

Schlepp, Victoria

Subject: FW: Letter for 4-21-16 DRC, 2777 Shattuck

From: j kitchel [mailto:j_kitchel@sbcglobal.net]

Sent: Thursday, April 21, 2016 11:10 AM

To: Burns, Anne M <ABurns@ci.berkeley.ca.us>

Subject: Letter for 4-21-16 DRC, 2777 Shattuck

Dear Design Review Committee Members,

Left turn from Shattuck into proposed repair shop entrance is recipe for pedestrian injury

Crossing Shattuck at Ward is already hazardous. Southbound traffic runs the yellow light and **stacks up two deep in the pedestrian crosswalk**. To convert the lane they are trying to merge into, and make it a left turn into the repair shop, would be a disaster.

I frequently walk between anxious, uncomfortable, confused drivers who are stopped in the pedestrian crosswalk while they wait to merge into southbound traffic.

Shattuck and Stuart is fraught with accidents

There was an auto-motorcycle accident April 11. There was an auto-auto Feb 3. There was a three-car crash last August 8. There have been many others. But frequency does not make the sight of any single accident less sickening and terrifying.

For good reasons, this intersection is the eleventh-highest priority for improvements designated in the *Berkeley Pedestrian Master Plan*.

AC Transit doesn't like driveways onto key transit streets

because they interfere with bus operations, as stated in their *Designing for Access Guidelines*.

I ride the #18 bus along already-congested Shattuck and I know that if we are going to maintain and increase bus ridership it is mandatory that street operations support transit.

The triangle at 2747 is define as a gateway to the City

as identified in our *General Plan*. It is ironic at best that this parcel might be given over to auto sales in a location where we are trying to encourage pedestrian and bike travel, and the reduction of green house gasses.

Area residents and City staff developed the *South Shattuck Strategic Plan* and, for good reasons, we singled out car dealerships as "undesirable" for this area.

Our area plan calls for shared parking. Shared parking is also a recommended urban design policy for transit-friendly streets

The triangle is currently shared-parking.

Customers of many of the small, local businesses in the immediate area use this lot. It is not an improvement to replace convenience to these customers with auto storage and display.

Please consider these points as you make your decision.

Sincerely,

Jane Kitchel
Ward Street