



Public

TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, January 19, 2023, 7:00 pm

Mission: Advises Council on transportation and public works infrastructure policies, facilities, and services

PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH ZOOM VIDEOCONFERENCE AND TELECONFERENCE.

Pursuant to Government Code Section 54953(e) and the state declared emergency, this meeting of the City of Berkeley Transportation and Infrastructure Commission will be conducted exclusively through teleconference and Zoom videoconference. The COVID-19 state of emergency continues to directly impact the ability of the members to meet safely in person and presents imminent risks to the health of attendees. Therefore, no physical meeting location will be available.

To access the meeting remotely from a PC, Mac, iPad, iPhone, or Android device, please use this URL to join: <https://us02web.zoom.us/j/82514969964>

Webinar ID: **825 1496 9964**

If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen. To join by phone: *Dial 1-888-788-0099 and enter Meeting ID: 825 1496 9964.* If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair. Note: Your phone number will appear on the videoconference screen.

A. PRELIMINARY BUSINESS

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from November 17th, 2022
5. Update on administration and staff

B. DISCUSSION/ACTION ITEMS

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. T1 Update

Joe Enke, Manager of Engineering

Informational presentation and discussion only.

Transportation and Infrastructure Commission
Thursday, January 19, 2023, 7:00 pm

2. **Hopkins Street, Gilman St. to west end**
Farid Javandel, Deputy Director, Transportation & Engineering
Presentation and possible action: make recommendation to City Council.
3. **TIC Vice-Chair Nominations and Election**
Commissioners
Possible action: nomination and election of vice chair.
4. **TIC 2023 Work Plan***
Commissioners
Draft 2023 work plan; Possible actions: adopt 2023 work plan; create subcommittees and assign members; appoint liaisons.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TIC

1. Council Summary Actions 2022*
2. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS


E. ADJOURNMENT 9:30 pm

Agenda Posted: January 13th, 2023

The next virtual meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, February 16th, 2023 at 7:00 pm.

A complete agenda packet is available for public review at the Main Branch Library and at the Transportation Division and Engineering Division front desks.

ADA Disclaimer

 *This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.*

Transportation and Infrastructure Commission
Thursday, January 19, 2023, 7:00 pm

SB 343 Disclaimer

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Public Works Transportation Division offices located at 1947 Center Street, 4th Floor.

Communications Disclaimer

*Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission or committee for further information.*

Commission Secretary: Farid Javandel, Deputy Director of Public Works
1947 Center St., 4th Floor, Berkeley, CA, 94704
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: FJavandel@CityofBerkeley.info



Public

TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING DRAFT MINUTES

Thursday, November 17, 2022, 7:00 pm

Mission: Advises Council on transportation and public works infrastructure policies, facilities, and services

A. PRELIMINARY BUSINESS

1. Call to order

The meeting was called to order by Commission Chair Karen Parolek at 7:02 pm.

2. Roll call

Commissioners Present: Noelani Fixler, Barnali Ghosh, Sam Greenberg, Adrien Leung, Liza Lutzker, Karen Parolek, Kim Walton, Ray Yep

Staff Present: Farid Javandel, Beth Thomas, Eric Anderson, Joe Enke, Alisha Gard

3. Public comment on items not on the agenda

No speakers.

4. Approval of [minutes](#) from October 20th, 2022

Commissioner Yep commented that Sections C and D do not need to be included with the minutes as they were not discussed during the Commission meeting.

Action: It was Moved / Seconded to approve the minutes, as amended:

Ayes: Fixler, Greenberg, Lutzker, Parolek, Walton, Yep

Noes: None

Abstain: Ghosh, Leung

Absent: None

Motion passed 6-0-2-0

5. Update on administration and staff

- Principal Planner Beth Thomas is retiring from the City of Berkeley. Her last day with the Transportation Division is December 2, 2022. The Transportation and Infrastructure Commission thanked her for her dedicated service.
- Farid Javandel provided information on staff vacancies and recruitment to fill the positions.
- Joe Enke provided information that UUD#48 will start construction in March 2023, the City performed \$20 million of work in the construction

Transportation and Infrastructure Commission
Thursday, November 17, 2022, 7:00 pm

season, progress is being made with sidewalk improvements, planning for civic center is continuing, etc.

- There will be a public meeting on November 30 for the planning on Hopkins Street from Gilman to San Pablo Ave.

B. DISCUSSION/ACTION ITEMS

1. Vision Zero Update

Eric Anderson, Senior Planner, provided a progress update on the Vision Zero Program. Progress has been hindered by the pandemic. Progress has been made with the Southside complete streets, the South Adeline projects and with quick build projects. The Vision Zero coordinating committee will meet on 11/30/2022. Eric confirmed that he coordinates with Oakland on striping at prominent intersections.

No action.

2. Transit-First Policy Implementation Plan

Beth Thomas, Principal Planner, provided a presentation on updates to the City's transit first policy. The comprehensive policy recommendations were discussed and approved by the Commission. Staff will present the recommendations to the City Council in an upcoming meeting.

Recommended to staff by the TIC at the meeting:

- p36, under Scootershare, delete the second paragraph, starting with "From evaluations of pilot programs,..."
- p36, Policy 3.3, add middle and high school students
- Work with AC Transit to improve reliability and service on lines that take students to Berkeley middle and high schools.
- New 2.1 or 2.2 or 3.8: Prioritize use of public right-of-way for transit improvements over parking
- Adding the Action, "Develop a list of alternative restroom facilities for use by bus drivers at layovers and share this with transit operators" (as new Action 4 under Policy 3.7).

Action: The Transportation and Infrastructure Commission (TIC) recommends that Council adopt the Transit-First Policy Implementation Plan with the changes presented by staff at the 11/17/22 TIC meeting and those recommended to staff by the TIC at the same meeting.

Moved by Chair Parolek, Seconded by Commissioner Leung

Ayes: Fixler, Ghosh, Greenberg, Leung, Lutzker, Parolek, Yep

Noes: Walton

Abstain: None

Absent: None

Motion passed 7-1-0-0

Transportation and Infrastructure Commission
Thursday, November 17, 2022, 7:00 pm

Moved by Commissioner Leung, Seconded by Commissioner Fixler, Approved unanimously to extend the meeting to 10:10 pm

3. Work Plan Preliminary Discussion

Work plans have been collected from the prior Transportation and Public Works Commissions. Karen Parolek and Sam Greenberg will review and consolidate the plans into a draft plan for the Transportation and Infrastructure Commission. The draft plan will be discussed at the January Commission meeting.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TIC

Moved by Chair Parolek, Seconded by Commissioner Fixler, Approved unanimously to extend the meeting to 10:15 pm

1. Subcommittee Reports and Assignments

Moved by Commissioner Ghosh, Seconded by Commissioner Walton, Carried unanimously: to appoint a 5-year paving plan subcommittee and assign members to be Ray Yep, Adrian Leung, Kim Walton

Moved by Commissioner Ghosh, Seconded by Commissioner Fixler, Carried unanimously: Bike plan subcommittee: Karen Parolek, Sam Greenberg, Liza Lutzker, Noelani Fixler

2. Council Summary Actions 2022

3. [Link to Council and Committee Agendas and Minutes](#)

4. Transportation and Infrastructure Commission Mission Statement – TBD

5. Work Plans

a. [Transportation Commission](#)

b. [Public Works Commission](#)

6. Subcommittees and Liaisons

D. COMMUNICATIONS

E. ADJOURNMENT 10:15 pm Moved by Chair Parolek, Seconded by Commissioner Leung to adjourn. Carried unanimously.

....

ACTION CALENDAR
January 19, 2023

To: Transportation and Infrastructure Commission
From: Scott Ferris Director, Parks, Recreation & Waterfront
Liam Garland Director, Public Works
Subject: Provide Direction on Closing the \$3.28M -\$4.58M Funding Gap to Complete Measure T1 Projects

CURRENT SITUATION

Recent increases in construction costs have created a total funding gap overage of between \$3.28M to \$4.58M for Measure T1 projects. For example, the North Berkeley Senior Center project currently has \$300,000 in unanticipated costs, and a recent structural engineering assessment at the proposed new African American Holistic Resource Center building found significant structural problems that will likely require an additional \$1.85M - \$3.15M.

The solutions to this projected overage could involve finding new funding, or covering certain phases of a project (e.g., design but not construction), or deleting certain projects from the [T1 Phase 2 list](#). Per the [T1 Operations Manual](#) (Section 4.5), such changes require consultation with the two Measure T1 lead City Commissions (Parks, Recreation and Waterfront and the Transportation and Infrastructure Commissions) and action by City Council. In order for staff to execute the remaining T1 Phase 2 projects in a timely matter, direction on these difficult decisions is needed immediately.

Construction Cost Increases (\$1.08M)

Staff typically anticipates yearly increases of between 3-5% in construction costs. Over the last two years, construction costs have increased as much as 26%. These increases have required staff to reduce design and construction scopes, identify other funding sources, and re-evaluate the priority of all T1 Phase Two (T1P2) projects. Examples of these issues can be seen in the Willard Clubhouse replacement project and the new Ohlone 2-5 and 5-12 Playgrounds and Mural Garden project. For example, less than 16 months ago, the Willard Clubhouse preferred conceptual design was reduced by more than 30% in order to complete the total project within the original T1 budget allocation of \$7.0 M. The construction contract at Ohlone Park, which was recently awarded at City Council in December of 2022, needed an additional \$200,000 of PRW CIP funds in order to proceed.

Staff has analyzed all T1P2 projects that have not been completed and/or are in the process of being awarded in terms of each project's capacity to reduce scope or to find other funding (see Attachment 1). The result of this evaluation is that we have identified 10 projects that cannot be reduced in scope, and need an additional 15% in funding in order to produce a baseline project (highlighted in yellow in Attachment 1). This list

January 19, 2023

includes five restrooms, and a variety of smaller projects. Staff have identified seven projects that can be made whole by using existing Public Works (PW) and Parks, Recreation and Waterfront (PRW) CIP or ADA funding, but this impacts other non-T1 funded projects. For example, the use of PRW CIP funds to cover T1 construction cost increases at the Ohlone Playground and Mural Garden, Grove Park Sports Field, Grove Playground and the Marina Timber Piling Replacement project will likely eliminate all FY 2023 design funding for play structure replacement at Glendale LaLoma, Aquatic, Codornices, and Shorebird Parks. The African American Holistic Resource Center project is not included in this amount because it is discussed separately in this report.

North Berkeley Senior Center (NBSC): \$350K

This \$10.83M project is currently in the close-out phase and has approximately \$350,000 of existing costs that are over and above T1, FEMA Grant and other funding sources assigned. These costs include construction and legal fees incurred to-date.

African American Holistic Service Center (AAHRC): \$1.85M- \$3.15M

The AAHRC currently has \$8.25M in total project funding (comprised of \$7.0M T1, \$225,000 GF and \$1.0M in a federal earmark). Until last year, this funding would have been enough to complete the renovation of the 4,000 square foot building at 1890 Adeline Street. However, over the past year, construction costs have increased significantly. In addition, recent engineering assessments of the building and site (structural and geotechnical) found significant structural problems¹, and the project is now estimated to cost \$10.1M to renovate and \$11.4M to replace as new. The project management team strongly recommends that this facility be fully replaced because a renovation may encounter additional unforeseen issues related to the building and site. The project architect cannot proceed through the design phase without guidance on which type of building (new or renovated) to design.

DISCUSSION

Halfway through Measure T1 Phase One, a similar funding gap arose because extra projects were added to the original T1 list and there was a similar surge in construction costs. The T1 Lead Commissions both recommended that City Council proceed with the projects and allocate the needed \$5.3M to finish all projects. Council took action and funded the \$5.3M gap for Measure T1 Phase 1 projects. Ultimately, this funding was pulled back because of needs associated with the City's COVID-19 response and the gap was allocated from the remaining T1 bond funds. A similar solution for the Measure T1P2 funding gap is not possible because all Measure T1 bond funding has been fully allocated.

There are multiple options or combinations of options that could solve this T1 Phase 2 funding gap of \$3.28 - 4.58M. These options include the following:

¹ Problems found to-date include inadequate shear capacity, diaphragm discontinuities, insufficient anchorage and cross ties, and expansive and unknown subsurface soils, etc.

January 19, 2023

1. Find new and/or additional funding for all of or part of the T1P2 gap. Existing PW and PRW Departmental CIP funding in F23 and FY24 are already being used to offset seven T1P2 and non-T1 projects.
2. Reduce the phases of T1P2 projects, (e.g. from construction to design only).
3. Eliminate projects from the T1P2 list that have not yet been awarded for construction.

At present, only eight projects T1P2 have been completed or currently under contract to-date (see Attachment 1 – highlighted in turquoise). In an attempt to identify projects that could be reduced or eliminated, staff prioritized the continuance of projects related to streets, public buildings, and public restrooms. Of the remaining projects that have not been completed or bid out, staff have identified four projects totaling \$1.5M that could be reduced or deleted that would have the least impact on current City priorities as follows:

- \$700k Ohlone Park Lighting Project
- \$300k Civic Center Turtle Island Monument (fountain) Project
- \$150k Bollard Conversion to Landscaping Project
- \$350k Corpyard Gate, Paving, Parking, Fuel Island Replacement Project
- \$1.5M total Measure T1 funds (could be reduced or deleted)

In addition, the Measure T1 \$3M South Berkeley Senior Center Project has been waiting for two years for a FEMA grant that would be needed to do a baseline seismic improvement project. If this grant is not awarded soon, a seismic retrofit cannot be completed and these funds may be used for other improvements at the South Berkeley Senior Center or re-allocated to other T1 P2 projects.

