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COMMISSION, TRANSIT SUBCOMMITTEE,

NORTH BERKELEY SENIOR CENTER

6:00 PM, JULY 19, 2007

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TRANSCRIPT OF PUBLIC COMMENTS REGARDING

CEDAR STREET BUS SERVICE

AC TRANSIT

1600 FRANKLIN STREET

OAKLAND, CA 94612
VERBATIM TRANSCRIPT OF PUBLIC COMMENTS

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Marilyn Girard: I've been a resident on Cedar Street for about ten years. I walk every day on Cedar Street, twice a day. I've been watching the buses go by since they increased service. The buses are mostly empty; the most I've ever seen on a bus is three people. And then we have the huge buses, which I understand you're not doing on the weekends. [Voice: Could you speak louder?] Yes. I walk twice a day, every day, on Cedar Street, and I've been watching buses go by. I'm at home Thursday, Friday, Saturday, Sunday, during the day and I come and go. Buses are almost always empty, since they've increased the service, and the most people that I've seen on any one bus, even at rush hour, is three people. This really seems like a waste for transportation. It's a residential neighborhood. It's not a business neighborhood. And that's all I wanted to say.

Melissa Fitzgerald: Hi, I'm Melissa Fitzgerald, and we've lived at 1525 Cedar for twenty-two years now, and I wanted to speak both on behalf of myself and I think also maybe it reflects the thoughts of some of the folks that who are involved with Cedar Street Association. First of all, wanted to thank and acknowledge AC Transit for some things: You appear to be honoring or attempting to honor
the intent of our agreement in terms of the hours that
you’re running the buses on our stretch of the road and we
appreciate that. And we appreciate the smaller buses.
They’re an improvement over the forty-foot buses. And the
route that you’ve designed seems to be a better route for
actually serving the neighborhood rather than the 52 Line
that appeared to be more of a commuter route. And we
appreciate your apparent openness to start to communicate
with us. We’re disappointed that the earliest hours are
back on the road. I know that they’re provided for in that
agreement, but that 6:00 AM hour is very difficult I think
for anyone on any stretch of the road and there are fewer
people who need or use those early morning hours. And I
think that our neighbors that live below Sacramento are
bearing a much more difficult situation in terms of the
frequency of buses that may not have, you know, an apparent
ridership, either now or in the future. We would like to
be – we’d like to take advantage of your offer to be
educated about the new buses. We – you know, again, we
appreciate the 30-foot buses. We’re worried because it’s
happened before in our neighborhood that those 30-foot
buses can turn into 40-foot buses in an instant. In fact,
one of my neighbors just mentioned that there was one at
6:00 AM this morning, a 40-foot bus, so there was a larger
bus at the worst time to have it. So, you know, we’d like
to have some understanding of how we can be assured that we
don't have to worry that something will suddenly adversely
change. We'd like to be educated to the buses. We'd like
to be educated to the zero emission buses and when and if
we might and how we might be able to help you promote
going to those vehicles. And, you know, we'd like to
establish a more clear sense of communication before
changes are made. We, you know, we have an organized group
and we would love it if we could have a dialogue before
changes are made in the future. So thank you.

[KRISTA DUNTON]: Okay, my name is Krista Dunton, and
I've lived at 1615 Cedar Street for about seven years, and
most of what I have to say echoes the previous two people,
and that is that since this line started I have observed
the buses during what I would consider to be the peak hours
between - the ones that run past Sacramento, and - early in
the morning and at the 5:00 o'clock time, and I have never
once seen more than four people on single buses, huge
buses, running for that extended period of time early in
the morning and late, and I just question whether or not AC
Transit really did a study as to ridership need during
those hours, because I can't believe that the convenience
justifies the cost to AC Transit of running those larger
buses at such frequency and also the impact that it has on
natural resources, the environment, and also, noise and

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traffic. Because we have four buses now running by our house every hour and, I can tell you, my front door and my windows shake every time one of those buses goes, and that didn’t used to happen. And also, this is a little off-topic, but I had a question about the 52L. It was unclear to me, because of some of the documentation that was on the website, it said that service would continue between Campus and University Village [ANTHONY BRUZZONE: Yes, it’s on University now.] It’s on University. And then my last comment as opposed to the 19, I don’t understand why it’s necessary to run the 19 past - on Cedar Street past Sacramento to get to the North Berkeley BART Station, because it doesn’t seem as though there are that many people in that area in terms of that it’s not a business area, as was stated before, and it would seem to me that if it turned on Sacramento and went up University, which are really true corridors for transit, that that would actually pick up more riders and be a greater service to the community than having it run up Cedar Street where there are fewer people. Thank you.

