT proposal include the idea that it would enhance overall transit ridership, by linking BART stations with faster buses. But Rapid Bus will already provide this benefit. Restoring a reduced-fare pass would increase ridership at least as effectively as providing the marginal speed benefits of exclusive bus lanes. Free transfers would do this even more effectively. In Berkeley, the University of California is reportedly negotiating with AC Transit and BART to make its prepaid student and faculty/staff bus passes valid on both systems. City of Berkeley officeholders and staff have long advocated the inauguration of a broader "Eco Pass, which would offer similar prepaid, cross-agency boarding to everyone employed in (or at least by) the City of Berkeley. Is it not time for AC Transit to consider finally delivering on this basic amenity, in exchange for the goodwill that it has long received from Berkeley decisionmakers? One last alternative -- a mental exercise based on the BRT system's maximum cost of \$400 million: At \$23,000 to \$25,000 per hybrid Toyota Prius (ignoring both fleet discounts and availability bottlenecks), \$400 million could buy some 16,000 - 17,400 Priuses. Would there not be higher net environmental benefit in simply buying such highly fuel-efficient substitute vehicles for residents of the Telegraph/E. 14th/International corridor who are now driving old gas-guzzlers,

3-127-10

or new SUVs? =====

[Supporting Points:]

(5) BRT'S POOR RECORD ON L.A.'S ORANGE LINE, AND L.A.'S SHIFT TO RAPID BUS": Los Angeles' BRT "Orange Line, which some BRT boosters cite as a model, has actually been something of a fiasco. It was plagued by frequent collisions with cars, so its buses were slowed to just 10 mph before every intersection. That is even though Angelenos had granted two bus-only lanes to (allegedly) speed up the buses to 25-30 mph. For details about this severe underperformance, please see the 11/4/05 Los Angeles Times article included below under (7) BRT Orange Line's Underperformance in Los Angeles." Probably by no accident, L.A.'s 2008 transit budget proposes eight new Rapid Bus lines (much like AC Transit's "No-Build Alternative"). L.A. transit planners have evidently had enough of the Orange Line's chaos, and are not in a hurry to build another such intensive route. [Source: <http://www.latimes.com/news/printedition/california/la-me-rapid5jun05>, 1, 2592015, print.story?coll=la-headlines-pe-california; MTA to add Rapid bus lines Touting the success of several high-efficiency routes, the transit agency proposes eight more throughout L.A. County by June 2008. By Francisco Vara-Orta, Los Angeles Times Staff Writer; June 5, 2007 ...]

(6) TRANSIT/PEDESTRIAN MALLS (AND RELATED VEHICLE RESTRICTIONS) KILL BUSINESSES: Some of AC Transit's proposals for Berkeley's Southside, and for parts of Berkeley's downtown, would likely harm commerce there severely. For Telegraph Ave. south of Bancroft Way, one of AC Transit's proposals is for a "transit/pedestrian mall." This tried-and-failed notion from the 1970s has ruined commerce in almost every city that has tried it on a principal commercial street. Most of those mistakes have later been undone, at significant further expense. One very well-documented example was Chicago's State Street. For a good summary of its disastrous experience, please see the S.F. Chronicle story below under "(8) The Transit/Pedestrian Mall that Nearly Killed Chicago's State St." Philadelphia, Toronto, and Vancouver each tried the same experiment with a downtown main drag in the '70s. Like Chicago, and like many other cities that blundered into similar experiments, they later brought the cars back. The public apparently decided that the newly "malled" streets were inaccessible, and stayed away from businesses in droves. Many people also concluded that rather than promoting vitality, the street closures had produced sterile, depopulated, and forbidding areas. A crucial point: In none of these cases did transit/pedestrian malls "fail to meet unrealistically high expectations for reversing the streets' decline, as AC Transit's Jim Cunradi mistakenly said to a meeting of Berkeley's DAPAC committee on June 6, 2007. Each of these was a healthy commercial street before automobile access was restricted. The decline in all cases began afterwards. In Chicago, State St.'s economy was saved at the cost of a \$24 million reconversion. Toronto's Yonge St. also regained its vitality, after a lower-cost reconversion. Philadelphia waited much too long to begin dismantling its mall -- at which point Chestnut St. had degraded from the city's flagship retail boulevard to a ghost town. Vancouver's Georgia St. essentially stagnated, while parallel commercial streets (like Robson St.) flourished. On Berkeley's Bancroft Way, the ban on through-traffic that AC Transit proposes would do virtually nothing for bus riders, but would probably kill off Bancroft Way businesses. Businesses would also suffer on streets where AC Transit proposes to remove vehicle lanes and/or parking.

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(7) [REPRINTED ARTICLE:] BRT ORANGE LINE'S UNDERPERFORMANCE IN LOS ANGELES: <http://www.latimes.com/news/printedition/california/la-me-orange4nov04,1,3274980,print.story?coll=la-headlines-pe-california> Orange Line Model Beset by Crashes Miami busway cited by the MTA as an example for the Valley transit route had 67 accidents in its first 45 months, including two deaths. By Caitlin Liu and Amanda Covarrubias, L.A. Times Staff Writers; November 4, 2005 When San Fernando Valley residents and others



3-27-11

expressed worries about the potential for accidents on the Orange Line, transit officials repeatedly assured them the busway would be safe - and pointed to a similar transit system in Miami as evidence. But the Miami busway had in fact been plagued with accidents when it first opened - some similar to those the Orange Line has experienced since opening last week, according to records and interviews. It was only after the Miami system reduced its bus speeds and made other safety improvements that accidents declined. Now, the Los Angeles County Metropolitan Transportation Authority has adopted one similar measure: slowing down Orange Line buses as they go through intersections. On Thursday, Orange Line buses crawled through the route's 36 crossings at 10 mph - a new MTA policy instituted after two accidents Wednesday resulted in 15 injuries. Before, the buses were allowed to travel 25 to 30 mph through crossings. The Miami busway is an eight-mile route built on a former railway that parallels a highway and intersects streets. Between its February 1997 opening and November 2000, 67 crashes occurred on busway intersections, resulting in dozens of injuries and two deaths, according to a National Bus Rapid Transit Institute report. The crashes so concerned Florida officials that they required the buses to slow down, first from a top speed of 45 mph through crossings to 15 mph, and finally to stopping outright at major intersections. They also turned off the corridor's signal priority system, which meant the buses had to wait for red lights just like regular cross-traffic. Since those measures were adopted, accidents along the Miami busway have dropped significantly, said Manuel Palmeiro, a spokesman for Miami-Dade Transit, which runs the service. Still, a 2002 MTA environmental impact report for the Orange Line touted the Miami busway as an example of safety performance." The report also said the Orange Line would actually be a better system, with "additional safety measures . that are not present in the Miami project." During the review process for the Orange Line, some concerned residents cited the accidents on the Miami busway. The MTA responded in a 2004 report, saying it had "taken every precaution to design the Orange Line in as safe a manner as members of the traffic engineering and civil engineering professions know how to do." The report said the Orange Line would include dedicated turning lanes, signage and other safety features - but was silent on one of the key changes Miami made on its system: reducing the buses' speed. It was only recently that the MTA considered doing so. After an MTA delegation visited the Miami busway a few months ago, the rank-and-file employees overseeing bus driver training began requiring drivers to not cruise through intersections at normal posted speed limits, about 35 mph, but to "cover their brakes" with their foot as their buses enter a crossing, slowing the buses to about 25 to 30 mph. Jose Ubaldo, a spokesman for the MTA, declined Thursday to talk about the reports and their references to the Miami busway, saying the agency was focused on the Orange Line. Some transportation experts said the Miami experience should have given the MTA a clear idea of what to expect when the Orange Line opened. Joel Volinski, director of the National Center for Transit Research at the University of South Florida, said he and two researchers flew to Los Angeles a few months ago to examine the Orange Line while it was still under construction over a former rail right-of-way. He said they were astounded by the similarities between the two busways, including unusual rail-like crossings, with a few streets intersecting at odd angles, sometimes requiring motorists to make extra-wide turns onto nearby cross streets. "It's pretty predictable what's happening in L.A., Volinski said. Added James E. Moore II, director of the Transportation Engineering Program at USC, it was largely foreseeable, and the agency was warned." Minutes after Wednesday's second and more serious accident, which sent more than a dozen passengers to hospitals with minor injuries, Richard Hunt, the MTA's general manager overseeing Valley operations, ordered Orange Line buses to slow to 10 mph at crossings. Officials said that because Orange Line buses are running more slowly, an end-to-end trip on the 14-mile route now takes about two minutes longer. Previously, a one-way trip on the east-west route, from Warner Center in Woodland Hills to North Hollywood, took just under 40 minutes. Also Thursday, city and transit officials gathered for a news conference at City Hall to announce

that they're working on safety issues and to call the busway - which had 11, 000 riders Wednesday - a success. "Yes, there have been a few problems, said Los Angeles Mayor Antonio Villaraigosa, who heads the MTA. But he blamed the accidents on the motorists involved, who authorities say had run red lights. We're doing all the things we need to do to be safer." Earlier in the day, Villaraigosa dispatched traffic officers with the L.A. Department of Transportation to key intersections along the busway. "It's for high visibility, said traffic Officer Gina Tellechea, who worked the intersection at Corbin Avenue and Topham Street, where one of Wednesday's collisions occurred. But some said that not all Orange Line drivers were slowing down as required. They're supposed to slow down, but some of them don't, said Officer Alex Foster, who directed traffic at Topham and Corbin. We're supposed to turn them in." Many MTA drivers say they have had "near misses" on the busway - slamming on the brakes or honking to avoid motorists who have run red lights. Some motorists complain that the busway's intersections, which resemble rail crossings, are confusing. Other MTA drivers say not much can be done to protect against traffic scofflaws. "Any day there could be an accident on any line, said James Green, an MTA driver for 3 1/2 years. All [motorists] have to do is pay attention to the signs and signals." He added that even with crossing gates, flashing lights and other safety additions, if motorists are "on the phone, they aren't going to see the flashing lights. They're not going to be paying attention."

-#- =====

(8) [REPRINTED ARTICLE:] THE TRANSIT/PEDESTRIAN MALL THAT NEARLY KILLED CHICAGO'S STATE ST.: [http://www.sfgate.com/cgi-](http://www.sfgate.com/cgi-bin/article.cgi?file=/chronicle/archive/1997/11/24/MN43435.DTL&type=printable)

[bin/article.cgi?file=/chronicle/archive/1997/11/24/MN43435.DTL&type=printable](http://www.sfgate.com/cgi-bin/article.cgi?file=/chronicle/archive/1997/11/24/MN43435.DTL&type=printable) Chicago's State Street Mall Called Transit `Disaster' Carl Nolte, San Francisco Chronicle Staff Writer; Monday, November 24, 1997, Page A - 1 Chicago -- Mayor Willie Brown and environmental activists want to ban private cars on San Francisco's Market Street -- but in Chicago, at least, this is an idea whose time has come and gone. Chicago turned nine blocks of State Street into a transit-only mall in 1979. The idea was a total flop -- "a disaster," Chicago planners say -- and the street was refurbished at a cost of \$24 million and opened to cars again last year. "We walked into it with our eyes wide open," said G. Brent Minor, vice president for business development at the La Salle Bank, "and it was just a mistake, an absolute mistake. "God, don't let them do that in San Francisco." [an error occurred while processing this directive] State is one of those great American streets, like Broadway. Or it was, anyway. It is lined with huge old buildings by Louis Sullivan and Daniel Burnham, leaders of the Chicago School of architecture. Two of the street's biggest department stores -- Marshall Field's and Carson Pirie Scott -- were considered architectural masterpieces. There were theaters, nine other huge department stores and the Palmer House, for years the best hotel in town. The corner of Madison and State is ground zero in Chicago, the center of the city -- everything is measured north and south and east and west from here. It was, at one time, the busiest intersection in the world. State is the main drag of the Loop, that portion of the great clanking elevated train network that is very close to what Nelson Algren called "the rusty heart" of Chicago. "This is the main street of Chicago, the totem pole of the tribe," said Norman Elkin, a planning consultant and leading light in the Greater State Street Council. Frank Sinatra sang of it: "On State Street, that great street, I just want to say/They do things they never do on Broadway." When he sang that in the huge gaudy old Chicago Theater at Lake and State, he brought down the house. MUCH LIKE MARKET STREET State is similar to Market Street. State is more central to the city's life, but Market is longer and wider. The two streets have a similar history. They emerged as the main commercial streets at the same time -- the 1870s. Both were destroyed by fire: State in 1871, Market in 1906. Both even had cable cars. Market has two subways, State has one, and both have bus lines. The mix of office buildings and retail stores is similar, and the streets both face competition from the suburbs and from other parts of the city. Market has Union Square, State has North Michigan Avenue. Both

competitors are in the top five in the country in retail sales. About 30 years ago, something started to go terribly wrong with State Street. Chicago is big and tough, but it is just like other cities: Suburban malls started drawing away middle-class shoppers, and in 1976, Water Tower Place, the country's first vertical mall, opened on North Michigan Avenue, just across the river. [an error occurred while processing this directive] North Michigan drained off the upscale shoppers, too. It became "The Magnificent Mile," and the mile-long heart of State Street started to die. Many of the big stores on State Street closed; in their places came fast-food joints and discount stores.

'MALL' BOOM The "mall" boom was on in other cities, starting in Kalamazoo, Mich., which began a national trend by closing its main street to cars. Other cities did the same: Milwaukee; Portland and Eugene, Ore.; Little Rock; Norfolk, Va.; Poughkeepsie, N.Y.; Denver and Boulder, Colo.; Santa Monica; Fresno; and Sacramento -- all closed off streets. Some had buses and some had rail, but none had cars. At its peak, there were 200 urban centers where cars were banned. State Street was the biggest. "Who could resist?" said Minor. "We had a federal program for it. They had the dollars for us," said Elkin. "We all agreed," said Minor. "We needed the mall." In 1979, at a cost of \$17 million, the makeover was complete. The sidewalks were widened. New street lamps were put in. State got new bus stops with a trendy '70s look with roofs that looked like bubbles of clear plastic. There was street sculpture. Cars were banned. State already had a subway, and now buses were allowed to roam free. "Like a herd of elephants," said Chicago Tribune architectural critic Blair Kamen. It was pretty much what is prescribed for Market Street in San Francisco: a transit-only main street, attractive to pedestrians and transit riders. "It was supposed to make the street more enticing to shoppers," Kamen wrote. "In fact, exactly the opposite occurred." "We began talking about taking it out in 1980," said Minor, who became chairman of the Greater State Street Council. "By 1981, we knew it had failed."

WHAT WENT WRONG? What went wrong? Phillip Enquist, a partner at the architectural firm of Skidmore, Owings and Merrill, said the mall drew all the life out of State Street. Banning cars, said Kamen, "cut off State Street from the rest of the Loop." "A street," Kamen said, "needs cars to give it scale. I know that sounds crazy, but what happens is it cuts off the street from the city. It is as if you cut off the heart from the arteries." "It took the excitement out of State Street," said Elizabeth Hollander, a former Chicago planning commissioner who is now with DePaul University. At night, when the office workers left, State Street was deserted. The wide sidewalks looked empty, even when they were crowded. The Loop reportedly had one of the lowest crime rates in the city, but without crowds, people thought State Street was unsafe. "We created an image that nothing happened after 5 p.m.," said Minor. "The street hit its lowest ebb, rock-bottom," he said. They don't fool around in Chicago: If you have muscle, you use it. "The downtown businesses are the engine that runs the city," said Minor. And downtown wanted a change. "We talked to our customers," he said. "They all said they wanted to drive on State. They wanted to drop people off at the door of the store and park later. Cars are part of our culture."

WIDER, BUSIER STATE STREET Skidmore, Owings and Merrill designed a new State Street: The street was widened from two lanes to four at the expense of the wide sidewalks and the sidewalk sculpture. The food kiosks were scrapped. Street planters were put in, with seasonal trees, honey ash and locust, "Kamen wrote, "that a little jostling is a good thing." Enquist, who spent 11 years in San Francisco, had a big role in State Street, and his aim, he said, "was to let State Street be State Street, to be a big-city street." When Mayor Richard M. Daley cut the ribbon to reopen the street, a year and a week ago, the cars all came back. "It was as if they never left," said Enquist. State Street still has problems, but it also has a vitality, as a recent visit showed. The sidewalks are crowded, some new stores are moving in, and Enquist and Chicago assistant commissioner for planning and development Alicia Mazur say the district has even attracted some residential use, especially for students and in the upper floors of older buildings. Enquist, Minor and Kamen, the critic, all see parallels between what happened on State Street and what is proposed for Market Street. "If

you turned that street into a transit mall, it would be a big mistake, " said Minor. ``If it failed everywhere else, why do you think it would succeed in San Francisco?" -#-

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Thank you for considering the above arguments, and the above supporting materials.

Respectfully yours, Michael Katz <way.new@earthlink.net>
Tel. (510) 845-6717 2835 Buena Vista Way Berkeley, CA 94708"

1 MICHAEL KATZ: Hi, thanks. First of all, I have
2 a written copy of this with some more detail that I don't
3 have time to go into, so if I say something that intrigues
4 you, see me for a copy of that. Second, I want to
5 apologize to Jim Cunradi. This is the third time we've
6 done this in two weeks, and I'm actually learning something
7 from each exchange, and I'm going to actually respond to
8 something I heard you say last night in Berkeley. I'm in a
9 strange position in that I'm a big supporter of BRT
10 technology and I'm on record of that, but in terms of this
11 alignment, I've gone from a supporter to opponent or
12 someone who's very skeptical, because I find it very
13 redundant. It's between one and four blocks of the BART
14 tracks for its entire length, and - which just seems to be
15 the wrong place to make a major investment, in an area with
16 limited rapid transit. So let me - I'm going to try to
17 make two constructive comments about the EIS and then if I
18 have time I'll get to rationale. The first one is, I just
19 feel that the scope of the EIS is deficient and has been
20 all along, in not considering other corridors where there's
21 more potential to switch more drivers to transit. One I'm
22 familiar with - I've been saying this all along - I used to
23 live in the area of MacArthur, I-580 corridor, which has no
24 direct access to BART and it's a very slow bus trip to a
25 lot of places, but there's lots of others I don't know

3-127-12

1 about. I think that should be considered. What we see in
2 this EIS is negligible changes in energy efficiency or air
3 pollution, and I think there's a potential to actually make
4 positive impact, to do something about global warming, on
5 other corridors. The second suggestion I want to make -
6 the second way in which I think the EIS is efficient, is I
7 think there should be another alternative study. I'm going
8 to call it the "Semi-Build Alternative." And this would be
9 basically rapid bus without exclusive lanes, with proof of
10 payment accomplished by low-tech means. Let me explain
11 that. Jim Cunradi explained to us last night in Berkeley
12 that proof of payment is really essential to speeding up
13 the buses, and Rapid Bus, by the way, looks really good, in
14 terms of the improvements it's already going to make in a
15 couple weeks. But proof of payment does not require
16 exclusive lanes, and it doesn't require stations. The
17 station - that's a model from Curitiba, Brazil and certain
18 other places, and the idea that you have to have any
19 machines for tickets is something you find in very affluent
20 places like Switzerland. I got to Italy four years ago,
21 when I could still afford to fly there, and I saw proof of
22 payment in every city and every small town in Italy. I've
23 also seen this all over Central Europe. It works exactly
24 the same way. And this is - They don't really have
25 formidable technology, like Lamborghini cars and espresso

3-127-13

1 machines. I'm not sure we can understand this, but I'll
2 try to explain it. In every town, you go to the corner
3 tobacco store - I'm sorry, they still smoke there, it's
4 Europe - you buy an orange bus ticket from the tobacco
5 store, it's also a newsstand, we have that here, you get on
6 the bus through either door, you punch your ticket on a
7 hole punch that's near the back door, and that's your proof
8 of payment. They change the shape of the punch either
9 every day or on every vehicle, so that's how when the
10 controller comes around, they can make sure you're actually
11 paid for this ride. We could do that here, rather than
12 spending four hundred million dollars, and get all the
13 benefits of proof of payment without the detriment, all the
14 lost parking, neighborhood cut-through traffic, et cetera.
15 Thanks.

16

Letter 3-127

Michael Katz
(no date on letter)

- 3-127-1 Please see Section 4.15 for an updated energy discussion, and Section 4.14 for a discussion of greenhouse gas impacts, which now includes CO₂ analysis.
- 3-127-2 Please see Section 7.9.1 for a discussion of the relative travel time benefits of BRT service versus Enhanced Bus service.
- 3-127-3 Thank you for your comments. Please see Section 7.9.1 for a response to this comment with respect to transit technology. Proof of payment would be implemented by the proposed project, as described in Section 7.9.4 of the Final EIS/EIR.
- 3-127-4 Thank you for your comment. As discussed in Section 7.9.1, existing bus service in the proposed project corridor accommodates approximately 20 percent of AC Transit's systemwide ridership, indicating a strong existing demand for the proposed project.
- 3-127-5 Thank you for your comment.
- 3-127-6 Please see Section 2.1.1 and 7.9.1 of the Final EIS/EIR for a discussion of the MIS process, which was used to evaluate alternative route alignments and transit service technologies prior to selecting the proposed project.
- 3-127-7 As described in Sections 4.12 and 4.14, the proposed project would result in a net decrease in both criteria pollutants and greenhouse gas emissions within the air basin as a consequence of reduced VMT due to a shift from passenger car to transit mode of travel. See Tables 4.12-7, 4.14-3 thru 4.14-6 of the Final EIS/EIR for emissions data.
- 3-127-8 As discussed in Sections 2.1.1 and 2.3.2, the selection of route alignment and transit mode were studied in the Major Investment Study, which preceded the Draft EIS/EIR. The MIS evaluated numerous alignment and mode alternatives. As part of the MIS process, stakeholder interviews were conducted, Technical Advisory Committee (TAC) meetings were held, and a Community Advisory Committee was convened. Following the circulation of the Draft EIS/EIR, a detailed community process to select the Locally Preferred Alternative (LPA) in each corridor city has been undertaken, as described in Section 2.1 of the Final EIS/EIR. As a result of the City of Berkeley's decision in April 2010 to reject BRT service within the limits of the City, the proposed project would operate in mixed flow lanes on Berkeley streets; no dedicated transitway would be implemented. Given this change, the proposed project in Berkeley would be essentially the same as under existing conditions, and no traffic diversion, parking, or economic impacts are anticipated. The development and refinement of alternatives, public outreach, and evaluation and disclosure of impacts has been consistent with applicable sections of both NEPA and CEQA, as implemented by the respective lead agencies (i.e., the FTA and AC Transit). See Volume 1 of the Final EIS/EIR for more information on project revisions. Please refer to Section 3.1 for a discussion of modal shift attributable to the proposed project.
- 3-127-9 Please see the response to comment 3-127-8, above.

3-127-10 Please see the response to comment 3-127-8, above.

3-127-11 Please see the response to comment 3-127-8, above. In addition, The City of Berkeley voted for the proposed project but without the dedicated lanes. As a result, BRT will be operating in mixed traffic, along with other buses and cars. Also, because of Berkeley's decision, no transit or pedestrian malls are proposed as part of the project through Berkeley.

3-127-12 Please see the response to comment 3-127-8, above.

3-127-13 Please see the response to comment 3-127-8, above.

July 3, 2007, 6:58 PM
Sherwood Parker
520 Dwight Place
Berkeley, CA 94704

You have chosen the wrong line to make faster as it parallels the MUCH faster BART line. Forcing traffic into one lane will make my bicycle ride along Telegraph much more dangerous, as I will be blocking cars that can go much faster or will be forced into a lane that will be too close to cars and subject to hitting opening doors. Passengers changing from BART with its high farebox recovery ratio to the lower AC one of 16.8% to 44% will divert government funds that could be better spent on BART extensions. And the cars stacked up along the curb will increase their emission of polutants. Signal preemption (with enough time for pedestrians to get out of the way) is fine, as is increasing the stop spacing somewhat, and making the curb height match the bus level. BUT NOT THIS BRT plan!!!

3-128-1

3-128-2

3-128-3

End of File: BRT Comments from brtcomment site, through July 3, 2007, final [mh – Cunradi projects]

Letter 3-128

Sherwood Parker

July 3, 2007

3-128-1 Thank you for your comment. As discussed in Section 7.9.1, existing bus service in the proposed project corridor accommodates approximately 20 percent of AC Transit's systemwide ridership, indicating a strong existing demand for the proposed project. In addition, the proposed projects distinctness, as compared to BART, is also discussed in Section 7.9.1.

3-128-2 Thank you for your comment.

3-128-3 Thank you for your comment.

Dear President of the Board
 AC Transit



I very much support Bus Rapid Transit - since I ride the 72R several times per week, I'm a huge fan!

Bus Rapid Transit moves us riders faster and more comfortably. The result: fewer cars (I drive much less knowing I can get to work almost as fast on the bus) better air quality, and less global warming.

3-129-1

Please implement the San Leandro to Berkeley Bus Rapid Transit as soon as possible!

Sincerely,
 Mike Daley

6143 Rose Arbor
 San Pablo, CA 94806

cc: Mayors of Berkeley, Oakland + San Leandro.