NEXT STEPS

The T1P2 funding gap issue will be discussed at a City Council Special Meeting on Tuesday, January 31 at 4pm. If the Transportation and Infrastructure Commission can make a recommendation on how to eliminate or reduce this funding gap, it will be included in the staff report to Council.

- [Measure T1 Phase 2 Project List](#)
- Measure T1 Phase 2 Project Status Matrix (Attachment 1)

CONTACT PERSON

Scott Ferris, Parks, Recreation & Waterfront, 510-981-6700

Liam Garland, Public Works, 510-981-6300

Attachments:

- 1: Measure T1 Phase 2 Project Status Matrix

Category	Project Name/Description	Budgeted	Completed or Encumbered	In Design	Apply Escalation?	Add 15% Escalation	Possible to Reduce Scope?	Escalation Required	Priority	Notes
Care and Shelter and Non- Departmental Citywide Facilities	MLK Jr. Youth Services Center	7,000,000		x	Yes	#REF!	Yes	-	1	Possible additional funding available in PRW CIP Fund
	South Berkeley Senior Center	3,000,000		x	Yes	#REF!	Yes	-	1	
	African American Holistic Resource Center **	7,000,000		x	Yes	#REF!	No		1	Baseline scope now requires \$1.85M to complete
	Restrooms in the ROW Telegraph/Channing	450,000	x		Yes	#REF!	No	#REF!	1	
	Restrooms in the ROW San Pablo/University	450,000		x	Yes	#REF!	No	#REF!	1	
	Restrooms in the ROW Alcatraz/Adeline	450,000		x	Yes	#REF!	No	#REF!	1	
Camps	Cazadero Dining Hall & ADA Improvements	400,000	x		No			-	1	Required by lease
Buildings in Parks	Willard Clubhouse/Restroom Replacement	7,000,000		x	Yes	#REF!	No		1	Scope already reduced; possible additional funding by PRW CIP. \$500k gap remains
	Tom Bates Restroom/Community Space	2,999,238		x	Yes	#REF!	Yes	-	1	Possible additional funding available in PRW CIP Fund
	Harrison Park - Restroom Renovation	450,000		x	Yes	#REF!	No	#REF!	1	
	Ohlone Park - New Restroom	500,000		x	Yes	#REF!	No	#REF!	1	
Parks - Play structures	Ohlone (Milvia) Ages 2-5, 5-12, Garden Mural, Exercise	517,285	x		Yes	#REF!	No	-	-	Contract awarded; gap covered by FY23 PRW CIP
	John Hinkel Lower Ages 2-12, picnic, parking	400,000	x		No				-	Completed
	Grove Park Ages play structures 2-5, 5-12 yrs old	700,000	x		Yes	#REF!	No	-	-	Contract to be awarded; Gap covered by FY23 PRW CIP
Parks	Aquatic Park Tide Tubes Clean out, Phase 1B	185,000	x		No				-	Completed
	Ohlone Park - Lighting	700,000		x	Yes	#REF!	Yes		3	
	Civic Center Park – Turtle Garden	300,000		x	Yes	#REF!	No	#REF!	3	
Pools	King Pool Tile and Plaster Replacement	350,000	x		No				-	Completed

Category	Project Name/Description	Budgeted	Completed or Encumbered	In Design	Apply Escalation?	Add 15% Escalation	Possible to Reduce Scope?	Escalation Required	Priority	Notes
	Marina Timber Piling Replacements	1,200,000	x		Yes	#REF!	Yes		1	
	Marina D and E Dock Replacement	517,285		x	Yes	#REF!	No	#REF!	1	
	Marina K Dock Restroom Renovation	499,238		x	Yes	#REF!	No		1	
Waterfront	Cesar Chavez Park - New Restroom (on Spinnaker)	449,238		x	Yes	#REF!	No		1	
Streets	T1 Streets Contribution to Annual Street Paving Improvements	6,750,000		x	Yes	#REF!	Yes	-	1	
	Bollard Conversion to Landscaping	150,000		x	Yes	#REF!	Yes	-	3	
Sidewalks	Sidewalks Maintenance & Safety Repairs	1,850,000	x		No		No	-	-	Project in construction.
Pathways	Pathway Repairs/Improvements	200,000	x		No	30,000	No		-	Project in construction.
Storm	Storm Drain Imprv -Marin, Virginia & Spruce	500,000	x		No				-	Completed
	John Hinkel Storm Drain Repairs	74,159	x		No				-	Completed
	1947 Center Street Improvements	1,800,000		x	Yes	#REF!	No	270,000	1	
Facilities	Fire Station #2	1,450,000		x	Yes	#REF!	No		1	Possible PW ADA funding
	Fire Station #6	1,300,000		x	Yes	#REF!	No		1	Possible PW ADA funding
	Corporation Yard -Gate, Paving, Parking, Fuel Island	350,000		x	Yes	#REF!	Yes		3	
	Corporation Yard - Wash Station Compliance	200,000		x	Yes	#REF!	Yes		1	
	Corporation Yard - Green Room Lockers, Bathroom, Training Room, Floor, Cabinets - Building B	1,700,000		x	Yes	#REF!	No	#REF!	2	
	Corporation Yard - Storage Room - Roof Repair Bldg H	600,000		x	Yes	#REF!	No	#REF!	2	
	Telegraph Channing Garage Internal Restroom	300,000		x	Yes	#REF!	No		1	Additional funding not needed.
	NBSC-Emergency Power Supply Solar Batteries	500,000		x	Yes	#REF!	No		2	Additional funding not needed.
Totals		53,241,443						#REF!		Escalation Min Need

Art	650,000
Staffing / FESS	6,195,330
Total Phase 2 Budget	\$60,086,773

300,000	NBSC Addl Project Costs *
1,850,000	AAHRC: Renovated 4k sf bldg**
#REF!	Scenario 1: Minimum Total Need
300,000	NBSC Addl Project Costs
3,150,000	AAHRC: New 4k sf bldg**
#REF!	Scenario 2 Total Need

* Additional pending legal fees not included



West of Gilman Street

HOPKINS STREET

HOPKINS CORRIDOR TRANSPORTATION SAFETY PROJECT

VIRTUAL COMMUNITY MEETING

December 12, 2022



AGENDA

- Introductions
- Project purpose
- Options west of Gilman Street
- Community feedback
- Next steps



INTRODUCTIONS

ZOOM CONTROLS

Zoom Meeting ID: [redacted]

Speaker View

Participants (22)

Access the chat window

Chat with **EVERYONE** if you have project related questions or comments

Chat with **HOST** if you need technical support

Zoom Group Chat

- ✓ Everyone
- Host

To: Everyone

Type message here...

Unmute Stop Video Invite Participants Share Screen **Chat** Record Reactions Leave Meeting

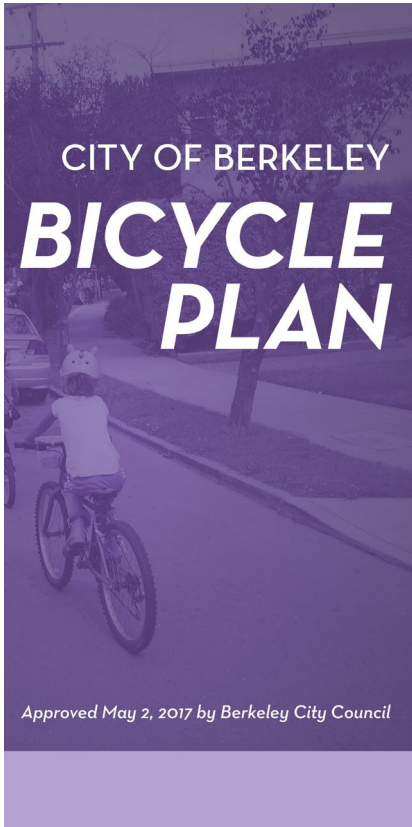
Detailed description: This image is a screenshot of a Zoom meeting interface. The main content area is black with white text. A yellow arrow points from the text 'Access the chat window' to the 'Chat' icon in the bottom toolbar, which is circled in yellow. Two red arrows point from the text 'Chat with EVERYONE...' to the 'Everyone' option in the chat window, and from 'Chat with HOST...' to the 'Host' option. The chat window on the right shows 'Zoom Group Chat' with 'Everyone' selected and 'Host' as an alternative. The bottom toolbar includes icons for Unmute, Stop Video, Invite, Participants (22), Share Screen, Chat, Record, Reactions, and Leave Meeting.

PROJECT PURPOSE

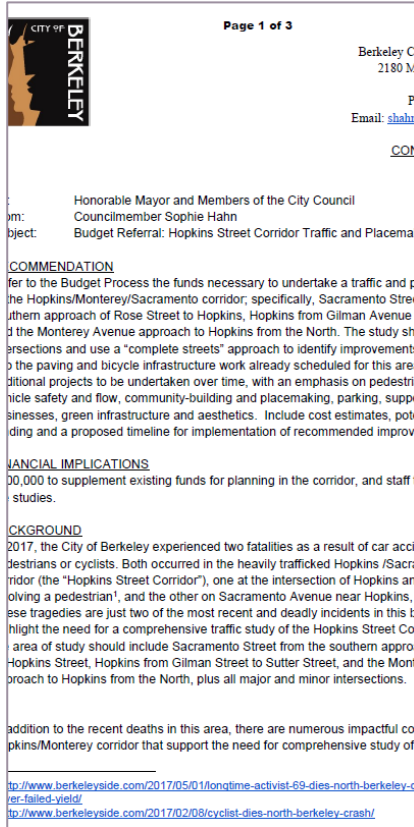
HOPKINS STREET PROJECT LIMITS



CITY PRIORITIES



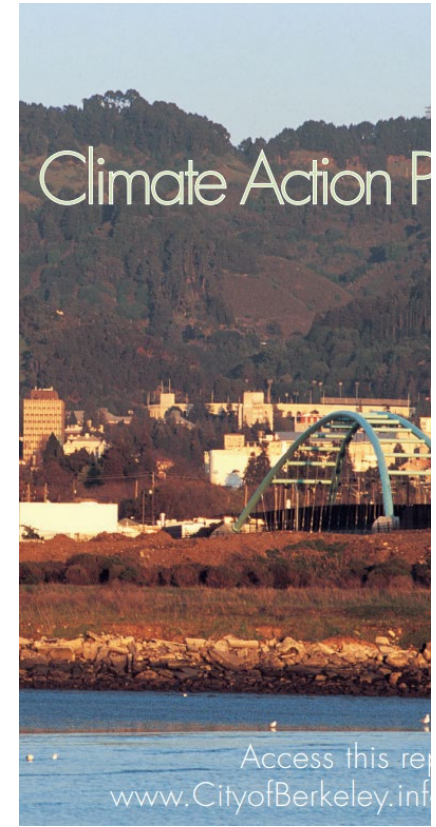
2017 Bicycle Plan



2018 Budget Referral



Vision Zero Action Plan (2019)



Climate Action Plan (2009)

HOPKINS STREET: EAST OF GILMAN ST.

