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MEETING JOINTLY SPONSORED BY
AC TRANSIT AND THE CITY OF BERKELEY TRANSPORTATION
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

1 the intent of our agreement in terms of the hours that
2 you're running the buses on our stretch of the road and we
3 appreciate that. And we appreciate the smaller buses.
4 They're an improvement over the forty-foot buses. And the
5 route that you've designed seems to be a better route for
6 actually serving the neighborhood rather than the 52 Line
7 that appeared to be more of a commuter route. And we
8 appreciate your apparent openness to start to communicate
9 with us. We're disappointed that the earliest hours are
10 back on the road. I know that they're provided for in that
11 agreement, but that 6:00 AM hour is very difficult I think
12 for anyone on any stretch of the road and there are fewer
13 people who need or use those early morning hours. And I
14 think that our neighbors that live below Sacramento are
15 bearing a much more difficult situation in terms of the
16 frequency of buses that may not have, you know, an apparent
17 ridership, either now or in the future. We would like to
18 be - we'd like to take advantage of your offer to be
19 educated about the new buses. We - you know, again, we
20 appreciate the 30-foot buses. We're worried because it's
21 happened before in our neighborhood that those 30-foot
22 buses can turn into 40-foot buses in an instant. In fact,
23 one of my neighbors just mentioned that there was one at
24 6:00 AM this morning, a 40-foot bus, so there was a larger
25 bus at the worst time to have it. So, you know, we'd like

1 to have some understanding of how we can be assured that we
2 don't have to worry that something will suddenly adversely
3 change. We'd like to be educated to the buses. We'd like
4 to be educated to the zero emission buses and when and if
5 we might and how we might be able to help you promote
6 getting to those vehicles. And, you know, we'd like to
7 establish a more clear sense of communication before
8 changes are made. We, you know, we have an organized group
9 and we would love it if we could have a dialogue before
10 changes are made in the future. So thank you.

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

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

21 JULIE FULLER: Okay, I'm Julie Fuller. I'm like the
22 last person. To me the fifty- - the 19 now it is - would
23 help me on the weekends, and I'm curious as to when it's
24 going to start running up and down Cedar from the BART
25 station up towards Shattuck. That's just a question for

1 me. [ANTHONY BRUZZONE: Probably in the late fall or early
2 winter.] Oh, Okay.

3 PAT LaFORCE: My name is Pat LaForce, and I've lived
4 on the 1700 block of Cedar for about 47 years, and, let's
5 see. I no longer drive because I retired on a small
6 income. I can't afford it. I can't use a bicycle because
7 my night vision is shot, my balance is shot. So this flier
8 came by, no name, no return address, I don't know what
9 their problem is. The buses do not shake and rattle my
10 windows. They're very quiet. What's causing the noise on
11 Cedar Street are cars. They come by every second on both
12 sides of the street, the buses come every thirty minutes
13 and maybe they pass at the same time, maybe it's every
14 fifteen minutes. Where I live they don't come after the
15 early morning hours and I can't get - I have to plan for -
16 and I take a - I take some classes on Highland Place, which
17 - and I really miss the 52 because I could go right up
18 there and only have two blocks to walk, huffing and puffing
19 uphill, with my bad knees and my bad back. I wish the 52
20 were back. And believe me, by the time it got there, it
21 was full. There were students that took that bus. Now
22 they're high and dry. And you can't judge the ridership by
23 down by San Pablo and 6th Street, but it really fills up.
24 Also, Cedar Street has not - is not really a primarily
25 residential area. Across the street from me there's a gas

1 station, there's a guitar store, there used to be three
2 little mom and pop grocery stores, beauty salon, it's got
3 small businesses. It hasn't been primarily residential for
4 awhile. People do live there, but people - people need to
5 get out of their cars, for heaven sakes, and I would like
6 to see more buses. I'd like to see them every fifteen
7 minutes, and more buses would be more people getting out of
8 their cars, which would be less noise and the quality of
9 life would be greatly improved. The technology has made
10 motor vehicles a lot less quiet than they used to be. I
11 never hear those buses. But I'm so glad they're there when
12 they come.