Letter 3-129

Mike Daley

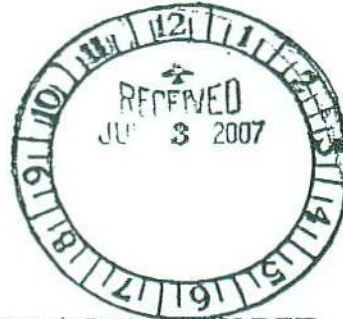
(no date on letter – date stamp rec'd June 28, 2007)

3-129-1 Thank you for your comment.

Comment Letter 3-130

June 27, 2007

U.S. Department of Transportation
Federal Transit Administration, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105



Comment Letters on DEIS/R sent to FTA

Please add to the database

Attn: Ms. Lucinda Eagle, Community Planner

Re: comments on AC Transit East Bay Bus Rapid Transit Project DEIS/DEIR

Dear Ms. Eagle;

As a long time public transit advocate and bus rider who does not own a car I would love to have Bus Rapid Transit in the East Bay. But presently there is no need for BRT. There may be in the distant future, but AC Transit needs to learn to walk before it tries to run. AC Transit needs to be able to provide ordinary bread-and-butter service that will attract riders. In the last few years, local ridership decreased. As funding has increased, service has been cut and fares have risen so they are the highest in the Bay Area.

3-130-1

One reason for the decrease in ridership may be the rider-unfriendly Van Hool buses AC Transit has been purchasing from Belgium at about \$100,000/bus more than the US-made low-floor buses riders like. A number of seniors have told me that they find them so frightening to ride that they have stopped riding buses altogether. AC Transit presently has 55 60-ft articulated Van Hool buses and on only one line during commute hours are any of them more than half full. These are the buses they plan to use for BRT. There is just not the ridership to warrant BRT.

3-130-2

AC Transit's management plans to replace all of the buses with Van Hools. These are not truly low-floor buses; they are low-aisle buses. The entry is low so one can get in quickly, if the front bottleneck is not jammed, but one cannot get seated quickly because, except for a few seats toward the back, the seats are on pedestals. This means an increase in dwell time if the operator waits for everyone to get seated, as required. So, if these buses are used it will be BST, Bus Slow Transit. Even accommodating people in wheelchairs is slower than on US-made low-floor buses which have front entries wide enough for wheelchairs. Or, if they use these buses, it could limit service to the young and agile only.

Furthermore, the density along Telegraph is not great enough to warrant BRT. Presently there is process in Oakland to change the zoning to permit higher density but some very loud citizens are trying to prevent this.

3-130-3

First AC Transit needs some Quality Buses and Rapid Bus, and then when ridership warrants it start considering BRT. Presently almost all riders ride because they have no choice. AC Transit does not even try to market to the 'choice riders.' The only marketing the Director of Marketing does is for Van Hool buses.

3-130-4

Continuing to put buses on the road that riders have said loud and clear they hate is a symptom of AC Transit's disregard for riders. Until they begin listening to riders and show by their response interest in increasing ridership, AC Transit is not ready for primetime.

Sincerely,

JOYCE ROY
(510) 655-7508

258 MATHER STREET, OAKLAND, CALIFORNIA 94611
EMAIL: joyceroy@earthlink.net

1 JOYCE ROY: My name is Joyce Roy, and I don't own a
2 car, but it doesn't cramp my style. I get around because
3 of AC Transit, and I'm in favor of the BRT. But ten years
4 from now, I hope I'm still going to be able to ride it. I
5 hope I will be agile enough to use those Van Hool buses,
6 because those Van Hool buses mean that this is going to -
7 it's a new (inaudible). It's going to be BRT, for the
8 young and agile. Or, it is going to be BST, bus slow
9 transit, because if the bus drivers really hold the bus
10 until people can get into those seats safely, it is going
11 to be slow. It is - it's one thing to be able to get onto
12 the bus fast but unless you just want to stand there at the
13 door, you really are expected that you should be able to
14 sit in a seat quickly, and these buses are not designed on
15 that way. Another issue, I think, is, the long 60-foot
16 buses, which are really bad, they don't have any seats on
17 the floor until the very back of it, and they are usually
18 empty. Only in rush hours on some (inaudible) where you
19 have them more than half full. So I think that there
20 should be only 40-foot buses, and you should - when it's
21 rush hour, instead of a headway of 12 minutes, have it be
22 six minutes. Take care of the traffic that way. That way
23 you have less parking problems because you're not taking up
24 all this space with a monster 60-foot bus which rides -
25 somebody calls it a rock and roll ride. And just the right

1 scale for the density that we have in the East Bay are for
2 40-foot buses. The 60-foot buses are for really dense
3 cities on really dense corridors. And we don't have that.
4 So. That's my comment. Thank you.
5

Letter 3-130

Joyce Roy
June 27, 2007

3-130-1 Comment noted.

3-130-2 Thank you for your comment.

3-130-3 Comment noted.

3-130-4 Thank you for your comment. As discussed in Sections 2.1.1 and 7.9.1 of the Final EIS/EIR, a three-year Major Investment Study was conducted to assess transit demand in the corridor and to evaluate alternative routes and transit modes. As discussed in Section 1.2.2 of the Final EIS/EIR, analysis of existing land use patterns and development trends indicates that there is additional demand for transit in the corridor.

Peter V. Allen

artstove@hotmail.com

Comments of Peter V. Allen on the Draft Environmental Impact Statement/Environmental Impact Report for the AC Transit Bus Rapid Transit Project, June 14, 2007

Summary

The Draft Environmental Impact Report (EIR) for the AC Transit bus rapid transit (BRT) project is deficient. It is based upon stale data and analyses, does not address greenhouse gas impacts of the project, does not consider feasible, cost-effective, and environmentally-preferable alternatives, engages in “piecemealing” of a larger project, and does not address the impact of bus fares on project objectives. In addition, the EIR’s analysis has serious omissions in the areas of vehicular traffic, non-motorized transportation, parking, air quality, noise and vibration, and energy. The EIR needs to be revised and recirculated, or the project cannot be approved.

Stale data, greenhouse gases, and light rail alternatives

AC Transit selected bus rapid transit as its preferred alternative on August 2, 2001.¹ (EIR section 1.3.1, p. 1-22, and section 2.1.4, p. 2-3.) It rejected other alternatives at that time, including light rail transit. (Id.) The analysis leading to the August 2, 2001 decision began in 1999. (EIR, section 2.1.1, p. 2-1.) Much has changed since August 2, 2001.

In evaluating the relative cost-effectiveness of alternatives, AC Transit must consider them in the context of a carbon tax or carbon cap-and-trade regime. This was not done in 2001. Before AC Transit decides to deploy a fleet of fossil-fueled buses, as opposed to electric-powered light rail, it must consider the costs of each in the reasonably foreseeable future. When this analysis is performed using current information and forecasts, light rail becomes more cost effective than it was in 2001.²

In addition, the EIR does not reflect the requirements of AB 32 (Health and Safety Code sections 38500 et. seq.)³, addressing global warming and limits

3-131-1

¹ The analysis leading to the August 2, 2001 decision began in 1999. (EIR, section 2.1.1, p. 2-1.)

² This is particularly true if light rail is powered by electricity from renewable sources.

³ This law went into effect September 27, 2006, so the EIR could have taken into consideration. The EIR is deficient for not doing so.

on carbon emissions. Again, if this were taken into consideration, it would make light rail more attractive than the addition of 46-51 peak buses. (EIR, section 3.1.4.2, pp. 3-17, 3-22 and 23.)

The EIR's exclusion of light rail as an alternative is unreasonable, and inconsistent with CEQA Guideline 15126.6(a) through (c) and (f). AC Transit should consider light rail alternatives to the BRT proposal.

The greenhouse gas issue shows that the EIR is based on stale analysis and data, and that the choice of alternatives was also made based on stale alternatives and data. Many other aspects of the EIR may be based on stale analysis and data, and accordingly may also be deficient.⁴ The EIR should be comprehensively reviewed, updated, and revised to ensure that it is based on current data and analysis.

Piecemealing

AC Transit chose BRT as its preferred alternative in 2001 "with the understanding that light rail transit (LRT) should be considered as a long-term goal and that design and construction of BRT should not preclude conversion to LRT in the future." (EIR section 2.1.4.1, p. 2-3.)⁵

Given that LRT is a goal of AC Transit, and the design and construction of BRT are to consider conversion to LRT, the conversion to LRT should be examined in the EIR, either under future transit services (section 3.1.2) or cumulative impacts (section 5.4). The EIR's failure to examine LRT is improper "piecemealing." The EIR should be revised and to incorporate the environmental impacts of light rail.

Other alternatives

The EIR claims that a significant part of the attraction of the BRT project are the station amenities, such as ticket vending machines, arrival information, shelters, benches, and boarding platforms. (EIR, section 8.7.6.1, pp. 8-19

⁴ While it is impossible to determine the extent of this problem from the EIR itself, there are other indications that the EIR is based upon stale data, such as its misidentification of the current Trinity Chapel, of Trinity United Methodist Church, as a Church of Christ (2320 Dana Street, Berkeley, EIR p. 4-47) and its misidentification of the current Escuela Bilingue Internacional as St. Augustine School (410 Alcatraz, Oakland, EIR, P.4-42).

⁵ The EIR does not appear to define "long-term."



3-131-2



and 20.) The EIR does not evaluate whether the upgraded stations, without the bus-only lanes (but with advanced traffic signal controls), would meet the project objectives. This station-only alternative would be less expensive than the chosen Build Alternatives, would mitigate traffic impacts, and should be considered. (CEQA Guideline 15126.6(a), (c), and (f).)

The EIR states that the project will result in increased patronage due to improved transit travel time, improved service frequency, improved reliability, and improved amenities and convenience. (EIR section 3.1.4.4., p. 3-26.) The EIR neglects to analyze the effect upon patronage levels as a result of changes in fares. Current fares for local and express service are \$1.75, or \$0.85 for youth, senior, and disabled passengers. Transfers cost an additional \$0.25. These fares are expensive. Patronage levels could likely be improved by merely lowering fares; if the effect of lowering fares is less expensive than the proposed capital improvements, this could be quite cost effective, and would particularly help serve minority and low-income populations. (See EIR section 4.4.4. re Environmental Justice.) The EIR should analyze a reduced-fare no-build alternative.⁶ (CEQA Guideline 15126.6(a), (c), and (f).)

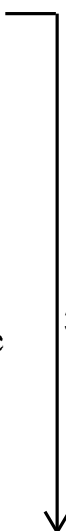
Vehicular traffic

One of the most deficient areas in the EIR is in its analysis of impacts on vehicular traffic. Specifically, the EIR only looked at major roadways (see, EIR section 3.2, pp. 3-32 and 33) and *failed to analyze reasonably foreseeable adverse traffic impacts on other streets.*

For example, Benvenue and Hillegass between Alcatraz and Dwight run parallel to the proposed BRT route, and are closer to the proposed BRT route than College Avenue. Because of Berkeley's traffic barriers, there are no other north-south routes between Telegraph and College.⁷ Hillegass and Benvenue have already become alternate routes for drivers attempting to circumvent traffic congestion on College and Ashby.

⁶ The EIR does not indicate if AC Transit intends to raise fares or not, but only identifies existing fare levels. An increase in fares would reduce, if not eliminate, the already questionable benefits of the project, and would cast doubt upon all of the EIR's patronage estimates. The cost-effectiveness of the project cannot be analyzed absent a discussion of fare levels, or better yet, a guarantee of no fare increase.

⁷ In fact, only by using both Benvenue and Hillegass can drivers navigate the entire way between Alcatraz and Dwight.



3-131-3

It is reasonably foreseeable that the BRT project will increase vehicular traffic on Hillegass and Benvenue. The EIR itself states that the project has vehicular traffic impacts due to diversion of traffic to other, typically parallel roadways. (EIR section 3.2.3.1, p. 3.50.)

Impacts on Benvenue and Hillegass are particularly foreseeable, given that the EIR finds traffic impacts on streets that parallel Hillegass and Benvenue on both sides: Telegraph near Dwight, College near Dwight, and Telegraph near Alcatraz, and at the intersections of College & Ashby, College & Claremont, and Telegraph & Alcatraz. (EIR pp. 3-53, 3-61 and 62.)⁸ Nevertheless, the EIR did not analyze vehicular traffic impacts on Hillegass and Benvenue. Without that analysis the EIR is incomplete and legally deficient.

Non-motorized transportation

The EIR correctly identifies Elmwood and Rockridge as centers of pedestrian activity. (EIR Table 3.3-1, p. 3-78, section 3.3.1.1, pp. 3-80 and 81.) The Elmwood and Rockridge commercial areas are both centered on College Avenue. The EIR identifies increased traffic and congestion at the intersections of College & Ashby (Elmwood) and College & Claremont (Rockridge).

The EIR fails to analyze adverse impacts on pedestrians in Elmwood and Rockridge resulting from the increase in traffic on College Avenue.⁹ The EIR only analyzes pedestrian impacts on the transitway itself, and finds environmental benefit from the reduced volume of traffic on Telegraph. (EIR, section 3.3.3.1, p. 3-87.)

Claiming environmental benefits for pedestrians from reduced traffic on Telegraph, while ignoring adverse impacts on pedestrians from increased traffic on other streets is misleading, and fails to comply with the requirements of CEQA. (See, CEQA Guideline 15126.2.)

⁸ The EIR also acknowledges that increased traffic on major roadways results in traffic spillover onto local residential streets. (EIR, section 4.2.2, p. 4-27.)

⁹ Even though elsewhere the EIR identifies increased carbon monoxide concentrations at the corner of College and Claremont. Air quality at College and Ashby does not appear to have been analyzed. (EIR, Tables 4.12-8 and 9, p9. 4-132 and 133.)

Similarly, the EIR identifies the Hillegass/Bowditch Bicycle Boulevard (EIR, section 3.3.2.1, p. 3-83), but fails to consider the impacts of increased automobile traffic on that designated bicycle route.

By focusing only on the transitway, the EIR claims environmental benefits for bicycling, while ignoring adverse impacts on bicycling on other streets (including bike routes) resulting from increased traffic volumes. (EIR, section 3.3.3.2, p. 3.94.) Again, this is both misleading and inconsistent with CEQA. (See, CEQA Guideline 15126.2.)

Parking

The EIR notes that in Area 3 (Telegraph between Dwight and Woolsey) a residential parking permit requirement was implemented to address limited parking availability for residents and their guests in the neighborhood. (EIR, section 3.4.1.1, p. 3-102.)

Nevertheless, in order to mitigate the very significant reduction in commercial parking on Telegraph that would be caused by the project, the EIR proposes to convert residential parking on side streets to metered parking to serve commercial uses on Telegraph. (EIR, section 3.4.3.1, p. 3-127.) This mitigation measure creates an adverse impact that is not analyzed as required by CEQA Guideline 15126.4(a)(1)(D).

3-131-5

Air Quality

The EIR fails to analyze potential adverse air impacts at sensitive receptor sites, such as Alta Bates Hospital and Willard School. These locations, in addition to pedestrian-heavy areas such as Elmwood and Rockridge, could suffer from reduced air quality as a result of increased traffic on alternate routes.

The EIR fails to analyze potential adverse air impacts on the Hillegass/Bowditch Bicycle Boulevard and the Elmwood commercial district, despite its own finding of increased traffic congestion at the intersection of College and Ashby. (The EIR does identify an adverse air quality impact at the intersection of College and Claremont. EIR Tables 4.12-8 and 9, pp. 4-132 and 133.)

3-131-6

Noise and Vibration

The EIR generally fails to consider increased noise and vibration resulting from increased traffic on nearby streets. (EIR, section 4.13.3.1.)¹⁰ The EIR claims reduced impacts from noise as a result of reduced traffic on the transitway itself, but again largely neglects to consider the noise impact of increased traffic congestion on nearby streets.

3-131-7

Energy

The EIR finds that the project results in essentially no net change in energy use, and accordingly has no adverse effect (or environmental benefit) on energy use. (EIR section 4.14.2, p. 4-152.)

However, the EIR fails to consider the energy use involved in the construction of the project, including the energy used to manufacture the materials for the new stations and buses, and the energy used in fabricating, assembling, finishing, and delivering the new stations and buses. These are potentially significant impacts that need to be analyzed.

3-131-8

Conclusion

The draft EIR has serious deficiencies, and must be revised and recirculated, or the project must not be approved.

¹⁰ The one exception is Bancroft Way, where the EIR acknowledges that traffic would be displaced to parallel streets..

1 PETER ALLEN: Thank you, my name is Peter Allen. I
2 have ridden since 1990 on public transit, including buses.
3 I'd like to start off by a couple of preliminary things
4 responding to things that people have said. First on
5 energy use and greenhouse gases. If you read the
6 environmental impact report, this project has no net change
7 in energy use. This doesn't help global warming. Look at
8 Page 4-152. It just [has energy]. This project doesn't
9 help. Secondly, the last speaker said the EIR is deficient
10 because as a preliminary matter it fails to consider the
11 relationship of fares to transit usage. The fancy
12 stations, ticket machines, they're very nice; those things
13 are going to increase operation and maintenance costs. If
14 those increased costs result in increased fares, all the
15 ridership numbers in this EIR are bogus. More
16 specifically, the EIR is deficient in traffic, parking,
17 bicycle and pedestrian impacts, air quality, noise,
18 vibration and energy use, and it fails to consider both
19 [feasible] and environmentally-preferred alternatives. I
20 have more detailed written copies that I'd be happy to make
21 available to other people. I'll just talk on a few.
22 Traffic. The EIR projects increased traffic on College
23 Avenue. It only looks at major streets. If people are
24 getting off at Telegraph and going to College, they're not
25 going to go on College. There is another alternate route

3-131-1

3-131-9

3-131-10

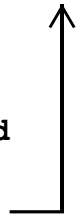
3-131-11

1 that they will get to before they get to College. They
2 will get to Hillegass before they get to College.
3 Hillegass is a through route from Dwight to Woolsey and if
4 you jog onto Benvenue you can go all the way to Alcatraz.
5 The EIR does not analyze traffic impacts on Hillegass.
6 That's a significant impact. The EIR does not analyze it.
7 Bicycles and pedestrians. The EIR finds that there are
8 benefits for pedestrians and bicyclists on Telegraph
9 because there's reduced traffic on Telegraph. It does not
10 look at adverse impacts on bicyclists, including Hillegass
11 Bicycle Boulevard, or on pedestrians on College, areas
12 where there's going to be increased traffic. So it's one-
13 sided, claiming benefits to reduce traffic in one place and
14 ignoring adverse impacts on bicycles and pedestrians and on
15 other things. It's both misleading and inadequate.
16 Finally, the EIR fails to consider both feasible and cost-
17 effective and environmentally-preferable alternatives.
18 First one. Simply reduce fares. It'll increase ridership,
19 it'll increase environmental justice. If you need to spend
20 some money and buy something with the pork you're getting
21 from somewhere, okay, [sell] the fancy stations. Great.
22 They're nice. But don't close the traffic lanes. You'll
23 have a lower cost, you have less environmental impact.
24 Finally light rail. Light rail was eliminated in 2001.
25 Much has changed since then. The analysis has failed to

3-131-2

1 consider greenhouse gas impacts. You need to consider
2 light rail again because it's an environmentally-preferred
3 alternative, and we'd get more riders.

4



Letter 3-131

Peter Allen
(no date on letter)

- 3-131-1 Thank you for your comments. As discussed in Section 7.9.1 of the Final EIS/EIR, alternative technologies and alignments were studied extensively in the MIS process. BRT was the technology selected for this corridor for several reasons, chief among them was cost. LRT systems can cost twice as much per mile to build than LRT systems. See the Major Investment Study done for this project, available on request from AC Transit. Section 4.14 of the Final EIS/EIR addresses greenhouse gas impacts of the preferred alternative. It should also be noted that BRT would not preclude future LRT. The design of stations and right-of-way widths are the same as for light rail. However, expensive and disruptive work such as moving major utilities which are necessary for rail projects would not be undertaken as part of the BRT project.
- 3-131-2 Please refer to Sections 7.9.1 and 7.9.2 of the Final EIS/EIR for responses to common public review comments on the Draft EIS/EIR related to the route alignment, transit technology and other project elements, including the dedicated transit lanes. Also, please see Section 7.9.4 for a discussion of fares and fare collection.
- 3-131-3 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions within the City of Berkeley. A limited amount of traffic diversion to parallel routes may still occur, which is identified and analyzed in Section 3.2, with a summary provided in Section 7.9.16. The project is not anticipated to divert additional traffic to Benvenue or Hillegas Avenues.
- 3-131-4 The City of Berkeley approved the BRT project without the dedicated lanes so BRT buses will operate just like regular local buses in Berkeley.
- 3-131-5 As discussed in Section 7.9.9, in response to common public review comments on the Draft EIS/EIR having to do with parking, residential spaces will not be used to mitigate parking impacts. The proposed mitigation is conversion of unmetered or unrestricted commercial spaces. See Section 3.4 of the Final EIS/EIR for discussion of parking impacts and mitigation measures.
- 3-131-6 The comment states that Alta Bates Hospital, Willard School, and pedestrian-heavy areas such as Elmwood and Rockridge could suffer from reduced air quality as a result of increased traffic on alternate routes. On a regional level, and as shown in Table 4.12-7 of the Final EIS/EIR, the proposed project would reduce air pollution and improve air quality. On a local level, Tables 4.12-8 and 4.12-9 show carbon monoxide (CO) concentrations for the most congested intersections (i.e., those with the highest potential for exceedences of the State and federal standards) in the corridor. One-hour concentrations were estimated to be 15 percent of the State standard and 9 percent of the federal standard. Eight-hour concentrations were estimated to be 22 percent of the State and federal standards. CO concentrations would be well below the applicable standards. Increased traffic on alternative routes would not generate more congestion (volumes and delay) than the intersections analyzed in the CO analysis. There is no

potential for CO hotspots due to increased traffic on alternate routes. Regarding particulate matter and toxic air contaminants (e.g., diesel particulate matter) emissions, the proposed project would not increase regional traffic volumes or substantially change the regional fleet mix. As discussed in Section 4.12.3 of the final EIS/EIR, Metropolitan Transportation Commission has confirmed that the proposed project is not a Project of Air Quality Concern (POQAC) and would not result in a PM hotspot.

The comment states that potential adverse air impacts on the Hillegass/Bowditch Bicycle Boulevard and the Elmwood commercial district, despite increased traffic congestion at the intersection of College and Ashby Avenues. As discussed above, the proposed project would improve regional emissions and would not generate a localized CO or PM hotspot. Project emissions would not adversely affect the Bicycle Boulevard or the commercial district.

3-131-7 See Section 4.13 of the Final EIS/EIR for a discussion of noise impacts.

3-131-8 As shown on Table 4.15-2, the proposed project would result in a small reduction in energy use, as compared to the No Build scenario, during operations. As discussed in Section 2.3.2.1, AC Transit will be required to procure a fleet of 38 dual-sided door buses for peak-period service, plus seven spares, for the opening of the East Bay BRT system. AC Transit is considering the use of hybrid diesel-electric buses. Construction activities would necessitate energy use, both for construction vehicles and activities, and for the fabrication of project elements (such as bus shelters). Because the proposed project would involve construction activities and materials consistent with other projects of its type, and because it is consistent with the climate action plans of the three cities it traverses, the potential impacts of future energy consumption by the proposed project are not considered significant.

3-131-9 Please refer to Section 7.9.4 for a response to this and other common public review comments on the Draft EIS/EIR with respect to fares, including fare reduction impacts on ridership and the proposed project's implications on existing fares and service in the AC Transit system.

3-131-10 Please refer to Section 2.1 and Sections 6.2 and 6.3 for an analysis of alternatives to the Preferred Alternative, in terms of fulfilling the purpose and need and in reducing environmental consequences.

3-131-11 Please see the response to comment 3-131-4, above.

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WRITTEN COMMENTS NOT READ INTO THE RECORD

DARLENE EVANS: Choice: Alternate #1 = 35 stops (360m)
 Or 3 = 51 stops (400m). Blend the two. Issue of SL
 importance to raise funds. Choice must go to Bayfair BART,
 not split up San Leandro - proper boundaries. Must stops:
 Durant-143rd, 9th Grade, 3 church, hospital. Make 44 stops
 (340m). Call me.

3-132-1

Letter 3-132

Darlene Evans
(no date on letter)

3-132-1 Thank you for your comment. A description of the preferred alternative can be found in Section 2.3.2 in the Final EIS/EIR.

