



PUBLIC COMMENT

BART Board Meeting

March 9, 2023

Item 8

From: aleta dupree <tsjoan@icloud.com>
Sent: Monday, February 27, 2023 4:18 PM
To: BART Board <BoardofDirectors@bart.gov>
Subject: Comments from the gate

Secretary April Quintanilla, please forward this message to the full BART Board for the next General Meeting.

Good Morning President Janice Li and Members.

Aleta Dupree for the record, she, her.

“One can never have enough.”

You know, I love a good Workshop, and I enjoyed being with you at the Workshop, even though I was not able to attend in person. I did get to eat lunch with you, having a sandwich delivered to me from a district called The Strip. Perhaps I am the only person able to achieve the feat of attending a BART Meeting and having a lunch prepared by a restaurant on the Las Vegas Strip, thanks to this platform known as Zoom.

I often say and share with others, “one can never have enough Grand Central Terminal”, which is located in New York City. And now a whole new demographic can experience this legendary and historic station through full revenue service in the annex called Grand Central Madison. You see, when one derives positive meaning and inspiration from something, such would desire to have more. And so I consider the ideals of things that are much bigger than myself. I’m sure in my younger years of daily and frequent riding of a system of Public Transportation called the Subway, I got tired and found it routine. Yet people in New York and around the world are passionately positive about their Subway, except maybe for a small cadre of people who deliver an endless stream of withering negativity at the Subway Board Meetings. And so can we find ourselves desiring to learn more deeply about the things of BART. Can we have a BART that the Public will want more of and engage with respectfully on deeper levels. It is my sincere hope that we would, and it is for this distinctive reason, BART is The Peoples System.

“On Things Relational.”

I often reflect on institutions that hold to legendary and stately ideals. I remember at the Meeting of 13 June, 2019, and your former General Manager Grace Crunican was there. I stood up in Public Comment and said, I want BART to be a great and legendary railroad, reminding me of the Northeast Corridor, and Grand Central Terminal. I think often of the positive work of Grace Crunican in helping to build BART to be a more welcoming and approachable System. I ask that you not forget about the work of equity, welcome, and inclusion.

And so we can build the best infrastructure and keep after our state of good repair. I’m looking forward to more of the Fleet of the Future railcars going into revenue service. I think there is a place for system expansion, much like the recent opening of Grand Central Madison, and a new project called Penn Access, which should be going into construction soon. But it is essential to remember the importance of the People. How do we best consider the People and their needs. I don’t want BART to have only a patronage by “captive” customers, but to be a first choice for those who can make a choice. And so we have to work on what is known as soft skills. I don’t want us to lose people because we fail to serve their

basic needs or cause offense. It is often said, it costs much more to gain a customer than to keep one. And it is said that when one has a negative experience, they're ten times more likely to share that with others, than if they have a positive experience. It is hard at any Meeting when I hear endless streams of negativity. And I often have to take much of that with a grain of salt, because many just want to be negative and wallow in the mire. But there are the few who speak respectfully of their needs and concerns, how do we address those and make things work. And so I believe that our foremost concern should be serving the People, and everything else should fall in line from there.

"Tilting at Windmills."

I think back to when I was in my younger days and read the book Don Quixote, by Miguel de Cervantes Saavedra. I admit that I don't remember much about it. I do consider the idea of Don Quixote tilting at windmills. Some might think I'm just out there fighting against imaginary things. Yet I am not a fighter, and I like to think the things I advocate for are possible and plausible. I can't call myself an expert on windmills, but I do campaign for a New York City Subway, and Grand Central Terminal, that would be powered by windmills, and a few solar panels thrown in for good measure. I aspire for a BART that operates on renewable energy as well. I ask myself, what would a BART look like that fully practices the ideals of equity, welcome, and inclusion. I admit that sadly I am one of only a few that runs after that ideal, perhaps for many it's too hard to stomach. You see, those of us who are not of definitions are most at risk, because protections and expectations are predicated on definitions. But I seek after a BART where all can have equal standing, and not be drowned out by the loud voices of those who seek for separation. I admit that I do enjoy watching windmills spinning in the winds, and find value in solar panels, even though watching them is much like watching paint dry. There are some who approach BART and I wonder, upon hearing them, am I at heightened risk of being separated simply because I am different? I ask of you as a Board to stand with those of us who are different, and set a new standard of inclusion, and be willing to defend that openly. No one should feel they have to take refuge in the more expensive ideals of single occupancy automobile travel, or retreating to their rooms. I ask of you to consider and practice this ideal based on things much bigger than ourselves, that BART is The Peoples System.