JULIE FULLER: Okay, I’m Julie Fuller. I’m like the last person. To me the fifty- - the 19 now it is - would help me on the weekends, and I’m curious as to when it’s going to start running up and down Cedar from the BART station up towards Shattuck. That’s just a question for
me. [ANTHONY BRUZZONE: Probably in the late fall or early winter.] Oh, Okay.

PAT LaFORCE: My name is Pat LaForce, and I’ve lived on the 1700 block of Cedar for about 47 years, and, let’s see. I no longer drive because I retired on a small income. I can’t afford it. I can’t use a bicycle because my night vision is shot, my balance is shot. So this flier came by, no name, no return address, I don’t know what their problem is. The buses do not shake and rattle my windows. They’re very quiet. What’s causing the noise on Cedar Street are cars. They come by every second on both sides of the street, the buses come every thirty minutes and maybe they pass at the same time, maybe it’s every fifteen minutes. Where I live they don’t come after the early morning hours and I can’t get – I have to plan for – and I take a – I take some classes on Highland Place, which – and I really miss the 52 because I could go right up there and only have two blocks to walk, huffing and puffing uphill, with my bad knees and my bad back. I wish the 52 were back. And believe me, by the time it got there, it was full. There were students that took that bus. Now they’re high and dry. And you can’t judge the ridership by down by San Pablo and 6th Street, but it really fills up. Also, Cedar Street has not – is not really a primarily residential area. Across the street from me there’s a gas
station, there’s a guitar store, there used to be three little mom and pop grocery stores, beauty salon, it’s got small businesses. It hasn’t been primarily residential for awhile. People do live there, but people – people need to get out of their cars, for heaven sakes, and I would like to see more buses. I’d like to see them every fifteen minutes, and more buses would be more people getting out of their cars, which would be less noise and the quality of life would be greatly improved. The technology has made motor vehicles a lot less quiet than they used to be. I never hear those buses. But I’m so glad they’re there when they come.

ALAN MADSEN: My name is Alan Madsen. I live on the 1300 block of Cedar Street, 1360 Cedar. I’ve lived there for about eight years. So I do live below Sacramento, and it has become unbearable in my neighborhood. So you may have these shops. I’ve never seen anyone go in or out of any of those shops up there and I walk up there regularly. So I hate to contradict you, but, I agree that public transportation is a priority in order to improve all sorts of issues. But unfortunately you’ve chosen the narrowest possible street. There’s safety issues besides the noise. I walk regularly in my neighborhood. I do not drive unless it’s necessary. We also – Cedar Street also puts up with the overflow of BART patrons that now have to pay a dollar
to park, so they won’t. They park on my street instead. When buses cross on Cedar Street, as they do right now, on a regular basis, in front of my house, they have to stop so that they can get by each other. So I admit that the new Van Hool buses are quieter, but they are certainly no less impactive on the neighborhood. So I – please consider in addition to noise and vibration, please also consider the safety of the neighborhood. Because if buses have to stop – and there are buses that do not bother to stop at the stop sign and drive above the speed limit – there are safety issues as well.

LYDIA SHIOZAKI: My name is Lydia Shiozaki. I live on Cedar Street between 9th and 10th. We’ve lived there for seventeen years. There was a bus running on Cedar Street when we bought our home, so we realized that there would be a certain amount of noise. Shortly after we moved in, however, the City did some major sewer placement under Cedar Street and when they had put everything back, even though they compacted the ground, every time a bus would go by our house the house didn’t just shake, we actually developed cracks in our kitchen wall and we had several neighborhood meetings expressing our concerns with our city councilperson and eventually they put a five-ton limit on Cedar Street below San Pablo, because of the problem with very poor underfoundation of the street there. And
although over the last seventeen years I believe it’s
gotten better, still, when the big buses go by our house,
the house does shake. It’s not just windows rattling. The
whole house trembles as if there were a small earthquake.
And you have to wonder, these older homes – our house is a
hundred years old – how well the foundation can stand up to
a small earthquake once an hour or so, when those big buses
go by. I’m also very grateful for AC Transit. I hope to
get old someday and be too old to drive, and I’ll be glad
to have public transit then and I’m grateful for it now
when I need it too. I want everyone to have access to our
cities and I really appreciate it. But you know, if these
big buses cause foundation damage, I wonder who’s
responsible for that, and it might be good for AC Transit
to consider at least on those sections of the route that
are on unstable ground – I think our area used basically
landfill to begin with, and it might be good to consider
either investing in some – using only the smaller buses on
our end or – or something, because – Yeah. Thank you.

