

Questions currently posed by neighbors –

Which questions should WNA pose? *B1 / C1 / D1 / E4 / E5 / G1?*

Which should we pose as neighbor questions? Underlined?

Total # of Questions in 1 hour Q & A period?

A. General issues for BRT

1. What problem are you trying to solve by putting in BRT?
2. How will BRT solve the problems identified?
3. Why should tax dollars be spent on this project?
4. Are there really no other \$250 million transit projects that would do a better job of attracting new transit users?
5. How many dollars are being spent per new rider on this new system?
6. Since this is clearly a different project, why is the DEIR not being resubmitted for public comment?

B. Cost of BRT

1. The Draft EIR lists the projected costs of the 4 alternatives as \$310 to \$400 million. AC Transit is now projecting costs at \$250 million (apparently no matter which alternative is chosen). What changes were made to the projected construction to account for this difference?
2. In what public document can descriptions of the cost breakdown for the \$250 million project be found? 2. What was the breakdown of the costs of the project when it was a \$310-\$400 million project?
3. In addition to the construction costs, BRT is projected to cost \$4.9 to \$8.8 million in additional operating costs for AC Transit. (p. S-30 of the Draft EIR). How will these additional costs be funded?

C. Usage of Public Transit

1. None of the four BRT alternatives, according to the Draft EIR, would increase East Bay transit usage by more than 1.5% (fewer than 5000 people per day). (Draft EIR, chart on .p. 3-28.) What is the net % increase of people that will take public transit after BRT is implemented when ? Please exclude people currently taking BART or AC Transit?
- 2.

D. Climate Change

1. Why does AC Transit claim that BRT will save energy when the Draft EIR says exactly the opposite? ("The energy impacts of the Build Alternatives as compared to the No-Build Alternative would be negligible." DEIR, p. 4-152)
2. What are the environmental impacts of the construction changes?

E. Traffic patterns on/near Telegraph

1. I would like to know if certain intersections along Telegraph Avenue in Berkeley will be blocked by so that bikes/peds will not be able to cross (or will have difficulty).
2. Where will all the traffic currently on Telegraph Avenue go after lanes are taken away?
3. What is the plan to mitigate increased traffic on neighborhood streets running parallel to Telegraph Avenue?
4. How will delivery trucks deliver to stores on Telegraph when 2 lanes of traffic are taken away without significantly slowing traffic?
5. Where exactly will the replacement parking be for those spaces that will be lost on Telegraph Avenue between Dwight Way and the Oakland border? This is not a theoretical question; this is a question of location.

F. Buses

1. Are these buses made in the USA?
2. This may a lost cause, but throughly dislike the Van Hool buses. They are particularly bad if one is not steady on one's feet.

G. Alternatives to BRT

1. Rapid Bus Plus – is this alternative being evaluated as part of the revisions to the DEIR as was promised by Jim Cunradi before the Planning Commission earlier this year?
2. The model I propose is BART for which Berkeley insisted on undergrounding its section.
3. For BRT I would propose that the buses run in the way they do now within Berkeley. (ie no special lane, boarding on the sidewalks.)

H. Service

1. I would love to use the bus to the downtown theater district and so would appreciate shorter wait times on weekends and evenings.