13 ALAN MADSEN: My name is Alan Madsen. I live on the
14 1300 block of Cedar Street, 1360 Cedar. I've lived there
15 for about eight years. So I do live below Sacramento, and
16 it has become unbearable in my neighborhood. So you may
17 have these shops. I've never seen anyone go in or out of
18 any of those shops up there and I walk up there regularly.
19 So I hate to contradict you, but, I agree that public
20 transportation is a priority in order to improve all sorts
21 of issues. But unfortunately you've chosen the narrowest
22 possible street. There's safety issues besides the noise.
23 I walk regularly in my neighborhood. I do not drive unless
24 it's necessary. We also - Cedar Street also puts up with
25 the overflow of BART patrons that now have to pay a dollar

1 to park, so they won't. They park on my street instead.
2 When buses cross on Cedar Street, as they do right now, on
3 a regular basis, in front of my house, they have to stop so
4 that they can get by each other. So I admit that the new
5 Van Hool buses are quieter, but they are certainly no less
6 impactive on the neighborhood. So I - please consider in
7 addition to noise and vibration, please also consider the
8 safety of the neighborhood. Because if buses have to stop
9 - and there are buses that do not bother to stop at the
10 stop sign and drive above the speed limit - there are
11 safety issues as well.

12 LYDIA SHIOZAKI: My name is Lydia Shiozaki. I live on
13 Cedar Street between 9th and 10th. We've lived there for
14 seventeen years. There was a bus running on Cedar Street
15 when we bought our home, so we realized that there would be
16 a certain amount of noise. Shortly after we moved in,
17 however, the City did some major sewer placement under
18 Cedar Street and when they had put everything back, even
19 though they compacted the ground, every time a bus would go
20 by our house the house didn't just shake, we actually
21 developed cracks in our kitchen wall and we had several
22 neighborhood meetings expressing our concerns with our city
23 councilperson and eventually they put a five-ton limit on
24 Cedar Street below San Pablo, because of the problem with
25 very poor underfoundation of the street there. And

1 although over the last seventeen years I believe it's
2 gotten better, still, when the big buses go by our house,
3 the house does shake. It's not just windows rattling. The
4 whole house trembles as if there were a small earthquake.
5 And you have to wonder, these older homes - our house is a
6 hundred years old - how well the foundation can stand up to
7 a small earthquake once an hour or so, when those big buses
8 go by. I'm also very grateful for AC Transit. I hope to
9 get old someday and be too old to drive, and I'll be glad
10 to have public transit then and I'm grateful for it now
11 when I need it too. I want everyone to have access to our
12 cities and I really appreciate it. But you know, if these
13 big buses cause foundation damage, I wonder who's
14 responsible for that, and it might be good for AC Transit
15 to consider at least on those sections of the route that
16 are on unstable ground - I think our area used basically
17 landfill to begin with, and it might be good to consider
18 either investing in some - using only the smaller buses on
19 our end or - or something, because - Yeah. Thank you.

20 PATRICK FOX: My name is Patrick Fox. I live at 1555
21 Acton, which is on the corner of Cedar and Acton. And I'd
22 like to make - direct my comments toward quality-of-life
23 issues. With this new schedule where we have sixteen hours
24 a day, seven days a week, plus four buses an hour running,
25 it has really deteriorated, I believe, the quality of life