PATRICK FOX: My name is Patrick Fox. I live at 1555
Acton, which is on the corner of Cedar and Acton. And I’d
like to make – direct my comments toward quality-of-life
issues. With this new schedule where we have sixteen hours
a day, seven days a week, plus four buses an hour running,
it has really deteriorated, I believe, the quality of life
for many residents on Cedar Street. Cedar Street is fundamentally a residential street. It is not a business street. And, just to echo the comments by other people, the ridership on the Cedar Street section on this line is absolutely nonexistent – four people maximum. Most of the time they're empty, or, one person. And so there needs to be some consideration about the quality-of-life issues. I've looked at the environmental impact report, but the measurements that it used to not really capture the phenomenon as experienced by people who live there, and it's very horrible. You have no respite from it, from 6:15 in the morning to 10:30 at night, you have buses running, and you – it just exacerbates the problem when you realize that those buses are largely empty. And so it's really a quality of life problem. I wish AC Transit and the Transportation Commission members would think about those types of issues. And you've gotten a nice environmental impact report, but it really does not address from the standpoint of the experience of living on Cedar Street with this large amount of bus traffic. Also, just a comment, a side comment directed to Berkeley Transportation Commission members, I really wish there would be some enforcement of the three-ton limit on Cedar Street from San Pablo all the way up that is routinely violated by delivery truck. We understand the fire department, we understand the trash
pick-up and the recycle. But delivery trucks on Cedar Street just exacerbates it, and they’re the equivalent of these large buses. And the other point – I know it’s a problem with the schedule, that, to have the 40-foot buses on the weekend is absolutely ridiculous. I wish there would be sometime for respite where we can sleep in and not have those buses rumble by your houses, at the crack of dawn practically, all the way to night-time.

JILL MARTINUCCI: My name is Jill Martinucci. I do work for Berkeley Councilmember Laurie Capitelli from District 5 but I also am a resident in the neighborhood. I live at 1520 Holly Street, just a couple doors from Cedar. I’m a bus-user. I feel like the 19 route is a much more user-friendly route that will service the community much better in terms of going down to 4th Street, going all the way up to Shattuck, even going to the downtown I know would service my family better than the 52 that was there. But I wanted to relate just one situation. As somebody mentioned the Gilman Street Corridor. And there is a two-block-long section of Hopkins which connects Gilman Street with Sacramento Street, and I don’t know if any of you are familiar with those folks, but they also sued AC Transit for many of the same reasons you did, and just last December the councilmember and I were meeting with some of the neighbors there, who couldn’t say enough good things
about the Van Hool buses. It was like just finally one thing was scratched off the list that they didn’t have to fight anymore. And that’s a very narrow corridor. They’ve suffered noisy buses for years and years, and they were really quite satisfied, so I just wanted to relay that to you.

GWENDOLYN MAUK: Hi, my name’s Gwendolyn Mauk. I live at 1715 Cedar Street. My husband Rick and I have been there for eight years. I’m also a personal friend of Chris Peeples. We ride Amtrak together down to San Jose. And Chris Peeples is, if some of you don’t know, is – I guess he’s the Director at Large of the Board of AC Transit. And one of the things that I’ve been talking to Chris about, regularly, is about the new hydrogen buses, the ones that are completely emission-free and that are electric. And he’s very enthusiastic about these buses. And I would like to encourage AC Transit to stop using the diesel buses and really embrace the idea of going forward with these hydrogen buses, these – and I would really like to also ask AC Transit to do a neighborly thing, which is to get a hydrogen bus here so that we can do a little tour of it, so Chris can talk to us about it and give us some information. One of the things that I worry about personally for myself and for some of my friends and neighbors is, I have asthma. And I left London to move to Berkeley, thinking that I was
going to get better air. And of course I know when I
bought the house on Cedar that it was going to be a busy
street. So the diesel buses are of some concern to me
because of the particulates, the matter that comes out of
the diesel, which is why I’m interested in these other
buses that Chris has mentioned. So I’d like to know if
that’s on the table? Is that something that’s being
considered? [ANTHONY BRUZZONE: I’m writing all the
comments down, so – let me address them after everybody
gets a chance - ] Well, I just want to know if that’s
something AC Transit is going to consider for Cedar Street,
because I think that that’s – for a lot of people here who
have lived on Cedar Street and who are elderly and who are
infirm, I think this is a tremendous problem. [ANTHONY
BRUZZONE: [Briefly discusses the cost and availability of
hydrogen buses, and, the potential deployment of hybrid
buses] Okay, well, let me answer your question real quick
then. Okay. So, actually, let me talk about buses in
genral. … We have three prototype hydrogen fuel cell
buses I think. They cost, right now, about two million
dollars each, which is like five times as much as a regular
bus. Prices are coming down. They are forty-foot buses,
so they’re not appropriate for Cedar Street right now.
Doesn’t mean that they can’t put them in a thirty-foot bus
eventually. It’s quite possible. The other thing we’re