1 WAFAA ABORASHED: I always like to teach how to
 2 pronounce my name. It's "Wafaa." So it's very difficult,
 3 I know, but it has a good meaning. It means to be loyal.
 4 So I do my best to be loyal. I like the project, because
 5 I'd like to see more people out of their cars. I'd like to
 6 make sure that we are protecting our health. I represent
 7 Healthy San Leandro Collaborative and our mission is
 8 totally about reducing emissions that impact San Leandro at
 9 this time. So your [time] is great, but there's some
 10 things that I'm concerned about. I'm concerned about the
 11 connections, what you call the local bus connection to
 12 these BRT stations. Right now, Davis Street, the buses
 13 stop at 7:00 o'clock, and they don't go to the west. We're
 14 very concerned about all the population that is not
 15 serviced. This is something that cuts out people of color,
 16 low-income people, and, the median-income people. It cuts
 17 out the youth, because all our youth have to come from
 18 Westside San Leandro to Eastside San Leandro to go to high
 19 school and adult school. So we're very concerned about
 20 your connection there and the lack of it. I'm hoping that
 21 with this you will improve it. I'm concerned about what
 22 will happen to fares. If you - you're presenting this
 23 budget and you have a great deal of money that you need to
 24 get, because it seems like you've only got a third of it.
 25 I'm very concerned about the fares, that the people that I

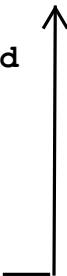
3-133-1

3-133-2

1 represent are low-income people, people of color, and don't
2 have a lot of money, and have to get public transportation
3 because they can't afford to get a car. So I'd like to see
4 how you're going to work with that. I'm very concerned
5 about environmental impact. Where you spoke, the only
6 impact is actually the traffic and the parking. I'm
7 concerned about at each stop you have over there, there's
8 going to be TOD, right? Transit-oriented development.
9 You're going to actually do some development in that area,
10 and when you do development in those areas, the route that
11 you're looking at, there's going to be a lot of
12 gentrification. I'm very concerned about what is called
13 affordable housing and what that housing will actually end
14 up being. When I went to these meetings that had to do
15 with affordable housing, I'm very concerned that there is
16 no affordable housing for the people that are going to be
17 displaced. So that is an environmental impact that needs
18 to be dealt with before you start on this. I'm also
19 concerned about these BRT stations where they are. I like
20 the design. I think it's great. I think it's necessary.
21 I think we're long overdue for that. But I'm concerned
22 about where they're located, because there is violence in
23 some of those areas that you actually have stations, and if
24 you have people that are senior citizens is what I'm
25 concerned about, who's really going to help and take care

3-133-3

1 of some of the violence that occurs around the station, and
2 I know in other cities they have. And so are some of the
3 concerns I have. And I'll submit the rest of my comments
4 on-line. Thank you.



5

Letter 3-133

Wafaa Aborashed
(no date on letter)

3-133-1 Thank you for your comment.

3-133-2 Fares on the BRT will be the same as for any other bus in the AC Transit system and tickets will be available at all the regular outlets. Refer to Section 7.9.4 for a response to this and other common public review comments on the Draft EIS/EIR with respect to fares and fare collection.

3-133-3 Thank you for your comment.

1 HAROLD PEREZ: Yeah. My name is Harold Perez in the
 2 Davis West Neighborhood Group, and the reason why - what
 3 gripes me is, the MTC, This ACTIA, why are they giving
 4 money to the City of San Leandro to build housing? I love
 5 what you showed up there, what they call on that, "project
 6 purpose," where you put the buses in the middle of the
 7 street. That is great. But you're not going to get
 8 Caltrans to change this street. They're not going to give
 9 you an ounce of room there, because I know how long we
 10 fought 'em. And if you go down this street, how are you
 11 going to make the buses - they're going to end up having to
 12 drive with the cars. If you're going to keep giving money
 13 away, make it free ridership, for everybody in this city,
 14 like Gavin Newsom wants to do across the Bay. Don't go
 15 over and give the city money, and they are talking about
 16 putting another thousand units in here? You figure two to
 17 three more people in each unit? And they want to take the
 18 BART parking away on one side of the street, they want to
 19 take the BART parking away on the other side of the street,
 20 and in the back they want to build a couple of fourteen-
 21 story buildings back there. I mean, we're congested
 22 enough. I'd love to see mass transit where you could flow
 23 right through the city instead of, like I'm saying, instead
 24 of wasting the money for this city to go and trying to buy
 25 houses or building houses, put it in - let's get this East

3-134-1

3-134-2

3-134-3

1 14th fixed up before we look at anything. Make - you guys
2 have got the ones that are holding the purse strings. Make
3 this city go through and fix the street up. This is a
4 horrible street out here. And everybody knows it. If you
5 don't believe me, come over here at 3:00 o'clock and see
6 how bad the traffic is. Your buses are right there in with
7 the cars, and I want my car. I can't be without it. I
8 don't even like walking out the driveway for it, and you're 3-134-3
9 telling me I might have to walk a third of a mile? And
10 that - right now, why don't you come over here, and when
11 you get off the bus, and when Key System isn't running,
12 you'll walk from here to Mulford Garden, or to the Bay.
13 Because we don't have - this city has what they call LINKS.
14 So now Key System doesn't run - or AC Transit doesn't run a
15 bus down there. Anyway, I thank you for listening.

16

1 HAROLD PEREZ: I would like to know why the MTC and
2 ACTIA is giving money or grants to the city of San Leandro
3 to build more hotels or unit in the SL instead of using the
4 money for the riders or free bus service in the city. More
5 units means more traffic and free bus means less traffic
6 and less pollution.

3-134-3

7

Letter 3-134

Harold Perez
(no date on letter)

- 3-134-1 Thank you for your comment. Coordination with Caltrans has taken place throughout this process and will continue to take place through project construction.
- 3-134-2 Thank you for your comment.
- 3-134-3 Thank you for your comment.

1 BILL SMITH: I'm Bill Smith. I've been doing the military
2 base conversion process for over a thousand meetings in
3 Alameda and I've met with our city council and their
4 committees they have in Alameda running the community four
5 times in the past week. I'm a statistician, I've been in -
6 riding the buses for thirty years and the BART, and I was
7 there the first time they ran BART, and it had electronic,
8 [MAKES SOUND: kMMMMM!]. When I got off the BART, I had a
9 great story for the girlfriend. So - I was the first
10 person probably that had the demagnetized card and it took
11 them a long time to get it fixed. With the feeder system,
12 this is what I'm told I have. I've been working on it for
13 twenty years. You can come in, the last mile served, I
14 discovered BART had - I mean, CalStart had studied that for
15 Alameda because of our ferry boats and getting that last
16 mile, and they were looking at electric car-kind of stuff
17 because of the range of the batteries. We have the
18 battery, we're competing. We're doing material solutions,
19 my people, on a lot of different components and component
20 systems. I've been doing this for many years, and we have
21 all these nanotechnologies, and we'd like to be able to
22 contribute in any way or manner we - or form we can. We'd
23 like to have the design and build process open to our
24 perusal. And I've got a following of nine people that are
25 very very very very high-quality people, and so they want

3-135-1

1 me successful. With our veterans coming back, there's
2 25,000 of them, I'm going after the officers and the
3 gentlemen who are going to be able to come over to our
4 Alameda facilities. There's not too many people who know
5 much about this because - you're going to have to go out
6 there. They built it in 1940. We need to build it all up
7 more and I'm looking at everything and the building
8 materials and everything else. So I'm doing
9 transportation, housing and energy. And when you look at
10 the, for instance, the Fruitvale BART station, they had
11 twenty thousand square feet empty. And people coming from
12 all over the world and saying what a quality place is and
13 how great it is and all of those businesses are going out
14 of business, there's all these street people hanging out
15 down there and doing all the stupid things they do and the
16 businesses that cater to 'em and exploit 'em, and so
17 there's a twenty thousand square foot empty building there
18 and they have the services, they have a library and they
19 have a community clinic. And so that kind of thing works.
20 Now, that's feeder systems. For feeder systems I want to
21 be able to interface and if we could do a link and do a
22 segment and get it built as a design-build process, we'd
23 have something going. We looked at queuing - I recommended
24 to our city council, we're looking at the military base and
25 all the people. They had a freeway going both directions.

1 They had six lanes during the war, you got fifteen thousand
2 people coming, fifteen thousand people going, you got three
3 shifts running twenty-four hours and you want to be able to
4 have them go in one direction and not through the city
5 streets, well, like at freeway speeds. And so you get
6 people in and out. And if you miss it, you're going to
7 have to wait; you're late to work. All right, so -
8 [MODERATOR: Bill, could you wrap up in thirty seconds or
9 so?] Sure. Sure. With a corridor, real estate land, real
10 value, raised by any improvement you do, we need to see
11 real numbers, and if we could bring in the University and
12 have an incubator for students to advance their career and
13 get absorbed into the system and be able to show the land
14 value raises for whatever you're doing, for all the
15 implications, for all the different aspects you look at in
16 an environmental impact report, and if you could do this in
17 an incubator for advanced-degree studies, the universities
18 want to come in and do incubators. That's how far it's
19 evolved. That's good for now, I'll speak to you later.
20 And we'll hear from everybody else.

21

22

1 BILL SMITH: Hi, Bill Smith. I'm presently in
2 Alameda, I've done about a thousand [meters] in military
3 bases conversion over there. There's a million square foot
4 building I'm looking for, and I have a friend who was in
5 911, he was from Alameda, and he said he'd finance anything
6 I want to do. What I find here is an unmitigated approach
7 to having the statistics come to the fore, and if you can
8 do a study with the University of California at Berkeley
9 and get a whole bunch of students involved, their
10 transportation department there, you could have a lot of
11 analysis being done and a lot of different factors that
12 I'll mention today. If you look at the statistics - as a
13 matter of fact, I used to be in this library, I used to
14 hang out here after I went to Cal State Hayward, I was from
15 San Leandro, and I was in the Statistics Department up
16 there, and I left school to go into solar energy. Well,
17 there's a whole lot of things involved if you do housing
18 and energy and transit and you have the nanotechnology
19 that's happening now, so there's a whole lot of change and
20 you, you double the knowledge in half the time. And so if
21 you look at all the different factors involved, constantly,
22 then you have to look at a lot of different things, and
23 it's in the media. It's like the spies in the - it's just
24 like the spies in the newspapers. And so if you catch
25 what's going on, and you can reanalyze everything, in real-

1 time, that'd be fantastic. We'd all make a lot more
2 progress. If you could take a better way of doing any
3 little thing and combine 'em, you're taking the efficiency
4 thing, like say a quarter mile. And if you multiply your
5 efficiencies out, it's (inaudible), and you get your
6 effectiveness, no matter what you're considering. So
7 you're always detracting from what you could do, so you - I
8 didn't. I was tardy, I'm sorry. I took BART. It really
9 slowed me down. I missed a train, I had to wait five
10 minutes. And then I took my bike up from BART and I was
11 able to go through the old town, on that side of the
12 library, instead of up Davis Street. I noticed that you're
13 not using the little niche, I think it's still there, right
14 next to the creek, on the plan here, and it was my
15 understanding that San Leandro doesn't want it going down
16 International Boulevard. They want it going down San
17 Leandro Boulevard - International Boulevard? Instead of
18 going down East 14th Street here. What's - with what I'm
19 looking at, I have people that are substantially involved
20 with the new changes that are happening in our society over
21 the last five, ten years. I have a friend who finances
22 alternative train, it's supposed to be in the future,
23 [Barbara's] working with, and so what they looked at, at
24 the Enrico Fermi Institute I believe in Idaho, was that -
25 the National Lab, they had looked at the statistics, and

1 what they realized was to take like sixteen passengers.
2 Well, I'm going to be able to do a vehicle, and it's going
3 to be all the things you can't buy, a performance bicycle,
4 and you put a little effort, and you have the people that
5 are disabled and the people who are old and the people who
6 are young, the people who are poor, that can't afford a
7 truck, a car, whatever, any insurance and all the rest, if
8 you can supply them with the mitigation, so they can get a
9 mile, the last mile served, I mean, you want thirty miles
10 an hour. It's not a bicycle. Remember going eighteen when
11 they're going twelve miles an hour. I just spoke to a
12 young lady, she knows nothing about bicycles, and she paid
13 seven hundred dollars. And if she could have put that
14 seven hundred dollars into an account, it would draw
15 interest. It's like having a solar water heating system,
16 instead of putting twenty-four hundred dollars in the
17 system, you could put it in the bank and you could pay for
18 your hot water, so why have a - And so here's what I'd
19 like to see happen. I'd like to see a leg done by my
20 people, and come from the military base in Alameda and
21 bring in the people to do the automated bus rapid transit
22 wherein you, you start at your station, when you get to the
23 platform, you pay ahead of time. You get to the platform,
24 here comes the vehicle, it's stopping, on a side track, or
25 up on a, a park, and you could throw it in for the value of

1 the land, and if you get the interface system, you'd have
2 to shuttle some people there, but if you want to go quickly
3 - and most people don't go very far, you'd have a situation
4 where you have parks thrown in. You'd have the value of
5 the land, and if you look at the value of the land all the
6 way along the line from these - making these statistical
7 improvements, then you would have something based upon my
8 recumbent folding electric trike-wheelchair-golf caddy-
9 shopping cart-convertible with a gurney popping out the
10 back. It's a necessary-services vehicle for the fire and
11 the police if there's a disaster. If you take the union
12 for the bus drivers and you throw in the veterans who are
13 disabled, they could get trained to do disaster relief
14 services without the union, because the union's not going
15 to train them and everybody's on their own, and you have
16 every person that's being exploited by society on these
17 vehicles. So if you can pick up at your station and drop
18 at your station and not stop at any station along the way,
19 you can go ninety miles an hour. Thank you. My buddy
20 Ralph Podest, used to ride from San Leandro to Berkeley and
21 back to school.

22

Letter 3-135

Bill Smith
(no date on letter)

3-135-1 Thank you for your comment. AC Transit will continue to work with various entities in the implementation of the Preferred Alternative.

1 TIFFANY CRAIN: Hi, I'm Tiffany Crain, and I work with
 2 Core Congregations Organizing for Renewal, and we represent
 3 twenty-five thousand families in Southern Alameda County
 4 and Tri-Cities including a San Leandro work group of
 5 thirteen congregations and two neighborhood groups working
 6 on issues in the community. And our families range in
 7 income levels, but many either partially or fully rely on
 8 the bus service, so we're very encouraged to see that the
 9 City of San Leandro as well as AC Transit is working to
 10 improve the service of the bus lines, and in particular we
 11 are pleased to see that there will be faster and more
 12 frequent service and we're interested in having more
 13 reliable and affordable bus fares, longer hours of service
 14 and service that reaches more people, although we do not
 15 have a position on which alternative would be best.
 16 However, we do have a concern around - that was mentioned
 17 before, I'd like to echo the concern of funding for this
 18 project possibly taking away funding from other areas that
 19 affect low-income people who ride bus transit, so want to
 20 know how AC Transit's going to be addressing that issue.
 21 But overall we're very encouraged to see AC Transit and San
 22 Leandro working together to really make some positive steps
 23 toward improving the bus service, so thanks for your time
 24 and we look forward to see how this ends up.

3-136-1

25 [END OF RECORDED COMMENTS]

Letter 3-136

Tiffany Crain
(no date on letter)

3-136-1 Thank you for your comment. Please refer to Section 7.9.12 in the Final EIS/EIR for discussion of project funding and costs. Section 4.18 also addresses the potential impacts to low income and minority populations as a result o the project.

1 JACQUEE CASTAIN: This plan creates problems for
2 people (especially seniors, youth, young mothers with
3 strollers, wheelchairs, etc.) trying to cross the street.

3-137-1

4 Watching people in our community trying to go across
5 International Boulevard to get to stores on the opposite
6 side of the street and the amount of time it takes to get

7 across. Buses in the middle of the street are not safe for
8 us! Also, please get new buses that are more convenient to
9 board and sit in. How much are the fares going to be

3-137-2

10 increased?

11

Letter 3-137

Jacquee Castain
(no date on letter)

- 3-137-1 Where BRT buses would operate in a median transitway, existing crosswalks would be retained, unless it was determined that a particular crosswalk would present a safety hazard or an alternate crosswalk offered better pedestrian access. At intersections under traffic signal control, high-visibility crosswalks would be signalized as part of the traffic signal control system. At unsignalized intersections, crosswalks would be demarcated and pedestrian signals provided, including indicators to oncoming traffic, where warranted for safety or to control high volume pedestrian movements. In addition, center landscaped medians are being added which will serve as pedestrian refuges with a place to rest and wait before crossing to the opposite side. These safety features are expected to facilitate pedestrian street crossings.
- 3-137-2 Improvements are being planned for the project corridor to improve pedestrian safety. New vehicles will be purchased for this project. Please see Sections 3.3 and 7.9.10 in the Final EIS/EIR for discussion of pedestrian and bicycle impacts.

Fares on the BRT will be the same as for any other bus in the AC Transit system and tickets will be available at all the regular outlets. Refer to Section 7.9.4 for a response to this and other common public review comments on the Draft EIS/EIR with respect to fares and fare collection.

Letter 3-138

Barbara Garcia
(no date on letter)

3-138-1 All the planned bus loading platforms will be elevated to allow level boarding onto the buses, as discussed in Sections 7.9.2.3 and 7.9.10 of the Final EIS/EIR. All center medians and sidewalk ramps will be constructed and retrofitted to ADA standards in the project corridor.

1 RUTH KAUFMAN: I was wondering on, when are they going
2 to have a meeting for the seniors. I work down in San
3 Leandro, but a lot of seniors in my building, the senior
4 building, then they wanted to know when they're going to
5 have a meeting so they could talk, and when is the
6 schedules going to come out that they have a - they know
7 when - what time the buses leave. I think it's just a good
8 idea, but they wanted to know. Thank you. That's all I got
9 to say.

3-139-1

10

Letter 3-139

**Ruth Kauffman
(no date on letter)**

3-139-1 Thank you for your comment.

1 MICHAEL GREENSLADE: Hi, I'm Michael Greenslade, I
2 live in San Leandro. I'm a member of the Monorail Society,
3 and this Bus Rapid Transit System here, I don't know why we
4 want to recreate the Key System from 1911 when there were
5 very few cars on the roads, to be with millions of cars on
6 the road. It just makes absolutely no sense to have
7 traffic at grade. The way to actually have rapid transit
8 is to have grade-separated transit where the vehicles glide
9 over the top of the traffic. That pylons that would
10 support the tracks could be fit into one traffic lane's
11 median. The beams could be precast. If you want people to
12 ride the system, get them from Point A to Point B
13 relatively quickly, instead of having them in traffic with
14 possible left turn violators in front of the vehicles,
15 accidents of cars and pedestrians, with grade separation
16 you would never have any of those incidences. Okay, thank
17 you.

3-140-1

18

Letter 3-140

**Michael Greenslade
(no date on letter)**

3-140-1 Thank you for your comment.

1 GEORGINE WILLIAMS: Good evening, my name is Georgine
 2 Williams. I'm a resident of Oakland, California. I'm here
 3 primarily due to the fact that it's closer to where I live
 4 than driving all the way downtown or taking public
 5 transportation downtown. My original home was
 6 Philadelphia, Pennsylvania, and I'm quite used to public
 7 transportation being the mode of transportation that most
 8 people use, and it was really great back then because no
 9 matter who you were, you lived close enough to some mode of
 10 transportation to go downtown or wherever you have to go.
 11 Well, as I said, presently I live in Oakland and I live in
 12 one of the senior housings of Allen Temple Baptist Church,
 13 of which all of them are on that line on International
 14 Boulevard. And we see a great need for the ability to be
 15 less dependent on others to get us where we have to go.
 16 Fortunately, I'm able to get around better than a lot of
 17 others. I looked at the projects you have there on the
 18 side, and for me preferably the one that I selected would
 19 be number three, primarily because it has an added stop
 20 between 72nd and 82nd and International Boulevard. Allen
 21 Temple Arm No. 1 is located between 81st and 82nd. Allen
 22 Temple Arm No. 2 is right behind us, and down the street at
 23 7600 is the other Allen Temple, and we have one at 103rd. I
 24 think this would really be great because the seniors have
 25 to wait for a van or a special van, and it'd just give them

3-141-1

3-141-2

3-141-3

1 more independence, and we as seniors are always seeking
2 that. And I'd like to know what - how do you make the
3 decision and - to choose what alternative you're going to
4 use? What does it take? I also would like to present this
5 to our Development Committee at the church to see if they
6 can add to what you might be doing. Thank you.

7

Letter 3-141

Georgine Williams
(no date on letter)

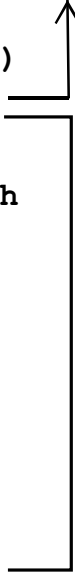
- 3-141-1 This section of International Boulevard, between 80th and 90th Streets has eleven signalized high-visibility crossings planned. Where BRT buses would operate in a median transitway, existing crosswalks would be retained, unless it was determined that a particular crosswalk would present a safety hazard or an alternate crosswalk offered better pedestrian access. At intersections under traffic signal control, high-visibility crosswalks would be signalized as part of the traffic signal control system. At unsignalized intersections, crosswalks would be demarcated and pedestrian signals provided, including indicators to oncoming traffic, where warranted for safety or to control high volume pedestrian movements. In addition, center landscaped medians are being added which will serve as pedestrian refuges with a place to rest and wait before crossing to the opposite side. These are significant safety features for seniors crossing the street in this area.
- 3-141-2 Fares on the BRT will be the same as for any other bus in the AC Transit system and tickets will be available at all the regular outlets. Refer to Section 7.9.4 for a response to this and other common public review comments on the Draft EIS/EIR with respect to fares and fare collection.
- 3-141-3 Thank you for your comment.

1 DAVID COTTLE: The DEIR does not directly address any
 2 increases or decreases in CO2 resulting from traffic
 3 impacts in Berkeley. VMT does not adequately address this
 4 issue. Non-BRT vehicles traveling along the BRT's route
 5 will be slowed. Longer drive times mean more CO2 from
 6 those vehicles. The DIR is, at present, in adequate
 7 because it does not compare CO2 impacts in terms of the
 8 total amount of time engines will be running under the
 9 Build and No Build scenarios. Under the recent Supreme
 10 Court ruling, CO2 must be regulated as a pollutant.
 11 Further, and more specific to Berkeley, it does not address
 12 CO2 in terms of Berkeley's voter approved Measure G, and
 13 its target for greenhouse gas reduction. In sum, (1)
 14 provide an analysis of CO2 impacts under the build and no
 15 build alternatives. (2) Analyze CO2 impacts in keeping
 16 with its classification as a pollutant as the EPA was
 17 directed by the Supreme Court, and (3) analyze CO2 impacts
 18 in Berkeley in terms of any effects on the city's ability
 19 to address its greenhouse gas emissions goals under Measure
 20 G. (4) Show CO2 impacts resulting from the total time
 21 vehicles (non-BRT) will be running, not just VMT-related
 22 reductions in fuel consumption. Another major deficiency
 23 of the San Leandro to Berkeley BRT project is that it is
 24 one line, not a system. AC Transit should begin by (1)
 25 developing a rapid bus system, (2) developing ridership on

3-142-1

3-142-2

1 this system and achieving real, significant mode shift, (3)
2 then and only then begin implementing BRT. Finally, AC is
3 effectively disenfranchising Oakland residents on the north
4 end of the corridor to have no public hearings in the
5 Temescal neighborhood, North Oakland or Telegraph
6 neighborhoods closer to Downtown Oakland, but still not
7 close to Lake Merrit (Lengthen the comment period. Add
8 more meetings).



3-142-3

Letter 3-142

David Cottle
(no date on letter)

- 3-142-1 Please refer to sections 4.12 and 4.14 in the Final EIS/EIR for discussion on air quality and green house gas impacts.
- 3-142-2 Thank you for your comment.
- 3-142-3 As discussed in Chapter 7, hundreds of meetings have been held to discuss the BRT project, over more than a decade. Please see Section 7.9.8 of the Final EIS/EIR for a more detailed response to this comment with respect to outreach and marketing.

1 M. P. DESMOND: Want all buses and trucks banned from
2 Telegraph Dwight to Telegraph Bancroft. They are way too
3 loud. I had to give up my art stand partially because of
4 them. Otherwise support any effort to get our foolish
5 public to use mass transit. We need ore small local buses
6 like the old Humphrey Go-BART and the current Emery-Go-
7 Round. Also, transit should be free. This would cause the
8 public to make more use of it. In the future I would also
9 like to see AC explore transit modes and equipment which
10 don't use combustion or rubber, like the small railways we
11 had in the old days. I also want to say that I support
12 some type of penalty for excess private vehicle usage, with
13 the proceeds to be applied to mass transit. The
14 irresponsible expansion of the car and truck population in
15 the last 20-30 years has been disgraceful and I realize
16 that AC's current plan, with all the faults it has (and who
17 can please everybody all the time) is at least an effort to
18 address the problem, which is not at all a small one.
19 Again, to conclude, I am absolutely opposed to BRT in the
20 4-block Telegraph corridor, but want to support efforts to
21 make public transit work better, more accessible, and
22 cheaper. E-mail me if you want. mpdesmond@yahoo.com.

3-143-1

23
24

Letter 3-143

**MP Desmond
(no date on letter)**

3-143-1 Thank you for your comment.