1 for many residents on Cedar Street. Cedar Street is
2 fundamentally a residential street. It is not a business
3 street. And, just to echo the comments by other people,
4 the ridership on the Cedar Street section on this line is
5 absolutely nonexistent - four people maximum. Most of the
6 time they're empty, or, one person. And so there needs to
7 be some consideration about the quality-of-life issues.
8 I've looked at the environmental impact report, but the
9 measurements that it used to not really capture the
10 phenomenon as experienced by people who live there, and
11 it's very horrible. You have no respite from it, from 6:15
12 in the morning to 10:30 at night, you have buses running,
13 and you - it just exacerbates the problem when you realize
14 that those buses are largely empty. And so it's really a
15 quality of life problem. I wish AC Transit and the
16 Transportation Commission members would think about those
17 types of issues. And you've gotten a nice environmental
18 impact report, but it really does not address from the
19 standpoint of the experience of living on Cedar Street with
20 this large amount of bus traffic. Also, just a comment, a
21 side comment directed to Berkeley Transportation Commission
22 members, I really wish there would be some enforcement of
23 the three-ton limit on Cedar Street from San Pablo all the
24 way up that is routinely violated by delivery truck. We
25 understand the fire department, we understand the trash

1 pick-up and the recycle. But delivery trucks on Cedar
2 Street just exacerbates it, and they're the equivalent of
3 these large buses. And the other point - I know it's a
4 problem with the schedule, that, to have the 40-foot buses
5 on the weekend is absolutely ridiculous. I wish there
6 would be sometime for respite where we can sleep in and not
7 have those buses rumble by your houses, at the crack of
8 dawn practically, all the way to night-time.

9 JILL MARTINUCCI: My name is Jill Martinucci. I do
10 work for Berkeley Councilmember Laurie Capitelli from
11 District 5 but I also am a resident in the neighborhood. I
12 live at 1520 Holly Street, just a couple doors from Cedar.
13 I'm a bus-user. I feel like the 19 route is a much more
14 user-friendly route that will service the community much
15 better in terms of going down to 4th Street, going all the
16 way up to Shattuck, even going to the downtown I know would
17 service my family better than the 52 that was there. But I
18 wanted to relate just one situation. As somebody mentioned
19 the Gilman Street Corridor. And there is a two-block-long
20 section of Hopkins which connects Gilman Street with
21 Sacramento Street, and I don't know if any of you are
22 familiar with those folks, but they also sued AC Transit
23 for many of the same reasons you did, and just last
24 December the councilmember and I were meeting with some of
25 the neighbors there, who couldn't say enough good things

1 about the Van Hool buses. It was like just finally one
2 thing was scratched off the list that they didn't have to
3 fight anymore. And that's a very narrow corridor. They've
4 suffered noisy buses for years and years, and they were
5 really quite satisfied, so I just wanted to relay that to
6 you.

7 GWENDOLYN MAUK: Hi, my name's Gwendolyn Mauk. I live
8 at 1715 Cedar Street. My husband Rick and I have been
9 there for eight years. I'm also a personal friend of Chris
10 Peeples. We ride Amtrak together down to San Jose. And
11 Chris Peeples is, if some of you don't know, is - I guess
12 he's the Director at Large of the Board of AC Transit. And
13 one of the things that I've been talking to Chris about,
14 regularly, is about the new hydrogen buses, the ones that
15 are completely emission-free and that are electric. And
16 he's very enthusiastic about these buses. And I would like
17 to encourage AC Transit to stop using the diesel buses and
18 really embrace the idea of going forward with these
19 hydrogen buses, these - and I would really like to also ask
20 AC Transit to do a neighborly thing, which is to get a
21 hydrogen bus here so that we can do a little tour of it, so
22 Chris can talk to us about it and give us some information.
23 One of the things that I worry about personally for myself
24 and for some of my friends and neighbors is, I have asthma.
25 And I left London to move to Berkeley, thinking that I was