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looking at, we do have a program to do a hybrid thirty-foot bus. We’re supposed to get ten of them. We’re having technical problems with them, but we’re still committed to getting them. So a hybrid bus is like a Prius. It’s a gas-electric drive. So we’re looking at those also. In terms of the thirty-foot buses and how the neighborhood can be assured that that’s what we’re going to do, this is not what you folks here are complaining about is not unique to your street. It’s all over. And we’re getting more concern about being more neighborhood-friendly. So the result of that, we – we’re going to go to our board, I think in August, if staff can get done with the reports, to basically buy – to bring down our forty-foot fleet and bring up our thirty-foot fleet. It’s just – it’s pretty clear that that’s where we need to go for a whole lot of reasons. So basically we used to have the old thirty-foot buses, the old noisy junky buses that everybody remembers and fights about, which were bad buses. We had fifty-six, -seven of fifty-nine, something like that. We’re going to end up with a hundred of these new thirty-foot buses. So that’s the track we’re on. The hydrogen fuel cell thing, we’ll have to see how the experiments work out. We’ve had some technical problems with those two. They seem to be getting worked out. The other thing I want to talk about buses, real quick, is in terms of maintaining and keeping
the buses running, we’re under really strict requirements from the State Air Resources Board, and they come in and we get and we get audited, just like, you know, you guys have to bring your cars in and get them checked. We have to go through the same thing. One of CARB’s rules is that, not only do we have to keep the buses running well, but also that after I think 2009, fifty percent of the fleet is supposed to be zero emission. So that’s the state’s rules. So that’s sort of where we’re traveling on this, and that’s about as much as I can say on the buses.] Okay. Just one tiny comment, which is nothing to do – it’s not your fault, but I just wanted – as a City of Berkeley resident, those barriers are really causing a lot of our traffic problems.

       MARK KIAZAKI: Okay, my neighbors at 1012 Cedar Street are senior and elderly and I – Mark – and they don’t like the buses at all. My name is Mark Kiazaki, 1014 Cedar Street. It’s shaking our house and putting cracks in the wall, and I thought that this dispute was taken care of earlier. No one on our block got notice in the mail about AC Transit and since they put in the bumpers in the residential street, Cedar gets the brunt of all the traffic. And my neighbors who take BART like to walk home from BART, so I don’t see very many riders on the bus. And also I usually like to go – my majority rule, even if I’m wrong, and I don’t see too many bus riders here, I’ve heard
two so far, and most of the people are against it, and, you
know, it could be economic that it ended up on Cedar
instead of Gilman Street, I don’t know, but I don’t know
why, you know, it’s probably for the 4th Street merchants so
they can sell more things and for a consumer society. The
diesel, it’s spewing stuff all over our automobiles, even
though it’s clean diesel, it’s a lot of work to clean off
every day. And, you know, that’s about it. I’ve got some
other stuff on here, but I said – I think I said the main
points. But it is putting cracks in our house and in the
neighbor’s house. And everyone from 9th Street down to 6th
Street, and it’s starting putting cracks in the walls
again, so, you know, it’s an environmental impact in that
sense. And then it’s, you know, I have to wash the cars a
lot more often, too. Thank you.