1 HELEN BURKE: Good evening. My name is Helen Burke
2 and tonight I'm representing the Sierra Club, an
3 organization which has long sought to reduce environmental,
4 social and economic costs of our over-dependence on the
5 automobile. The Sierra Club welcomes the BRT concept which
6 is sweeping the world, to counter our auto habit and reduce
7 greenhouse basic emissions. Its innovative approach to
8 mass transit, in which buses run in fixed lanes with
9 transit signal priority and proof of fare collection -
10 these features would improve travel time and reliability,
11 two big reasons that people will get out of their cars and
12 onto transit. BRT combines dedicated lanes of a rail
13 system with the flexibility and lower capital and operating
14 costs of a bus system. To look at a successful example of
15 the BRT system, we have only to look southward to the auto
16 capital of the world, Los Angeles, with its Metro Orange
17 Line, a resounding success. It is a fourteen-mile BRT
18 system stretching from San Fernando Valley to North
19 Hollywood. Completed in 2005, the system was projected to
20 carry 22,000 riders by 2020, but achieved that number in
21 the first six months. In addition, the Orange Line is
22 reducing travel time, easing travel congestion and enticing
23 people out of their cars. Now I'd like to make a few
24 specific comments. As has been noted before, CO2 had not
25 been mentioned in the draft EIR because it wasn't

3-144-1

1 considered a pollutant at the time the report was written.
2 That's now changed. The Supreme Court recently determined
3 that CO2 is a pollutant. And one chart which has been
4 referenced, (inaudible) energy use for Alameda County,
5 includes related data about VMT, that's vehicle miles
6 traveled, but it's confusing and seems to understate energy
7 usage. AC should include, in the air quality section of
8 the EIR, estimates for CO2 emissions in the build and no-
9 project alternative. BRT will result in 5,000 to 9,300 new
10 transit trips per day, or, you could say, 5,000 to 9,300
11 fewer auto trips per day. What is the reduction of
12 greenhouse gas emissions from fewer auto trips per day?
13 How many fewer parking spaces are needed? How does BRT fit
14 in with Berkeley's implementation of Measure G, the
15 greenhouse gas emission reduction measure? Building a BRT
16 system that is fast, convenient and reliable is the single
17 most effective step AC Transit, with the support of
18 Berkeley and other East Bay communities can take to reduce
19 greenhouse gas emissions.

20

Letter 3-144

Helen Burke
(no date on letter)

3-144-1 Thank you for your comment. Please refer to section 4.14 in the Final EIS/EIR for discussion of green house gas impacts.

1 PERLIE M. JACOB: (1) Time of bus between hours of 7
2 PM and 12 PM on the 40 and 43 line soon to change to 1-1R
3 and 18 line should be 10 & 13 minutes apart. Remember it's
4 nighttime. (2) I feel a driver that sees someone running
5 for the bus should be courteous and wait on the rider.
6 Some drivers will pull off after a person has arrived at
7 the bus door.

3-145-1
No DEIR
Comment

Letter 3-145

**Pearle Jacob
(no date on letter)**

3-145-1 Thank you for your comment.

1 ELLEN TRABILSI: Hi. Ellen Trabilsi. I represent
2 [BIHL-duh-VEEH]. I'm wearing my (inaudible). I'm just
3 here because I'm very concerned about, well, a lot of
4 things, but in particular the - what I saw in this diagram,
5 to take away one of the lanes on Telegraph. I think, as an
6 unprofessional person, it's going to create havoc with the
7 driving cars or - I think it will create more problems than
8 it will solve while eliminating two lanes of - for people
9 to drive on that are only going to be used part of the
10 time, and - something else that, I'm losing it. Well,
11 anyway, I appreciate what the intents are being made here
12 to do this, but I'm concerned about the money that's being
13 spent, as someone else pointed out, with all the, for
14 instance, of the new buses, I thought that, oh, the
15 accessibility of the new buses. I - as a part - you know,
16 person who is four-foot ten and not able to jump up and
17 down, it's very difficult to get onto the seat in the new
18 buses. I understand they were attractive, they were
19 attractive, but I don't think they were (inaudible) by a
20 significant portion of the population, so I - And - and
21 that's about all I have to say.

22

3-146-1

1 ELLEN TRABILSI: The new buses are very difficult for people
2 who are short. Getting into a seat requires a great deal
3 of strength. If I sit in a seat at floor level the windows
4 are so high that I can't see where I'm going, and I get
5 bumped by people passing. The ticket machine is too high.
6 The absence of air conditioning is absurd and unforgivable,
7 particularly since the tiny windows, which need 2 hands to
8 open. If you can reach them afford virtually no air. The
9 polyester (plastic) material on the seats is uncomfortable
10 and hot. Most drivers are great, but some are awful. I put
11 in a complaint this week about an incident and have
12 received no response or acknowledgment that my e-mail was
13 received. Last month a driver was, I'm sure, intoxicated.
14 His number was, I believe, 33. The changes you'll be
15 making to routes will require transfers on most trips.
16 Last week I waited 50 minutes, 8:55 PM to 9:45, at MLK and
17 Ashby northbound, while 3 buses, #15, passed southbound.
18

3-146-2
No DEIR
Comment

Letter 3-146

Ellen Trabilsi
(no date on letter)

3-146-1 Thank you for your comment.

3-146-2 Thank you for your comment.

1 RAMIRO MONTOYA (READ BY BEN STRUMWASSER): I am a
2 resident of Berkeley and there are cyclists everywhere.
3 Difficult to find parking and visualizing a city of the
4 future where people are more important than cars. I liked
5 the presentation of the ex-mayor of Bogota, Columbia, South
6 America. If a third-world country can do it, we can do it.
7 Excellent for the environment.

3-147-1
No DEIR
Comment

8

Letter 3-147

Ramiro Montoya
(no date on letter)

3-147-1 Thank you for your comment.

1 I work along this corridor. I avoid this bus line because
2 of - basically of the speed. I would be a user of this - I
3 use the Rapid along San Pablo. I don't live along San
4 Pablo, so - sure - big advocates of this. And I have to
5 tell you that this is part of a puzzle of making transit an
6 alternative to vehicles work in our city. We need car
7 shares, we need free transit passes for a much larger share
8 of the population, we need more bike lanes. So this is a
9 piece of the puzzle of reducing our global warning impact,
10 which it is about fifty percent - transportation's about
11 fifty percent of our impact. And so if we don't use
12 everything in that toolkit, there is no way Berkeley is
13 going to get to our goal of reducing our carbon footprint
14 by eighty percent, and we are definitely not going to be
15 serving as an example for the rest of the region, the rest
16 of our state, if we are not able to take the opportunity to
17 [grab] transit that can work as well as this can. So I
18 just want to say that. Again, if you'd like to read more
19 about what this is like around the world, "Revolutionizing
20 Bay Area on a Budget" at transcoalition.org. Thank you.

21

Letter 3-148

Stuart Cohen
(no date on letter)

3-148-1 Thank you for your comment.

1 WOLFGANG HOMBERGER: I'm Wolf Homberger and I don't
2 count as a resident of Berkeley necessarily, but as
3 somebody who has studied public transportation and taught
4 it for about fifty years, including, fifty years ago, doing
5 a study of express buses and so on. So I think I know what
6 I am talking about, I hope. I get the impression that bus
7 rapid transit in the AC Transit territory is a solution
8 looking for a problem. I keep saying to myself, Does
9 nobody notice that within a mile of this entire route
10 there's a BART line? And if you want to travel pretty fast
11 you could take BART [more rapidly] as the bus? If I had my
12 druthers, and of course this is going to be the most
13 unpopular comment of the evening, I would give that hundred
14 and fifty million dollars that you've got over to the Muni
15 so they can start their bus rapid transit on Geary
16 Boulevard, where it's really needed. Here in the East Bay
17 the only corridor that really needs help is probably the
18 Mills College Corridor in Oakland. But then this
19 particular one, because of BART being parallel, doesn't
20 really need it. My only other comment is a much more local
21 one. None of the maps seem to show that there is a route
22 between downtown Berkeley and the campus and Caldecott
23 Tunnel along [Warring] and Derby Streets. City of Berkeley
24 had a policy of years, and had signs up, saying, Please use
25 Telegraph Avenue to get to Caldecott Tunnel. Is anybody

3-149-1

1 from the City of Berkeley staff here tonight? No. But I
2 don't know what happened to that policy; they seem to have
3 abandoned it. And I think that one of the things that you
4 will see, as this goes on, is opposition from the
5 neighborhoods along the Warring-Derby Corridor to get
6 (inaudible) tactic. Thank you.

7

Letter 3-149

Wolfgang Homberger
(no date on letter)

3-149-1 Thank you for your comment. Please refer to Sections 7.9.1 and 7.9.2 for discussion of the proposed project alignment and transit service, and current and future systems design.

1 G. BASURA (READ BY BEN STRUMWASSER): Van Hool buses
2 and others are way too big and loud for my district,
3 Telegraph from Dwight to Bancroft. Absolutely oppose any
4 buses in this corridor. We need small buses for certain
5 areas, not monsters. I had to give up my art stand on the
6 Avenue partially because of being slammed by buses.

3-150-1

7

Letter 3-150

G Basura
(no date on letter)

3-150-1 Thank you for your comment.

1 MARY ORAM: My name is Mary Oram and I live on
2 Hillegass Avenue. I think the - first of all I want to say
3 that I think the rapid bus system is absolutely terrific,
4 because most of the benefits of the build BRT alternative
5 without spending a huge amount of money (inaudible) the
6 commercial and residential neighborhoods along its route.
7 It appears to me that the people who prepared the EIR for
8 the BRT system did so with blinders on. They looked from
9 one curb to the other and no farther. The major impact of
10 the project in my neighborhood will be to convert Telegraph
11 Avenue from a major four-lane road that buses and cars use
12 together into essentially a four-lane AC Transit corridor.
13 Two lanes will be dedicated to the BRT and the remaining
14 two lanes will run at the speed of the slowest AC Transit
15 local bus. Left turns will be severely restricted.
16 Traffic in the shared auto and bus lanes will come to a
17 virtual standstill. The EIR neglects to recognize that any
18 driver who wants to get anywhere along this route for using
19 Telegraph will be sorely tempted to make a right turn at
20 the first intersection and cut through the adjacent
21 neighborhoods to get out of the traffic on Telegraph. Up
22 to this time the goal for transportation planning in
23 Berkeley has been to get traffic out of the neighborhood
24 and concentrate it on the major roads. The BRT plan for
25 Telegraph Avenue is just the opposite. It will take over

3-151-1

1 Telegraph Avenue, the main north-south transportation
2 corridor between Berkeley and Oakland, and drive traffic
3 into the streets on the adjacent neighborhood. Why does AC
4 Transit want to spend all this money to create a second-
5 best above-ground version of BART when we already have
6 BART? I think it would be better to focus on how well AC
7 Transit and BART can work together, BART for longer trips,
8 AC Transit for shorter trips and to serve as feeders to
9 BART. In the EIR, Figure 4.1-8 predicts far more riders on
10 the BRT system over the rapid bus system, but I'm not
11 convinced about this, because if you look at the chart, AC
12 Transit says they plan to run a rapid bus every twelve to
13 fifteen minutes but the BRT every three to five minutes. I
14 don't understand why they can't run a rapid bus every three
15 to five minutes and get an increase in ridership that they
16 predict for the BRT alternative. I think that everyone
17 needs to reread the advantages of the Rapid Bus no-build
18 alternative on Page 4-62 and compare it with the adverse
19 impacts of the BRT build initiative on Page 4-63 and 64,
20 and then rethink what should be done to improve mass
21 transit in this corridor. I fail to be persuaded that we
22 need to build the BRT because if we don't we'll lose this
23 money. Whatever the local communities and AC Transit
24 decide to build today will shape the way this part of the
25 East Bay looks in the year 2025 and on. This is an

3-151-2

1 extremely important decision. I think that using this
2 money to build an inflexible, neighborhood-destroying,
3 limited transit corridor will be a terrible waste of
4 taxpayer money. I would much rather not to have it spent
5 than to have it spent to do the damage that I foresee it
6 causing. I hope that the decision between the build and
7 no-build alternative will be made for the benefit of the
8 community and not just for the benefit of AC Transit.

9

Letter 3-151

Mary Oram
(no date on letter)

- 3-151-1 The City of Berkeley approved the BRT project without the dedicated lanes so BRT buses will operate just like regular local buses in Berkeley. Refer to Section 3.2 for a discussion of neighborhood diversion impacts. This section includes a discussion of alternate routes that drivers are anticipate to take and presents feasible mitigation measures to address impacts. Please also see Section 7.9.1 of the Final EIS/EIR for a discussion of the proposed project in the context of BART service.
- 3-151-2 Please see Section 3.1.3 for a discussion of transit patronage under the Preferred Alternative. Please also see Section 7.9.5 of the Final EIS/EIR also addresses ridership forecasting and modeling.

1 PHYLLIS MALANDRA: I'm Phyllis Malandra and I'm a home
2 care worker and I live in Berkeley, I live in West
3 Berkeley, and I'm a member of SEIU 6434, and at this point
4 I just would like to comment on the issues of accessibility
5 and affordability in connection with bus rapid transit. A
6 lot of older people and disabled people are not in
7 wheelchairs, and I think that there tends to be a focus on
8 making transportation accessible to people in wheelchairs
9 without thinking about people who move very slowly, who
10 have poor balance, who are walking with a cane or crutches.
11 I know people in this situation who simply do not take any
12 bus because it's too difficult for them to get on and off
13 and they're afraid of falling and they can't get in the
14 seats. The other issue is in fact affordability. If the
15 bus is cheaper and also if it is faster than getting where
16 you're going by car, then a lot of people are going to use
17 it. And until then they're not. So thank you very much.

3-152-1

18

Letter 3-152

Phyllis Malandra
(no date on letter)

3-152-1 All the planned bus loading platforms will be elevated to allow level boarding onto the buses, as described in Sections 7.9.2.3 and 7.9.10 of the Final EIS/EIR. All center medians and sidewalk ramps will be constructed and retrofitted to ADA standards in the project corridor.

1 GIANNA RANUZZI: Hi, my name is Gianna Ranuzzi
2 and I want to thank you for a prodigious and well-
3 intentioned project. When I was looking at the beautiful
4 pictures, I was thinking, what about Telegraph Avenue
5 between Dwight and Bancroft where the street at the most
6 narrow place is only twenty-seven feet across? Now I've
7 heard that you'll have some type of enhancement the
8 dedicated line, but will this mean that we'll have more
9 narrow sidewalks? And what I would like to see is a
10 resurgence of what makes Telegraph unique, a resurgence of
11 the street artist, the resurgence of performance art, a
12 resurgence of people walking on these promenades and
13 avenues. We have many businesses who are suffering there
14 because they need to have cars which drop off books, which
15 drop off kids, which drop off like used clothing. We have
16 some very wonderful, unique businesses up there that are
17 languishing. I wish that we had alleys behind the
18 businesses, but we don't, and it's just not feasible for
19 this area, and so this is an important place. I say bypass
20 it. I say bypass this area and have a shuttle coming up
21 from the downtown Shattuck area, Bancroft, that might help.
22 My pie in the sky dream which is unreasonable, is to have a
23 BART terminus at Bancroft. So I wish that this would work,
24 but it doesn't work. There was a petition that was put out
25 primarily by the businesses and the street artists and the

3-153-1

1 Telegraph Business Improvement District that wanted to keep
2 Bancroft one-way and Durant one-way. One of the reasons
3 was for their businesses and parking. Another one is for
4 emergencies you have to have this rapid way to get up to
5 the hills for fire, earthquakes and other emergencies. And
6 so the land use is such that I don't see how we can change
7 it. But, you know, good luck somewhere, thank you.

8

Letter 3-153

Gianna Ranuzzi
(no date on letter)

3-153-1 Thank you for your comment. Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions.

1 EDITH MONK HALLBERG: Hi, I'm Edith Monk Hallberg, I
2 live in Berkeley, and I've been riding AC Transit for
3 forty-six years, since I was in high school. So the worst
4 thing that I've seen AC Transit do is get the Van Hool
5 buses, for all the reasons that have been stated. The best
6 thing that they have ever done is put on the 72R, because,
7 even though it uses a Van Hool bus, I can get to where my
8 ninety-year-old father is in San Pablo in thirty minutes or
9 less. So I like to see those kinds of improvements, kind
10 of that hybrid that you were talking about with the - some
11 local buses and some rapids, because, I'm concerned about
12 safety. Sometimes I want to get off in a substitute
13 teaching assignment to go to Shattuck and - I mean,
14 Telegraph and Russell. Sometimes, once a month, I need to
15 go to Telegraph and Alcatraz. Same way with routes all
16 around, on Shattuck, 51, the way it is now. I'm concerned
17 about safety because, you know, nobody can park in San
18 Francisco, so they all ride, you know, mass transit there,
19 and a pedestrian gets hit about every other month. So I'm
20 concerned about safety, I'm concerned because I'm disabled,
21 and I'm concerned about fares going up, whether we can
22 still have a pass. So if you could fix all these things,
23 I'm with you all the way.

3-154-1

24

1 EDITH MONK HALLBERG: 1R and 40L. We need stops south
2 of Dwight at lights Russell, Ashby, etc. Line 43. What
3 stops will continue North Shattuck? 72R. Weekend and
4 night service even if limited. Please continue and improve
5 service and stops on the 15, 51, 9, 67, 19. I'm concerned
6 with service in all directions. I presently walk from
7 North Berkeley BART to Acton and Sacramento Street, but it
8 is hard to do in bad weather. Will there be a bus? POP
9 vs. Passes. Please don't take away the Senior and Disabled
10 Passes. "Real Time" signs are red on black - not readable.

3-154-2

11

Letter 3-154

Edith Monk-Hallberg
(no date on letter)

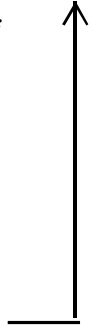
- 3-154-1 All the planned bus loading platforms will be elevated to allow level boarding onto the buses, as described in Sections 7.9.2.3 and 7.9.10 of the Final EIS/EIR. All center medians and sidewalk ramps will be constructed and retrofitted to ADA standards in the project corridor. There are no special fares planned for BRT service at this time. The fare policy for the BRT is expected to be the same as on other AC Transit buses operating in the corridor. Transfers will operate between BRT buses, other buses and BART similar to how transfers are handled now in the rest of the system. Tickets for the BRT rides will be available at all current AC Transit outlets.
- 3-154-2 The fares on the BRT system will remain the same as all other buses in the system. See Section 7.9.4 of the Final EIS/EIR for a response to this and other common comments from the public review of the Draft EIS/EIR with respect to fares.

1 KAREN KUNZE: Thank you. I'm Karen Kunze, and I'm a
2 resident of Oakland. The nearest bus stop to me is 1st and
3 International. And getting to BART is a very long walk and
4 I often choose to use the bus rather than BART to make my
5 trips between Berkeley and Oakland. I work in both
6 Berkeley and Oakland, and I'm very fond of Berkeley. I'm a
7 member of the Berkeley Rep, I love to dine in Berkeley, I
8 even like to shop in Berkeley. I think all you have to do
9 is look at cities such as London, New York, Paris and
10 Copenhagen, and you realize that merchants do well with
11 public transit, and we just need to learn to follow their
12 stride. A couple years ago I, due to health issues, my SUV
13 became obsolete and I was not able to drive for about six
14 months. The 40L and 43 and BART became my lifeline. And I
15 believe in what you are doing. This is the right thing to
16 do for our community. We need to have areas that are more
17 livable and more pedestrian friendly. We don't need to be
18 auto-oriented. People should not need a car in the Bay
19 Area, nor parking to function. BRT addresses all of these
20 issues for everyone, students, professors, residents,
21 shoppers, not just the working poor, the students or the
22 elderly. There was a comment that was made with respect to
23 gas. My understanding is that the draft EIR was evaluating
24 impacts on a county level rather than a local level and
25 that in fact BRT will save over a thousand gallons of gas

3-155-1

1 per day, from creating more than twenty thousand pounds of
2 carbon, and this to something that's going to our local
3 community. So I urge you to adopt this EIR and I support
4 Alternative No. 3. I think it is the best for all of us.
5 Thank you very much.

6



Letter 3-155

**Karen Kunze
(no date on letter)**

3-155-1 Thank you for your comment.

1 CHARLES SIEGEL: Okay, I'm Charles Siegel, and I
 2 support BRT. I think there are some valid concerns that
 3 people have raised that should be addressed, and first and
 4 very important I think is Telegraph Avenue between Bancroft
 5 and Dwight we have to consider the impact on the merchants
 6 there and make it work for the merchants. I think the
 7 Telegraph-Dana couplet will work best on that. I don't
 8 think we should make Telegraph a transit mall. Second, I
 9 think there's been a valid concern about spillover traffic
 10 on Hillegass and on other local streets, and I think the
 11 EIR should analyze that and mitigate it if necessary. And
 12 third, I think there's a concern about cross-traffic.
 13 That's a valid concern. Some of the streets - cross-
 14 streets crossing Telegraph are closed, to be made right-
 15 turn-only, and I don't see any need for that. I think if
 16 people can see cars coming and drive across Telegraph they
 17 could certainly see the big buses coming in traffic across
 18 Telegraph. The main reasons that I back - I think these
 19 things could be worked out. The main reasons that I back
 20 bus rapid transit are, first, it'll make the entire
 21 transportation system be state-of-art, (inaudible) if we
 22 take five to nine thousand cars off the road. The EIR shows
 23 that Telegraph will still work and the whole rest of the
 24 East Bay will be less congested with those thousands and
 25 thousands of cars off the road. Second, as people have

3-156-1

3-156-2

3-156-3
 No DEIR
 Comment

1 said, you know, there's an obvious impact on greenhouse
2 gases, and automobiles are - cause forty percent of the
3 greenhouse gases in California and forty-seven percent in
4 Berkeley. The voters in Berkeley have voted overwhelmingly
5 to reduce our greenhouse gas emissions dramatically, given
6 how much of that comes from automobiles. It's impossible
7 to do without our actually driving less. And to give a
8 random example of greenhouse gas emissions, if you drive
9 let's say to the Willard neighborhood to this meeting -
10 that I think would be able a mile to get here, a mile to go
11 back, and with the average car and the average car emits
12 one pound of carbon dioxide per mile driven, so if you
13 drove here from the Willard neighborhood and back, that's
14 two pounds of pollution that you've deposited in the
15 atmosphere. If you drove a Prius, you know, it's a pound
16 and a half instead of two pounds. So if we seriously want
17 to deal with global warming, if we serious want to deal
18 with global warming, we have to change our habits, our own
19 personal habits and make an effort to drive less. We also
20 have to make a political decision that'll make it possible
21 for people to drive less, and that includes building better
22 public transportation and transit-oriented development, as
23 the BRT project would let us do.

24

Letter 3-156

Charles Siegel
(no date on letter)

3-156-1 Thank you for your comment. Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions.

3-156-2 Please refer to section 3.2 in the Final EIS/EIR for discussion of traffic impacts.

3-156-3 Thank you for your comment.

1 BETTY SETO: I advise you to carefully examine the
2 issues of left hand turns along Telegraph. I used to live
3 in Houston, which recently implemented a light rail along
4 its Main Street. When light rail in Houston began, they
5 had a big problem with cars turning left across the trains
6 and colliding with trains. Please examine this problem
7 carefully and try to avoid this problem, perhaps with left
8 turn signals, because it will also generate negative
9 publicity.

3-157-1

10

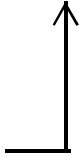
1 BETTY SETO: My name is Betty Seto and I am a resident
2 of Berkeley. I really love Berkeley a lot and I plan to
3 raise a family here and I feel very invested in what's
4 going on, so I just wanted to make a few comments here
5 today. Right now I live at Telegraph and Woolsey and I
6 work in downtown Oakland, and I would take the 40L, I would
7 take the bus that runs down Telegraph to Oakland, but it
8 runs not frequently enough for me, it runs somewhat
9 [draggly], so what I do instead is I take the 51, which is
10 not always better, and that is my biggest source of
11 complaint about AC Transit is that, it never runs on time,
12 and I would like to see improved reliability. I have
13 meetings in downtown Oakland I need to make, I have
14 conference calls, and when the bus doesn't come and it
15 needs to, it's really problematic for me and it's really
16 problematic for me at my job. So I think improving the
17 reliability is really important, and I think the bus rapid
18 transit can do that, and I live right on that corridor and
19 I would take it if I lived there, and I think that people,
20 if they gave it a chance, and they live in that
21 neighborhood, they would see that it really improves the
22 access for elderly people, I see a lot of elderly people on
23 the bus who don't own a car, and I hardly ever drive my
24 car, and I like that. I think a lot of people would not
25 drive if they didn't have to, and I think that would just

3-157-2

1 provide kind of opportunity. And I know that there is
2 concern about traffic. I think at first we had been really
3 successful at traffic calming, if you look at a lot of the
4 bollards, if you look at the effort to prevent cars from
5 coming into those neighborhoods. I think we should give
6 the city an opportunity to work with AC Transit to address
7 these concerns and - let's see. I know that we passed
8 Measure G last fall, and forty-seven percent of our
9 emissions are from transportation, I think that this is our
10 chance to make a really big difference, to reduce our car
11 emissions that contribute to planet change. So I'm just
12 really in support of bus rapid transit and I wanted to
13 share my experience and my thoughts with you, and AC
14 Transit, I'd like to say, I do support the combined
15 service, because I don't think - if you only have one lane
16 of traffic, we shouldn't put a local bus on that single
17 lane, because it's, it's going to stop and start and that's
18 really going to be problematic. So I think we should
19 definitely keep it separate. And then you have the part
20 about the fare where people pay the fare and then they get
21 on anything before (inaudible)? And I just want to know
22 what your ability or what your strategy is for making sure
23 that people pay their fare, because, you know, it's a big
24 problem on Muni right now, they're not making back their
25 money from, you know, people that's hopping on the Muni, so

3-157-2

- 1 what are you going to do to make sure people are paying
- 2 before they get on there. Thank you.
- 3



Letter 3-157

Betty Seto
(no date on letter)

- 3-157-1 Movements for autos and pedestrians across the BRT guideway will be signalized. The signals will not allow simultaneous BRT and left-turning movements.
- 3-157-2 Please see Section 7.9.4 for a discussion of fares and fare collection.