1 going to get better air. And of course I know when I
2 bought the house on Cedar that it was going to be a busy
3 street. So the diesel buses are of some concern to me
4 because of the particulates, the matter that comes out of
5 the diesel, which is why I'm interested in these other
6 buses that Chris has mentioned. So I'd like to know if
7 that's on the table? Is that something that's being
8 considered? [ANTHONY BRUZZONE: I'm writing all the
9 comments down, so - let me address them after everybody
10 gets a chance -] Well, I just want to know if that's
11 something AC Transit is going to consider for Cedar Street,
12 because I think that that's - for a lot of people here who
13 have lived on Cedar Street and who are elderly and who are
14 infirm, I think this is a tremendous problem. [ANTHONY
15 BRUZZONE: [Briefly discusses the cost and availability of
16 hydrogen buses, and, the potential deployment of hybrid
17 buses] Okay, well, let me answer your question real quick
18 then. Okay. So, actually, let me talk about buses in
19 general. ... We have three prototype hydrogen fuel cell
20 buses I think. They cost, right now, about two million
21 dollars each, which is like five times as much as a regular
22 bus. Prices are coming down. They are forty-foot buses,
23 so they're not appropriate for Cedar Street right now.
24 Doesn't mean that they can't put them in a thirty-foot bus
25 eventually. It's quite possible. The other thing we're

1 looking at, we do have a program to do a hybrid thirty-foot
2 bus. We're supposed to get ten of them. We're having
3 technical problems with them, but we're still committed to
4 getting them. So a hybrid bus is like a Prius. It's a
5 gas-electric drive. So we're looking at those also. In
6 terms of the thirty-foot buses and how the neighborhood can
7 be assured that that's what we're going to do, this is not
8 - what you folks here are complaining about is not unique
9 to your street. It's all over. And we're getting more
10 concern about being more neighborhood-friendly. So the
11 result of that, we - we're going to go to our board, I
12 think in August, if staff can get done with the reports, to
13 basically buy - to bring down our forty-foot fleet and
14 bring up our thirty-foot fleet. It's just - it's pretty
15 clear that that's where we need to go for a whole lot of
16 reasons. So basically we used to have the old thirty-foot
17 buses, the old noisy junky buses that everybody remembers
18 and fights about, which were bad buses. We had fifty-six,
19 -seven of fifty-nine, something like that. We're going to
20 end up with a hundred of these new thirty-foot buses. So
21 that's the track we're on. The hydrogen fuel cell thing,
22 we'll have to see how the experiments work out. We've had
23 some technical problems with those two. They seem to be
24 getting worked out. The other thing I want to talk about
25 buses, real quick, is in terms of maintaining and keeping

1 the buses running, we're under really strict requirements
2 from the State Air Resources Board, and they come in and we
3 get and we get audited, just like, you know, you guys have
4 to bring your cars in and get them checked. We have to go
5 through the same thing. One of CARB's rules is that, not
6 only do we have to keep the buses running well, but also
7 that after I think 2009, fifty percent of the fleet is
8 supposed to be zero emission. So that's the state's rules.
9 So that's sort of where we're traveling on this, and that's
10 about as much as I can say on the buses.] Okay. Just one
11 tiny comment, which is nothing to do - it's not your fault,
12 but I just wanted - as a City of Berkeley resident, those
13 barriers are really causing a lot of our traffic problems.

14 MARK KIAZAKI: Okay, my neighbors at 1012 Cedar Street
15 are senior and elderly and I - Mark - and they don't like
16 the buses at all. My name is Mark Kiazaki, 1014 Cedar
17 Street. It's shaking our house and putting cracks in the
18 wall, and I thought that this dispute was taken care of
19 earlier. No one on our block got notice in the mail about
20 AC Transit and since they put in the bumpers in the
21 residential street, Cedar gets the brunt of all the
22 traffic. And my neighbors who take BART like to walk home
23 from BART, so I don't see very many riders on the bus. And
24 also I usually like to go - my majority rule, even if I'm
25 wrong, and I don't see too many bus riders here, I've heard