- May 2022: City Council approved preliminary plan
- October 2022: City Council requested additional considerations:
 - Parking management/mitigation study
 - Review of optional bikeway alignments near commercial core

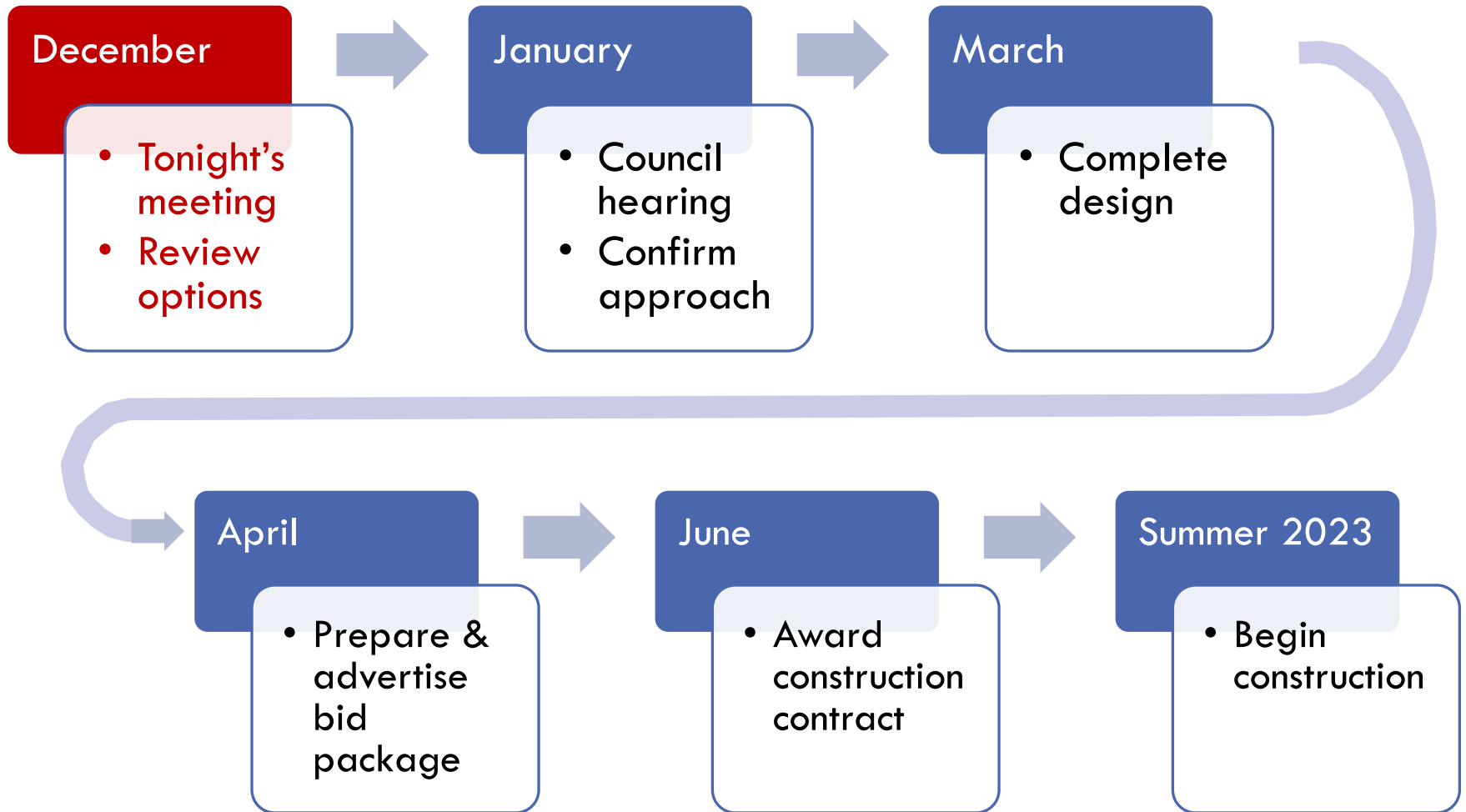


HOPKINS STREET: WEST OF GILMAN ST.

- Tonight's focus
- Includes roadway repaving, and curb ramp improvements as needed
- Three options for extending protected two-way bikeway westerly -- please provide feedback!



PROJECT TIMELINE



MEETING PURPOSE

- Introduce options west of Gilman Street
- Obtain community input on options
- Gain community input on potential implementation of bikeway as part of paving project

OPTIONS WEST OF GILMAN STREET

TWO-WAY PROTECTED BIKEWAYS

- Consistent with City's adopted priorities



- Safer and less stressful cycling environment for more users

ON-STREET PARKING

- Provision of protected bikeway would remove parking from one or both sides of street
- Recent peak parking surveys showed about 60% occupied spaces

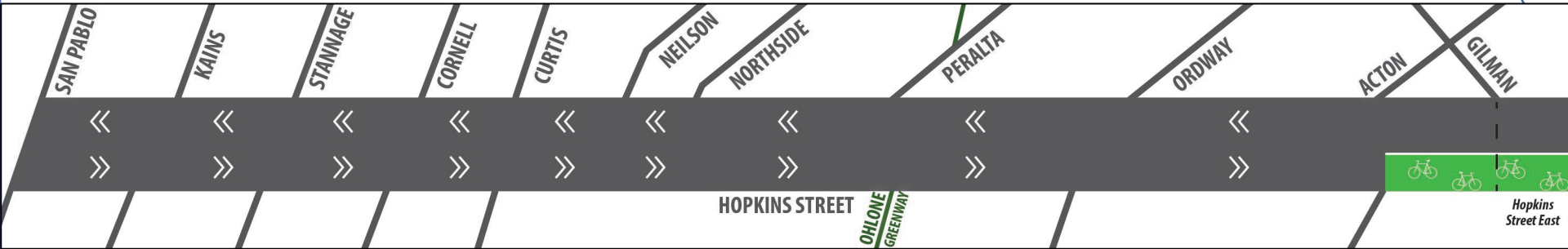


Roadway Segment	Approx. # of Spaces
Gilman St. to Acton St.	13
Acton St. to Peralta Ave.	63
Peralta Ave. to Kains St.	79
Total	155
Maximum Occupied	93

OPTION 1: BIKEWAY TO ACTON ST.

 Two-way protected bikeway

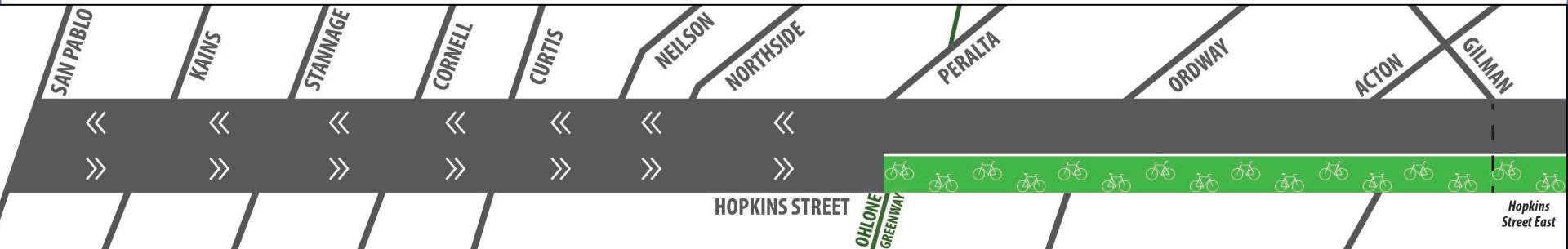
 Shared travel lane



OPTION 2: BIKEWAY TO PERALTA

 Two-way protected bikeway

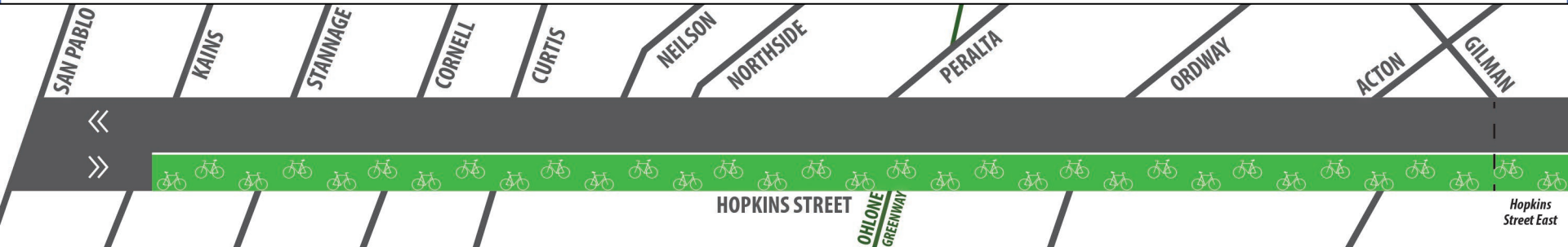
 Shared travel lane



 Two-way protected bikeway

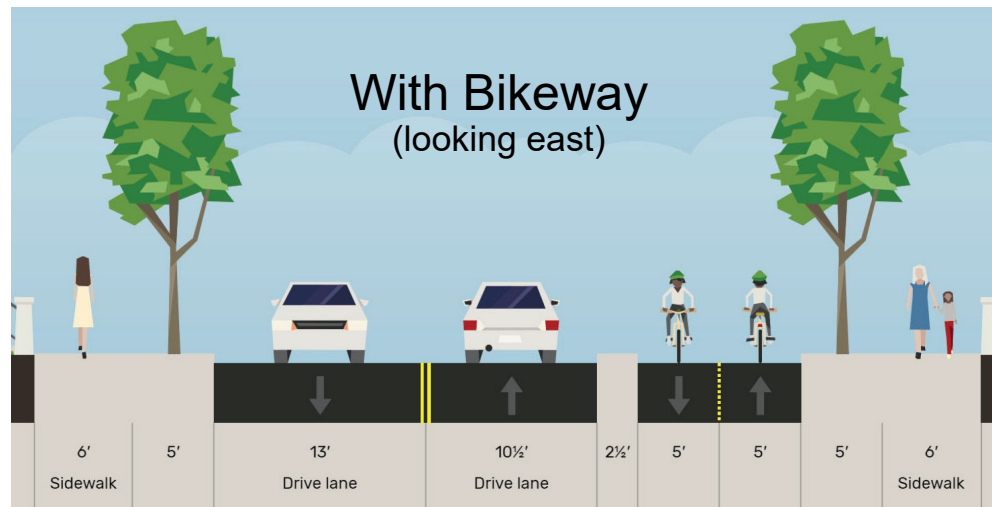
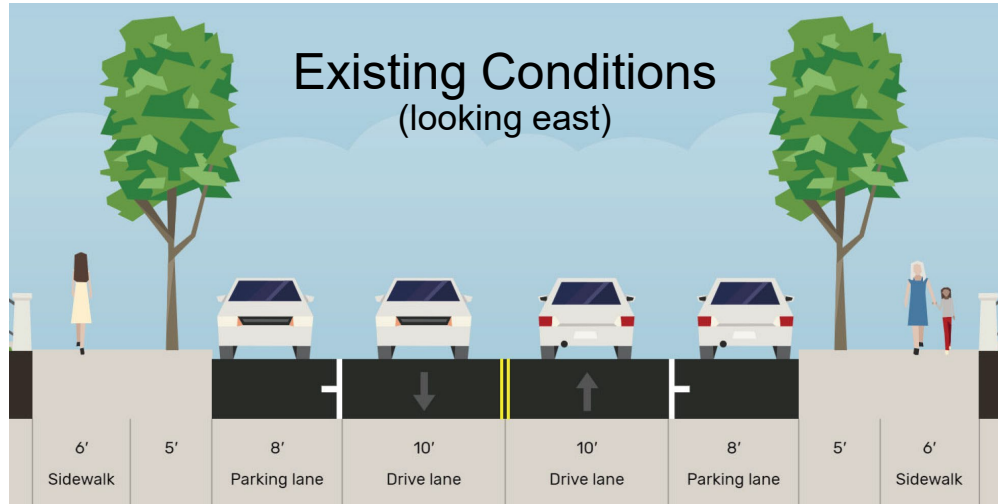
 Shared travel lane

OPTION 3: BIKEWAY TO KAINS AVE.

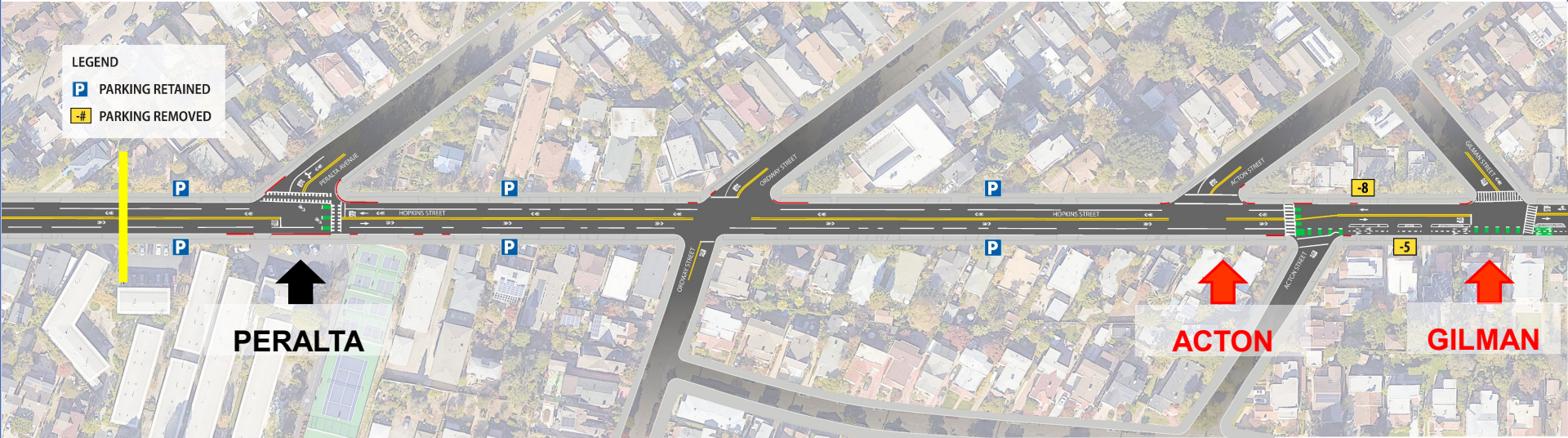
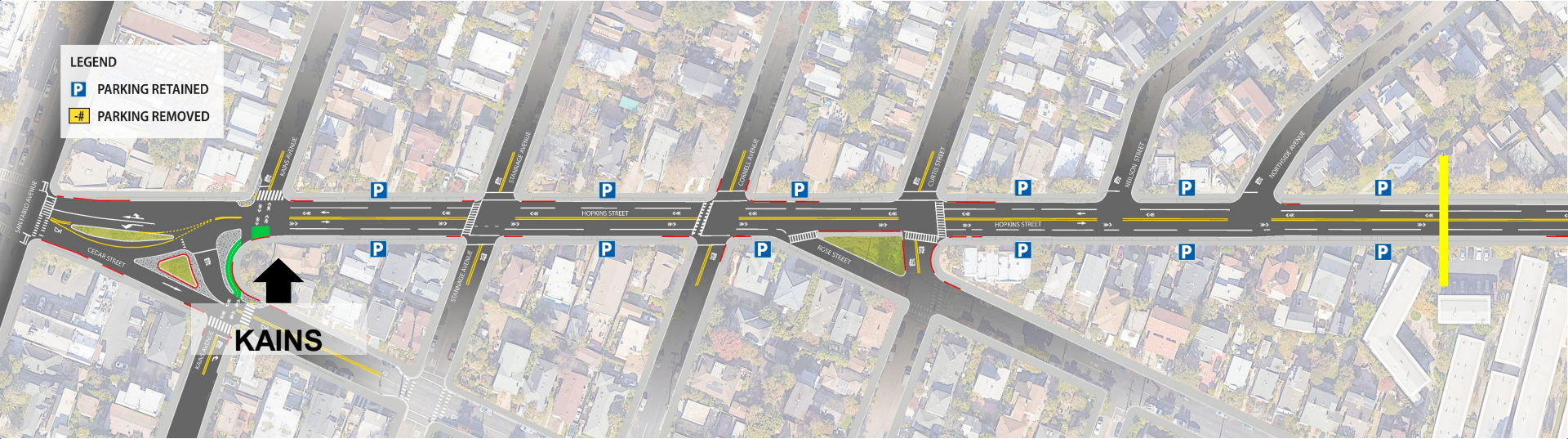


GILMAN ST. TO NORTHSIDE AVE.

