

ARGUMENT AGAINST MEASURE KK

Berkeley is known for our commitment to protecting the environment, including a General Plan policy to put "Transit First."

But Measure KK would change that.

Major transit projects are reviewed at many public meetings before the City Council decides whether or not to approve them. California law requires a detailed environmental impact statement, and Berkeley's numerous boards and commissions give our elected officials many opportunities to consider all points of view. On top of this Measure KK would mandate an expensive election.

Requiring voters to second-guess our elected representatives on transportation decisions is a significant waste of time and money: up to two years of delay before a vote could be taken, plus the cost (up to \$1.2 million) of a possible special election and additional Measure KK planning, in addition to the planning already done.

Measure KK will produce costly delays, not better decisions.

That's why The League of Women Voters says No on KK.

Measure KK sets up a roadblock to transit improvements that will help us cut down on traffic and reduce emissions of the harmful greenhouse gases that cause global warming.

That's why the Sierra Club says No on KK.

Measure KK would also undercut implementation of Berkeley's "Green Initiative" (Measure G), approved by 81% of Berkeley voters in 2006. At a time when improved public transportation is one of the most important ways to reduce greenhouse gas emissions, we need to keep all transit options available, not create costly obstacles.

Berkeley is a world leader in protecting our environment. Let's keep it that way. No matter what you think about the proposed BRT project, Measure KK goes too far. Join Mayor Tom Bates and City Councilmembers Max Anderson, Laurie Capitelli, Linda Maio, and Kriss Worthington by voting No on Measure KK.

www.NoOnMeasureKK.com

s/Miriam Hawley

individually and on behalf of, Vice President League of Women Voters of Berkeley, Albany & Emeryville

s/Helen K. Burke

individually and on behalf of, Vice Chair, Sierra Club No. Alameda County Group

s/Thomas G. Kelly

Director, KyotoUSA

s/Dave Campbell

individually and on behalf of, President, Bicycle-Friendly Berkeley Coalition

s/Peter Calthorpe

Principal, Calthorpe Associates

REBUTTAL TO ARGUMENT AGAINST MEASURE KK

Cast your vote for Democracy. Vote YES on Measure KK. Opponents' claim that Measure KK would mandate an expensive election, but it mandates only a "possible" ballot measure at a general municipal election (cost \$15,000). If our streets are simply left alone, Measure KK will cost NOTHING.

Opponents say "we need to keep all transit options available". Yet the massive reconstruction and permanent changes for dedicated lanes would preclude many other transit options, and would be costly to remove if unsuccessful.

Other traffic engineering improvements stand a greater chance of resulting in better transit than dedicated lanes.

Opponents claim that "improved" public transit reduces greenhouse gas emissions. But this would be true only if people actually use it. AC Transit's proposal for Telegraph Avenue would have almost identical stops as the existing 1R diesel buses have. These often travel empty. There is no guarantee that dedicated lanes would deliver any increase in ridership.

Currently, City Council members can give away the use of our streets "at will". Some seem poised to do so.

Increasingly, Berkeley residents voice frustration that the City Council does not represent us, does not listen to us. Measure KK is intrinsically democratic, requiring voter approval before the City Council can dedicate lanes of our streets to outside agencies. Since when is democracy "going too far"?

Please join with your neighbors in voting YES on Measure KK.

s/Dean Metzger

individually and on behalf of, President, of CENA

s/Pravin Varaiya

Professor and Researcher in Inst. of Transportation Studies, UCB

s/Laurie Bright

individually and on behalf of, President, Council of Neighborhood Assns.

s/Austene W. Hall

Downtown Berkeley Association Board Member

s/Arlene Giordano

Co-owner, Le Bateau Ivre