

SUMMARY OF PUBLIC COMMENT – AC TRANSIT REDISTRICTING PROCESS

Date Received	Name	Comment
September 5, 2023 10:34 AM	Mary Kazmer	Email: I don't like the idea of electing directors by ward. I think the directors should be representing all passengers, not just those in their little district or of their own ethnic group or language etc. Think about it - many passengers live in one district and travel to other districts for work, school, shopping, business etc. - should they elect someone who represents only one district?
September 6, 2023	Alfred Twu Public Hearing Testimony	<p>Hi, good evening, everyone. So, I looked at some of the more overarching larger level communities of interest based around some of our transit lines, but also the way that the East Bay has been doled out. So, starting at the top, I have what I call Ward 72 along the 72 San Pablo bus. This area has more working-class industrial jobs. It also has to deal with a lot of the air pollution issues from the freeway and the refineries in the district.</p> <p>Next, we have Ward 51B along the College Ave-University Avenue bus in Berkeley, and this area is more very highly educated, very high voter turnout. So it's good to group this together so that their votes don't dilute everybody else's. Moving on down, we have a ward which go through Alameda as well as Oakland, Chinatown, which has many links to Alameda, and also over to San Leandro, where we've seen a growing Chinese American population.</p> <p>And next here in the green, we have ward 1T along the International Boulevard Corridor, but I could also see this extending around 14th Street into West Oakland. This is more of a working-class area in both sides and also very high transit ridership. Continuing down, we have ward 10 around the unincorporated areas into Hayward. Ward 97, which is more west of 880, more suburban area. And finally, Ward 210, city of Fremont is conveniently the size of one ward and could easily become one. Thank you.</p> <p>[Submitted Community of Interest Map.]</p>
September 6, 2023	Jane Kramer Public Hearing Testimony	Thanks. Okay. One of the... to me, one of the salient comments of the speaker was defining a community as “others need to be talking with each other”. That means you don't want to create chaos. But, on the other hand, you don't want to exclude anyone. So that means that you represent the community and their interests, but you also have to consider the general welfare of the entire AC Transit district. And that means you have a complicated job and you have to do it with subtlety, supply, and ethically. And that can be soul searching. Thank you.

Public Comment as of 9/7/23 @2:31 p.m.

No voicemail comments have been received as of this date.

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<p>September 7, 2023 at 12:29 p.m.</p>	<p>Nathan Landau</p>	<p>Email: Subject: [EXTERNAL] Berkeley is a community of interest for the redistricting process</p> <p>Chair Young, fellow Boardmembers. As you are now involved in a redistricting process, I wanted to offer my thoughts about why Berkeley city should ner treated as a community of interest for, and put together in, the redistricting process.</p> <p>Berkeley is fundamental to AC Transit. It generates the second highest number of passengers of any city in the District. It is home to the University of California, where the classpass program enrolls thousands of students. Berkeley is very active in transportation, and has worked with AC Transit on numerous projects. Berkeley is one of the few cities in the district that has a transportation commission. Given these characteristics, all of Berkeley should be in a single ward, represented by a single Boardmember.</p> <p>Currently, Berkeley is split between a ward based in Contra Costa County, and a ward based in Oakland. This split dilutes the effectiveness of Berkeley's representation on the Board. As a city with a Census population over 124,000, Berkeley can provide the majority of the population for a new ward. With the adjacent Alameda County cities of Albany and Emeryville, the ward would have a population of 157,000. The 50,000 additional people needed could come from a small portion of Oakland, particularly if Piedmont (population 11,000) were included in that ward.</p> <p>A ward based in Berkeley would fit well with the geography of the district. The Contra Costa County cities and communities, at the north end of the AC Transit district, are approximately the population needed for a ward. This would create a logical north-south progression of a Contra Costa ward, followed by a Berkeley/North Oakland area ward.</p> <p>Thank you for your consideration.</p> <p>Nathan Landau</p>
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