1 two so far, and most of the people are against it, and, you
2 know, it could be economic that it ended up on Cedar
3 instead of Gilman Street, I don't know, but I don't know
4 why, you know, it's probably for the 4th Street merchants so
5 they can sell more things and for a consumer society. The
6 diesel, it's spewing stuff all over our automobiles, even
7 though it's clean diesel, it's a lot of work to clean off
8 every day. And, you know, that's about it. I've got some
9 other stuff on here, but I said - I think I said the main
10 points. But it is putting cracks in our house and in the
11 neighbor's house. And everyone from 9th Street down to 6th
12 Street, and it's starting putting cracks in the walls
13 again, so, you know, it's an environmental impact in that
14 sense. And then it's, you know, I have to wash the cars a
15 lot more often, too. Thank you.

16 LEN CONLEY: My name is Len Conley. I live at 1252
17 Gilman Street in Berkeley. That's the corner of Santa Fe,
18 I'm sure many of you know the area, near [Two Sweets].
19 Half of my trips are taken by transit. I have a truck
20 which I use. I've been an electrical contractor for
21 fifteen years and I use the vehicle a lot. I have a number
22 9 bus running down my street, which unfortunately does not
23 go frequently enough, as far as I'm concerned. I use it to
24 go to downtown Berkeley. It runs every twenty minutes in
25 the morning, which is okay, and then in the afternoons it

1 runs every half hour. It's really unacceptable. It
2 doesn't run after 9:00 o'clock at night, so if I come back
3 from San Francisco on BART and I get to downtown BART, I
4 cannot get to my house. There's no connection from North
5 Berkeley BART to my house from the [Westbrae] neighborhood.
6 I had some hopes that with the number 9 clean bus running
7 that my tenant, who goes to the airport quite frequently on
8 BART wouldn't have to ask me to drive him all the way to
9 North Berkeley BART. I could take him to Cedar Street and
10 he could catch that bus. On a bigger point, you know, the
11 glaciers in Tibet are melting, you know, seven percent a
12 year. We're talking about a water supply for a billion
13 people that's going to disappear. We've got to work
14 together to figure out how to solve this problem. The
15 American Public Transportation Association says if you're
16 on a bus you're producing half the carbon dioxide as
17 someone in a car. I'm sitting waiting for a bus at a
18 corner in Gilman and Santa Fe. There is endless streams of
19 traffic going by. I mean, it's just unbelievable. And a
20 bus goes by every half hour. I grant you, Cedar Street is
21 not the same as Gilman. I guess I'm puzzled by this
22 animosity towards buses. If we don't work with AC Transit
23 to make better bus service for all of us, we're - I think
24 we're really in trouble. And I know this is Berkeley and
25 this (inaudible) part of the problem we have. I want to

1 make another point about the elderly and the disabled. The
2 population of Berkeley is aging. There'll be twice as many
3 elderly people here in the next fifteen or twenty years.
4 They're going to need a bus. My mother used to take the
5 bus from the corner of Santa Fe and Gilman to El Cerrito
6 Plaza. They discontinued the bus line. She got left
7 behind high and dry. I had to drive her to visit her
8 friends. I just want to say, we can't meet the targets of
9 Measure G unless we stop driving so much. It's really that
10 simple. And the Transbay bus that goes by my house sounds
11 like a tornado going by every evening and every morning. I
12 don't mind. Believe me. There are no cracks in my house
13 from AC Transit buses. I'd just like to make that point.
14 Thank you.

15 [JILLANNA COLLINS]: Good evening, my name is Jillana
16 Collins. I live at 1376 Cedar Street. I've owned my home
17 there since 1990, and I don't think that the residents on
18 Cedar Street are hostile to AC Transit or to buses, or to
19 the issue of buses. I think we're very concerned about
20 these large buses on our narrow street, and I did read the
21 negative declaration that ACT adopted last year and I had
22 some concerns about that because the study doesn't really
23 address the fact that transferring Line 19 to Cedar Street
24 has basically tripled the frequency of buses on our street,
25 and by that I mean they've doubled the buses per hour.