Consider this.

"Time was still but hours must really have rushed by." - Jeff Lynne.

"Those who say it can't be done are usually interrupted by others doing it." - James Baldwin.

"One can never have enough Grand Central Terminal." - Aleta Dupree.

The expansive vision of an equitable future.



Thank you.

From: aleta dupree <tsjoan@icloud.com>
Sent: Monday, March 6, 2023 2:16 PM
To: BART Board <BoardofDirectors@bart.gov>
Subject: Comments from the overpass

Secretary April Quintanilla, please forward this message to the full BART Board for the Regular Afternoon Meeting of 9 March, 2023.

Greetings President Janice Li and Members.

Aleta Dupree for the record, she, her.

I bring you my various thoughts concerning BART, formally known as the San Francisco Bay Area Rapid Transit District.

“Feel the Rush.”

I think back to a number of months ago, I’m not sure where it was, perhaps in a restaurant or supermarket in Denver, Chicago, or New York. I heard this message by a musician by the name of Orville Richard Burrell, also known as Shaggy. Mr Burrell is a Jamaican American musician who has also served in the United States Marine Corps. And so I heard this message by the name of Feel The Rush.

I admit to you that I don’t know much about Jamaican style music. The video shows scenes of people playing with soccer balls and spending time on beaches. I can’t say that this message reminded me of railroading at all. But over time I began to think of things in my younger years that were indeed bigger than myself.

And so in the early 1980’s, I began riding on the New York City Subway by myself. At the time the system used a variety of vintages of subway cars, some dating back into the early 1950’s, perhaps even earlier. There was something unforgettable about riding on the older classes of subway trains. They were fast and loud, and always gave even the most jaded of riders something to look forward to. There were many times I stood at the front window, and traveled at full speed on the four track Seventh Avenue mainline, (A Division, 2 and 3 express), my favorite of all the lines. This was old technology and style at its very best. I can see why millions around the world are passionately positive about this legendary and historic rapid transit system in New York that is known as the Subway. And then I came to experience Grand Central Terminal, the world’s largest railroad station, in the fall of 1980. Soon I hope to visit that legendary station again, and see the new addition known as Grand Central Madison. As much as I liked the trains of old, I am looking forward to new railcars and communications based train control. At one time the Subway was powered by a coal fired generating plant on 59th Street and the Hudson River. I look forward to a day when that famous system will be powered by windmills and solar panels. The old brass tokens are collectors items, and soon paper magstripe Metrocards will be as well, as a new forward thinking fare collection system called OMNY comes into its own. I ask of you as a Board to help build a BART that the People can engage with respectfully on deeper levels, and to build long lasting loyalty to. I ask of you to consider this ideal that is most foundational toward achieving that goal, that BART is The Peoples System.

“Of Things Residential.”

I consider my often speaking about electricity in your Meetings, and on other systems of Public Transportation as well, including the New York City Subway, and Grand Central Terminal. I mention to you that I am simply a user of what is called residential electricity. That is because I use electricity in a residential environment, and I have that electric service in my own name. And while I cannot consider myself an expert on electricity use and management at BART, I do speak from being informed, and in part from my own experiences as a user of residential electricity.