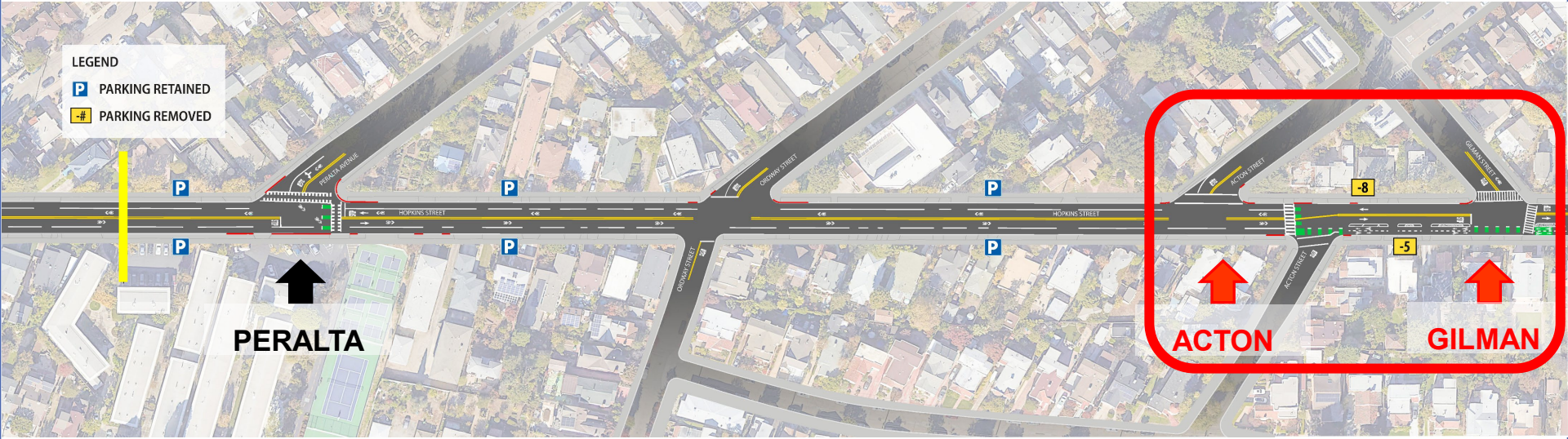
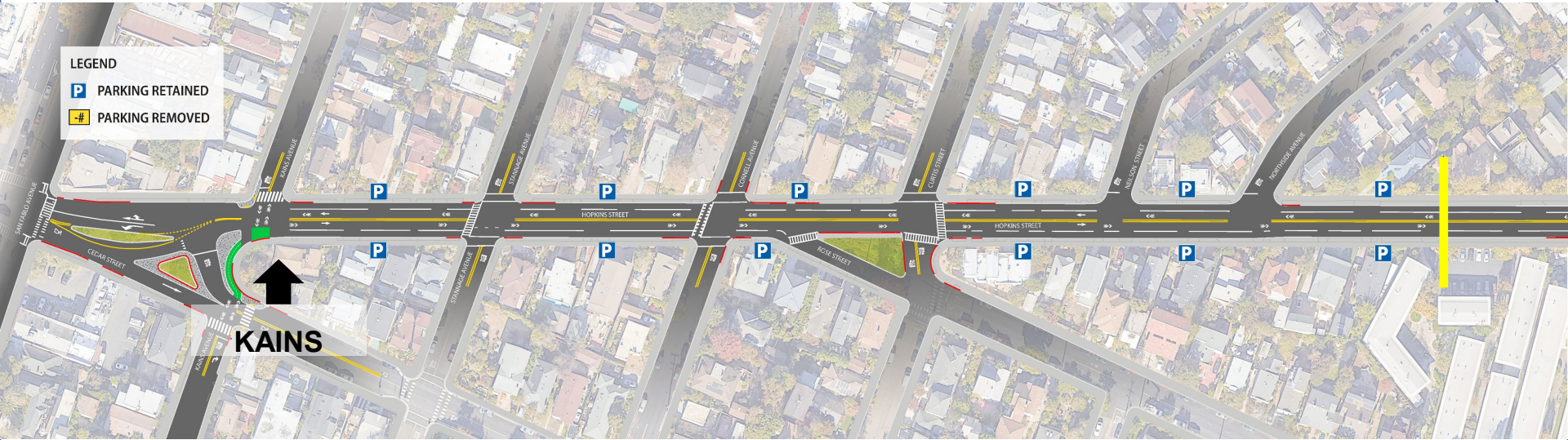
- Approximately 36' between curbs
- On-street parking on both sides
- Bikeway would require removal of on-street parking on both sides



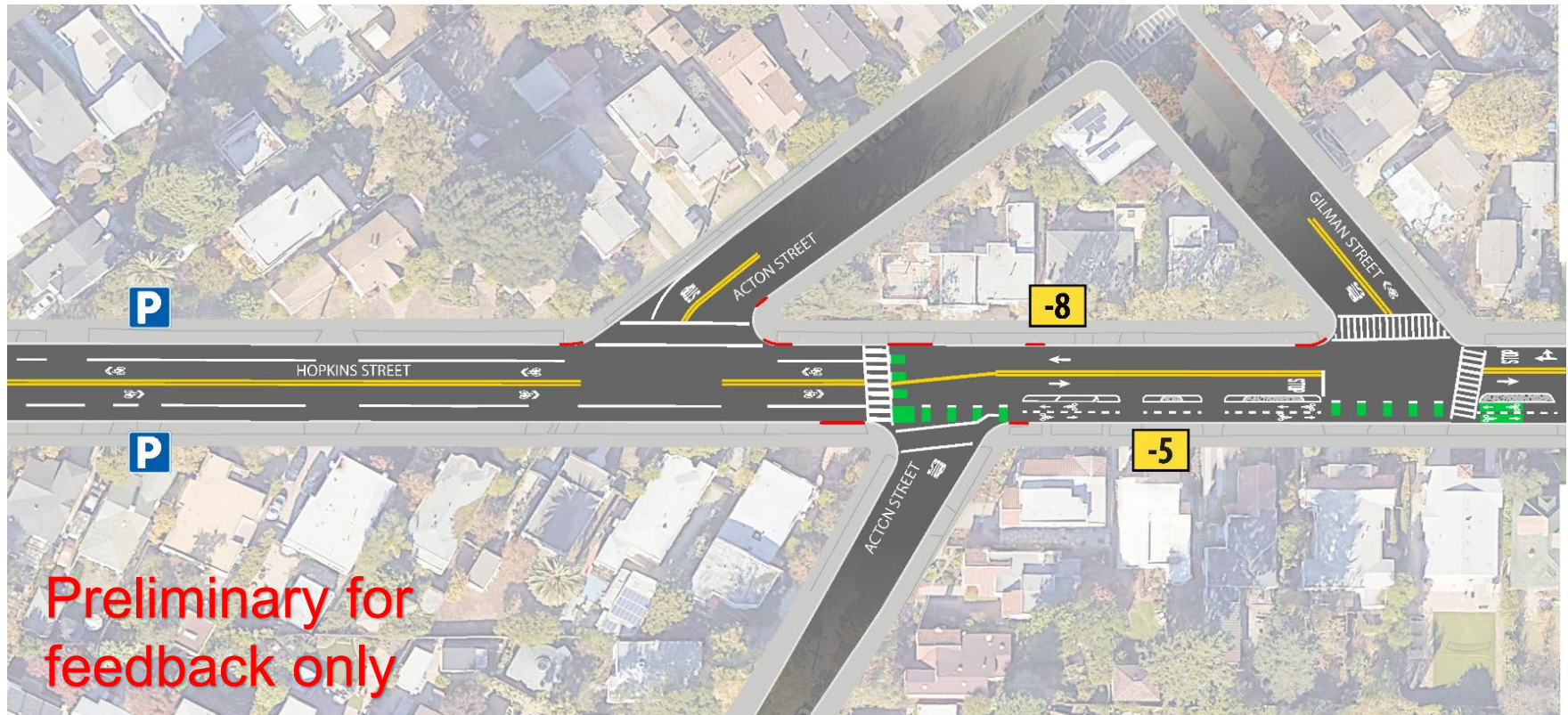
OPTION 1: BIKEWAY TO ACTON ST.



OPTION 1: BIKEWAY TO ACTON ST.

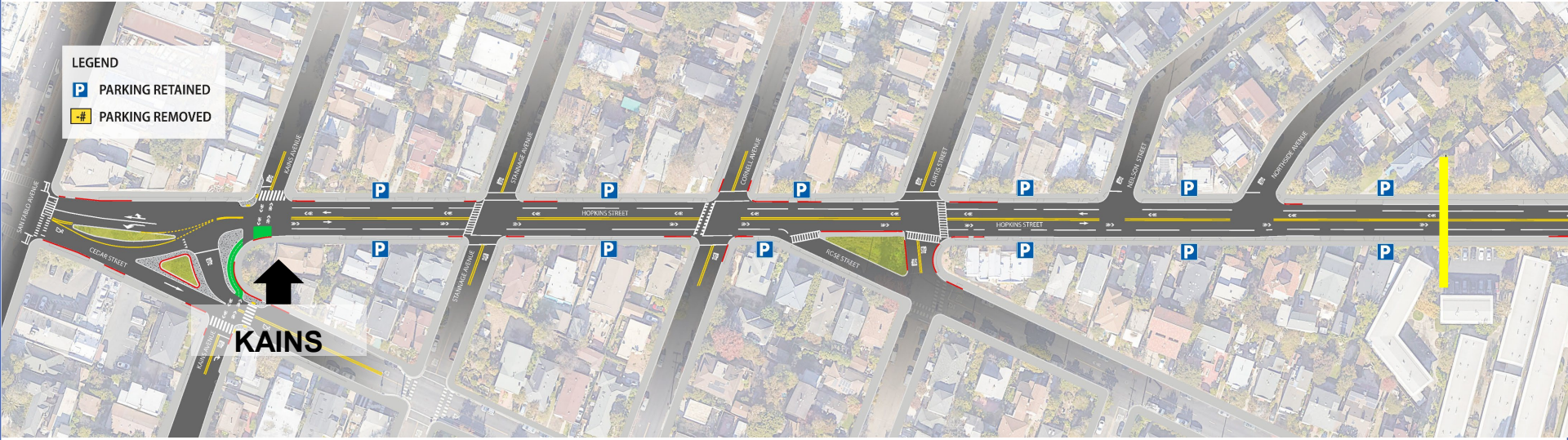


OPTION 1: BIKEWAY TO ACTON ST.