LEN CONLEY: My name is Len Conley. I live at 1252
Gilman Street in Berkeley. That’s the corner of Santa Fe,
I’m sure many of you know the area, near [Two Sweets].
Half of my trips are taken by transit. I have a truck
which I use. I’ve been an electrical contractor for
fifteen years and I use the vehicle a lot. I have a number
9 bus running down my street, which unfortunately does not
go frequently enough, as far as I’m concerned. I use it to
go to downtown Berkeley. It runs every twenty minutes in
the morning, which is okay, and then in the afternoons it
AC TRANSIT runs every half hour. It’s really unacceptable. It doesn’t run after 9:00 o’clock at night, so if I come back from San Francisco on BART and I get to downtown BART, I cannot get to my house. There’s no connection from North Berkeley BART to my house from the [Westbrae] neighborhood. I had some hopes that with the number 9 clean bus running that my tenant, who goes to the airport quite frequently on BART wouldn’t have to ask me to drive him all the way to North Berkeley BART. I could take him to Cedar Street and he could catch that bus. On a bigger point, you know, the glaciers in Tibet are melting, you know, seven percent a year. We’re talking about a water supply for a billion people that’s going to disappear. We’ve got to work together to figure out how to solve this problem. The American Public Transportation Association says if you’re on a bus you’re producing half the carbon dioxide as someone in a car. I’m sitting waiting for a bus at a corner in Gilman and Santa Fe. There is endless streams of traffic going by. I mean, it’s just unbelievable. And a bus goes by every half hour. I grant you, Cedar Street is not the same as Gilman. I guess I’m puzzled by this animosity towards buses. If we don’t work with AC Transit to make better bus service for all of us, we’re – I think we’re really in trouble. And I know this is Berkeley and this (inaudible) part of the problem we have. I want to
make another point about the elderly and the disabled. The population of Berkeley is aging. There’ll be twice as many elderly people here in the next fifteen or twenty years. They’re going to need a bus. My mother used to take the bus from the corner of Santa Fe and Gilman to El Cerrito Plaza. They discontinued the bus line. She got left behind high and dry. I had to drive her to visit her friends. I just want to say, we can’t meet the targets of Measure G unless we stop driving so much. It’s really that simple. And the Transbay bus that goes by my house sounds like a tornado going by every evening and every morning. I don’t mind. Believe me. There are no cracks in my house from AC Transit buses. I’d just like to make that point. Thank you.

[JILLANNA COLLINS]: Good evening, my name is Jillana Collins. I live at 1376 Cedar Street. I’ve owned my home there since 1990, and I don’t think that the residents on Cedar Street are hostile to AC Transit or to buses, or to the issue of buses. I think we’re very concerned about these large buses on our narrow street, and I did read the negative declaration that ACT adopted last year and I had some concerns about that because the study doesn’t really address the fact that transferring Line 19 to Cedar Street has basically tripled the frequency of buses on our street, and by that I mean they’ve doubled the buses per hour.
They’re starting the buses much earlier in the morning and running them till late at night, for those of us who are west of Sacramento, extending those hours on Saturday and Sunday when before there weren’t any. And we’ve all observed that these are empty buses that are running more frequently. These buses cannot maneuver safely up narrow Cedar Street. We have parked cars, we have bicyclists, and we repeatedly watch these buses cross the median into oncoming traffic. These are not bad bus drivers; there is no way for them to get up Cedar Street safely. It is not a compatible use for buses. So I just want to suggest to AC Transit that the negative declaration that you did may have some problems, because it doesn’t address the fact that these buses have significantly increased the traffic loads and the traffic congestion. And so there’s no real analysis of the impacts on our neighborhood that you’re hearing about. So I’m hoping that you will recirculate that negative declaration. I appreciate that you’re giving us an opportunity to talk to you now. It would have been very helpful had you done a better public outreach to Cedar Street so we could have brought the concerns to you before you made this change. Thanks very much.