I don't have really any experience in using electricity in high voltage and amperage applications, such as on BART. The closest I have come is in operating some historic trolley cars at the Shore Line Trolley Museum in Branford, Connecticut. Such operated on a 600 volt direct current electrical system, with overhead wire and sourced through a rectifier. I consider renting an electric car, and using charging equipment that operates at up to 350 kilowatts. I once considered taking a job in a steel mill that uses electric arc furnaces, using thousands of kilowatts. That never came to pass, I chose to do air cargo instead, which included working around aircraft engines. I do see electricity as foundational to BART, and I feel I can claim standing on the subject when speaking at your Meetings. Soon I hope to enjoy the results of electrification on our neighbor to the west, Caltrain. I ask as a user of electricity in its most basic forms, that you not forget about the importance of responsible and efficient use of electricity on BART.

"In my stead?"

I consider my frequent speaking with you in Public Comment, advocating for the best BART that we can have. I am simply an ordinary user of BART and other systems of Public Transportation. I admit to you that Meetings are often hard to attend, given at some venues there are seemingly never ending streams of negativity projected from the podium. Yet I have found a small cadre of speakers around the country who speak respectfully and intelligently before these many panels.

I do consider this, might I get further in achieving my goals for a better BART by having others who fit more societal definitions to speak in my stead? Would my words be taken more seriously if someone else said them? Sometimes I wonder. And I do appreciate the many advocates who speak respectfully and thoughtfully at Meetings around the country. Some have said to me, I like the the things you say, and the way you say them. I remember when a chief executive of a transit agency was retiring, this person said to me, sometimes you really let us have it, but you sure have a nice way of doing it.

I do think of Don Quixote tilting at windmills, and Icarus flying too close to the sun. I've watched people overplay their hands at the blackjack and craps tables. I wonder, am I overplaying my hand, showing up at Meetings and wearing a skirt, and talking about subway trains and Grand Central Terminal. Some might surely think I am unprofessional. I would like to think at the very least that I am respectful, and value everyone's time.

But yet I have this in mind. I think I am the best person to share my stories and experiences. I have my things to say about Clipper, or electricity, or fare policy, etc, as I myself know them. I think about when you open a Meeting and you call for special guests. I maintain that I am one myself. I think back to my first visit to Grand Central Terminal, and experiencing things bigger than myself. I remember a Meeting of the Board of Directors of the Metropolitan Transportation Authority in New York City. And someone said, from the dais, I think, "this is your Grand Central Terminal." This individual was speaking from a mindset of equity and welcome, and emphasizing that the system truly belongs to the Public. I knew this, that I could experience these systems deeply and respectfully as the person that I am. It was in the

fall of 1980 that I first visited Grand Central Terminal. And it was the fall of 2016 that I visited Grand Central Terminal while wearing a skirt. And so I bring that back to you at BART, these things I speak of in the ways that only I know and experience. I ask this of you, to consider those of us who are different as full and equal participants in the things of BART, both in your Meetings and out on the System. I submit to you that BART is more than just moving trains, but about moving people. And this is the reason why. It's because BART is The Peoples System.

These things are said.

"If there is no struggle, there is no progress." - Frederick Douglass.

"Beware of little expenses, a small leak will sink a great ship." - Benjamin Franklin.

"It only takes time til love comes to everyone." - George Harrison.

A different way to get Right Down the Line.



Thank you.

From: [sandy boyd](#)
To: [Board Meeting](#)
Subject: Public Comment
Date: Wednesday, March 8, 2023 3:19:52 PM

Seismic Coffee Roasters

1310 65th Street

Emeryville, CA 94608

510-693-5915

sandydboyd@gmail.com

Dear Bart Board of Directors

My name is Sandy Boyd, along with my partner Vivi Teng; We have been running the Seismic Cafes at the Pittsburg, North Walnut Creek, Berkeley, and Embarcadero and at Montgomery since the fall of 2016. We have always had a very good relationship with Bart management as well as the Bart staff at each of the stations. We are a local small business in Berkeley and Emeryville. We had a loyal and diverse staff of co-workers. Several of them will return if we are allowed to reopen. We roast our own coffee, and bake our own bagels and pastries. When COVID hit on March 17, 2020 we were forced to close the Cafes. The cafes are still closed and we have been told to leave by the current Bart Management. They have given us till March 31, 2023 to remove our property.