1 KITTY McLEAN: Kitty McLean, a Berkeley resident. And
 2 I want to repeat something that Stuart said, which is the
 3 emissions. We're going to have to start to take this
 4 seriously. And getting more people on the bus, especially
 5 (inaudible), is going to really lower our emissions in the
 6 area, and we just really have to do it. We can't keep
 7 jumping into our convenient cars. And so the speed is the
 8 key point, I think, and he also made this point, is very
 9 important. It works in lots of places, and London has put
 10 in a system just recently. It's all over the city. It
 11 just works wonderfully. The transit is really speeded up.
 12 Now, one thing that they do I kind of think you might look
 13 at is, and it's not only London, it's other places too,
 14 Rome and stuff, they, the local stores, there's usually a
 15 store every other block that will sell tickets. There's
 16 also the little kiosks that is unmanned that you put in the
 17 correct change, you'll get your ticket, and I think you're
 18 planning to do that. But the local stores will sell you a
 19 ticket or a three-day ticket or a week ticket, and they
 20 like that because it brings you into their store, and -
 21 even though they just get a modest profit off that, it's a
 22 way of involving them. And you see people all the time,
 23 buying the tickets. And I - I wanted to also add something
 24 that I think would make a big difference in AC Transit,
 25 which is the signs. We're just dismal in this country. We

3-158-1

3-158-2

3-158-3

1 don't say where the buses go. And I think the par
2 excellence signs are in Rome. I mean, it has a somewhat
3 imperfect BRT system, but they have fabulous signs, every
4 stop. They have all the listed - way up there, they're all
5 listed and things are underlined if a train crosses another
6 line, and yes, they were expensive I'm sure, but they've
7 been there for years and years and years. And I think
8 that's really one of the reasons that people don't take
9 buses, because they just really don't know where they go.
10 So. That's the point.

11

Letter 3-158

Kitty McLean
(no date on letter)

3-158-1 Thank you for your comment.

3-158-2 Thank you for your comment.

3-158-3 Thank you for your comment. Signage is addressed in Section 4.6, Visual Quality/Aesthetics.

1 SCOTT TOLMIE: I'm here because I'm very concerned
2 about the Temescal Neighborhood, and to me, the big - the
3 sort of cow in the middle of the room here, there should be
4 a slide in this presentation as to where do the cars go?
5 And the BRT should - I mean, the EIR for this should
6 provide counts for how many cars currently use Telegraph
7 Avenue in general, how many cars currently use Telegraph
8 Avenue at rush hour, and then it should also provide that
9 information, projected information, for, in the Temescal
10 Neighborhood, you're talking about taking one lane of car
11 traffic away from Telegraph Avenue. Your best hope is that
12 approximately twenty percent of people driving cars will
13 get on to the BRT. That means that forty percent of the
14 traffic on Telegraph Avenue is going to be spreading out to
15 the surrounding neighborhoods of Oakland and Berkeley,
16 along this route. And so you guys need to provide specific
17 projections as to how many cars will be taking Shafter
18 Avenue between MacArthur and 51st Street, and Webster
19 between Shafter and - between MacArthur and 51st Street.
20 There's four schools in that neighborhood, two elementary
21 schools, a middle school and a high school. And the EIR
22 needs to address what will be the environmental impact on
23 the Temescal Neighborhood of all additional traffic being
24 forced into the surrounding streets around Telegraph, and
25 they also need to address what will be the safety impact on

3-159-1

1 those streets of forty percent of the cars. That's like a
2 freeway lane of cars being pushed off of Telegraph and into
3 the surrounding neighborhood. Thank you.

4



1 SCOTT TOLMIE [A previous speaker]: Scott Tolmie.
2 Yeah, T-o-l-m-i-e. It's my understanding from a city
3 councilperson that the EIR is obligated to respond to
4 questions but not obligated to respond to comments. It's
5 like a - it's a courtesy to respond to comments, but you're
6 obligated to respond to questions. So I'd encourage
7 everyone who has made a comment to make it into the form of
8 a question so that they're obligated to address it.

3-159-2

--o0o--

10

1 SCOTT TOLMIE: BRT is viewed as a done deal by AC
2 Transit. It's a - almost - it's (inaudible) a half a
3 billion dollar project and very far along right now. And
4 what that means to all of us here in Berkeley is that we
5 are really really relying on the Office of Transportation
6 in Berkeley to step up for us and to protect the interests
7 of the neighborhoods that we all live in. I have to say,
8 if I have one fundamental criticism of this whole project,
9 is it's very AC Transit-centric. It's not neighborhood-
10 centric, and neighborhoods are going to bear the brunt of
11 this lane of traffic being shut down on Telegraph Avenue.
12 Your best hope is that twenty percent of the ridership
13 that's in cars will be on the bus. That's your best hope.
14 That means that forty - and if there's one lane left, it
15 will have at least eighty percent of the ridership. Cutting
16 off one lane means forty percent of the ridership is going
17 to be flowing through our neighborhood. Anyone who's ever
18 seen College Avenue during rush hour knows that the only
19 way to add traffic to College Avenue during rush hour is to
20 stack the cars on top of each other. So you basically need
21 - you basically - I know - I was talking to George, he's
22 one of the main consultants in this project and stuff, and
23 with all due respect to models, you guys need to really
24 look at what's going on in our neighborhood. But I just
25 want to reiterate - you know, Lila I know is here, Lila

3-159-3

1 Hussain is here from the Office of Transportation, we, all
2 of us in the neighborhood need to really work with you, you
3 know, to manage this process and to manage the outcome,
4 because it could be really catastrophic. Another problem
5 with this is that the presentation is incredibly deceptive.
6 The artwork - and I think on most of the artwork here, you
7 literally have - you depict two cars. It's incredible.
8 You depict two cars. In reality, with the traffic counts
9 that you have, it would be cars bumper to bumper in those
10 slides. It's incredibly excessive. And that artwork should
11 all be redone, you know, so your presentations give a real
12 picture of what would happen. You have to - you have to -
13 (inaudible), where's the car to go? Where are they in the
14 presentation? And where did they go? That's what I have
15 to say. Thank you.

16

Letter 3-159

Scott Tolmie
(no date on letter)

3-159-1 Please refer to Section 3.2 in the Final EIS/EIR for discussion of traffic impacts.

3-159-2 Refer to Section 3.2 for a discussion of neighborhood diversion impacts. This section includes a discussion of alternate routes that drivers are anticipated to take and presents feasible mitigation measures to address impacts.

3-159-3 Please refer to Section 3.2 for discussion of the traffic within the project area.

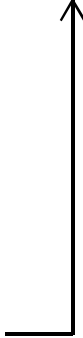
1 CHUCK McPARLAND: Yes. My name is Chuck McParland.
2 My wife and I live in Telegraph, near Telegraph and Ashby.
3 We've been there for about twenty years now and we are
4 painfully familiar with traffic patterns around that area
5 of the city. I just have a couple quick points. The
6 dedicated BRT lanes on Telegraph are going to create real
7 traffic barriers for residents in the area that are trying
8 to make left-hand turns on Telegraph going in either
9 direction. Now, you were good enough to bring this up, and
10 I think that's great. I have some questions about just
11 what that entails. There's roughly twenty-two city blocks
12 of primarily residential area north of Ashby between
13 Telegraph and College. And understanding how those people,
14 ourselves included, are going to get in and out of that
15 neighborhood without making left-hand turns - I've been
16 thinking it through as I'm traveling in and out of the
17 neighborhood for the past month or so and I just don't
18 understand how that's going to work. Now, about a week and
19 a half or two weeks ago I called your office and you folks
20 were good enough to send out a PDF of the report, and in
21 talking about the potential impacts of left-hand turns, it
22 wasn't clear to the fellow I was talking to that left turns
23 were going to be allowed. Now, I'm happy to hear that
24 there's some thought that left-hand turns will in fact be
25 possible at some places in the intersection, but in echoing

3-160-1

1 the last speaker's comment, I've got to tell you I'm really
2 uncomfortable speaking with AC Transit, no ill intention
3 here, about local traffic patterns and traffic regulations
4 in our neighbor- -- when in fact we should be talking to
5 the City of Berkeley. And I think the time has come for the
6 city traffic planning folks to move forward this process
7 and engage us so that we will have a larger and more
8 realistic forum to address these issues and talk with you
9 about them. Because it isn't a two-way negotiation between
10 the residents and AC Transit; it's a three-way negotiation
11 between the City of Berkeley, their staff, as well as
12 ourselves and you. And to that effect, I would really
13 encourage the folks in the city to schedule at least one,
14 hopefully two public workshops that are located a little
15 bit closer to the areas that are going to be directly
16 affected by this route down Telegraph Avenue. I think that
17 would be a great thing to take place. Just again, the
18 second point quickly. You're quite right, this is a very
19 big deal. The people of Berkeley are basically being asked
20 to give a sizeable donation to this whole undertaking. If
21 you look at the Berkeley portion of the Telegraph BRT
22 project, it represents about six and a half acres of
23 Berkeley public commons, and it's being given over to AC
24 Transit for their essentially exclusive use. I think it's
25 important that before we enter into this, there's some

3-160-2

1 agreement between the City of Berkeley and AC Transit that
2 has performance-based metrics, agreements on what level of
3 ridership, what fares, what kind of schedules we expect to
4 see, and enforceable options when those rules are not met.
5 Thank you.



6

Letter 3-160

**Chuck McParland
(no date on letter)**

3-160-1 Refer to Section 3.2 for a discussion of neighborhood diversion impacts. This section includes a discussion of alternate routes that drivers are anticipate to take and presents feasible mitigation measures to address impacts.

3-160-2 Thank you for your comment.

1 JERRY GRACE: Good evening everybody. My name's Jerry
2 Grace. I live in Berkeley. I'm very happy that I'm here
3 in Berkeley. I love it here in Berkeley. Originally I
4 (inaudible) Special Olympics, and I'm so happy, I made
5 first place in volleyball. I'm really happy I live in
6 Berkeley, very close by the campus and everything else.
7 Well, yeah, down to the message. I like giving you a smile
8 on your face, that's why I keep your smile on your face.
9 Well, (inaudible) business. Well, I just saw some stuff on
10 this thing and I don't like it. I know some stuff will
11 change in June 24th, and that thing, I think, is okay, some
12 is not okay. Some of this are, I like it, some I don't see
13 it. But when I look at this very closely, there's a look
14 like a long, long, long, long, long time ago. All right.
15 They look like choo choo tracks. You know what I'm saying.
16 People were here a long time ago. Were you here a long
17 time ago? See how the railroad track went down about
18 (inaudible) anywhere? Anybody here remember what's here a
19 long time ago, about forty, thirty, forty years ago? All
20 right. That's what happened here. AC Transit, what
21 exactly are they trying to do? That's what they want to
22 do, a track. That's what (inaudible) changes that. That's
23 why there's no parking anywhere you can park. This same
24 way is just like San Francisco, and the same way in San
25 Jose. You have same way the other places. We don't want

3-161-1
No DEIR
Comment

1 this. (Inaudible) number one, I don't want this, because
2 this is not good for AC Transit. I'm disabled. I travel
3 all over the place. I am disabled, and I want to have
4 other people know about this. I love BART. I love BART.
5 I like AC Transit. I ride all over the place. I go all
6 over the place, and I ride to Special Olympics. That's why
7 I'm (inaudible) you, and this is not right. This is not
8 right to do this, (inaudible) continue to ride (inaudible)
9 because the only reason (inaudible)_did that, I talked to
10 the driver, they told me, they should not do that back in
11 May, and in April just before it came up they (inaudible),
12 now they change the date and now I just - I talked to the
13 supervisor. They told me about it. Thank you very much.

14

Letter 3-161

Jerry Grace
(no date on letter)

3-161-1 Thank you for your comment.

1 MARILLA ARGUELLES: Yes. My name is Marilla Arguelles,
2 and I come tonight primarily to represent my union. We
3 have recently reorganized as SEIU 6434 to become the
4 statewide 200,000 member home care providers and nursing
5 care workers, and as I look around the audience and because
6 we're here tonight in the senior center, I think you're all
7 aware that more and more you're going to need our services.
8 What you might not be aware of is that most of us in the
9 union make less than ten dollars an hour, that we have no
10 pensions, no sick days, no vacation time. So this issue is
11 a very important issue for us, and I happen to be on the
12 executive board of the union and serve on the civil and
13 human rights committee. And this is something that we are
14 very interested in promoting, provided it's affordable,
15 because to us it's important not just to be efficient and
16 logical, it's also important to be just and to provide a
17 reasonable and inexpensive alternative. Many of our
18 members travel for three buses at this time to several
19 clients a day, and as I've said, because most of us make
20 very little money, this is a hardship. We want something
21 like this, but we're not the only ones who want this. I
22 told you I'm here primarily as a member of the union. I'm
23 also an artist. And I've worked in the schools in media
24 education, teaching kids how to make Powerpoint
25 presentations on social justice. In 2000, our agency

3-162-1

1 (inaudible) was able to bring the designers of the buses in
2 Curitibo to Castlemont High. At that time it was like
3 bringing people from the moon to talk about something that
4 for them was completely irrelevant except they knew they
5 wanted free bus passes. They actually organized and got
6 them. Whether they can hold onto them is another matter,
7 but this sort of issue is what kids in schools like
8 Castlemont - and Berkeley - but in all schools should be
9 thinking about. This is what education should be. We
10 should be redesigning with young people in mind. I don't
11 see any of them here tonight. We want to get the whole
12 community in on this, and it means involving everybody
13 who's going to have a stake in the future. Thank you.

14

Letter 3-162

Marilla Arguelles
(no date on letter)

3-162-1 Thank you for your comment.

1 ALLEN STROSS: Good evening. I'm Allen Stross. I'm a
2 resident of the City of Berkeley for twenty-eight years,
3 living in the (inaudible) neighborhood off of Telegraph,
4 and I'd first like to say I love the 72R Rapid Transit. I
5 also would like to say that I've been in Portland, Oregon.
6 I've seen their transportation system which is considered
7 one of the best in the country. They have a rapid transit
8 system, they have bus stations with the time of the day and
9 the expected time that the bus will arrive, and they do
10 arrive on time. And also I'd like to throw in something
11 that no one else has mentioned, that (inaudible) Portland
12 allows free transportation on the light rail and then the
13 Muni system in the city downtown. No one has mentioned the
14 possibilities of free rides, not just for seniors, but for
15 everybody, for everybody that works at the University, or
16 the city of Berkeley employees, or the City of Oakland
17 employees, people that ride in cars need a free ride to use
18 our transportation system. Thank you, my time is short
19 because of the excellent poem. I'd like to give it back.
20 Thank you.

21

3-163-1

Letter 3-163

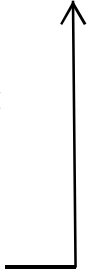
Allen Stross
(no date on letter)

3-163-1 Fares are a significant source of revenue to operate the bus systems. Please see AC Transit's fare policy as described in Section 7.9.4 of the Final EIS/EIR.

1 ARIANA MILMAN: Thank you. My name is Ariana. I am a
2 resident of South Berkeley and I'm here because I support
3 the bus rapid transit project. And I think it can provide
4 a more expectable and convenient transportation for the
5 twenty-four thousand people that already depend on buses in
6 this corridor and for the many more that are projected to
7 ride it. I'd like to respond to a few comments raised
8 today, but first about fares. I would love to see fares
9 being raised. I think that's a great idea. I'd love to
10 see free bus passes, but this funding is designated for the
11 BRT is for capital expenditures, and there's no way of
12 shifting that money legally to decreasing fares. So that's
13 a great project, I want to support that, but it's not -
14 these are not in conflict with each other. Again, with the
15 money, the cost of building the bus rapid transit are a
16 drop in the bucket. The four hundred million dollars that
17 everyone was referring to is nothing compared with the cost
18 of extending BART to San Jose, which voters have approved.
19 Finally, the comment about public space - public commons
20 and about how this project would take away land that is now
21 public space I think is just (inaudible). I think this
22 project is about reclaiming public space. It's about
23 taking away - these are roads that are now used for private
24 cars. These are cars that keep people separate. If we
25 have bus rapid transit this is going to be community space,

3-164-1

1 a place where people can gather on the sidewalk, for
2 pedestrians, at the boarding station and on the bus, and I
3 think it's time in Berkeley that we start moving people
4 instead of cars. Thank you.
5



Letter 3-164

Ariana Milman
(no date on letter)

3-164-1 Thank you for your comment.

1 ROBIA CHANG: Hi, my name's Robia Chang. I'm here on
2 behalf of Munger Properties which owns residential and
3 commercial property in the Southside area on the corner of
4 Bancroft and Telegraph. And we'll be submitting written
5 comments on the adequacy of the DEIS, but I just had a few
6 points I wanted to make tonight. And our main concerns
7 relate to the proposed alignment alternatives for the
8 Southside segment, three of which go two ways on existing
9 one-way streets including Bancroft Way, and we're concerned
10 about the impacts that'll have - or any dedicated bus lane
11 will have - on traffic flow, emergency access, businesses
12 and noise and air pollution, and the DEIS doesn't
13 adequately analyze all those impacts or cumulative impacts,
14 and doesn't provide mitigation measures, for example, for
15 displaced parking and access disruption to the businesses
16 from construction activity. To start with, the traffic
17 impacts of the proposed alignment is just going to
18 exacerbate existing traffic congestion, and the flow of
19 traffic, I mean, it's just going to compound the problems
20 that's already there. And we've heard a little bit about
21 what AC Transit's goals were, but the City's goals, as is
22 stated in the General Plan Transportation Element is to
23 calm and (inaudible) traffic through the Southside area.
24 So contributing to this traffic congestion and adding slow
25 cars in the area and a dedicated bus lane just isn't

3-165-1

1 consistent with what the City's goal in that area. The
2 DEIS is inadequate in its analysis of parking and traffic
3 impacts. It actually says in the cumulative impacts
4 discussion that the potential magnitude of those impacts is
5 not as clear. And from the perspective of some of the
6 businesses that are there, those impacts can be fairly
7 predicted. And the slow traffic sort of brings me to the
8 second point which is the impact on businesses and the DEIS
9 actually recognizes that the greater [the extent] of
10 adverse effects on auto access, the more likely the
11 customers will be deterred and encourage to seek businesses
12 in other locations where parking and traffic are less
13 problematic. And again the mitigation measures don't
14 adequately address the impacts of that displaced parking
15 and access disruption. And two nights ago, City Council
16 just approved a packet of zoning amendments that would
17 contribute to the economic vitality of the area. So again
18 there's sort of an inconsistency with what should be the
19 city's goals in that area. And the other area of just the
20 [idling] cars, the vehicle emissions and noise and
21 (inaudible) in the area which also need to be reviewed.
22 And I would just add that the cumulative impacts is really
23 what is probably most important factor in this DEIS and is
24 also probably the least informative and the most deficient.
25 So again, we'll provide more (inaudible) technical

3-165-1

3-165-2

1 information. That's all I have.

2

Letter 3-165

Robia Chang
(no date on letter)

3-165-1 Refer to Sections 3.2 and 7.9.16 for a discussion of traffic impacts, including diversion to alternative routes, and mitigation measures. Note that emergency vehicles may use the dedicated lanes whenever needed. Response times for emergency vehicles will not be degraded in the corridor. However, please also note that since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions.

3-165-2 Please see Section 5.4 of the Final EIS/EIR for a discussion of Cumulative Effects.

1 MARTHA JONES: I'm Martha Jones and I live in the
2 Claremont-Elmwood neighborhood. And I'm on the board of
3 the neighborhood association, and at our big yearly annual
4 meeting we heard about bus rapid transit and everybody in
5 the room voted against it, so congratulations, and I have
6 also been on the board of the Telegraph Avenue Association
7 and I remember Jim coming to speak about this. These were
8 in the days when we were talking about, Well, maybe
9 something should happen on College because the 51 has the
10 biggest ridership. But it seems that the more you meet
11 with AC Transit you really find that they're deaf and that
12 there's really not - one doesn't really need to come to
13 these meetings because all your pearls of wisdom will be
14 lost. But I did have a very wonderful experience last
15 Friday on - I left Berkeley, I went down Claremont Avenue
16 all the way to Telegraph to go down to Pill Hill, and lo
17 and behold they had dug up a whole lane all the way from
18 51st or 50th all the way to MacArthur. And you can't believe
19 what happens when one lane is closed when you are going
20 down Telegraph. It was a wonderful sample of what's going
21 to happen, and I just wish all of you in the room could
22 have been there to have this practicum and all the people
23 who have already left because you simply cannot believe how
24 long it took to get to Pill Hill that day. So thank you
25 very much.

3-166-1

26

Letter 3-166

Martha Jones
(no date on letter)

3-166-1 Thank you for your comment.

1 FREDERICK SHERMAN (READ BY BEN STRUMWASSER): How do
2 you propose to deal with scofflaws, double-parkers in the
3 car lanes and invaders of the bus lanes. Hope you discuss
4 this with the local police.

3-167-1

5

Letter 3-167

Frederick Sherman
(no date on letter)

3-167-1 Drivers who violate the traffic laws would be subject to law enforcement, such as ticketing, as is the case for other traffic violations. AC Transit will coordinate traffic enforcement with local law enforcement agencies in each city when the BRT system is under construction.

1 DAVID JAEGOR: Well, my name is David Jaegor. I'm a
2 resident of Oakland. I live several blocks from Telegraph
3 at the intersection of Claremont, and I can't really say if
4 I'm for or against the project. This is an EIR review
5 hearing, and what I want to address at this point is I was
6 on the bus yesterday and the things I was thinking about in
7 relation to this issue is that I hope the buses are quiet,
8 I hope the buses are adequately climate controlled, I mourn
9 the loss of windows you can actually open and feel air on
10 your face. I've heard it a lot tonight and I just have to
11 - I've heard a lot of things I agree with but this is the
12 one thing I need to repeat. If there was a process like
13 this for selecting the Van Hool buses, then I really am
14 afraid for BRT. I just want to say that. The Van Hool
15 buses really are a very ominous sign for this project. I
16 know you guys have probably heard about these buses, ever
17 probably since they came out. The handicap and senior
18 access issue on those buses. If the BRT occurs and we're
19 using the same buses, then I would have to withdraw my
20 support from BRT in Oakland. Change is good, change is
21 bad, it can be done well or not, with regard to the
22 internal environmental aspects of the bus. These are my
23 concerns and thank you very much.

3-168-1

24

Letter 3-168

**David Jaeger
(no date on letter)**

3-168-1 Thank you for your comment.

1 CARLI PAINE: Hello, I'm Carli Paine, I'm a resident
2 of Oakland and frequent bus riders. I ride the 51, the 40,
3 the 43, the 7 and sometimes the 72R, and my preference is
4 Alternative 3. I really like that it has the greatest
5 [VMT] reductions, the greatest riderships and the shortest
6 headways, and I think particularly in terms of the headways
7 projected for the evening period I think it's important to
8 be able to get that frequency of service in evening time
9 when there are more concerns about standing outside alone.
10 I like the designs of the boarding areas with the lighting
11 and the signage and particularly building up the ideas of
12 accessibility when people have strollers or wheelchairs,
13 having the central boarding where it's at the same level as
14 the bus is tremendously important for people with any kind
15 of challenges getting on or off the bus, so I really
16 commend that element of the design. In terms of the four
17 hundred million dollar price tag, I work in planning and
18 transportation and I have to say that that is - you're not
19 going to get a better system for that little money to
20 really move people in an efficient and effective way. And
21 so I just wanted to recognize that and put that on the
22 record. Having rail is much more permanent and disruptive
23 in terms of making that investment and the investment is so
24 much greater in terms of capital. And I think that bus
25 rapid transit could have a tremendous impact on

3-169-1

1 revitalizing the street economies of Telegraph Avenue in
2 Oakland and in Berkeley. The merchants I know in other
3 cities where bus rapid transit has been implemented have
4 really benefited and I think let's see that happen. The
5 other thing I'd like to mention is that it's a tremendous
6 opportunity for people who use bus transit to get to
7 school, not - and this is a large portion of our youth.
8 Forty percent of students in Oakland and Berkeley rely on
9 AC Transit to get to school, and I think moving kids from
10 different parts of Oakland and different parts of Berkeley
11 to their schools efficiently and quickly shows that they
12 matter and that them being on time is important to us as a
13 community and that that's something we really need to
14 invest in. So thank you.

3-169-2

15

Letter 3-169

Carli Paine
(no date on letter)

3-169-1 Thank you for your comment.