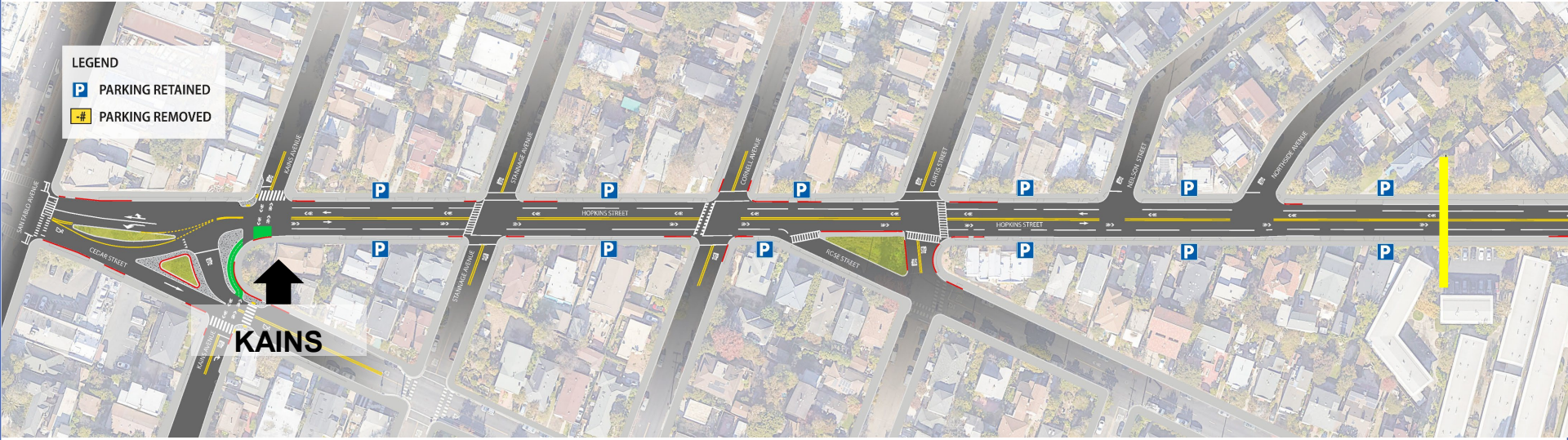


- Two-way protected bikeway extended 250 feet
- Approximately 13 on-street parking areas removed

OPTION 2: BIKEWAY TO PERALTA AVE.



OPTION 2: BIKEWAY TO PERALTA AVE.



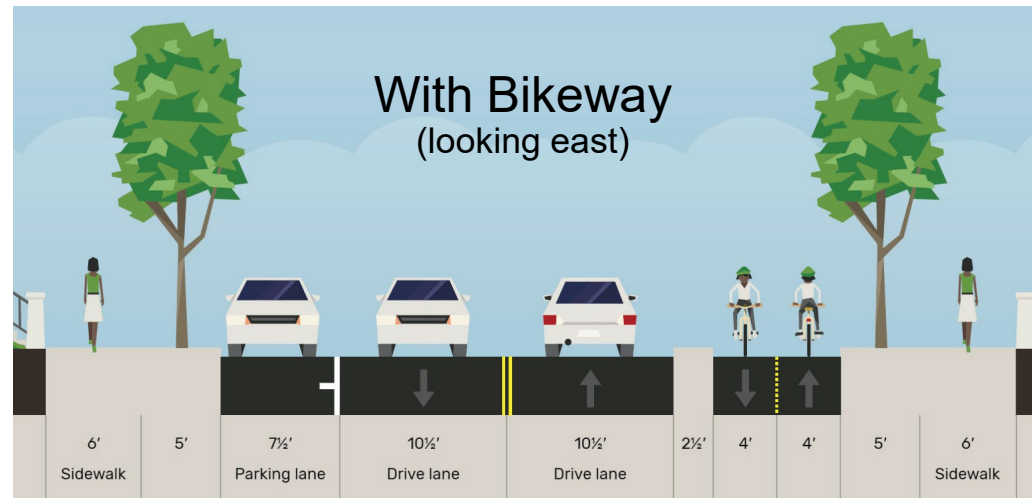
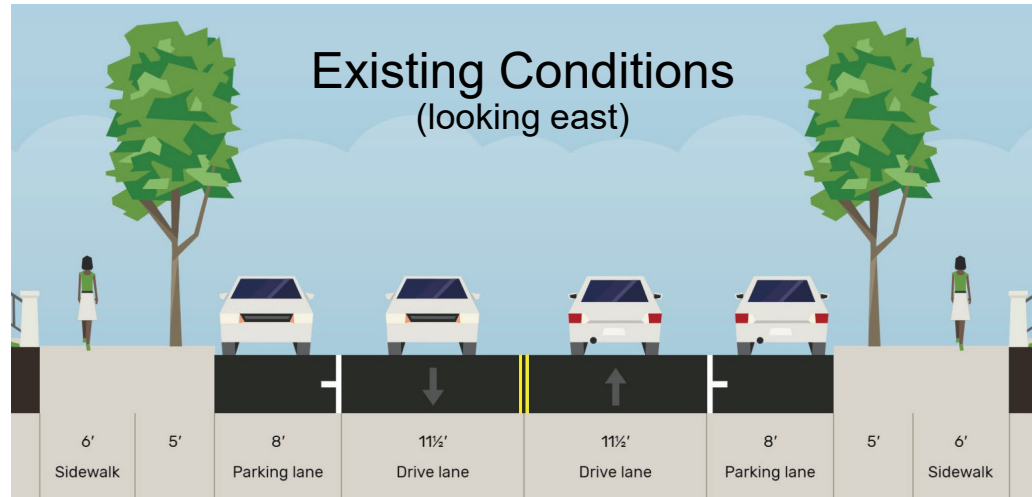
OPTION 2: BIKEWAY TO PERALTA AVE.



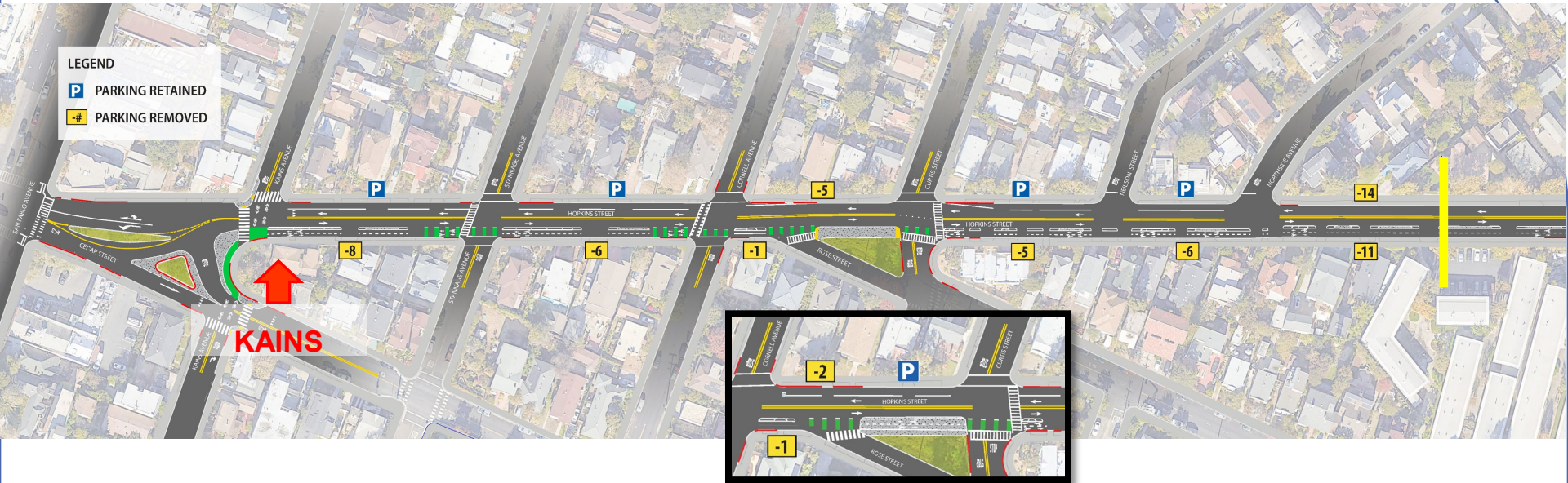
- Two-way protected bikeway extended 1,400 feet
- Approximately 76 on-street parking areas removed

NORTHSIDE AVE. TO KAINS AVE.

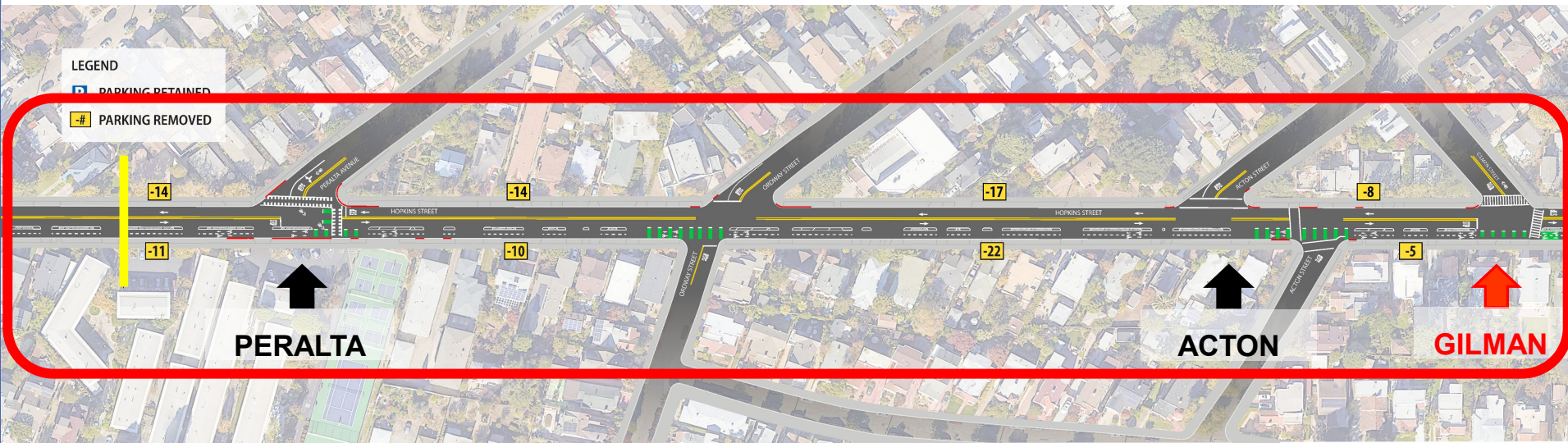
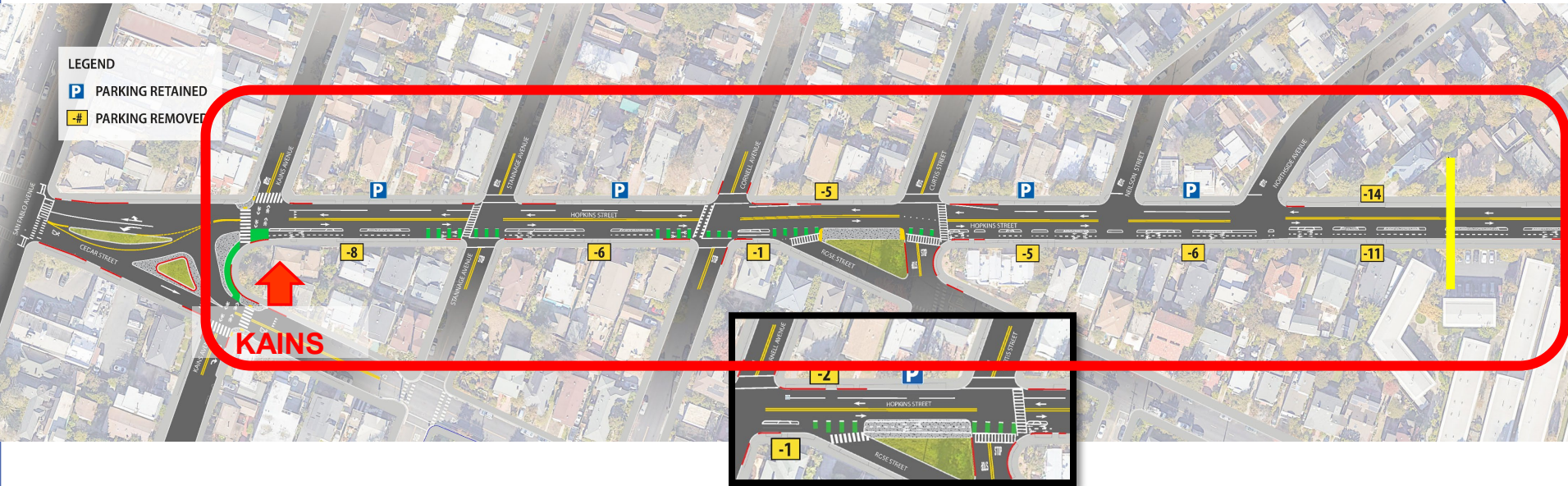
- Approximately 39' between curbs
- On-street parking on both sides
- Bikeway would require removal of on-street parking from south side