1 They're starting the buses much earlier in the morning and
2 running them till late at night, for those of us who are
3 west of Sacramento, extending those hours on Saturday and
4 Sunday when before there weren't any. And we've all
5 observed that these are empty buses that are running more
6 frequently. These buses cannot maneuver safely up narrow
7 Cedar Street. We have parked cars, we have bicyclists, and
8 we repeatedly watch these buses cross the median into
9 oncoming traffic. These are not bad bus drivers; there is
10 no way for them to get up Cedar Street safely. It is not a
11 compatible use for buses. So I just want to suggest to AC
12 Transit that the negative declaration that you did may have
13 some problems, because it doesn't address the fact that
14 these buses have significantly increased the traffic loads
15 and the traffic congestion. And so there's no real analysis
16 of the impacts on our neighborhood that you're hearing
17 about. So I'm hoping that you will recirculate that
18 negative declaration. I appreciate that you're giving us
19 an opportunity to talk to you now. It would have been very
20 helpful had you done a better public outreach to Cedar
21 Street so we could have brought the concerns to you before
22 you made this change. Thanks very much.

23 MARY PROPHET: I have a question before I start. Mary
24 Prophet, 1514 Chestnut Street. I'm sorry I was a few
25 minutes late and I obviously missed a key thing, but my

1 question deals with the bus literally going to North
2 Berkeley BART. Does it do that? [ANTHONY BRUZZONE: It
3 does it in the middle of the day only, and at night.] And
4 when you say in the middle of the day, what are the hours?
5 [ANTHONY BRUZZONE: The schedule's right over there.] I'm
6 trying - well, but it doesn't say here. It just says Cedar
7 and Shattuck, Cedar - Center and Shattuck. [ANTHONY
8 BRUZZONE: Okay, well, Puja from my staff will talk to you
9 about it.] Okay. Anyway. I live on Chestnut Street right
10 across from Rose-Cedar Park, one house from Cedar Street.
11 I moved there thirty-four years ago. When I moved there,
12 there were three different buses that went up and down
13 Cedar Street, and I thought, Oh, that's wonderful. When I
14 retire, I won't need to drive so much. When I get elderly
15 and can't drive, I will have a bus. And so guess what
16 happened. I'm seventy now. I'm retired. Fortunately I
17 can still drive, but I fell about three and a half months
18 ago, severely injured my wrist. I couldn't drive for
19 almost two months and there wasn't a bus that I could use
20 to go anywhere including BART. And, you know, for people
21 who like to walk home from BART, sure, if you feel like it,
22 if you can. And I didn't have the energy to. I finally
23 was able to walk halfway and sit on a bench, walk the other
24 halfway. But I had to really plan. And it was not good.
25 I mean, my friends were taking me everywhere. So that I

1 really think that this bus is needed for those of us who
2 don't have the access to family members who can take us
3 everywhere. I have one daughter and that's all. In terms
4 of getting places. I mean, I'm very active. I'm a peace
5 activist and social justice activist, and I'm constantly
6 doing things. I had to step back and couldn't do my things
7 because I couldn't get around. And I have two more quick
8 issues. This is supposed to be a green city; we need to
9 act like it. And the second thing is, this is a class
10 issue. It is really a class issue. Who comes to meetings?
11 Those, you know, if we took a survey, I'm sure that almost
12 all of us are college-educated, have our masters, our PhDs.
13 This is a class issue. So we really need to think about
14 the environment. We also - I mean, I personally have the
15 experience of being both elderly and infirm and didn't have
16 any transit system that could help me.