3-169-2 Thank you for your comment.

1 CAROL LIPNICK: Good evening, my name is Carol
2 Lipnick. I own a business on Telegraph Avenue. I've been
3 a merchant there for twenty-seven years. Today, in four
4 hours I got a hundred signatures from merchants on
5 Telegraph Avenue that feel seriously affected by what is
6 going on here and feel that AC Transit has not addressed
7 their problems and we will have more for you soon.

3-170-1
No DEIR
Comment

8

Letter 3-170

**Carol Lipnick
(no date on letter)**

3-170-1 Thank you for your comment.

1 JOHN WAGERS: I'm John Wagers. I live on the 58th
2 Street, Mardsen Street route from Telegraph to the on-ramp
3 at Claremont, and it's - when I moved in there it was a
4 quiet residential street, and after the freeway it
5 increased dramatically, still quite heavy, but the volume
6 of traffic there is in direct proportion to the degree of
7 congestion on Claremont because of the traffic coming from
8 the north, naturally will be going the easy route to get on
9 the freeway going over to Claremont, and since you're
10 reducing the traffic to two lanes, we have considerable
11 fear that it'll be worse than it is now, which is bad
12 enough. And there's also the concern that there won't be
13 the crossing that we're used to now. Right now I take 58th
14 Street going down to the hardware store or it goes down to
15 Emeryville or go down and then go out Berkeley. There is a
16 traffic light at 59th Street which is for people to turn
17 left to go through the neighborhood to get to the freeway
18 on Claremont. The other concern is of the left turn that
19 would be needed at the on-ramp to the freeway going East at
20 about 57th Street. And I don't know how many left turns are
21 going to be available there. And I was wondering, if there
22 might be - it's hard to figure out just how much parking
23 we're going to be lacking. Parking already is a major
24 concern. If we're going to be removing parking, how are
25 you going to deal with parking? And the condition of the

3-171-1

3-171-2

1 roadways. Who will be keeping the roadway up? Right now
2 if you're - Jane was telling me here, that she takes the
3 bus from - of course she's - it's in East Oakland, but it's
4 a very - very much of a vibrating experience, so that would
5 be certainly a concern.

6

7

1 JOHN WAGERS: John Wagers, I've been (inaudible)
 2 before. I'll repeat. My principal concerns, and I think
 3 Mr. Vojta here is right, I just don't think taking two
 4 lanes from Telegraph is really going to work. I live near
 5 [15th] and Telegraph and all the traffic, it already is
 6 diverted, to get to the, on that Claremont Avenue to the
 7 freeway. It's quite heavy. When I first moved there it
 8 was a quiet neighborhood street. And the volume of traffic
 9 is relative to the congestion in the Temescal area. The
 10 concerns I have also about traffic at 59th Street where
 11 there'll be a left-hand turn closer to Alcatraz where the
 12 traffic actually will come off, will be going towards
 13 College Avenue or towards the onramps on Claremont. And
 14 the other concerns I have are regarding the congestion that
 15 - particularly in peak hours, the University of California
 16 traffic comes down Telegraph. When it gets there they will
 17 need a left-hand turn to go into the freeway towards Contra
 18 Costa County, and I think there very definitely is some
 19 concerns there. Unless you have Alternative 3, we wouldn't
 20 be able - we wouldn't actually ride it because the stops
 21 would be too far apart. We'd ride in the middle. There's
 22 another concern also, to reiterate, because there are
 23 concerns about parking. There's been taking quite a few -
 24 quite a bit of parking. But also, it tends to - the
 25 dedicated bus lanes tend to deprive the community, even

3-171-1

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3-171-3

1 more than the freeway (inaudible), in addition for what the
2 freeway has made a strict division in the community, a lot
3 of people are going across Telegraph for shopping or
4 visiting and now we - the only street we'd have to
5 (inaudible) would be 59th Street, which means we'd be having
6 this - since 59th Street is blocked, we'd have to get around
7 that, and another concern was the condition of the roadway.

3-171-3

8 My first complaints about bus riders in Oakland, very
9 tight, that they can be very uncomfortable riding unless
10 (inaudible) and I hope that is a factor that's considered
11 carefully. Thank you.

3-171-4

12

Letter 3-171

John Wagers
(no date on letter)

3-171-1 Refer to Section 3.2 for a discussion of traffic impacts. The traffic analysis reflects the capacity reductions proposed with the Build Alternative. The effects of diversion are discussed in Section 3.2.

3-171-2 Refer to Section 3.4 for a discussion of parking impacts and mitigation measures.

3-171-3 Refer to Section 3.2.9 in the Final EIS/EIR for discussion of traffic minimization and mitigation measures.

3-171-4 Thank you for your comment.

1 SCOTT MACE: My name is Scott Mace. I live on
 2 Hillegass near Ashby in the Willard neighborhood. Lived
 3 there since 2001. I am an EBBC member and past board
 4 member of the Willard Neighborhood Association, but tonight
 5 I'm speaking for myself. There's a lot to like about BRT.
 6 I bicycle, walk and take public transit everywhere. But I
 7 wanted to connect the dots between comments made about the
 8 University of California's Long-Range Development Plan, the
 9 Caldecott and the Hillegass cut-through traffic,
 10 particularly at Ashby. UC's parking campaign and the
 11 Caldecott widening will feed even more traffic onto
 12 Hillegass than even one lane in Telegraph will do. The
 13 Berkeley Traffic Department has a moratorium on new traffic
 14 diverters in Berkeley, even on bicycle boulevards where
 15 they're a proven, effective thing, such as in Palo Alto on
 16 the Bryant Street bicycle boulevard. Local bike coalitions
 17 seem to believe that placing a few traffic circles on
 18 Hillegass will discourage cut-through traffic. Hillegass
 19 will still be too tempting to motorists without additional
 20 diverters. None of this has been adequately studied here
 21 in this EIR and I see no adequate study or assurances from
 22 the City of Berkeley either. So what? Hillegass at Ashby
 23 is already one [body-score] pedestrian fatality away from
 24 getting its own traffic signal. There have been many close
 25 calls. I live eighty feet away; I would know. And such a

3-172-1

3-172-2

1 signal at Telegraph and Russell, while it has made the
2 Russell Bicycle Boulevard safer to cross at Telegraph,
3 originally had planned to restrain left turns there. That
4 didn't make it, through local opposition. On Valentine's
5 Day, 2005, such a left-turner struck my bicycling wife and
6 our four-year-old daughter who was on a trail-bike. No
7 citation was issued. My family's recovered, thank God, and
8 my wife had good instinct to turn her wheel so that they'd
9 be pushed into Telegraph, she kind of bounced off the car,
10 but the guy's insurance company has offered a cash
11 settlement, even though no citation. We don't have to have
12 gridlock on Hillegass, for this city a very bad thing. The
13 bottom line, there are too many unanswered questions about
14 bicycle safety on Hillegass for me to support this any more
15 than the Kriss Worthington position which you heard
16 earlier. I also wanted to say that I oppose the idea of
17 putting the loading platforms for the local buses and the
18 rapid buses so that basically you'd have to cross part of
19 Telegraph to get from one bus to the other. They recently
20 did this in San Francisco within the light rail system, and
21 they're seeing all kinds of pedestrian jaywalking and
22 getting very much harm's way because they haven't given
23 them the single platform to transfer. Thank you.

24

Letter 3-172

Scott Mace
(no date on letter)

3-172-1 Thank you for your comment.

3-172-2 The City of Berkeley approved the BRT project without the dedicated lanes so BRT buses will operate just like regular local buses in Berkeley. Any issues with existing cut-through traffic into the neighborhoods should be addressed to the City of Berkeley traffic department.

1 KEVIN SIEMENS [READ BY BEN STRUMWASSER]: I like the
2 rapid, but I need local transit to get around even though I
3 have an electric wheelchair, and I don't want BRT if
4 there's no local service or provide a public dial-ride.
5 This will not only help me but the aging community who
6 might not be able to walk a third of a mile. I have a
7 concern about riding in the middle of the bus where the
8 driver cannot see me and I may not be able to contact them
9 if something did happen. If you want more people to ride
10 BRT, you need more neighborhood service, and because of the
11 quicker service of BRT, it should be mandatory that a
12 passenger be tied if they want, but the driver should begin
13 tying a wheelchair down unless the passenger says not to.

3-173-1

14

Letter 3-173

Kevin Siemens
(no date on letter)

3-173-1 See Sections 7.9.2.3 and 7.9.10 for a more detailed discussion of responses to common public review comments on the Draft EIS/EIR with respect to accessibility. Many local routes will remain in service. As discussed in Sections 2.3.2 and 3.1, the BRT would replace the Route 1/1R service only.

1 CELESTE ETS-HOBIN: Well, I came to this party a little
2 late, but basically, I did go to Enrique Penalosa's speech
3 which was very inspirational, and I think a lot of people
4 this evening are sort of missing the point about, they're
5 so worried that there's going to be so much more congestion
6 when this goes in because people are going to still want to
7 drive their cars. The whole idea is to try to make it as
8 miserable as possible for people to drive their cars and
9 want to use it as an alternative, because it does - it is a
10 more pedestrian and people-friendly people when something
11 improvises like this, as opposed to being a car-friendly
12 city and only designed for people with their luxury cars to
13 get around comfortably. We're also forgetting the fact
14 that this is going to be a corridor with transit villages,
15 with more venues, more cafes, nor night spots, more places
16 to go. It's going to actually bring people together.
17 That's what one hopes. So that hopefully the congestion
18 will not be as bad as everyone's predicting. That's what
19 he did in Bogota. He just made it so impossible for people
20 to drive their cars that everybody started using BRT. And
21 they found that it was a really lovely way to live, as the
22 quality of life improved. That was one thing. My issues
23 also though - Kevin, on his part, he is the first one to
24 touch on this, and my biggest concern is, if I want to use
25 this corridor and I live in some outlying neighborhood,

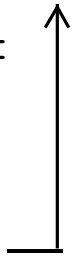
3-174-1

1 having really robust feeder lines to the corridor is a big
2 issue, especially if you're going to take this, let's say,
3 6:00 in the evening and not return till 8:00 and then it's
4 the wintertime and it's dark and you have to wait at the
5 corner for some feeder line that only runs once an hour,
6 you know, to take you home, that's improbable. So that is
7 something I think that really needs to be considered, you
8 know, but for daytime use, for commuting use when you need
9 to get to your job or you need to get to a meeting or you
10 want to just go shopping, I think this is a wonderful way
11 to leave your car at home. Leave that car in the garage.
12 And also I understand that the buses are going to be zero
13 emissions. I don't know about the noise level, or the
14 noise decibels, but as far as Telegraph Avenue goes, I love
15 to shop on Telegraph Avenue and I've done it for many
16 years, and I think that this could still work. If it's a
17 zero emission bus it's not going to be belching diesel
18 hopefully in your faces, and the buses are only going to
19 get quieter and quieter and hopefully move to completely
20 electric at some point. And that was one idea. But maybe
21 once we have the Cedar line, maybe we could have like a
22 little electric shuttle that runs in the neighborhood.
23 Since neighborhoods aren't going to want extra diesel
24 buses, you know, running down their street to the corridor.
25 But - so I think that's about it. I think that's about all

3-174-2

1 I have. This is not very organized. That's really all I
2 had to say is that, you know, we need to have safety and
3 convenience and frequency in the feeder lines to the
4 corridor to make it really viable.

5



Letter 3-174

Celeste Est-Hubin
(no date on letter)

3-174-1 Thank you for your comment.

3-174-2 Thank you for your comment.

1 ANDY KATZ: I'm Andy Katz. I've read a lot of journal
2 articles on what makes transit work in places where it
3 works and what makes it not improve very much, and what the
4 literature tends to say is that improvements in service,
5 especially at travel time, really makes the biggest
6 difference. It's not necessarily lower fares, although
7 that's a really good thing and our fares are way too high,
8 it's not necessarily even free transit, although,
9 surprisingly, it's been very successful with the Class Pass
10 in Berkeley and I think it would still be successful. But
11 the biggest jump is improvements in service, and that's
12 what this project is to me. It's a big improvement in
13 service along Telegraph Avenue from the downtown going to
14 places on Telegraph where the BART doesn't go. You'll be
15 able to hop on on a place where the BART doesn't go and get
16 to a place where the BART doesn't go in a lot quicker time
17 than you will otherwise, and that's why the vehicle miles
18 traveled reduced is so great, and there was a reference to
19 how small the benefits are compared to all of Alameda
20 County. If you look at all of Alameda County, which
21 includes Fremont, where only two percent of the people who
22 live within a half mile of the BART station actually use
23 BART - unbelievable. If you look at the whole county, this
24 is a blip of the map. But if you look at the corridor,
25 it's fifteen percent of the cars that get taken off of the

3-175-1

1 road and get onto the transit, based on the EIR. So those
2 are the benefits that I see. I think it's really important
3 to take a look at what the local community is saying. The
4 Southside Community, since [TAA] stopped meeting, has not
5 really had a chance to go through all of the different
6 alternatives. There's a lot of different options. The
7 alignment, all of these, nobody's had a chance to talk
8 about it, figure out the impacts that - the report is
9 helpful, but I think the community needs to go figure out
10 what we want. The downtown, the same thing. And those two
11 communities haven't even really been talking about what is
12 the best option that minimizes impacts on vehicle traffic
13 because that is important for the business community,
14 minimizes impacts on pedestrians, especially people who -
15 seniors and people who are disabled, to minimize injury
16 accidents. I think that there needs to be some design
17 imagination on what will reduce impacts for those three
18 types of issues. So listen to the local community. One of
19 the best options for - and what is Berkeley saying? What
20 do people want back out of these different options? I
21 think that's really important to look at. I think, given
22 the benefits that come out of all these options, I think it
23 makes sense to look at taking away some of the parking
24 during those peak hours so as to not - minimize the impact
25 on the vehicle traffic. It's possible to have the

1 dedicated lanes and minimize the peak hour impacts, and I
2 think if we can reduce parking in peak hours and still
3 maintain the vehicle traffic in peak hours, that's a
4 solution that can work for most people. Last thing I'll
5 say. Alternative 3 seems to look the best by the numbers.
6 Instinctively I think let's get the quickest trip, but the
7 numbers about VMT reductions, operating efficiencies,
8 they're very compelling for Alternative 3.

9 [END OF ORAL COMMENTS]

10 --o0o--

11 WRITTEN COMMENTS NOT READ INTO THE RECORD

12 DANA ELLSWORTH: I am extremely concerned about the
13 impact the proposed alternatives for BRT could have on the
14 Telegraph Business District. Specifically: (1) Narrowing
15 Bancroft at Telegraph by one lane is not necessary and will
16 make circulation difficult. (2) The reduction of parking
17 spaces in the area will be an extreme hardship on the
18 merchants who already have little parking for customers.
19 This loss cannot be mitigated by a "fee." The spaces are
20 needed! (3) The proposal to limit or eliminate private auto
21 traffic on Telegraph from haste or Dwight to Bancroft. (4)
22 Durant to be changed to two-way streets will unnecessarily
23 slow traffic and cause air pollution and reduce retail
24 sales in the area. (5) Dedicated bus lanes on Telegraph
25 will cause a constant "parking" jam on the rest of the

Letter 3-175

Andy Katz
(no date on letter)

3-175-1 See Sections 7.9.2.3 and 7.9.10 for a more detailed discussion of responses to common public review comments on the Draft EIS/EIR with respect to accessibility.

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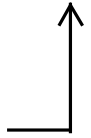
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WRITTEN COMMENTS NOT READ INTO THE RECORD

DANA ELLSWORTH: I am extremely concerned about the impact the proposed alternatives for BRT could have on the Telegraph Business District. Specifically: (1) Narrowing Bancroft at Telegraph by one lane is not necessary and will make circulation difficult. (2) The reduction of parking spaces in the area will be an extreme hardship on the merchants who already have little parking for customers. This loss cannot be mitigated by a "fee." The spaces are needed! (3) The proposal to limit or eliminate private auto traffic on Telegraph from haste or Dwight to Bancroft. (4) Durant to be changed to two-way streets will unnecessarily slow traffic and cause air pollution and reduce retail sales in the area. (5) Dedicated bus lanes on Telegraph will cause a constant "parking" jam on the rest of the

3-176-1

- 1 street, where vendors need to offload and drivers need to
- 2 move through.
- 3



Letter 3-176

Dana Ellsworth
(no date on letter)

3-176-1 Refer to Section 3.2 for a discussion of traffic impacts. The traffic analysis reflects the capacity reductions proposed with the Build Alternative. Refer to Section 3.4 for a discussion of parking impacts and mitigation measures. The proposed Build Alternative is not proposing to eliminate private auto traffic on Telegraph (see schematic drawings included in Appendix A). Access to existing commercial driveways for delivery trucks will be maintained. Existing legal delivery zones will either be retained or replaced.

1 ANONYMOUS: Good document. Makes it absolutely clear
2 how loony this plan is. How many minutes will be saved by
3 closing lanes in Berkeley, over the Rapid Bus aspects
4 already in place? That is, if you leave the Rapid Bus
5 aspects in place, which actually do save some time, how
6 much additional time is saved by spending millions on
7 stations and closing lanes, which will devastate Berkeley?
8

3-177-1

Letter 3-177

**Anonymous
(no date on letter)**

3-177-1 Thank you for your comment. Please note that since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions. Please refer to Section 3.2 for a discussion of any traffic impacts within Berkeley.

1 MERRIL MITCHELL: Hi, my name's Meri Mitchell, and the
2 last speaker, I wanted to comment. She was talking about
3 electric shuttles and that's not BRT, and having electric
4 shuttles, I think people would hop on it, and having the
5 free transit, which we could have, there's no pilot fees
6 for developers, and the powers that be that want BRT, which
7 is really a big-city-type thing, and they want to make
8 Berkeley this (inaudible) city, that they want to make it
9 really big. And it might not be healthy big, and that's
10 why I'm so frustrated and yelling in the back and I'm
11 embarrassed and I'm going to try to bring tape the next
12 time. Because I, I'm really frustrated because, because I
13 gave up driving a car years ago, whenever it was that
14 global warm- - I wasn't thinking for those reasons, but the
15 global warming and everything, I'm not going to drive a car
16 again, and I don't - I don't want to - I hope I never have
17 to go in an airplane; that's really polluting, and I like
18 to ride the bus, but I'm - I'm so frustrated tonight
19 because I see all those biker clubs, most of them have
20 cars, the ones I know, and so here is somebody that wants
21 to ride a bus and they're diminishing the stops and they're
22 moving the stops to hubs which are more convenient for the
23 Rapid Bus - Rapid Bus is a good idea, I like that. But the
24 BRT is something else. It's going to destroy our city.
25 It's going to take trees and mess up neighborhoods. It's

3-178-1

1 so clear to me. So I didn't mean to go rambling on. I
2 thought I'd just - I thought of thing. We're supposed to
3 think globally and act locally and I - I think we should be
4 thinking globally and shopping locally and you can't do
5 that with BRT. So we need a shopper's shuttle and we need
6 free transit and the shopping locally, it's going to kill
7 our businesses that we have, but there's something today in
8 the paper about the City Council making it easier to
9 change. Change comes with the big development, with the
10 redevelopment that takes half the businesses that we all
11 would like to and there are politicians that don't care
12 about that. They have a vision of this smart growth that -
13 we already have the kind of smart growth that we need in
14 Berkeley, and Emeryville is not it, and we shouldn't allow
15 that. There's a hundred thousand of us and there's only
16 about fifty, maybe a hundred if they bring all the bike
17 club in here, and I - I want to have a bike club too, but I
18 want to have a Berkeley-friendly bike club, not a bicycle-
19 friendly bike club because we're having accidents. I am
20 rambling, bit this is the end of my ramble here. There've
21 been three people killed - Promise. There's been three
22 people killed in the last few weeks because they've been on
23 these roads like Marin where they put these - they came in
24 sneakily and got in these bicycle accidents and like I'm a
25 biker. I was there right out there. But anyway, now when

1 the traffic flows so fast, the people, a few feet from the
2 houses, and what's happening is really really sick and I
3 just hope that the hundred thousand of us that live here
4 could do something to stop these politicians. And if
5 anybody wants to recall them, I'd like to help.

6

Letter 3-178

Merril Mitchell
(no date on letter)

3-178-1 Thank you for your comment.

1 TREVOR LAWS: My name is Trevor Laws. I live in the
2 Benvenue neighborhood and I'm president of the Benvenue
3 Neighborhood Association. And I've come here tonight
4 because there were several residents who couldn't come here
5 and express some concern about this project, so I want to
6 voice their concerns. Much of their concerns have been
7 expressed already, so I won't really go too far into them.
8 The major one is the cut-through traffic. This has not
9 been studied in the EIR. It's a well-known fact in the
10 neighborhood that traffic cuts through Hillegass and
11 Benvenue to get to campus from - either coming down off the
12 Tunnel Road, off of Claremont, down Woolsey and then back
13 up Hillegass and up Benvenue, or, coming up Telegraph they
14 turn off Claremont, go up Claremont, go across Colby, jog
15 onto Benvenue, jog onto Hillegass, back onto Ashby and then
16 back onto Benvenue. This happens all the time. We have
17 twice the amount of traffic any other road has. This is
18 purely because there is no (inaudible) street apart from
19 Telegraph, from Claremont down to MLK. So I don't think
20 that - your models may look great, but I don't think they
21 really look for the actual practical effect on the traffic
22 when it backs up like this. I mean, the previous - one of
23 the previous speakers talked about the problems on
24 Telegraph the other week; I saw that. I was there as well.
25 It took two lanes out of Telegraph, just the way you're

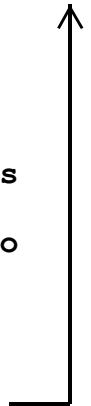
3-179-1

1 suggesting, and traffic was backed up for four or five
2 blocks. This was in the middle of the afternoon, not rush
3 hour, the middle of the afternoon, and I saw someone - I
4 saw the traffic take two minutes to go a block. I sat
5 there and timed them. As soon - I mean, obviously, Oakland
6 Public Works was well aware of what was going to happen if
7 they kept this line closed, so by 3:00 to 3:30 they opened
8 them up again, and sure enough the traffic flowed free. So
9 come the rush hour, there was no problem. I mean, I would
10 suggest to the Berkeley people, if there are any Berkeley
11 City people here, that they do that as an experiment during
12 rush hour, then they would know what the effect of this is
13 going to be. They want us to do some fancy computer
14 modeling. They don't see what the traffic is like. If they
15 do it long enough they'd also see how much traffic gets cut
16 through the neighborhoods, because it wouldn't take very
17 long for people to figure it out. So that's one big issue.
18 The other big issue was the lack of taking away seventy-
19 five percent of the parking on Telegraph and the no left
20 turns on and off of Telegraph. [Benvenue] has a serious
21 parking issue with the hospital, Whole Foods and Elmwood.
22 And the residents can never find anywhere to park anywhere
23 near their houses half the time. So this is going to be a
24 real problem. And I don't think you've studied the effects
25 of people driving around and around trying to find

3-179-2

1 somewhere to park and like where they're trying to find
2 circuitous routes to get in and out of the neighborhood.
3 There are various diverters in the neighborhood which means
4 it's going to be very difficult if you can't turn left onto
5 Telegraph or into the neighborhood. So the EIR doesn't
6 address those, and we'd like it to.

7



Letter 3-179

Trevor Laws (no date on letter)

- 3-179-1 Refer to Section 3.2 for a discussion of neighborhood diversion impacts. This section includes a discussion of alternate routes that drivers are anticipate to take and presents feasible mitigation measures to address impacts.
- 3-179-2 Refer to Section 3.4 for a discussion of parking impacts and mitigation measures. Refer to Section 3.2 for a discussion of traffic impacts and mitigation measures. The traffic analysis takes into account the proposed turn restrictions.

1 EMILY WILCOX: My concern about BRT is that for - it's
 2 a human concern for health and safety for people who are
 3 disabled. My concern is health and safety for people who
 4 rely on paratransit. And although more people can ride a
 5 bus, I guess, than can ride a bicycle, not everyone can
 6 take the regular routed bus and not all, you know, some
 7 people can take them sometimes but need paratransit other
 8 times. What most people don't understand is paratransit
 9 eligibility as dictated by the Federal Government, it's not
 10 available to everybody. You must be within a certain
 11 spitting distance of an existing transit route. And the
 12 redundancy of the Telegraph Avenue bus rapid transit route
 13 with BART, so far as Berkeley and Oakland goes, means to
 14 me, looking down the road, that the next time there's a
 15 budget cut, with this infrastructure, it won't be - AC
 16 won't look to take routes - BART won't go, Telegraph won't
 17 go, and the new BRT on Telegraph won't go. So service
 18 routes will be cut in the peripheral, and that will mean,
 19 fit they're cut completely, people will be completely cut
 20 off from paratransit eligibility, and if they're - if
 21 they're only cut at certain times, people can - may have
 22 their opportunity to use paratransit reduced. And the flip
 23 side of this, and speaking now as someone who is disabled
 24 as opposed to somebody who is speaking for disabled people,
 25 that having - if you have a caregiver who relies on bus to

3-180-1

3-180-2

1 get to you, that affects not only when you want to go
2 somewhere but when you're waiting for the caregiver to come
3 to you to get you up, put you to bed or do other services
4 that you rely upon. For myself the big impact with this, I
5 believe, will be gumming up Telegraph for automobile
6 traffic, particularly between Berkeley and the freeways and
7 the medical - all the medical facilities that are run along
8 Telegraph, and then gumming up the parking, which will have
9 a great impact on medical facilities. By the way, my big
10 entertainment seems to be getting to medical appointments
11 more than anything else. But also occasionally I have a
12 treat when there's a parking space near Bake Sale Betty's
13 on 51st and Telegraph. And that will disappear for me,
14 that, if, you know, that - which brings me to another
15 thing. You take the parking away and people who can't get
16 that far, you just, you eliminate their opportunity from
17 getting to a parking space five blocks away to the
18 destination, and that is the same thing I want to echo or
19 support what one of your earlier commenters who, I believe,
20 was disabled, talked about, it's useless if you can't walk
21 the distance between the bus rapid transit stops. So I've
22 probably exceeded three minutes.