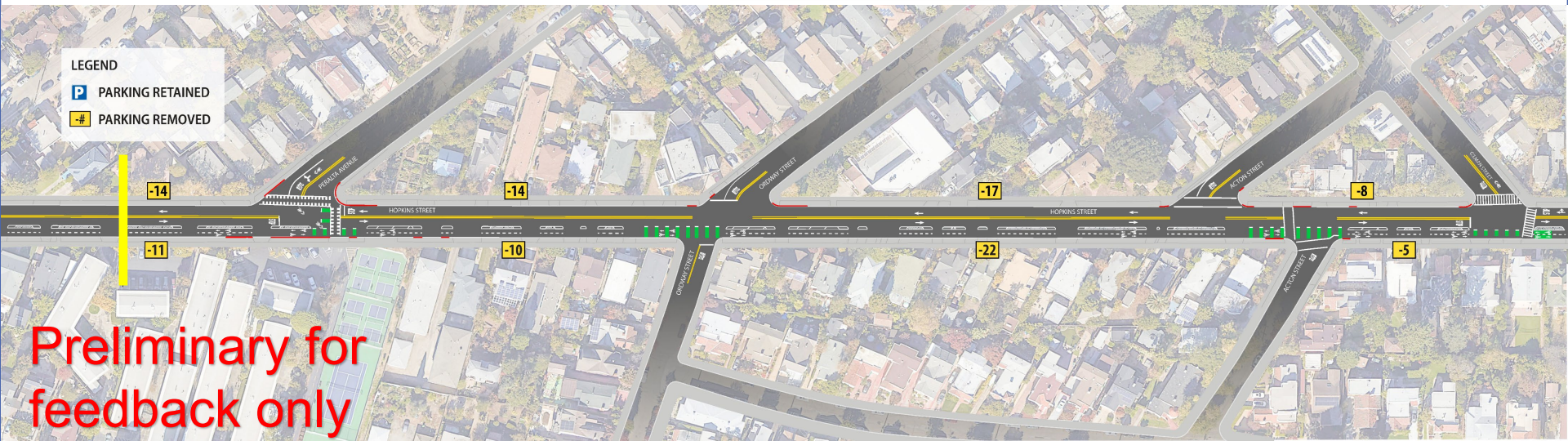
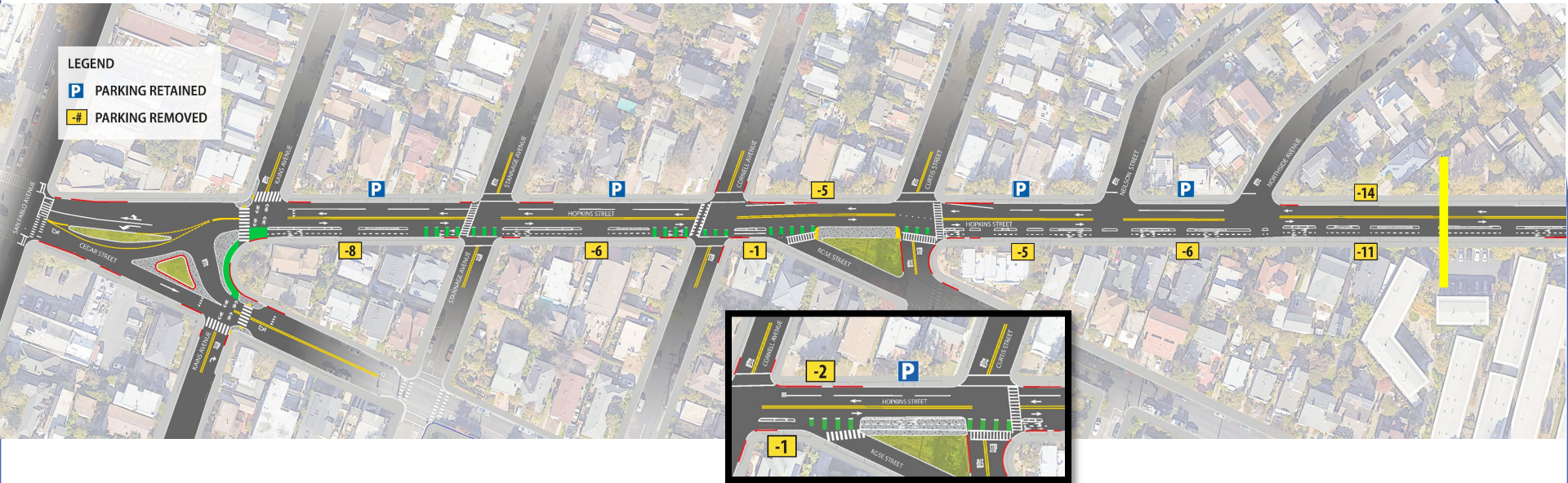
OPTION 3: BIKEWAY TO KAINS AVE.



OPTION 3: BIKEWAY TO KAINS AVE.



OPTION 3: BIKEWAY TO KAINS AVE.



Preliminary for feedback only

OPTION 3: BIKEWAY TO KAINS AVE.

- Two-way protected bikeway extended 3,000 feet
- Approximately 129-132 on-street parking areas removed
- Approximately 23-26 on-street parking areas retained
- During peak parking period approximately 70 vehicles would be displaced

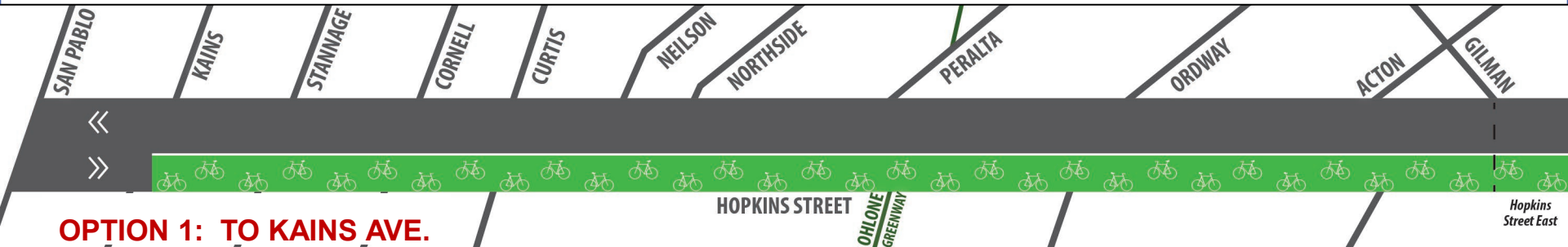
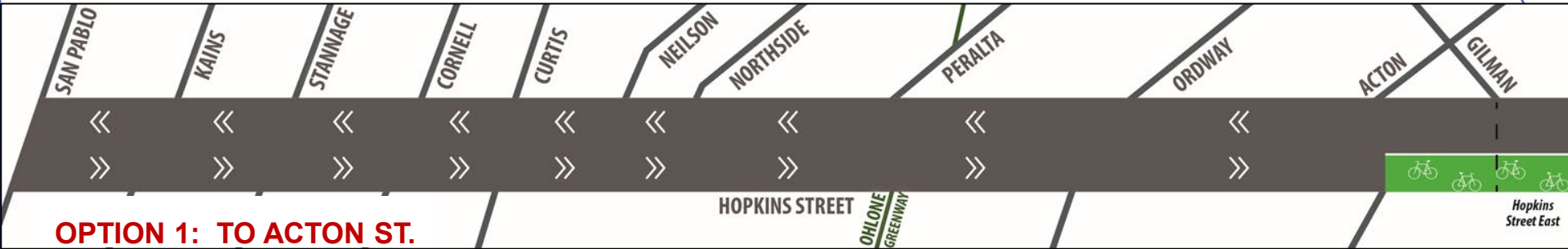
ALL OPTIONS



Two-way protected bikeway



Shared travel lane



DECISION-MAKING PROCESS

- December 2022
 - Community feedback and further evaluation
- January 19, 2023
 - Transportation Infrastructure Commission recommendation to City Council
- January 31, 2023
 - City Council direction on additional considerations for Hopkins Street east of Gilman Street
 - City Council direction for Hopkins Street west of Gilman Street

COMMUNITY FEEDBACK

COMMUNITY FEEDBACK

- Please submit questions and comments to the chat in Zoom
 - Provide input on options
 - Provide input on potential implementation of bikeway as part of paving project
- Community poll



ZOOM CONTROLS

Zoom Meeting ID: [redacted]

Speaker View

Participants (22)

Zoom Group Chat

Everyone

Host

To: Everyone

Type message here...

Unmute Stop Video Invite Participants 22 Share Screen **Chat** Record Reactions Leave Meeting

Access the chat window

Chat with EVERYONE if you have project related questions or comments

Chat with HOST if you need technical support

The image shows a Zoom meeting interface. A yellow arrow points from the text 'Access the chat window' to the 'Chat' icon in the bottom toolbar, which is circled in yellow. Two red arrows point from the text 'Chat with EVERYONE if you have project related questions or comments' to the 'Everyone' chat recipient option in the chat window. Another red arrow points from the text 'Chat with HOST if you need technical support' to the 'Host' chat recipient option in the chat window. The chat window shows 'Zoom Group Chat' with 'Everyone' selected and 'Host' as an alternative option. The bottom toolbar includes icons for Unmute, Stop Video, Invite, Participants (22), Share Screen, Chat, Record, Reactions, and Leave Meeting.

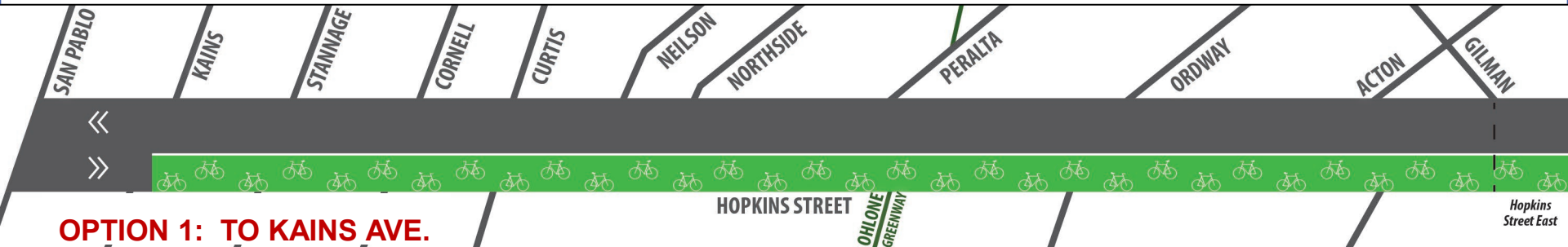
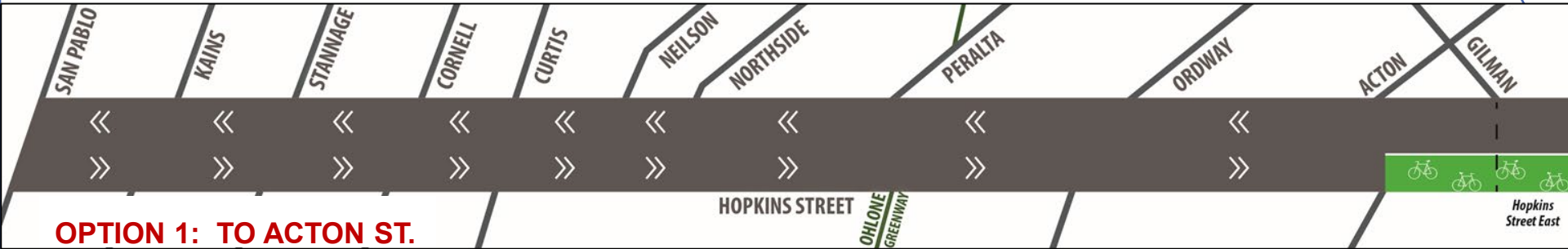
ALL OPTIONS



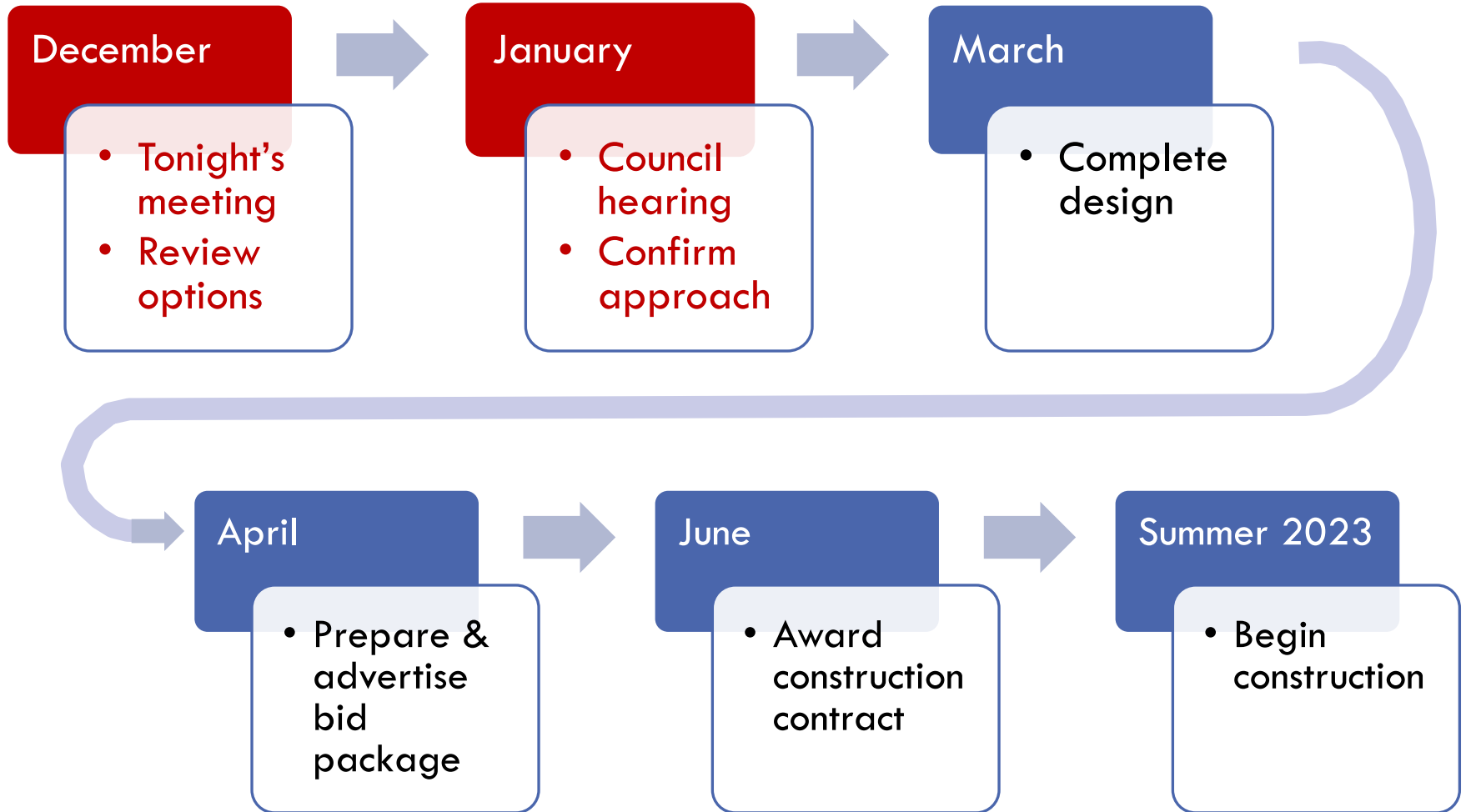
Two-way protected bikeway



Shared travel lane



NEXT STEPS



DECISION-MAKING PROCESS

- December 2022
 - Community feedback and further evaluation
- January 19, 2023
 - Transportation Infrastructure Commission recommendation to City Council
- January 31, 2023
 - City Council direction on additional considerations for Hopkins Street east of Gilman Street
 - City Council direction for Hopkins Street west of Gilman Street

THANK YOU!