When we closed on March 17, 2020 due to COVID, we were told that the contract along with the options would be "Suspended" and we would be allowed to reopen when ridership picked up. I started to ask the new real estate manager to allow us to reopen. She has refused to honor the terms of the original contract that we feel is still in effect.

If given the opportunity to reopen, we could do so within a few weeks. Yes, I agree that it is an eyesore to see the cafes closed for so long.

We want to do our part to bring up some of the good things about BART. But it starts with a positive attitude from all involved

There are many positive things that our café can do to help the environment. From our fresh coffee and bagels, to the good will of our employees. We are willing to give out info for Bart; we could do a free coffee program between certain times to drive ridership. (This would be when riders were leaving the station to cut down on spillage in the cars.)

A lot of cafes are closed up on the street. This is a positive step that we can do, to make the stations look more vibrant. If we have to tear our stuff out, and you have to do a new RFP. It will be months if not years to get another café into the spaces. What is your downside? You are getting rent and a positive image showing that the café is open.

Please don't allow us to be another statistic of a business permanently closed by COVID and honor the word of the former real estate team and allow us to finish out our contract.

Thank you

The Seismic Team



PUBLIC COMMENT

BART Board Meeting

March 9, 2023

Item 11-A

From: [Carol Gross](#)
To: council@cityofberkeley.info; bartplanning@cityofberkeley.info; nbb@bridgehousing.com; [BART Board](#)
Subject: Don't reduce North Berkeley BART!
Date: Saturday, March 4, 2023 1:17:45 PM

Hello,

Bridge has proposed a plan that meets the affordability levels and unit counts set forth in the Joint Vision and Priorities document. Do not approve reductions to the project's size or create Objective Design Standards that make it more difficult to meet the unit counts and affordability levels in their proposal. I support the general direction of Bridge's plan without reduction to the density proposed or significant changes to the allowable building envelope.

I am totally in favor of this plan and want to help make it a reality

Best,
Carol A Gross
1700 Jaynes St

From: [Heath Maddox](#)
To: council@cityofberkeley.info; bartplanning@cityofberkeley.info; nbb@bridgehousing.com; [BART Board](#)
Subject: No reductions to North Berkeley BART TOD!
Date: Saturday, March 4, 2023 1:31:03 PM

Hello,

Berkeley needs more housing and the Earth needs it near mass transit! The vast expanse of parking at North Berkeley BART is a tragic, criminal waste of space, and I am overjoyed to see BART and the City planning for TOD here. It's of the utmost importance that we not miss this opportunity to maximize the number of units and provide as much housing and other complementary uses as possible.

Bridge has proposed a plan that meets the affordability levels and unit counts set forth in the Joint Vision and Priorities document. Do not approve reductions to the project's size or create Objective Design Standards that make it more difficult to meet the unit counts and affordability levels in their proposal. I support the general direction of Bridge's plan without reduction to the density proposed or significant changes to the allowable building envelope.

Sincerely,

Heath Maddox
1565 Rose St, Berkeley, CA 94703

From: [Dan Leaverton](#)
To: [BART Board](#); bartplanning@cityofberkeley.info; council@cityofberkeley.info; nbb@bridgehousing.com
Cc: [Gerstein, Beth](#); [Kesarwani, Rashi](#)
Subject: Don't reduce North Berkeley BART!
Date: Saturday, March 4, 2023 2:32:10 PM

Hello,

I love 2 blocks from BART at 1910 Sacramento St and support this project. Bridge has proposed a plan that meets the affordability levels and unit counts set forth in the Joint Vision and Priorities document. Do not approve reductions to the project's size or create Objective Design Standards that make it more difficult to meet the unit counts and affordability levels in their proposal. I support the general direction of Bridge's plan without reduction to the density proposed or significant changes to the allowable building envelope. With a step back in height the design will fit well enough within the single family home community. Diversifying Berkeley economically by building affordable housing will make Berkeley's community better and stronger.