17 JOHN PARSONS: My name is John Parsons. I just wanted
18 to clarify part of the history that you started with in
19 your opening. There's really two parts of Cedar Street
20 which are different. There's Cedar Street above San Pablo
21 Avenue and Cedar Street below San Pablo Avenue. Cedar
22 Street below San Pablo Avenue takes the confluence of
23 Hopkins, Cedar and Rose Streets. So, you know, these
24 streets all dump in to this like small section of
25 residential street and it's very busy. Fifteen years ago,

1 1991, the 52 started to run on the section between San
2 Pablo Avenue and 6th Street, and that's when everybody
3 learned - people have mentioned here that houses vibrate.
4 And this is not, you know, fallacious. This is like real.
5 We discovered that when the 52 started to run on our
6 street. The City conducted, you know, trying to help us
7 out, conducted an engineering study of the condition of the
8 street between 6th and San Pablo and determined that it was
9 deficient to carry heavy buses. AC Transit ultimately
10 agreed with the City and rerouted the 52, so it didn't, you
11 know, travel on that part of the street anymore. Now, with
12 their new routing you've just completely ignored that
13 problem. You know, this street is like really in bad
14 condition. It's like fifteen years older than it was since
15 1991, and it can't handle these buses. You know, there's
16 exacerbating problems because of the sewer work, you know,
17 and because the laterals were compacted and are in better
18 conditions than the street, so every time a bus hits a
19 lateral it's like hitting a curb, and it vibrates the
20 houses. It causes physical damage. So you think you're
21 immune to the physical property damage your buses are
22 causing? You don't care?

23 TIM DOYLE: Okay, my name's Tim Doyle. I live at 1717
24 Cedar Street. I've lived in Berkeley since 1942 and I'm
25 just celebrating my 40th anniversary in my house. I loved

1 public transit when I was a kid because I had a whole box
2 full of pennies that I got smushed on the trolley cars
3 going up College Avenue. But as a resident of Cedar
4 Street, I remember when it was not a through street. There
5 was one time when they widened the south side, they just
6 took out about four feet. We dead-ended that - where
7 Cedar-Rose Park is, you could not drive down. So this was
8 never originally a through street. I do have mixed
9 feelings about what's going on. I wish the buses, if
10 they're there, were full. They're not. I've never seen a
11 full bus go up and down Cedar Street. I am surprised to
12 say I would like to thank you for following the agreement
13 that we got with you back in 1991. I was next door to the
14 woman who filed the lawsuit. She worked for a very
15 prestigious law firm. And what we agreed on, you are still
16 doing. You haven't changed that at all, and I'm sorry in a
17 way for the people below Sacramento, because we invited
18 everybody on Cedar Street to join that lawsuit way back
19 then, and it seemed to be that the only people interested
20 were above (HE SAYS: Cedar), and I know - I don't want to
21 be NIMBY, they don't want to be NIMBY, but it, you know,
22 having that division was really strange as far as - they
23 didn't do anything about it, we did. I would like to see
24 buses that aren't diesel. I'm an asthmatic. I like to sit
25 out and watch the traffic go by and the people, but

1 fortunately for me I do that in the middle of the day, so I
2 don't have buses going up and down in the middle of the
3 day, but I certainly remember when I did. And so I'm
4 sympathetic for the whole area and I wish you can really
5 expedite getting nonpolluting buses, that you can get them
6 smaller and smaller so they actually fill up. That'd be
7 nice. I'd love to see a full bus. I'd love to see a full
8 small bus. I don't like - I don't know if we'll ever have
9 a full big bus. But I've just got a lot of history in
10 Berkeley and a lot of history on Cedar Street.

11 [PETER CHIN]: My name is Peter Chin. I live at 1540
12 7th Street, on the corner of 7th and Cedar. I live on the
13 corner of 7th and Cedar, all right, and all the different
14 issues that rose up, I'm definitely concerned with. Noise,
15 yes. We have single pane aluminum windows, yes, I hear it.
16 And the shaking of the walls, my walls are cracked, yes,
17 we've lived there five years, yes, and - but - and the
18 traffic, absolutely. But main concern is safety. I have
19 two children, a seven-year-old and a nine-year-old. In the
20 past five years that we've been there, me personally, I've
21 witnessed four accidents because of the influx - the
22 traffic that's coming down. Like this one gentleman said,
23 the confluence that comes down below San Pablo, cars are
24 zooming down. One of those accidents actually rammed into
25 a car and flipped the car literally onto its roof in front