Questions or comments?

Please contact:

transportation@cityofberkeley.info

Subject line: "Hopkins West of Gilman"

510-981-7010

TIC Work Items	Resources	Program Activities	Outputs/Products	Outcomes/Results
BerkDOT	Subcommittee: Staff reports Liaison: ?	Policy guidance	Recommendation to Council	Successful implementation of BerkDOT goals
ACTC/MTC Review Grant Proposals	Staff presentations and reports	Review ACTC/MTC grant-proposals (required activity), as needed	Provide comments to Staff	Support successful grant funding
Bike Plan update	Subcommittee: Greenberg, Fixler, Lutzker, Parolek	Public meeting and Bike Pedestrian Advisory Committee (BPAC) update	Recommendation to Council	Successful completion of bike plan updates
5-year Paving Plan	Subcommittee: Walton, Leung, Yep	Plan review for conformance with paving policy		
Long-Term Road Surfacing Strategic Plan		Policy guidance on strategic plan		
Funding Measures Implementation Review		Review implementation of funding measures (T-1, BB, others)		

Commission/Committee/Task Force Liaison

Environment & Climate Commission
 Commission on Disability
 Council Policy Committee F.I.T.E.S

This list is built from the top priority items from the Transportation Commission (TC) and the Public Works Commission (PWC) prior to disbanding.

DRAFT: 12 January 2023

Other TC and PWC Items (for Reference)				
Ashby/I-80 interchange	Liaison: ?	Technical guidance; Facilitating TC input to ACTC design process	Report to Transportation Commission	Facilitating TC input to ACTC design process
Prepare for new/emerging mobility technologies & services, including Equitable TNCs	Subcommittee	Research data and policy	Recommendations to Council	Respond to Council referral (date?)
Traffic Calming – Reassessing Traffic Calming Policy	Subcommittee	Policy guidance on technical decisions	Recommendation to Council	Successful delivery of revised calm streets policy
On street parking: Appropriate regulation of parking in residential areas to restrict # of cars parked on the street	Subcommittee	Review current policy; provide guidance	Recommendation to Council	Respond to Council Referral (date?)
Public Outreach	Subcommittee		Recommendation on best practices for community outreach	
RV Waste Disposal		Monitor options for waste disposal - voucher option vs nonprofit option.		

This list includes other items from the TC and PWC work plans prior to disbanding.

Ongoing Projects	Resources	Program Activities	Outputs/Products	Outcomes/Results
goBerkeley Program	Staff updates	Public meetings	Guidance on roll-out	Successful roll-out
I-80 Gilman Interchange & Pedestrian Overcrossing Project Northwest Berkeley	Staff updates	Public meetings	Updates on construction	Successful project delivery (Ongoing)
Shared Mobility (Bikes, scooters, mopeds, etc.)	Staff updates	Policy Guidance	Policy Guidance	Successful shared mobility projects
Adeline Corridor Specific Plan follow-up	Staff updates	Information on projects within the corridor; Report back on summary of plan results and related activities	Commission feedback	Monitor activity in the corridor
Grants – Annual Updates Comprehensive discussion of all grant applications, including Measure BB Grants and Berkeley Strategic Transportation (BeST) plan updates including federal grant opportunities	Staff updates	Review active grants	Commission feedback on grant scope	Successful grant funding
Traffic Calming / Healthy Streets	Staff updates	Policy guidance on technical decisions	Recommendations to Council if needed	Successful delivery of program
ACTC annual report showing Measure BB fund distribution	Staff updates	Policy guidance on technical decisions	Funding transparency	Successful project funding
Transit Agency updates	AC Transit; BART	Public meeting	Discussion	Inform the Transportation Commissioners; Improved coordination and collaboration
Traffic Bureau update	BPD	Public meeting	Discussion	Inform the TC
Southside Complete Streets and Telegraph	Staff	Public meeting	Provide feedback on design	Support project delivery
Vision Zero	Staff	Public meetings	Discussion	Monitor implementation

This list is from the TC work plan prior to disbanding. It lists items that the TC wanted updates on from Staff or others as they progressed. The PWC does not appear to have had a similar list.

Sub Quorums	Goal	Interested Commissioners (no more than 4 commissioners may serve on one subquorum)
5-Year Paving Plan	-Review proposed 5-year paving plan for conformance with the paving policy if any modifications or revisions are made to the approved plan.	
Long Term Road Surfacing Strategic Plan	-Work with staff to develop goals, objectives, and scope for Strategic Plan -Consider function of roadways -Oversee work of consultant developing the Strategic Plan	
Public Works Funding Measure	-Coordinate with staff to review the implementation of Measure T-1 Phases 1 and 2. -Review merits of future funding mechanisms (e.g. parcel tax, other taxes, bonds, and/or other mechanisms.)	
RV Waste Disposal	-Monitor options for waste disposal - voucher option vs nonprofit option.	

Emails sent to the Transportation and Infrastructure Commission regarding Hopkins Street

Summary

2 emails from individuals opposing the Hopkins plan
4 emails from individuals supporting the Hopkins plan
1 letter from three organizations supporting the Hopkins plan

From: cafred1@juno.com <cafred1@juno.com>

Sent: Thursday, December 15, 2022 8:08 PM

To: Javandel, Farid <FJavandel@cityofberkeley.info>

Subject: Comments For Next Transportation & Infrastructure Commission Mtg

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

12-15-2022

Please forward these comments to the Transportation & Infrastructure Commission Mtg, whether or not the Hopkins Corridor Plan is on their agenda that meeting.

Please confirm receipt of these comments.

Thank you,
Clifford Fred

December 15, 2022
Clifford Fred
Berkeley California

To the City of Berkeley Transportation and Infrastructure Commission,

OPPOSITION TO THE PROPOSED HOPKINS CORRIDOR PLAN

Please note my opposition to any street reconfiguration along Hopkins, or on nearby streets, between Gilman and San Pablo Avenue.

I oppose any complete street, smart street reconfiguration. I am opposed to any removal of street parking along Hopkins Street or any removal of street parking on adjacent Streets.

REFER TO PLAN TO COMMISSION ON DISABILITY & COMMISSION ON AGING

Any street reconfiguration and/or street parking removal on Hopkins or nearby streets should first be referred to the Commission on Disability and the Commission on Aging. The Ashby/Adeline Street Reconfiguration Plan recently approved by the Council first went to the Planning Commission and the Commission on Disability. Residents on Hopkins and on adjacent streets deserve the same courtesy.

The Commission on Disability and the Commission Aging should have the opportunity to review these plans as they represent the interests of those citizens who would most likely be negatively impacted by the Hopkins Corridor plans.

The proposed plans are hostile to senior citizens and to the disabled. The plans are profoundly

ageist.

TAKE CARE OF DEFERRED MAINTENANCE FIRST

The City's billion dollar plus backlog of streets, sewers, sidewalk, public rest rooms, etc. repairs needed due to deferred maintenance should have priority over elective and controversial street reconfiguration projects, such as those proposed for the Hopkins Corridor.

In these times of record high interest rates, and growing talk of a coming recession, the City should not be spending tens of millions of dollars on controversial and unproven street reconfiguration projects.

Before proceeding with any further planning for the Hopkins Reconfiguration project, the City should state exactly how much this project would cost, and where the funds would be coming from.

ZONING ORDINANCE REVISION, GENERAL PLAN REVISION, AND ENVIRONMENTAL REVIEW SHOULD BE REQUIRED

The potential removal of hundreds of street parking spaces along one mile stretch of Hopkins between Gilman and San Pablo Ave should first require CEQA environmental review, and Zoning Ordinance and General Plan amendments.

People have been parking their cars and vehicles on Hopkins Street for over 100 years. If all these parking spaces are removed, where will they park? People will drive around and around on surrounding streets looking for parking spaces, thus causing more pollution and risking more accidents. There will be hundreds of instances a day of people backing out of their driveways on Hopkins Street into fast moving vehicular and bicycle traffic, greatly increasing the risk of serious and fatal collisions.

Families need street parking for transporting their children and groceries. Disabled people need street parking for their accessible vans. The never ending parade of delivery trucks need street parking so as to avoid blocking traffic and causing more accidents.

Mail trucks would also be forced to block traffic, leading to more accidents.

Hopkins has never been a street favored by bicyclists. The Reconfiguration plan would unnecessarily bring bicyclists to an already busy street, leading to more accidents.

The existing zoning on around Hopkins Street does not anticipate removal of hundreds of street parking spaces. Nor does the City's General Plan anticipate the removal of hundreds of street parking spaces in residential neighborhoods.

Thus, an amendment to the Zoning Ordinance and an Amendment to the General Plan should be required.

CEQA should be triggered, and an environmental impact report – EIR should be prepared for the Hopkins Corridor and all other street reconfiguration plans being considered in Berkeley. The City should not hide behind any recent state legislation to avoid through environmental review. These plans would not make it safer for bicyclist or for pedestrians. Hundreds of Hopkins Street residents will be forced to back up regularly into fast moving traffic.

The increased cumulative vehicular traffic of Hopkins residents, visitors, delivery vans and mail trucks looking for parking spaces or parking in the middle of the street will therefore make it more dangerous for bicyclists, pedestrians, wheel chair users, and motorists. The Hopkins Corridor and other street reconfiguration projects should thus not be considered exempt from CEQA.

TELL BICYCLISTS TO OBEY THE RULES OF THE ROAD

The best thing the City can do to promote bicycle and pedestrian safety is to educate bicyclists and scooter riders in Berkeley to obey the rules of the road. The growing tendency of bicyclists running stop signs and stop lights, and jumping in front of cars stopped at stop signs and stop lights is profoundly reckless. Do bicyclists think the laws of physics don't apply to them?

Motorists should not have to anticipate whether a bicyclist approaching a dangerous intersection is going to wait their turn at a stop sign or run the stop sign, or wait until the light turns green or run through the red light.

A continuous bicycle lane along Hopkins Street with fast moving bicyclists and scooter riders will make it impossible for pedestrians and wheel chair users cross the street.

GROWING PUBLIC SAFETY THREAT FOR PROLIFERATION OF ELECTRIC SCOOTERS & ELECTRIC BICYCLES

There should be a moratorium on any further complete street, smart street, or street reconfiguration planning or installation until there is a thorough study and review of the danger to public safety from the recent proliferation of electric scooters and electric bicycles. Everyone I know has either been hit by an electric scooter, nearly hit by one, and/or has tripped over one.

Untrained and uneducated electric scooter riders also pose a danger to their own safety.

Is any level of training required before someone is allowed to rent an electric scooter?

Is there a minimum age requirement? Do electric scooter users need driver licenses? Are they supposed to be on the street or the sidewalk? Do police look the other way when they see reckless scooter riders? Does Traffic Enforcement look the other way when they see scooters blocking sidewalks and curb cuts?

The electric scooter and electric bicycle public safety crises needs to be dealt with first, before any further planning for street reconfiguration or street reconfiguration work happens in Berkeley.

BETTER USES FOR THE MONEY

The City of Berkeley has a deferred maintenance liability of over one billion.

The City claimed it did not have the money to feed children in Cedar Rose Park last summer.

The City claims it does not have enough money to construct a bathroom at Cesar Chavez Park.

The City claims it does not have enough money to adequately staff its Customer Service Department.

The City claims to does not have enough money to house or even do outreach to the homeless.

Yet the City is prepared spend over one hundred million dollars or more that this Hopkins Corridor Plan would cost.

We need to get our priorities straight.

The Hopkins Corridor plan would inflict pain on many hundreds of Berkeley residents who would no longer be able to park in front of their homes.

Do you really want to inflict pain on seniors, families, the disabled so that a few bicycle enthusiasts can have an ultra fancy and exclusive bike lane?