3-180-3

3-180-4

23

Letter 3-180

Emily Wilcox
(no date on letter)

3-180-1 See Sections 7.9.2.3 and 7.9.10 for a more detailed discussion of responses to common public review comments on the Draft EIS/EIR with respect to accessibility.

3-180-2 Thank you for your comment.

3-180-3 Thank you for your comment

3-180-4 Thank you for your comment

1 JAMES MATHEWS: Hello, my name is James Mathews, and
2 I'm 15 years old. I'm here representing the Garfield
3 Neighborhood NTPC and the San Antonio Neighborhood Network.
4 But right now I'm just talking to you as a youth and a
5 student of Oakland. I catch the 40 and the 51 to go to
6 school, and when I'm seeing this rapid transit system,
7 which is good in effect and idea, but it's cutting away a
8 lot of the easy access that students from East Oakland and
9 deep East Oakland like towards the San Leandro border get
10 to North Oakland. Right now it already takes us like a
11 long time by catching the 40 to get all the way to North
12 Oakland to go to school at Oakland Technical High School.
13 Another thing is, I see you're doing all these
14 beautification projects for the station. I just wanted to
15 know if you're going to have a, like in the projected, in
16 the estimated budget, are you going to have a repair fund,
17 because there's going to be a lot of desecration and
18 graffiti and all that, so those were just two things I
19 wanted to know about it.

3-181-1

20

Letter 3-181

James Mathews
(no date on letter)

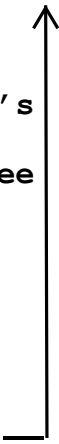
3-181-1 Thank you for your comment. Section 7.9.7 of the Final EIS/EIR addresses implementation and operations of the BRT system. AC Transit will maintain the BRT facilities, such as stations and associated passenger amenities, and the BRT transitway. Maintenance could be self-performed or contracted, the specific mechanism yet to be determined. Responsibilities for the upkeep of other street features, such as additional landscaping and pedestrian facilities apart from those proposed by the project in station areas, are yet to be formalized (e.g., through memoranda of agreement and ultimately maintenance agreements that AC Transit will execute with affected parties) but assumed to be those of the local cities or Caltrans.

1 ALFREDO LOPEZ (INITIALLY VIA TRANSLATOR): Good
 2 evening. My name is Alfredo. I am part of the College of
 3 Alameda. (NOW SPEAKING FOR HIMSELF): I can try in English
 4 if you want. Even though I prefer in Spanish, but I can
 5 try it in English. Okay, my name is Alfredo Lopez. I'm
 6 part of the Alameda community but I also work for La
 7 Clinica de la Raza here in Oakland. And also I'm from
 8 Columbia, Bogota, where I already know how this project
 9 works. We have this project from like seven years ago.
 10 This project has some difference, but I think it's a great
 11 project for people, especially people who already ride the
 12 bus, because they have to waste a lot of time waiting to go
 13 one place to another. And the other thing is to try to
 14 bring more people to ride the bus and to leave the car in
 15 the house, to try to economize gas and time, but also I
 16 have some questions. How are you going to work with
 17 delivery trucks who always stop close to the different
 18 store or different - different store to put everything in.
 19 You know what I mean. It's really difficult, so I don't
 20 know how you're going to work with that. And the other
 21 thing is, how do you going to provide security for people
 22 who are waiting for the bus, especially at night in some
 23 place that is so high risk, especially because these kind
 24 of, this station, it's kind of close, but it's not really
 25 completely - it has some people inside really secure. So

3-182-1

3-182-2

1 it can be a really place to, to hurt somebody at night.
2 How are you going to provide that kind of security. That's
3 my question. But, this project is really good, and I agree
4 with you, I don't know your name, that you have to start
5 because at the beginning you're going to have a lot of
6 problems, but in the future, well, we can [sit] together.
7 Thank you.



8

Letter 3-182

Alfredo Lopez
(no date on letter)

3-182-1 Please refer to Section 3.2 in the Final EIS/EIR for discussion on traffic. Access to existing commercial driveways for delivery trucks will be maintained. Existing legal delivery zones will either be retained or replaced.

3-182-2 Please refer to section 7.9.14 for discussion of safety and security.

1 GERALD CAUTHEN: It sounds like you've invested about
2 three hundred fifty to four hundred million dollars and
3 that's a major investment. I think the premise is that
4 when you would spend that kind of money there's an
5 expectation there'd be some changes of travel habits, at
6 least that's certainly the hope. As the transit system
7 gradually gets better, we hope people will gradually change
8 the way they get around. A little while ago it turned out
9 there's two very difficult intersections in North Berkeley
10 that are, I guess, an LOS D, a very congested level of
11 traffic, and the suggestion was that you place these BRT
12 buses in that traffic congestion in order not to make it
13 worse, at those two intersections. I think AC should
14 struggle very hard to avoid doing that, try to find some
15 other way of mitigating that LOS D and E situation short of
16 compromising the very quality you're trying to create in
17 the transit system, because if you put those expensive
18 buses with this expensive capital expenditure in that
19 congestion, you really degrade the entire reliability of
20 the whole system from one end to the other. It can be very
21 very dangerous for a BRT system to do that. I think that
22 should be avoided.

3-183-1

23

Letter 3-183

**Gerald Cauthen
(no date on letter)**

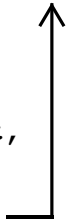
3-183-1 Thank you for your comment. Please refer to Section 3.2 for a discussion of traffic impacts and mitigation.

1 THANH AHLFENGER: Good evening. My name is Thanh
2 Ahlfenger. I used to ride an AC bus for a few years, now I
3 don't, but I think it's a good project, but as I watched
4 the presentation, I had something come up to my mind, just
5 like, with the existing stop now, if you put the BRT bus
6 in, and you change the station, is that two blocks to one
7 third to, you know, a mile? So usually at the existing
8 stop they have the other bus, the other bus line, so it's
9 really easy for people to go around to, you know, through
10 the side street and other things. So I think when you -
11 when you work on this project you have to think of that,
12 because if you put and you change that, not only people go
13 to the Bayfair, to downtown Berkeley, but they have to take
14 other line bus too. So if you [walk] like your
15 (inaudible), you have to change the whole, you know, the
16 other bus line station, and the thing is, the different
17 thing is, when I watch the turning left line, that's, to
18 me, it means that you ride, you have to go farther to make
19 a U-turn, so make sure you put the bus line in there, but
20 they, you know, they have a turning left light for the
21 cars, too. And with the fare, because you [sell] the fare
22 before, so that mean you put - by a vending thing like at
23 BART - vending ticket - you use that, but usually a bus
24 rider, they have a transfer, they need transfers to go to
25 other bus lines, so it's a, you know, just like a day pass, V

3-184-1

1 so how can you get that when you pay the ticket out. It
2 doesn't work like a BART ticket. So that's all my comment,
3 to remind you, was about these details. Thank you.

4



Letter 3-184

**Thanh Ahlfenger
(no date on letter)**

3-184-1 Numerous local bus routes intersect with the proposed project alignment, as discussed in Section 3.1 of the Final EIS/EIR. Depending on the origin and destination of the connecting service trip, it is possible that additional walking time may be required; however, this additional time would be compensated to a degree by the reduced travel time associated with BRT service. Fares and ticketing are discussed in Section 7.9.4.

1 BETTY KREGER: (1) Nice idea. (2) What about ways to
 2 improve bus service until then? - Get another 63 in
 3 Alameda during peak. Get a bus going closer to Alameda
 4 Hospital. - Fix the 51. - Better security at 14th &
 5 Broadway, especially during evening and early morning. (3)
 6 Fix Translink. (4) Train the drivers to respect elderly.
 7 (5) Get buses that are easier for short elderly people to
 8 take seat.

3-185-1
 No DEIR
 Comment

9

Letter 3-185

Betty Krueger
(no date on letter)

3-185-1 Thank you for your comment.

1 CONNIE GARDNER: (1) Reduce traffic on Telegraph, near
2 Telegraph in the Temescal Neighborhood. (2) Too difficult
3 to cross the street. (3) Need more time to cross the
4 street. (4) Not enough traffic lights for pedestrians.
5 (5) 56th and Telegraph needs to be cleaned up. Too many
6 homeless people. Police does not respond.

3-186-1

7

Letter 3-186

**Connie Gardener
(no date on letter)**

3-186-1 New traffic signals and new pedestrian signals are included in the project. Refer to Section 3.2 for a discussion of traffic impacts and mitigation measures. Section 7.9.10 responds to common public review comments regarding pedestrian accessibility and safety.

1 MARIA MARTINEZ: I've lived in the Fruitvale for over
2 40 years and have had three businesses. (1) I'm very
3 conscious about the project. I support it 100% because we
4 have been waiting for all the changes we have had recently
5 and I am happy about that. (2) This project will benefit
6 our community and with this improvement properties will
7 increase value. (3) I'm 71 years old and I think about the
8 newer generation. They will have more benefits. This is
9 better than BART. I have family in Berkeley. This is more
10 effective for seniors. I'm sometimes afraid of taking
11 BART. I think about gas expenses and insurance. In the
12 long term public transportation should improve. There are
13 very good reasons for going through this project. With
14 good public transportation people don't have to worry about
15 owning a car.

3-187-1

16

Letter 3-187

Maria Martinez
(no date on letter)

3-187-1 Thank you for your comment.

1 JOEL MORALES: I would like to know if BRT stations
2 will be coordinated with other existing bus lines that
3 intersect at International/Telegraph corridor. That way
4 you provide another bus rider to connect easily to the BRT
5 from other bus lines.

3-188-1

6

1 JOEL MORALES (ADDITIONAL COMMENT SHEET): With BRT
2 stations the idea of entry at any bus door is great, but
3 how do you assure that everyone is actually buying a ticket
4 and not getting a free ride? Right now San Francisco Muni
5 has a problem where a lot of people ride street cars for
6 free from outlying outbound directions into downtown.
7 Paying nothing! Now this year they are cracking down on
8 this with fare inspectors, but just something to think
9 about.

3-188-2

10

Letter 3-188

Joel Morales
(no date on letter)

- 3-188-1 Please refer to Sections 7.9.1 and 7.9.2 in the Final EIS/EIR for discussion of transit service and current and future transit systems design.
- 3-188-2 Please see Section 7.9.4 for a response to common public review comments on the Draft EIS/EIR with respect to fares and fare collection.

1 EZEKI RODRIGUEZ: The project is very good. However,
2 I want to make sure that drivers receive the appropriate
3 training to eliminate the racism currently experienced by
4 the young and old Latino community on the part of African-
5 American drivers, especially Lines 82 and 82L, and all of
6 AC Transit.

3-189-1
No DEIR
Comment

7

Letter 3-189

Ezeki Rodriguez
(no date on letter)

3-189-1 Thank you for your comment.

1 GREGORIO LION: The project is very good. But, please
 2 make sure that the drivers receive training to provide
 3 excellent service that we deserve. We are particularly
 4 concerned about our experiences with racism happening now
 5 on Line 45. Especially the drivers on Line #45 on
 6 Saturdays and Sundays. During the past 30 years.

3-190-1
 No DEIR
 Comment

7

Letter 3-190

**Gregorio Lion
(no date on letter)**

3-190-1 Thank you for your comment.

Letter 3-191

Maria Sanchez
(no date on letter)

3-191-1 Improvements planned for the BRT corridor do include more trees and landscaping, sidewalk and median improvements, security improvements and crosswalk improvements. Please see Chapter 2 of the Final EIS/EIR for a summary of improvements. Pedestrian amenities are also discussed in Section 3.3.3, and landscaping is addressed in Section 4.6. AC Transit has an affirmative action hiring policy regarding the hiring of bilingual drivers.

1 comment and the other things that I'm looking at, I'm going
2 to write them, because I don't want to take up your time.
3 But I think there was one more - no, all these can be
4 written, because they're not actually about the transit.
5 They're about the system itself. But it's a wonderful
6 system, it's just a few little kinks in it you need to look
7 at. Thank you.

8

Letter 3-192

Sandra Beal
(no date on letter)

3-192-1 Thank you for your comment.

3-192-2 Thank you for your comment.

1 BETTY MULHOLLAND: Why not have a BRT meeting in East
2 Oakland? (Potential location Allen Temple, Eastmont Mall.
3 Call Joel Ramos from TALC.

3-193-1
No DEIR
Comment

4

Letter 3-193

**Betty Mulholland
(no date on letter)**

3-193-1 Thank you for your comment.

1 FRANCISCO DAZA (VIA TRANSLATOR): My name is Francisco
2 Daza. I am a neighbor of this area. I live in Foothill,
3 3430. I want to congratulate to the people that have
4 designed this program. It's excellent. This is going to
5 help a lot of people who use the public transportation,
6 especially the workers. With the current project, it is
7 going to save a lot of time. Actually at this time I take
8 two hours to get from my home to my work. I work in San
9 Pablo. Again, this is a positive program and helps people
10 who work and other states have a better system than us. For
11 instance, in Peru they have a rapid transit in the middle
12 of the city and it makes people save a lot of time. That
13 way, congestion is avoided and I would assume that the
14 longer we wait there will be more congestion in this area.
15 It is very sad that we're going to have to wait four years.
16 I wish it was done sooner than that. I don't want to go
17 over the three minutes, so thank you very much.

3-194-1
No DEIR
Comment

18

1 FRANCISCO DAZA: (1) It's a very important project,
2 specially for working people who need fast transportation.
3 (2) The benefit to have buses running in separate lanes is
4 excellent. (3) I wish it didn't have to take four years.
5 Why wait? If the money has already been set aside.

3-194-2
No DEIR
Comment

6

Letter 3-194

Francisco Daza
(no date on letter)

3-194-1 Thank you for your comment.

3-194-2 Thank you for your comment.

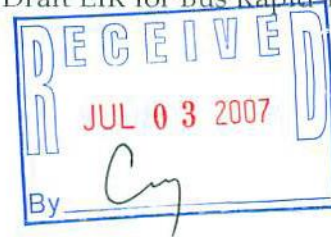
Temescal

MERCHANTS ASSOCIATION

July 1, 2007

RE: Comment on Draft EIR for Bus Rapid Transit

Jim Cunradi, Project Manager
 East Bay Bus Rapid Transit Project
 1600 Franklin St.
 Oakland CA 94612



Dear Mr. Cunradi,

The Temescal Merchants Association is a voluntary organization representing a wide variety of commercial entities along Telegraph Avenue, from 40th St. to 55th St. in Oakland. We appreciated your meeting with us in July of 2004 and in April 2007 to describe the plans for the Bus Rapid Transit proposed to travel through the Temescal commercial district. Both of these meetings preceded the release of the EIR for this project which now is available for comment.

In response we wish to endorse the extensive comments being prepared by the Temescal/Telegraph Business Improvement District with whom we have collaborated in reviewing the EIR documents. We concur with their critique of the assessment of current and future traffic conditions used in the EIR, and the recommendations contained in their letter of July 2, 2007.

I wish to underscore one further point. Following our meeting with you in July, 2004 a committee of our Association submitted to your office a carefully developed position on the prospect of BRT along Telegraph Avenue, the traffic conditions the EIR needed to address and several constructive alternatives. A key sentence from that letter states:

"It is difficult to imagine a less desirable configuration for BRT in the Temescal Commercial Corridor than the proposed removal of a traffic lane in each direction. For BRT to make a valuable contribution to transportation options in this area, and not to create new burdens, an alternative configuration will have to be identified and implemented." (TMA letter, July 2004)

The draft EIR makes no mention of our concerns, seems to disregard the specific problems we identified, and gives no consideration to our recommendations. This is not the way to build community consensus on such an important project.

While reiterating our support for BRT as a means of enhancing public rapid transit in an environmentally conscious manner we cannot support the plan in its present form and hereby request that alternatives to the existing proposal be developed.

We will be glad to cooperate in whatever way we can in the next steps of the process.

Sincerely,


 Carlo Busby, President
 Temescal Merchants Association
 c/o SAGRADA
 4926 Telegraph Ave.
 Oakland CA 94609

TELEGRAPH AVENUE • 40TH - 55TH STREET • OAKLAND, CALIFORNIA

3-195-1



A Non-profit organization

July 20, 2004

Jim Cunradi
Bus Rapid Transit Project Manager
AC Transit
1600 Franklin St.
Oakland, CA 94612

**RE: BUS RAPID TRANSIT
ENVIRONMENTAL STUDY
TELEGRAPH AVE. CORRIDOR**

Dear Jim,

The Temescal Merchants Association would like to thank you and the consultants undertaking the environmental study for the proposed Bus Rapid Transit (BRT) system in the East Bay for meeting with us on April 14 and informing us of the issues being considered in the study. The Temescal Merchants Association has considered the scope of the study that was presented to us and feels strongly that there needs to be an additional area of North Oakland for which more options need to be considered. That area is Telegraph Avenue between 57th and 40th Streets, which we will refer to in this letter as the Temescal Commercial Corridor.

The Temescal Commercial Corridor is a rapidly growing commercial center. Vehicular traffic along this part of Telegraph Ave. is frequently dense and slow, particularly during rush hours. It is not uncommon for it to take more than one cycle of traffic signals to move through the 51st/Telegraph/Claremont intersection. There can be no question that removal of a traffic lane in each direction will create a major traffic bottleneck along Telegraph Ave. during certain hours of the day. For that reason, alternatives to the proposed configuration need to be seriously considered and a more functional configuration adopted for the BRT in the Temescal Commercial Corridor.

The 51st/Telegraph/Claremont intersection is one of the most heavily traveled in Oakland. It is unique along Telegraph Ave., being impacted by four freeway on and off ramps, being the cross street for major east/west and north/south streets in North Oakland and being just a few blocks from the MacArthur BART station. The layout of streets at the intersection is certainly not optimal. Traffic frequently slows behind cars parking and trucks stopped to make deliveries to neighborhood businesses. A fire station is adjacent to the intersection and police/highway patrol use Telegraph for high speed movement. The concentration of hospitals on either side of Telegraph within two miles of the intersection results in Telegraph being a major corridor for speeding ambulances.

The current problems will be compounded in the future if care is not taken. The area is targeted for further growth and change in the Oakland General Plan, including a significant increase in housing

3-195-2

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and housing density to the west of Telegraph Ave between 40th and 51st Streets. Development of the MacArthur Transit Village, with hundreds of new housing units, is beginning to accelerate.

Given all of the above, it is difficult to imagine a less desirable configuration for BRT in the Temescal Commercial Corridor than the proposed removal of a traffic lane in each direction. For BRT to make a valuable contribution to transportation options in this area, and not to create new burdens, an alternative configuration will have to be identified and implemented.

To assist AC Transit, the Temescal Merchants Association has adopted several criteria that the BRT configuration in the Temescal Commercial Corridor should meet in order to make a positive contribution to our community. These criteria relate only to the Temescal Commercial Corridor; we do not purport to comment on criteria applicable to other parts of the BRT system:

1. The BRT configuration must be consistent with the smooth flow of traffic in the area.
 - A. Telegraph Ave. should not be narrowed and traffic lanes should not be removed
 - B. Left turn lanes should not be removed
 - C. BRT and the Telegraph Bike Lane are being proposed to occupy existing traffic lanes through the Temescal Commercial Corridor. Specific attention is required to the functionality of these proposed multi-modal uses to avoid conflicts that would bring traffic to a standstill many times during the day and create a public safety nightmare
2. The BRT configuration must be consistent with the continuing growth and prosperity of the neighborhood commercial center and more housing in the Temescal Commercial Corridor.
 - A. No parking spaces should be eliminated
 - B. Sidewalks should not be narrowed

3-195-4

We have identified at least three alternative configurations that meet these criteria and that should be considered in the Temescal Commercial Corridor:

1. **Re-route the BRT in the problem area**

This would involve routing BRT along Shattuck Ave and 55th St. between 55th St. and the Telegraph/Shattuck intersection. BRT would move from the median to the right traffic lane on Shattuck and along Telegraph between 58th and 55th Streets and between 45th and 40th Streets. There would be bus controlled traffic signals at 55th and Telegraph, 55th and Shattuck, 51st and Shattuck, and 45th and Telegraph. No existing traffic lanes would be removed in the Temescal Commercial Corridor. The benefits of this option include:

- a. There would be much less traffic disruption as traffic on Shattuck and 55th St. is much lighter than on Telegraph in this area;
- b. There would be much less impact on public safety and commercial uses as these uses on Shattuck and 55th St. in this area are much less than along Telegraph;

3-195-5

- c. A Temescal BRT stop at 50th and Shattuck would be less than 100 yards from the proposed stop at 50th and Telegraph and would benefit the smaller commercial area along Shattuck at 50th St.;
- d. There would be a cost saving from avoiding the cost of a exclusive BRT median along Telegraph for approximately 1.5 miles;
- e. There would appear to be very little degradation of transit times with this change; and
- f. This would be the most desirable configuration if BRT is routed into the MacArthur BART station.

2. Joint Use of Traffic Lanes with Cars

This would keep BRT in the median of Telegraph in the Temescal Commercial Area, but not in an exclusive lane. BRT would share the left turn lanes with cars and would have the ability to control traffic signals so BRT can maintain its schedule. This technique is commonly used in BRT and light rail systems around the world in locations where an exclusive lane is not practical. The benefits of this option include:

- a. Less disruption of regular car traffic, commercial traffic and public safety traffic than the proposed configuration;
- b. Less BRT turning than the diversion along Shattuck suggested above;
- c. Reduced costs from avoiding the cost of an exclusive BRT median along Telegraph for approximately 1.5 miles; and
- c. Little, if any, change in BRT transit times.

3. Underground BRT

This would involve placing BRT under Telegraph Ave. between approximately 58th St. to 40th St. Although this option would increase costs, it would avoid all of the negative impacts of the proposed configuration, except for disruption during construction, and would increase the speed of BRT through the Temescal Commercial Corridor. The Merchants Association notes that Berkeley voted several decades ago to pay for the cost to underground BART through that city and a similar vote could be taken in North Oakland regarding BRT in Temescal.

We have undertaken research to provide more specific information regarding the environmental impacts of the proposed BRT configuration in our area and how these can be mitigated by the alternatives. We would like to meet with you and the consultant team in the next few weeks to obtain your initial views on our suggestions and other options that you believe should be considered. By September we hope to be in a position to present more specific information to you on both the

status quo and various configuration options.

Thank you for your consideration.

Sincerely,



Roy Alper
for Temescal Merchants Association

cc: Mayor Jerry Brown
Councilwoman Jane Brunner
AC Transit Board President, Joe Wallace
AC Transit Board Member, Greg Harper

Please direct all communications on this matter to:

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e-mail: roy@temescalplace.com

July 3, 2007 – 9:45am

This letter formally acknowledges receipt of comments from the Temescal Telegraph BID in relation to the “Draft EIR for proposed East Bay Bus Rapid Transit”.

AC Transit appreciates the submission.

A handwritten signature in black ink, appearing to read 'Cory LaVigne', with a long horizontal stroke extending to the right.

Cory LaVigne
Senior Transportation Planner
AC Transit

1 ROY ALPER: Thank you. My name is Roy Alper. I'm
 2 here tonight representing the Temescal Telegraph Community
 3 Benefit Association which is the business improvement
 4 district. We are supported by all of the property owners
 5 along Telegraph from 40th Street to the Berkeley border. We
 6 strongly support the bus rapid transit system proposed for
 7 Telegraph Avenue. We're committed to making our district
 8 more transit-oriented and pedestrian-friendly, and we
 9 commend AC Transit for selecting Telegraph Avenue as the
 10 route for bus rapid transit. My comments tonight will be
 11 critical of the draft EIR, but not of the system itself,
 12 and our criticism is to allow us to work with you so that
 13 bus rapid transit will work right in our neighborhood for
 14 the benefit of the community as a whole as well as for our
 15 district. And we'll be submitting more formal, written
 16 comments before the deadline. First of all, on traffic,
 17 you've identified Telegraph and Alcatraz as an intersection
 18 that will have a significant environmental impact, that
 19 will be LOS F, that you cannot mitigate. We feel that it
 20 can be mitigated. I'll describe that in a moment. And you
 21 do not identify Telegraph and 51st - 52nd as having a
 22 significant environmental impact. The information
 23 contained in the Draft Environmental Impact Report is
 24 incorrect; you're showing that as a LOS D right now. There
 25 have been several traffic studies of that area within the

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3-195-7

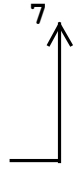
1 last year, year and a half. We urge you to talk to Public
2 Works Department. It's currently at LOS E. If you remove
3 traffic lanes it will inevitably go to LOS F. We believe
4 it can be mitigated. We believe both of these
5 intersections that the LOS F problem can be mitigated by
6 having mixed-use lanes at those two locations, and we
7 strongly urge you to do that. Telegraph is a unique street
8 in the city. It is the primary access route right at these
9 nubs for the freeway system in the Bay Area, for all of
10 North Oakland and for most of West Berkeley, and that has
11 to be kept in mind when looking at traffic impacts.