Sincerely,
Dan Leaverton

From: [K Lye](#)
To: [BART Board](#); bartplanning@cityofberkeley.info; council@cityofberkeley.info; nbb@bridgehousing.com
Subject: Don't reduce North Berkeley BART!
Date: Saturday, March 4, 2023 4:41:23 PM

Hello,

Bridge has proposed a plan that meets the affordability levels and unit counts set forth in the Joint Vision and Priorities document. Please Do not approve reductions to the project's size or create Objective Design Standards that make it more difficult to meet the unit counts and affordability levels in their proposal. I support the general direction of Bridge's plan without reduction to the density proposed or significant changes to the allowable building envelope.

Sincerely,

Kok Loong Lye (homeowner, 1729 Virginia st, Berkeley)

From: [Mary Dorst](#)
To: council@cityofberkeley.info; bartplanning@cityofberkeley.info; nbb@bridgehousing.com; [BART Board](#)
Cc: [Mary Dorst](#)
Subject: Don't reduce North Berkeley BART!
Date: Sunday, March 5, 2023 7:47:26 AM

Hello,

I have lived at 1310 Cornell Ave since 1996 and was a regular BART commuter for over 20 years from the NBB station. I see that Bridge and EBALDC have proposed a plan that meets the affordability levels and unit counts set forth in the Joint Vision and Priorities document.

Do not approve reductions to the project's size or create Objective Design Standards that make it more difficult to meet the unit counts and affordability levels in their proposal. I support the general direction of Bridge and EBALDC's plan without reduction to the density proposed or significant changes to the allowable building envelope.

Berkeley and our public schools especially need family sized affordable rental housing desperately. NBB is a tremendous opportunity to facilitate greater access and diversity in many forms for the city that my family has called home for five generations. I look to you to keep these affordability levels and unit counts because many families are counting on you.

Sincerely,

MARY DORST

Sent from my phone, please excuse typos, etc.

From: [Phyllis Orrick](#)
To: [North Berkeley Now!](#); [South Berkeley Now!](#); bartplanning@cityofberkeley.info; [BART Board](#); council@cityofberkeley.info; nbb@bridgehousing.com
Subject: Support Bridge proposal's density, unit count and affordability measures
Date: Sunday, March 5, 2023 10:21:55 AM

- Hello,

I am writing as a longtime Berkeley resident, homeowner and close neighbor to North Berkeley BART. I bike by the station at least five times a week on the Virginia bike boulevard and am very encouraged by recent improvements to pedestrian and biking infrastructure.

I am so pleased that a 50-year-old bad decision to NOT build housing at the site is finally being reversed.

The plan that Bridge has proposed meets the affordability and unit numbers as described in the Joint Vision and Priorities document. The size and density in Bridge's proposal is the MINIMUM we should be building, and should not be reduced in any fashion, either through outright changes that deviate from the JVP document or through crafting ODS in such a way to force a reduction.

I look forward to the transformation of this space from a sterile asphalt desert to a green and inviting oasis for all residents, those who live on the site and those who frequent it as part of their routine.

—Phyllis Orrick

Kains near the Adult School

D1

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Phyllis Orrick
@orrickle@sfba.social

From: [Kim Klein](#)
To: council@cityofberkeley.gov; bartplanning@cityofberkeley.gov; [BART Board](#)
Cc: nbb@bridgehousing.com
Subject: About housing at the North Berkeley BART station
Date: Sunday, March 5, 2023 10:56:44 AM

I live at 1422 Hearst, two blocks from North Berkeley BART. I am very active in my neighborhood association and I use BART frequently. My partner and I were very lucky to buy a house in 1995 at the bottom of the market. Since then I have witnessed fewer and fewer people of our income level able to afford housing, and have been greatly saddened as talented and vibrant young families leave the Bay Area because they cannot find secure housing, either to buy or rent.

