



The Willard Neighborhood Association

Steering Committee: John Anderson • George Beier (Secretary) • Doug Buckwald • John Caner • Vincent Casalaina • (President) • Dione Cota • David Cottle • Chris Ganson • Joe Halperin • Lynn Halperin • Sharon Hudson • Marcia Levenson • Greg Murphy • Michelle Pellegrin • Ernest Scosseria • Greg Wineger

BRT Questions. DEIR Answers?

At the April Steering Committee meeting Chris Ganson got us to think about the issues that we feel will impact our neighborhood and that we expect should be addressed in the soon to be released Draft EIR. He's compiled the list of issues and will be going over the DEIR looking to see how these questions are addressed.

1. Net increase in pollution due to congestion
2. Net mobility decrease (i.e. it will take longer for the average person to get to her destination)
3. Cut through traffic would increase in our neighborhood
4. Would traffic calming be offered as mitigation? Would it be offered in the form of a comprehensive management plan for the whole neighborhood?
5. Access to our neighborhood would be significantly reduced if left turns are prohibited
6. BRT won't effectively serve the places people in our neighborhood want to go
7. Who is BRT meant to serve?
8. How will this project be funded?
9. Telegraph merchants will be harmed if parking is reduced and/or auto traffic is not allowed from Durant to Bancroft
10. Because transit serves work trips best, the eventual effect of BRT may be to cause the loss of neighborhood serving businesses and the institutionalization of Telegraph

If you would like to get involved in the WNA, please contact Joe Halperin at 981-1993 or joelynn@comcast.net

11. An additional, local bus running on the single remaining lane of Telegraph would significantly impede auto traffic flows
12. Will those not situated near BRT stops actually experience a reduction in service?
13. Projections, e.g. for ridership, may be biased
14. What will the ridership be into the city of Berkeley?
15. Will Willard Neighborhood be the most negatively impacted?
16. What would be the ridership of light rail?
17. The linear BRT system will not serve most of our destinations; a transit network is what we'd need
18. Transit has a hard time serving trip chaining. Won't that prevent BRT from attaining expected ridership and serving
19. Would BRT facilitate the growth of UC Berkeley?
20. BRT would take a lane of roadway in each direction takes now shared by private automobiles transit service and give it over to exclusive use by a public transit agency.
21. What are the relative costs per passenger-mile traveled of E Bus, BRT and Light Rail?