1 of our house. This is because of the traffic. I don't see
2 the buses decreasing that traffic. It is supposed to and
3 ideally it would, but in this world I don't see adding more
4 buses to Cedar, empty buses, will actually decrease the
5 amount of cars that comes up and down our street. And
6 another accident, a neighbor, three blocks away, a
7 classmate, he's riding a bicycle, he's nine years old, he
8 got hit by a car on Cedar. So this has to do with the
9 buses. The buses will increase the traffic, increase the
10 congestion, and exacerbate this situation. That's it. My
11 biggest concern is safety, which hasn't been addressed at
12 all.

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

17 CHRIS REYNOLDS: My name is Chris Reynolds and my
18 contact information is Asl4U2@yahoo.com, and I wish to
19 comment on the Bus Line No. 19. I have observations
20 because I was riding that bus line today, and I was coming
21 from Oakland coming to Berkeley. I was going to the
22 Berkeley North BART station, and the bus line No. 19 is
23 very confusing as to the fact that there are three possible
24 destinations for that bus, or three possible ways that it's
25 going to go, like during the week it goes up Cedar Street

1 to the Berkeley North BART Station. On the weekends, it
2 goes up University to the Berkeley North BART Station, and
3 midday during the week it goes up Cedar Street to the
4 Berkeley BART Station. So - and so my first issue is you
5 guys need to label these buses made like the 19, N, or, the
6 19B so that - I don't - that's just an idea, so that people
7 know where each bus is going, because I was a bit peeved
8 when my - the bus had, you know, missed the - it didn't
9 turn on Sacramento and I had to get off at California and
10 then walk back down some ways, what, four or five blocks to
11 the BART station, so I was a bit peeved about that. Second
12 of which is - my issues is the fact that in years previous,
13 many years ago, you know, the bus stops on like say 6th
14 Street from, you know, University to Cedar, and the bus
15 stops going up to Cedar from 6th and San Pablo, they used to
16 be used in years previous, but not, you know, not in the
17 recent years. And so we were noticing that some bus stops,
18 there was an after-school program that was on a field trip,
19 and they were getting off like at Virginia and 6th Street I
20 think it was, or one of those bus stops, and it was all
21 bullshit. They had nowhere to get off. And so - and then I
22 was noticing as we were coming up Cedar Street from 6th and
23 University, almost every other bus stop was all bullshit,
24 and it was like, you know, if there was a wheelchair
25 there'd be no place for the wheelchair to get on, so those

1 are my two issues about labeling the buses and the bus
2 stops on 6th Street and on Cedar from 6th and University.
3 Once again, my name is Chris Reynolds. My contact
4 information is Asl4Y2@Yahoo.com. Thank you very much.

5 [GLEN LAU-CHEE]: Yes, my name is [Glen Lau-chee] and I
6 live on 1569 Juanita Way which is, of course, Juanita Way
7 and Cedar, and it appears in consulting with other people
8 that have been on this issue for several years that there
9 hasn't been sufficient rationale stated as to the change
10 that has happened without due process, public forums, and
11 there appears to be a need to revisit this issue and that's
12 what I'm taking opposition to. My phone number is 524-
13 2182, should anyone want to contact me, but we're going to
14 be gathering and discussing the fact that years ago there
15 was an attempt to increase traffic precipitously as has
16 been the case lately and that was not with opposition
17 stating very simply that there isn't - Cedar does not have
18 reasonable construction, doesn't have the capacity, is not
19 - the street itself hasn't been upgraded, and that was put
20 off. There has been no upgrades happening since, and at
21 this point, this change has ensued without that issue being
22 dealt with and others as well. Thank you.

23 [END OF PUBLIC COMMENTS]

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