MARY PROPHET: I have a question before I start. Mary Prophet, 1514 Chestnut Street. I’m sorry I was a few minutes late and I obviously missed a key thing, but my
question deals with the bus literally going to North Berkeley BART. Does it do that? [ANTHONY BRUZZONE: It does it in the middle of the day only, and at night.] And when you say in the middle of the day, what are the hours? [ANTHONY BRUZZONE: The schedule's right over there.] I'm trying - well, but it doesn't say here. It just says Cedar and Shattuck, Cedar - Center and Shattuck. [ANTHONY BRUZZONE: Okay, well, Puja from my staff will talk to you about it.] Okay. Anyway. I live on Chestnut Street right across from Rose-Cedar Park, one house from Cedar Street. I moved there thirty-four years ago. When I moved there, there were three different buses that went up and down Cedar Street, and I thought, Oh, that's wonderful. When I retire, I won't need to drive so much. When I get elderly and can't drive, I will have a bus. And so guess what happened. I'm seventy now. I'm retired. Fortunately I can still drive, but I fell about three and a half months ago, severely injured my wrist. I couldn't drive for almost two months and there wasn't a bus that I could use to go anywhere including BART. And, you know, for people who like to walk home from BART, sure, if you feel like it, if you can. And I didn't have the energy to. I finally was able to walk halfway and sit on a bench, walk the other halfway. But I had to really plan. And it was not good. I mean, my friends were taking me everywhere. So that I
really think that this bus is needed for those of us who
don’t have the access to family members who can take us
everywhere. I have one daughter and that’s all. In terms
of getting places. I mean, I’m very active. I’m a peace
activist and social justice activist, and I’m constantly
doing things. I had to step back and couldn’t do my things
because I couldn’t get around. And I have two more quick
issues. This is supposed to be a green city; we need to
act like it. And the second thing is, this is a class
issue. It is really a class issue. Who comes to meetings?
Those, you know, if we took a survey, I’m sure that almost
all of us are college-educated, have our masters, our PhDs.
This is a class issue. So we really need to think about
the environment. We also – I mean, I personally have the
experience of being both elderly and infirm and didn’t have
any transit system that could help me.

JOHN PARSONS: My name is John Parsons. I just wanted
to clarify part of the history that you started with in
your opening. There’s really two parts of Cedar Street
which are different. There’s Cedar Street above San Pablo
Avenue and Cedar Street below San Pablo Avenue. Cedar
Street below San Pablo Avenue takes the confluence of
Hopkins, Cedar and Rose Streets. So, you know, these
streets all dump in to this like small section of
residential street and it’s very busy. Fifteen years ago,
1991, the 52 started to run on the section between San Pablo Avenue and 6th Street, and that’s when everybody learned – people have mentioned here that houses vibrate. And this is not, you know, fallacious. This is like real. We discovered that when the 52 started to run on our street. The City conducted, you know, trying to help us out, conducted an engineering study of the condition of the street between 6th and San Pablo and determined that it was deficient to carry heavy buses. AC Transit ultimately agreed with the City and rerouted the 52, so it didn’t, you know, travel on that part of the street anymore. Now, with their new routing you’ve just completely ignored that problem. You know, this street is like really in bad condition. It’s like fifteen years older than it was since 1991, and it can’t handle these buses. You know, there’s exacerbating problems because of the sewer work, you know, and because the laterals were compacted and are in better conditions than the street, so every time a bus hits a lateral it’s like hitting a curb, and it vibrates the houses. It causes physical damage. So you think you’re immune to the physical property damage your buses are causing? You don’t care?

TIM DOYLE: Okay, my name’s Tim Doyle. I live at 1717 Cedar Street. I’ve lived in Berkeley since 1942 and I’m just celebrating my 40th anniversary in my house. I loved
public transit when I was a kid because I had a whole box full of pennies that I got smushed on the trolley cars going up College Avenue. But as a resident of Cedar Street, I remember when it was not a through street. There was one time when they widened the south side, they just took out about four feet. We dead-ended that – where Cedar-Rose Park is, you could not drive down. So this was never originally a through street. I do have mixed feelings about what’s going on. I wish the buses, if they’re there, were full. They’re not. I’ve never seen a full bus go up and down Cedar Street. I am surprised to say I would like to thank you for following the agreement that we got with you back in 1991. I was next door to the woman who filed the lawsuit. She worked for a very prestigious law firm. And what we agreed on, you are still doing. You haven’t changed that at all, and I’m sorry in a way for the people below Sacramento, because we invited everybody on Cedar Street to join that lawsuit way back then, and it seemed to be that the only people interested were above (HE SAYS: Cedar), and I know – I don’t want to be NIMBY, they don’t want to be NIMBY, but it, you know, having that division was really strange as far as – they didn’t do anything about it, we did. I would like to see buses that aren’t diesel. I’m an asthmatic. I like to sit out and watch the traffic go by and the people, but
fortunately for me I do that in the middle of the day, so I
don't have buses going up and down in the middle of the
day, but I certainly remember when I did. And so I'm
sympathetic for the whole area and I wish you can really
expedite getting nonpolluting buses, that you can get them
smaller and smaller so they actually fill up. That'd be
nice. I'd love to see a full bus. I'd love to see a full
small bus. I don't like – I don't know if we'll ever have
a full big bus. But I've just got a lot of history in
Berkeley and a lot of history on Cedar Street.

