

BANA Community Meeting – Bus Rapid Transit

Berkeley Alliance of Neighborhood Associations (BANA) will host a Community Meeting on Saturday, Nov. 17th to discuss Berkeley's vision of Bus Rapid Transit (BRT). BANA will have a special guest speaker, Mr. Gregory Harper, President of AC Transit's Board of Directors. Mr. Harper joins us, so that he can hear our thoughts first hand, on the various plans put forth for BRT, and alternatives to BRT that have been proposed in Berkeley. Please see his biography below.

The meeting will take place Sat Nov 17, 9:15am at 2407 Dana St., First Presbyterian Church--Church Lounge, street and garage parking available. Light refreshments will be served.

The Bus Rapid Transit project would create dedicated bus lanes and BRT stations on arterial streets in the cities of Berkeley, Oakland and San Leandro. The intent of the project is to achieve the speed and reliability of rail using lower cost buses. The project would also include specially designed passenger boarding platforms, shelters, NextBus signs and bus priority at traffic signals – many of these features could be used in alternative proposals to be discussed at the meeting.

The new service would operate primarily on Telegraph Avenue, International Boulevard and East 14th Street roughly parallel to the existing BART service but with more stops available. The Draft Environmental Impact Statement/Report (DEIS/R) is currently available for this project.

http://www.actransit.org/planning_focus/details.wu?item_id=30

AC Transit has currently implemented Rapid Bus featuring NextBus signs at selected stops and bus priority at traffic signals along the BRT corridor. This service will be discontinued if BRT is fully implemented. Construction of the full BRT project is scheduled for completion in 2011.

The full cost of building BRT is currently estimated at \$400 million. To date, only limited funds are available for implementation of the project. Voters approved Regional Measure 2 in the March 2004 election. This measure raised bridge tolls by \$1, and funded a number of projects including \$65 million for construction of the Bus Rapid Transit system. This measure also includes \$3 million annually to operate the system. In addition, Alameda County Measure B, the 1/2 percent sales tax, will raise \$20 million for construction of the project. There is also about \$4 million available from Federal and State sources. This leaves a funding gap of nearly \$300 million.

Biography:

Greg Harper, an East Bay attorney and a former Emeryville mayor, was elected in November 2000 and re-elected in 2004 to represent Ward 2, including portions of Berkeley, Oakland and Emeryville. Director Harper presently serves as President of the Board of Directors. A principal in a local law firm, Director Harper is active in regional civic affairs and serves on the Regional Planning Committee of the Association of Bay Area Governments and the Alameda County Housing Authority. He also has served on public bodies including the Bay Area Air Quality Management District, the Alameda County Congestion Management Agency, and the Blue Ribbon Task Force for Water Transit in the Bay Area. Director Harper earned his B.A. and B.S. at the University of Illinois and a J.D. at Hastings College of the Law.

Ward 2:

Cities of Emeryville and Piedmont and that portion of Berkeley not in Ward 1. That part of Oakland that is north of a line that when drawn from the Oakland-Alameda estuary runs generally east from the water on 42nd Avenue, then north on Foothill Boulevard, then east on 35th Avenue, then north on MacArthur Boulevard-Georgia Street, then east on Laguna, then northeast on Lincoln and other streets until it runs into Park Boulevard, east on Park to Mountain, south on Mountain, then to Ascot Drive, then Castle Drive, then Melville Drive to Skyline, and then to Waterloo, and Waterloo to the Oakland City line.