I am in favor of the plan Bridge has proposed that meets the affordability levels and unit counts set forth in the Joint Vision and Priorities document. Please do not approve reductions to the size of the project or create Objective Design Standards that make it more difficult to meet the unit counts and affordability levels in their proposal. I support the general direction of Bridge's plan without reduction to the density proposed or significant changes to the allowable building envelope.

A city as creative as Berkeley can solve our housing crisis if we work together.

Thank you,

Kim Klein

Kim Klein (she,her, hers)
510-821-1516

"The words we speak become the house we live in" Hafiz

From: [Schultz, Avalon](#)
To: [BART Board](#)
Cc: [Val Menotti](#)
Subject: Comment Letter for March 9, 2023 Board Meeting - 11A
Date: Monday, March 6, 2023 2:49:38 PM
Attachments: [BART TOD Program Support Letter.pdf](#)

Greetings,

Please find attached a public comment for agenda item 11A for the March 9, 2023 Board of Directors meeting.

Thank you,
Avalon

Avalon Schultz, AICP (she/her/hers)
Assistant Community Development Director
City of San Leandro

Civic Center - 835 East 14th Street
San Leandro, CA, 94577
main 510-577-3325 | direct 510-577-3422
aschultz@sanleandro.org

City of San Leandro

Civic Center, 835 E. 14th Street
San Leandro, California 94577
www.sanleandro.org



March 6, 2023

San Francisco Bay Area Rapid Transit District
Attn: Board of Directors
2150 Webster Street
PO Box 12688, Oakland, CA 94604

[emailed on 3/6/2023]

RE: Transit-Oriented Development (TOD) Program Update (Item 11.A)

The City of San of San Leandro is extremely interested in following the update on the BART TOD Program, which plays a pivotal role in advancing a shared vision for intensification of land uses around San Leandro's two BART stations in alignment with regional land use, transportation, and sustainability goals and policies.

The City values the work of the BART TOD and Station Planning teams and relies on our partnerships to advance planning for San Leandro's major growth centers – Downtown (San Leandro Station) and Bay Fair. BART staff are long-time partners on a variety of cross-jurisdictional working groups and are key community stakeholders collaborating on the advancement of many years of TOD and access planning. Our partnership has resulted in successes such as the Marea Alta apartments (115 units) and La Vereda senior apartments (85 units) constructed on a former downtown BART parking lot.

As we look to the future, the City is committed to partnering with BART staff to address barriers to TOD implementation and are actively seeking PDA Grant funds and MTC Priority Sites Program designation to further pre-development work at the Bay Fair station. BART staff have been instrumental in strategizing about potential grant applications and puzzling out the complex steps necessary to establish a thriving TOD in areas dominated by surface parking lots. While the City does identify a limited number of housing units on the Bay Fair BART property in our certified 2023-2031 Housing Element, we have strong policy support for a vibrant mix of land uses, including employment and institutional uses at Bay Fair. As such, BART's A-Line Jobs Attraction Study is timely and important work.

The expertise and time the BART team lends to these partnerships critically informs public policy making and supports regional efforts for a more equitable and sustainable future. We appreciate the TOD Program Update and look forward to more opportunities to provide comments on BART's TOD work plan.

Sincerely,

Avalon Schultz, AICP
Assistant Community Development Director

cc: Val Menotti, Chief Planning and Development Officer

Juan González III, Mayor

City Council:

Victor Aguilar, Jr.
Xouhoa Bowen

Bryan Azevedo
Celina Reynes

Peter Ballew
Fred Simon