[PETER CHIN]: My name is Peter Chin. I live at 1540
7th Street, on the corner of 7th and Cedar. I live on the
corner of 7th and Cedar, all right, and all the different
issues that rose up, I'm definitely concerned with. Noise,
yes. We have single pane aluminum windows, yes, I hear it.
And the shaking of the walls, my walls are cracked, yes,
we've lived there five years, yes, and - but - and the
traffic, absolutely. But main concern is safety. I have
two children, a seven-year-old and a nine-year-old. In the
past five years that we've been there, me personally, I've
witnessed four accidents because of the influx - the
traffic that's coming down. Like this one gentleman said,
the confluence that comes down below San Pablo, cars are
zooming down. One of those accidents actually rammed into
a car and flipped the car literally onto its roof in front
of our house. This is because of the traffic. I don’t see the buses decreasing that traffic. It is supposed to and ideally it would, but in this world I don’t see adding more buses to Cedar, empty buses, will actually decrease the amount of cars that comes up and down our street. And another accident, a neighbor, three blocks away, a classmate, he’s riding a bicycle, he’s nine years old, he got hit by a car on Cedar. So this has to do with the buses. The buses will increase the traffic, increase the congestion, and exacerbate this situation. That’s it. My biggest concern is safety, which hasn’t been addressed at all.

VOICE: I just would like to make a comment to everybody. Nobody’s brought this up. Why is the City of Berkeley changing the routes on University, using the smaller streets? That’s an issue that should be answered.

CHRIS REYNOLDS: My name is Chris Reynolds and my contact information is Asl4u2@yahoo.com, and I wish to comment on the Bus Line No. 19. I have observations because I was riding that bus line today, and I was coming from Oakland coming to Berkeley. I was going to the Berkeley North BART station, and the bus line No. 19 is very confusing as to the fact that there are three possible destinations for that bus, or three possible ways that it’s going to go, like during the week it goes up Cedar Street.
to the Berkeley North BART Station. On the weekends, it

goes up University to the Berkeley North BART Station, and

midday during the week it goes up Cedar Street to the

Berkeley BART Station. So – and so my first issue is you
guys need to label these buses made like the 19, N, or, the

19B so that – I don’t – that’s just an idea, so that people

know where each bus is going, because I was a bit peeved

when my – the bus had, you know, missed the – it didn’t

turn on Sacramento and I had to get off at California and

then walk back down some ways, what, four or five blocks to

the BART station, so I was a bit peeved about that. Second

of which is – my issues is the fact that in years previous,

many years ago, you know, the bus stops on like say 6th

Street from, you know, University to Cedar, and the bus

stops going up to Cedar from 6th and San Pablo, they used to

be used in years previous, but not, you know, not in the

recent years. And so we were noticing that some bus stops,

there was an after-school program that was on a field trip,

and they were getting off like at Virginia and 6th Street I

think it was, or one of those bus stops, and it was all

bullshit. They had nowhere to get off. And so – and then I

was noticing as we were coming up Cedar Street from 6th and

University, almost every other bus stop was all bullshit,

and it was like, you know, if there was a wheelchair

there’d be no place for the wheelchair to get on, so those
are my two issues about labeling the buses and the bus stops on 6th Street and on Cedar from 6th and University.

Once again, my name is Chris Reynolds. My contact information is Asl4Y2@Yahoo.com. Thank you very much.

[GLEN LAU-CHEE]: Yes, my name is [Glen Lau-chee] and I live on 1569 Juanita Way which is, of course, Juanita Way and Cedar, and it appears in consulting with other people that have been on this issue for several years that there hasn’t been sufficient rationale stated as to the change that has happened without due process, public forums, and there appears to be a need to revisit this issue and that’s what I’m taking opposition to. My phone number is 524-2182, should anyone want to contact me, but we’re going to be gathering and discussing the fact that years ago there was an attempt to increase traffic precipitously as has been the case lately and that was not with opposition stating very simply that there isn’t – Cedar does not have reasonable construction, doesn’t have the capacity, is not – the street itself hasn’t been upgraded, and that was put off. There has been no upgrades happening since, and at this point, this change has ensued without that issue being dealt with and others as well. Thank you.

[END OF PUBLIC COMMENTS]