12 Secondly, parking. You propose to remove some sixty-five
13 percent of the parking along Telegraph Avenue between 44th
14 Street and 55th Street and propose to mitigate the impacts
15 of that by moving it to the side streets. The information,
16 the parking information that you have relied on in the
17 Draft EIR is obsolete. We have the fastest-growing
18 commercial district in the City of Oakland, as shown by tax
19 revenues. We are already underparked. There are strong
20 efforts right now to create parking controls entirely
21 independent of BRT. We need to have replacement parking in
22 Temescal. Finally, pedestrian impacts. We believe that
23 you have missed several critical intersections that need to
24 be studied: 51st and Telegraph, 50th and Telegraph and 45th
25 and Telegraph, none of which were studied in the Draft EIR.

3-195-8

1 Those are our major pedestrian crosswalks.

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Letter 3-195

Roy Alper
July 1, 2007

3-195-1 Please refer to Section 7.9.1 of the Final EIS/EIR for a discussion of the three-year Major Investment Study, a public process which was conducted to assess transit demand in the corridor and to evaluate alternative routes and transit modes against nine service objectives. This section also provides a discussion of travel time benefits associated with providing BRT service in dedicated lanes; see Section 3.1 for a quantification of these benefits. Improved travel time due to dedicated lanes facilitates the proposed project's fulfillment of its purpose and need, as described in Section 1.2 ("...increase transit ridership by providing a viable and competitive transit alternative to the private automobile.").

Following the circulation of the Draft EIS/EIR, a detailed community process to select the Locally Preferred Alternative (LPA) in each corridor city has been undertaken, as described in Section 2.1 of the Final EIS/EIR. As discussed in Section 2.3.2, as the result of decisions regarding the LPA in Berkeley and Oakland, BRT within dedicated lanes has been removed from Telegraph Avenue in Berkeley and East 14th Street, south of Georgia Way, in San Leandro.

The Final EIS/EIR evaluates and discloses all significant impacts to traffic (Section 3.2), parking (Section 3.4), and to the community (Section 4.4) that are a consequence of dedicated transit lanes. As discussed in these sections, feasible mitigation measures have been proposed to reduce the proposed project's impacts to a less-than-significant level. In cases where impacts cannot be feasibly reduced to less than significant, AC Transit as CEQA Lead Agency would adopt a Statement of Overriding Conditions.

1 JANE KRAMER: I'm Jane Kramer. I guess it's a general
2 frustration just looking at a brief summary statement of
3 this new program. I presently live down on MacArthur
4 Boulevard around 82nd Street, and it means that I now have
5 to make, with this new restructuring of bus routes, four
6 transfers, depending on where I want to go, from where I
7 live to let's say someplace on San Leandro. Is that
8 something you really want to do to people? I mean, now I
9 can, you know, go to the Transit Center at 73rd, get on a 40
10 or 43 or get on a 43 and I can, if I want to go to Solano
11 Avenue, that's it, and don't worry so much about inclement
12 weather.

3-196-1

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Letter 3-196

Jane Kramer
(no date on letter)

3-196-1 Your specific route and the number of transfers involved requires the trip origin and destination information and the time of day. Bus routes and schedules have changed since the DEIS was published. Please call the AC Transit customer information number or see the AC Transit website for current route and transfer information. Please see Section 7.9.1 in the Final EIS/EIR for discussion of proposed project alignment and transit service.

1 RICARDO RODRIGUEZ (VIA TRANSLATOR): Good evening. I
2 congratulate all the members for working on this project,
3 on defending this project. One comment that I have is
4 about the stop, how do you plan the stops, because they can
5 be far from our work. Have you thought about the stops,
6 not everybody stops in the same area, only to stop in
7 different area. Everything else is good for now. I don't
8 need the public transportation. Now I'm driving, but who
9 knows in the future. He's concerned about the big trucks,
10 that, wishes that the big trucks wouldn't share the lanes
11 with the buses. That way you will save time. I
12 congratulate you and thank you very much for everything.

3-197-1

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Letter 3-197

Ricardo Rodriguez
(no date on letter)

3-197-1 The placement of stations is discussed in Section 7.9.15, which responds to common public review comments on the Draft EIS/EIR with respect to station location and logistics. BRT vehicles would be operating in dedicated lanes for much of the project alignment, thereby limiting conflict with trucks or other vehicles.

1 AGNES RAMIREZ GRACE: Good evening. My name is Agnes
2 Ramirez Grace, and I am - I represent the Fruitvale
3 Alliance in Fruitvale District, and I am the co-chair for
4 the Harrington Avenue Homeowners Association. I want to
5 congratulate you on this project and I wish you luck. I
6 think as a senior citizen - there'll be more senior
7 citizens in the future, and we're going to need a
8 transportation like this. We're going to need a lot of
9 this help and I - I think it's a good thing. To me, this is
10 great. And that's all I wanted to say. Thank you.

3-198-1

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Letter 3-198

**Agnes Ramirez-Grace
(no date on letter)**

3-198-1 Thank you for your comment.

1 MICHAEL KRUEGER: Hi, Michael Krueger. I'm a resident
2 of Alameda. I happen to be on the City of Alameda
3 Transportation Commission and I'm also involved with a
4 citizen's group called Alameda Transit Advocates and we've
5 been working to try and improve transit in Alameda. So
6 this system wouldn't exactly be right in our neighborhood,
7 but I think I'm speaking in favor of I today because I
8 think it's just a really great thing for AC Transit in
9 general and I think it's going to be the first step towards
10 improving transit along other corridors, like the 51
11 corridor, which is very important for Alameda, and I just -
12 I strongly support the project. I know that there are
13 difficulties with the traffic and the parking, but I think
14 that this is the kind of commitment to the next fifty, the
15 next hundred years, and we're going to have to have better
16 public transportation in the future as gas gets more and
17 more expensive and as the traffic congestion continues to
18 increase, we're going to need options, and this is a really
19 good investment in the future. And I know there's going to
20 be a temptation to try to whittle away from those dedicated
21 bus lanes, you know, take - maybe we don't need it, we can,
22 you know, do away with the bus lanes here and do away with
23 the bus lanes there out of the concern for the parking, but
24 just having experience - I've been lucky enough to travel
25 in European cities, and one of the things that allows them

3-199-1

1 to run their buses and trains on time and more reliably is
2 that they have those dedicated lanes. It makes a huge,
3 huge difference, and a lot of people wonder, Why don't we
4 have transit that's as good here as you find in European
5 cities? And that's one of the key differences, is that we
6 have the vehicles stuck in the mixed traffic and - because
7 we're afraid to take one lane away from cars. So I think
8 we need to fight for those lanes and not whittle away at
9 it, not chip it away and just try to take the step towards
10 the future of transportation. So thank you.

11

Letter 3-199

**Michael Krueger
(no date on letter)**

3-199-1 Thank you for your comment.

1 SUSAN DECKER: Hello, I'm Susan Decker. I'm also a
2 member of Alameda Transit Advocates so we live near but not
3 right in the neighborhood of this project, and coming here
4 I thought, Well, I wished I lived right near Bus Rapid
5 Transit proposed project. And we have a pretty good bus
6 line, but this is beyond anything I'd probably even expect
7 to see in my neighborhood. And listening to other speakers
8 I realized there are some trade-offs for people who live
9 right along the lines and use the existing bus service or
10 plan to use a future service. The one speaker has
11 mentioned the stops being farther apart which is the
12 concern that - the sort of thing that we deal with in
13 transit advocacy work and maybe that's a reason for keeping
14 the local, not having the combined service - I don't know -
15 but on the other hand you get better speed with the
16 dedicated lanes, and I think it's very important for this
17 project, of course, I think it's very important to have
18 that guarantee of the means of building the dedicated lanes
19 for public transit which I think is going to become
20 increasingly important. I'm sure a lot of other people
21 have said similar things tonight. And I see this as really
22 an extension of the small bits of work that we do in our
23 local advocacy of trying to bring more respect, attention
24 to the public transit system, trying to get our city to
25 improve stops and put in amenities like shelters and

3-200-1

1 improve the sidewalks, stations like the proposed bus rapid
2 transit stations really show a respect for transit riders
3 if they're nicely done, nice-looking and so forth,
4 especially, they also are likely to attract new riders,
5 which I'm sure you've considered in calculations of the
6 kind of impacts this system can have. And modifications to
7 the street are likely to, as I'm sure you know, be
8 beneficial for pedestrians. Having medians breaking up the
9 traffic lanes gives them more of a refuge. I hope that
10 that - I mean, I know that in some parts, for example in
11 Berkeley, sidewalks are going to be widened, do nice
12 improvements in other places. They might need to be
13 narrowed to make room for the bus lanes on the medians and
14 so forth. I hope that wherever possible that will be
15 avoided so that the pedestrian environment can be improved
16 as much as possible and not negatively affected. And
17 obviously when we get off the bus we're all pedestrians and
18 this is - transit is going to be more important as traffic
19 tends to increase and more people live in a given place, so
20 pedestrian facilities are going to become even more
21 important and they work well together. Thank you.

22

Letter 3-200

Susan Decker
(no date on letter)

3-200-1 Thank you for your comment.

1 PAUL WILCOX BAKER: I'm Paul Wilcox Baker. I'm
2 surprised that light rail and streetcar solutions have been
3 dismissed so out of hand that they don't even appear in the
4 environmental impact statement that I can see. [AUDIENCE:
5 Can't hear.] Oh, sorry, is that better? Okay. I'm
6 surprised that light rail and streetcar solutions were
7 dismissed so thoroughly out of hand. In the US people
8 generally aren't lured out of their cars by buses but they
9 will ride rail vehicles, even in places like Dallas, Denver
10 and Los Angeles that are both rapidly expanding their rail
11 systems. It certainly is a bit more expensive to build,
12 but the benefits are much greater. You do end up with
13 cheaper operating costs, unlike your book says here,
14 because you can run multiple-car trains with only one
15 operator for multiple cars. You also don't have to replace
16 the vehicles every few years which you have to do with
17 buses. The touted flexibility of buses is also one of
18 their problems. Generally, developers don't want to build
19 something just because of a bus line that might disappear
20 tomorrow. But rail lines are permanent and don't generally
21 disappear except in **period of over decades**. Cities such as
22 Little Rock, Charlotte and Memphis, all of which are
23 smaller than Oakland, have built rail systems, so I don't
24 really know why it can't be done in Oakland. Thank you.

3-201-1

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Letter 3-201

Paul Baker
(no date on letter)

3-201-1 Thank you for your comment. As discussed in Section 7.9.1 of the Final EIS/EIR, a three-year Major Investment Study was conducted to assess transit demand in the corridor and to evaluate alternative routes and transit modes.

1 EARL WILLIAMS (Read by Hearing Moderator Ben
2 Strumwasser): "When the City of Philadelphia made some
3 large changes with the bus rail system, they put together
4 video packages that they showed on the public access
5 channel to keep people up to date as to the project. Will
6 AC Transit do the same, as it was very helpful in
7 Philadelphia?"

3-202-1

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Letter 3-202

Earl Williams
(no date on letter)

3-202-1 Please see Chapter 7 of the Final EIS/EIR for a discussion of public outreach. At this time, there are no plans to prepare project update videos.

1 VIRGINIA BROWNING: Hi, I'm a member of STAND in
2 Oakland, but I'm speaking for myself only. So a thousand
3 million is a billion. And we waste many billions of
4 dollars in - just in the public sector of this country on
5 stuff we don't need. So the richest two percent or
6 something like that of people don't pay taxes. And, you
7 know, this sounds kind of flaky, flighty stuff, but we're
8 going to have to start paying attention to this, because
9 not only are the cities starving but now the states are
10 starving. And I don't know how. But entities and whole
11 cities have to start putting their weight behind getting a
12 fair tax system in this country. This should be
13 subsidized. This is not - this doesn't have to be beyond
14 our means, and I appreciate it, what that man said about
15 not getting, you know, we should have, there should have
16 been a way to do the rail alternative, and I don't know how
17 to organize all this, but it, it makes sense to do it that
18 way. Also, people getting out of their cars. They do it
19 in Europe. They have to start doing it here, if they
20 really want people to ride these systems. If they're
21 serious about - They're so serious about global warming
22 that they're ruining our neighborhoods by building these
23 ultramassive things there, with that excuse. Well, if
24 they're that serious, then they can start to say every
25 other day certain license plates can only drive blab bla

3-203-1

1 bla. And they can do that all over the city or the state
2 so that some districts don't suffer. And they need -
3 they're trying to - ABAG is trying to ram things down us
4 about density, well, they can put their weight behind this
5 too. And transit is needed, but people have to do big
6 steps to get it done.

7

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Letter 3-203

**Virginia Browning
(no date on letter)**

3-203-1 Thank you for your comment.

1 CLARE RISLEY: My name is Clare Riskey. I want to
2 thank Rapid Transit for setting up the nice, clear boards
3 comparing the routes. I was then able to determine my
4 preference for Alternative 3, Combined Service to Bay Fair
5 BART. I am satisfied that BRT will preserve and increase
6 business success all along the route, and I want to be
7 assured that proof of payment will be part of BRT, and, on
8 the Van Hools that are in service now. Thank you. This is
9 essential to the speed of the system.

3-204-1

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Letter 3-204

**Clare Risley
(no date on letter)**

3-204-1 Thank you for your comment.

1 REGINALD JAMES: Good evening. First of all, I
2 thank you for all your work in taking the public comment
3 and getting the input. Appreciate that. I just want to
4 talk about some of the benefits. Again, my name is
5 Reginald James. I didn't mention my affiliation. I'm one
6 of the student trustees for the Peralta District. One of
7 the benefits that I see for this is, as being stated,
8 reduction of greenhouse gases. Everyone is really pushing
9 that. But one concern I have is that the traffic that'll
10 go through these other neighborhoods, it'll be, it may
11 reduce their air quality. I just returned from East Palo
12 Alto today and one of the articles in one of their papers
13 was, because of the Dumbarton Bridge, all of these cars
14 backed up, is reducing their air quality in their
15 community, even though people are just driving through.
16 Another benefit I see is the decreased travel time, but I'm
17 concerned, like with Alternative 4, it's only a six-minute
18 decrease, and so is that really going to benefit for the
19 amount of money. However, with the other alternative, it
20 says it might be nineteen minutes. And I think this could
21 increase ridership or at least it'll be able to accommodate
22 the population growth that's going to come. Just the last
23 two concerns I had is, about the stations in various
24 business districts on just with some of the alternatives,
25 you know, if there's, I think it's thirty-seven stations

3-205-1

1 and the other one is - or thirty-one, and I think it's
2 fifty- - I don't recall the number right now, but just
3 about it being in a variety of different districts, not
4 just specific ones, so that different areas in Temescal has
5 it and maybe 73rd may have it. So make sure that it's
6 equitable stations throughout the whole corridors. And
7 lastly, I just haven't finished reading the document on-
8 line, but I'll submit the rest of my comments on-line.
9 Thank you.

10

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Letter 3-205

**Reginald James
(no date on letter)**

3-205-1 Thank you for your comment.

1 KAZISHA HARRIS: First question was, how was the data
2 collected for this study, specifically with effect of,
3 specifically with the effect that this would have on
4 ridership, negatively and publicly? Second question is,
5 what steps are being taken to make bus-riding more
6 attractive to those who are now driving, since the BRT will
7 reduce the amount of traffic lanes available. Thirdly, has
8 there been - what steps have been taken to analyze the
9 impacts on additional traffic through other areas, or
10 simply the ones that have schools, high schools, middle
11 schools, elementary schools, and how would the increased
12 traffic impact students, elderly, you know, people that
13 live in those areas. Will we be looking at more access
14 between pedestrians and drivers? Okay. Thank you.

3-206-1

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Letter 3-206

Kazisha Harris
(no date on letter)

3-206-1 Please refer to Section 3.2 for discussion of traffic, and Sections 7.9.10 and 7.9.5 in the Final EIS/EIR for responses to common comments regarding pedestrian and bicycle impacts, and ridership forecasting and modeling, respectively.

1 IAN NICHOLSON: My name is Ian Nicholson and I'm
2 a Berkeley resident and also a student at UC Berkeley. I'd
3 just like to come out and say that I think this is an
4 exciting project, a good opportunity for creating
5 transportation, increasing mobility and improving
6 accessibility, in general just creating transportation for
7 a livable community on the corridor, although I do have a
8 few comments for the EIR. The first is I think that it
9 would be important if perhaps the agencies involved, like
10 AC Transit and the other stakeholders could talk with the
11 University. I know that they're looking at the Lower
12 Sproul Rehabilitation Project and if you could possibly
13 integrate the BRT project with some sort of transit village
14 on the lower Sproul area, I think it would be really great
15 to increase ridership in that area. Taking a look at your
16 preliminary concept, it looks like you've got, you know,
17 four thousand, five thousand boardings a day, which I think
18 is great as far as transit usage, more than many BART
19 stations. Additionally, as far as parking impacts are
20 concerned, I think you might want to take a look at pricing
21 parking appropriately, especially in areas like Berkeley
22 where there may be the appearance of a shortage but there
23 really isn't when you take a look at the off-street parking
24 availability. Also, this puts across a transit-oriented
25 development on the route. Perhaps establishing some sort

3-207-1

1 of guidelines as - but making sure that development is not
2 only transit-adjacent but transit-oriented as well.
3 Overall, I think it's a great idea along the corridor. Bus
4 Rapid Transit has proven itself in California, in Los
5 Angeles, with the Orange Line, which has been wildly
6 successful, and I look forward to the start of service.

7

Letter 3-207

Ian Nicholson
(no date on letter)

3-207-1 Planning efforts on the BRT project have been coordinated with the UC Campus administration. A parking pricing strategy to discourage on-street parking would fall under the jurisdictions of the cities in the corridor, and is not proposed as part of the project.

1 LARRY H. HINKSTOM: Good idea to run Rapid to Bayfair.] 3-208-1

2

3

Letter 3-208

**Larry Hinkstom
(no date on letter)**

3-208-1 Thank you for your comment.

1 JANET ARNOLD: I strongly support BRT. Better transit
2 (shorter travel times, better ability to stay on schedule)
3 will, I hope, increase ridership and persuade more car
4 owners to use transit more, to fight global warming and
5 improve urban quality of life. One speaker said BRT on
6 International is redundant because it parallels BART. I
7 live near the 15th Avenue stop but I am one mile from either
8 Lake Merritt or BART or Fruitvale BART, so it certainly is
9 not redundant for me, and many others, because of the
10 station spacing of BRT.

3-209-1

11

Letter 3-209

Janet Arnold
(no date on letter)

3-209-1 Please refer to Sections 3.1 and 7.9.1 of the Final EIS/EIR for a response to comments on the Draft EIS/EIR with respect to the route alignment, transit mode, and relationship to the BART system.

1 DAVID SCHONBRUNN: (1) Please describe how Interstate
2 MAX in Portland, Oregon performs in relation to auto
3 traffic. I understand it is very analogous to the route
4 for this project. (2) Please describe the land use
5 assumptions used in transportation demand modeling. (3)
6 Please evaluate the likely impact on the project
7 alternatives of denser land use projections in Projections
8 2007.

3-210-1

9

Letter 3-210

David Schonbrunn
(no date on letter)

3-210-1 Please refer to Section 4.1 in the Final EIS/EIR for discussion of land use. See Section 3.2 for discussion of the transportation demand modeling used in analysis for the proposed Project Alternative.

1 VERDIA ANDERSON: When AC Transit screwed up the bus
2 line with the 800 series I thought that it would stop
3 there. Now I feel that you have gone a step too far. This
4 does not help matter. It create problem. I usually take
5 the 40 bus from High and Foothill all the way to Webster
6 Street in Berkeley to work. Now I run a risk of being late
7 because one bus may be late or the other may leave too
8 early. It is too dangerous on the street to stand out for
9 a long time early in the AM or late in the PM. I have been
10 mugged on AC. And all the driver could tell me is, You
11 need to watch behind your back. You don't care cause you
12 don't have to rely on public transportation. I'm shocked
13 that AC Transit is having this meeting. As long as the
14 driver were signing run everything was fine, but the moment
15 that they stop the signing, AC Transit now want the public
16 input. Before you did not want to hear what we had to say.

17 [END OF WRITTEN COMMENTS]

18

--o0o--

3-211-1

Letter 3-211

Verdia Anderson
(no date on letter)

3-211-7 Any delays experienced on current AC Transit bus routes are related to AC Transit scheduling, traffic delays and the March 28th service cuts related to the budget deficit, which are not related to the planned BRT project. See also Section 7.9.14 regarding improvements to safety and security.

1 HOWARD SMITH (read by Hearing Moderator Ben
2 Strumwasser): "The BRT Project brochure speaks of funding
3 sources. It states the project is a candidate for FTA
4 Small Starts funding, of up to seventy-five million
5 dollars. But isn't it the case that Small Starts funding
6 is limited to projects with a total capital cost of no more
7 than two hundred and fifty million dollars? And with
8 regard to the procurement, assuming a project moves
9 forward, is AC Transit considering design-build or similar
10 procurement approaches to expedite implementation?"

3-212-1

11

12

Letter 3-212

Howard Smith
(no date on letter)

3-212-1 Please refer to Section 7.9.12 in the Final EIS/EIR for discussion of project funding and costs. For discussion of implementation of the project, please see Section 7.9.7. Additional funding and operations information is provided in Chapter 8.

Letter 3-213

Carolyn Ruth
June 15, 2007

3-213-1 The need for new right-of-way for this project is described in Section 4.4.3 of the Final EIS/EIR.

This was forwarded to Jim; Jeff Allen responded.

From: Milton Hare
Sent: Friday, June 15, 2007 2:38 PM
To: Jim Cunradi
Cc: 'cruth@publicstorage.com'
Subject: Question re potentail eminent domain or other taking or purchase of property along proposed BRT routes

Carolynn Ruth
Public Storage
818-244-8080 x 1410

“Is any private property going to have to be acquired or is all work going to be done in the existing right of way?
I want to know if I need to keep an eye on this project with regard to that issue.”

3-213-1

Please respond by replying to all. Thanks,
Milton

AC Transit Customer Contact Ticket

ADA COMPLAINT?

Yes No

[Reset](#)

[Submit](#)

F
NU

[Print Normal](#)

[Print No Name](#)

[Attachments](#)

307

[Show Resolution](#)

0

Source:

[Email](#)

Received:

Monday, July 02, 2007 12:46:12 PM

By:

RICH

Status:

Days Oper

CONTACT INFO

First

Last

Response Req

Name: * Nancy and Nicolas

* Epanchin

[No](#)

Address Line 1: 2550 Dana Street

Line 2: Apt 7B

Respond v

[None](#)

City: Berkeley

State: CA Zip Code: 94704

Priorit

Phones: Home: |

Work: |

Cell: |

[Normal](#)

E-Mail: nepanchin@hotmail.com

[Send](#)

INCIDENT

Date: * 7/2/2007



Time: * 00:00

Veh Number: _____

Route/Line: _____

Location: TELEGRAPH

Destination: _____

City of Incident: Berkeley

Div: [GO](#)

[Employee Lookup](#)

[Reset](#)

Employee Description:
(Max 1024 char)

Badge: _____

DESCRIPTION

Click in Reason field to Select from list

* 1. **66. ROUTE CHANGES**

4.

Reasons:

2. |

5.

3. |

6.

Customer Comments:
(Max 8500 char) *

As residents of 2550 Dana Street in Berkeley (District 7), we STRONGLY object to the creation of the special bus/emergency vehicle lane proposed for telegraph Avenue.

This plan will choke the normal flow of Telegraph Avenue at various times with delivery trucks, football spectators, theater goers and every-day local residents.

This plan will at the very least hamper the currently starting rejuvenation of Telegraph Avenue and at worst completely stop it.

Please reconsider this plan keeping in mind the needs of the local residents.

3-214-1

REFERRALS

For Action:

N. Research/Planning

1.

4.

For Info to:

2.

5.

3.

6.

Reset

Submit

Last Updated by: CLAVIGNE on Tuesday, September 18, 2007 9:30:37 AM

Letter 3-214

Nancy and Nicolas Epanchin

July 2, 2007

3-214-1 Since the completion of the Draft EIS/EIR, the City of Berkeley rejected BRT within dedicated lanes within the city limits. Because of this change, the proposed project would be essentially the same as existing conditions. Please refer to Section 3.2 and 3.4 for a discussion of any traffic and parking related impacts in the Berkeley.