The construction impacts alone would be horrible. People along Hopkins and nearby streets would have to endure six months or more of diesel generators, heavy equipment noise and pollution, and no access at all to their street and their homes, so that elitists can have an ultra fancy bike lane.

The Hopkins Corridor Plan would violate Berkeley's Precautionary Principle.

Please oppose the Hopkins Corridor Plan.

Thank you,
Clifford Fred
Berkeley California

From: juty blue <jutyblue@yahoo.com>
Sent: Saturday, January 7, 2023 1:57 PM
To: Javandel, Farid <FJavandel@cityofberkeley.info>
Subject: Letter For Next Transportation and Infrastructure Commission Meeting Packet - RE: My Opposition to Hopkins Corridor Plan

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

1-7-2023

Mr. Javandel,

Please include these comments - concerning my opposition to the City's Hopkins Corridor Plan, in the January 19 or next meeting packet of the Berkeley Transportation and Infrastructure Commission.

Please confirm receipt of these comments, and also please verify the time and date of the next Transportation and Infrastructure Commission meeting.

thank you,

Elizabeth Starr

1-7-2023

Elizabeth Starr

Berkeley California

To the Transportation and Infrastructure Commission,

MY OPPOSITION TO THE CITY'S HOPKINS CORRIDOR PLAN

I strongly oppose the City's Hopkins Corridor Bicycle Track Plan.

The Plan prioritizes athletic bicycle and electric scooter riders – who insist on riding at high speeds, over everyone else.

Hopkins is already difficult for pedestrians and for people with disabilities to cross. The high speed, continuous bicycle tracks proposed in the plan would make it impossible for pedestrians, especially senior citizens and people with disabilities to cross Hopkins.

As a disabled elder, I need to be able to – and should have a right to – cross Hopkins, so as to go to and enjoy Cedar Rose Park, the only nearby open space available to me.

If the Plan is enacted, I will be barred from enjoying the amenities of my neighborhood. These bicycle tracks would be a physical barrier, blocking the elderly and the disabled from crossing the street.

More and more bicyclists in Berkeley do not stop at stop signs, and do not stop at red lights. The bicyclists and scooter riders on these continuous tracks will be going very fast, and will not stop for pedestrians. The bicycle tracks would also block me from getting to BART and to bus stops.

The City's Hopkins Corridor Plan is elitist, ageist, and discriminates against the disabled.

DON'T REMOVE STREET PARKING ON HOPKINS STREET

The City's Hopkins Corridor Plan would also remove all street parking on Hopkins Street. This would pose a great hardship on Hopkins Street residents – many whom are senior citizens, and is totally unnecessary.

People on Hopkins would have to hunt for parking on side streets, resulting in more traffic and pollution, not less.

Please visit savehopkins.org for an alternative plan that would be much less expensive, and that would harm no one.

Thank you,
Elizabeth Starr
Berkeley Calif.

From: Jonathan Walden <jonathan_walden@hotmail.com>

Sent: Wednesday, January 11, 2023 1:10 PM

To: transportation <transportation@ci.berkeley.ca.us>

Subject: Bicycle lanes on Hopkins -- I support Option 3 extending the bike lanes all the way to Kains from Gilman

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear transportation commissioners,

I would like to register my support for extending the bike lanes on Hopkins all the way to Kains.

I commute by bicycle between central Berkeley and Albany daily, and often shop at the Monterey Market on the way home. I also regularly ride on Hopkins to Acme bakery at San Pablo.

Having these bike lanes would make it easier for me to shop, and would make my commute safer.

I would also like to suggest making it easier to cross Hopkins at Curtis. Curtis takes you to the Ohlone greenway and to Masonic at Gilman. It also connects via Chestnut to cross Cedar with a stop sign and to signalized crossings of University near Strawberry creek park. A central island like the one at Cedar and 9th could be installed there. Even though I am a confident and

experienced cyclist, I still find it difficult to cross Hopkins now due to the uninterrupted traffic flow at rush hour. Curtis already has traffic calming speed bumps between Hopkins and Gilman.

Thanks,
Jonathan Walden
2230 California

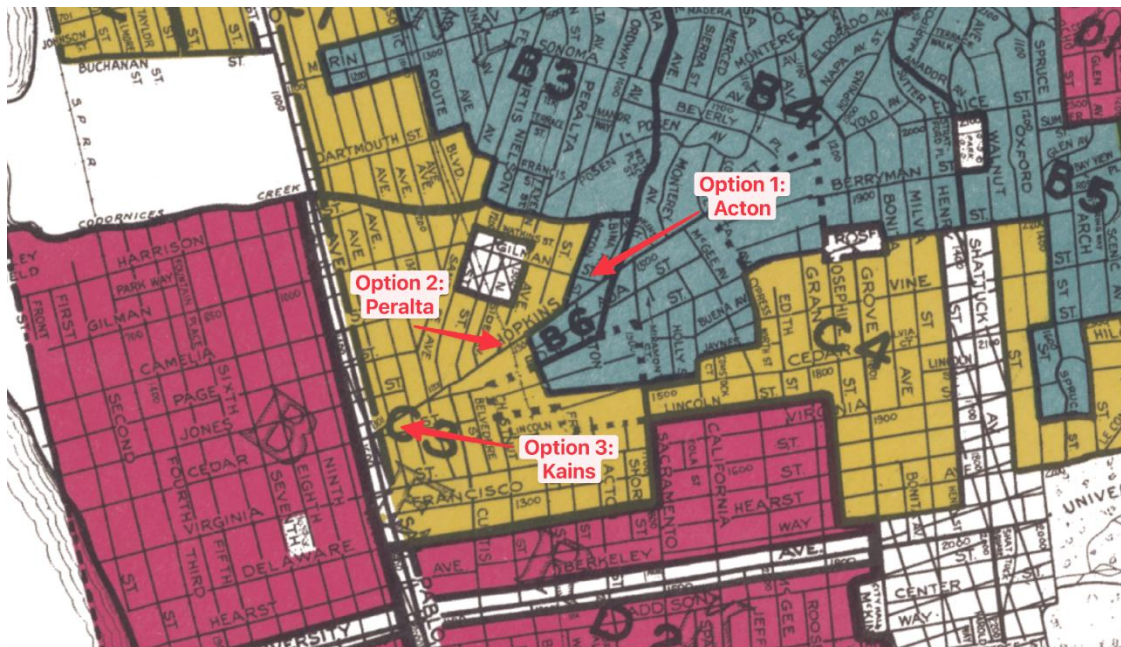
From: Marc Hedlund <marc@precipice.org>
Sent: Thursday, January 12, 2023 9:12 AM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: Hopkins options west of Gilman

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

(I am a member of Berkeley's Environment and Climate Commission, but I am writing in a personal capacity.)

I'm writing to express support for Option 3, Kains, in the [three options under consideration for Hopkins Street west of Gilman](#).

I wanted to point out that the three options under consideration directly align with [historical redlining](#) of these areas of Berkeley:



Source map, from 1937: <https://dsl.richmond.edu/panorama/redlining/#loc=15/37.879/-122.287&city=oakland-ca&adview=full&adviewer=sidebar>

We already know that there are many ongoing effects from redlining, almost 90 years later, including [health](#), [housing](#), and [economic](#) impacts. If the city were to choose Option 1: Acton, we would be recreating the harms of redlining in a new form. Residents of the blue ("Still Desirable," in the language of the 1937 map) area above would have protection from traffic violence, whereas the residents of the yellow ("Definitely Declining") and red ("Hazardous") areas would not. Option 2 would not be much better. Option 3 still excludes everyone west of San Pablo from protection, but at least provides the most equitable protection of any of the three options before the Commission today.

I urge the Commission to approve Option 3. We should work to create equitable solutions to traffic violence that protect all of Berkeley's residents and families.

-M

From: stephen dalton <stephen.esi.edu@gmail.com>
Sent: Wednesday, January 11, 2023 4:06 PM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: Hopkins west of Gilman

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear committee,

As a Hopkins st. neighbor since 2005, I heartily support option 3 to extend the bikeway to Kains. This proposal would make it safer for cyclists, pedestrians AND drivers. If Berkeley is truly committed to "Vision Zero", then this is the only alternative. I am a cyclist, and yet I don't use my bike for errands that much, since the infrastructure has been lacking. The Milvia bikeway is a good step in the right direction for Central Berkeley. The Hopkins two-way bikeway to Kains st. would do the same for North Berkeley.

I understand the worries about parking, but most studies show that prioritizing bikes and pedestrians over parking draws more customers to a business district, and normally results in more sales revenue.

Zooming out, creating a safer environment for walkers and bikers, Berkeley would also reduce Berkeley's carbon footprint. Also, this proposal had already been approved before Sophie Hahn interrupted the process. It's time to stop wasting money on interminable "studies" and get on with getting Berkeley reconstructed to deal with the challenges of the 21st century. The future requires more housing density and non-auto transit to deal with the twin threats of housing unaffordability and a changing climate.

I urge you to choose option 3 to extend the bikeway to Kains.

Thank you,

Stephen Dalton
1329 Henry st., #3D
Berkeley

From: Jonah Busch <jonahbusch@yahoo.com>

Sent: Thursday, January 12, 2023 3:34 PM

To: transportation <transportation@ci.berkeley.ca.us>

Subject: SUPPORT for extending proposed Hopkins bike lane to Kains Ave (Option 3)

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City of Berkeley Transportation and Infrastructure Commission,

I write in SUPPORT of extending the proposed bike lane along Hopkins Street west to Kains Avenue (Option 3). As a resident of Hopkins Street, and a frequent cyclist and pedestrian, I feel that I'm taking my life into my hands whenever I bike along Hopkins Street, especially the congested area near Monterey. A protected bike lane would make everyone safer. Furthermore, I believe that the greatest possible extension of bike infrastructure along city streets will not only improve the quality of life in our city, but will help our city contribute to fighting climate change, the greatest challenge of this century.

Thank you,

Jonah Busch
1401 Hopkins St.
Berkeley, CA 94702



Walk Bike
Berkeley

NORTH
BERKELEY
NOW!



January 11, 2022

Dear Mr. Garland, Mr. Javadel, and Transportation and Infrastructure Commissioners,

Walk Bike Berkeley, North Berkeley Now!, and Bike East Bay strongly support making ALL of Hopkins Street safe for walking and biking when the street is repaved later this year. Building on the Council-approved designs for Hopkins from Gilman to Sutter, we support option 3 for the San Pablo to Gilman segment, which would continue the 2-way protected bike lanes further west to Kains Avenue.¹

Please prioritize safety, equity, and climate-friendly, multimodal access to business and amenities over vehicle storage on Hopkins Street by recommending option 3 to Council. There are several reasons to recommend option 3.

- **Makes Hopkins safer for everyone.** Results of a 13 year study with data from 12 cities found that bike infrastructure, particularly physical barriers that separate bikes from cars as opposed to shared or painted lanes, significantly lowered fatalities for all road users (including pedestrians and drivers) in cities that installed them.²
- **Provides critical low-stress bike network connections, particularly for West Berkelyans.** Berkeley's Council-approved 2017 Bicycle Plan recommended Hopkins for a low-stress bikeway.³ Failing to install protected bike lanes to Kains would mean continuing to deny West Berkeley residents the opportunity to safely bike and walk to Hopkins destinations. Adding protected bike lanes from Gilman to Kains will provide connections to several current and planned bikeways: Acton St, the Ohlone Greenway, and Kains Ave.
- **Advances equitable, low-carbon mobility.** All Berkelyans deserve access to safe walking and biking routes. Failing to add protected bike lanes from Gilman to Kains would force people west of Acton St, in historically underserved yellow- and red-lined districts, to continue to ride and walk in unsafe conditions. Meanwhile, historically whiter and wealthier neighborhoods to the east on Hopkins would enjoy a safer Hopkins Street.

1

<https://berkeleyca.gov/sites/default/files/documents/Hopkins%20West%20Virtual%20Community%20Meeting%2020221212.pdf>

2

<https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/>

3

https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_Ch5_ProposedBikewayNetwork.pdf

- **Creates safe routes for children walking and biking to the FIVE schools along the Hopkins corridor.** For too long, students at King Middle School, Ruth Acty, and other schools along Hopkins have walked and biked to school in unsafe conditions or been driven to school because of safety concerns.
- **Prioritizes sustainable, climate friendly mobility over car storage.** Driving is the largest source of climate emissions in Berkeley. Council has declared a climate emergency and set bold climate action goals. To meet them we need our road infrastructure to encourage more walking and biking.
- **Demonstrates fiscal responsibility.** The City needs to “dig once” to deliver repaving and safety improvement simultaneously. Doing so saves money and extends the lifetime of new pavement.

We have several additional comments on the designs presented at the December 12, 2022 community meeting.

- Regardless of what option is selected, narrow the driving lanes to 10 feet to slow vehicle traffic and increase safety.
- Add blue, accessible parking spaces on side streets to facilitate access for people with disabilities who travel by motor vehicle.
- Ensure that the protected bike lane design for the west of Gilman segment matches the east of Gilman segment in terms of form and function (e.g., use permanent materials).

Please show your commitment to safety, climate action, equity, and fiscal responsibility by making ALL of Hopkins Street safe for walking and biking - recommend design option 3 for Gilman to San Pablo.

Sincerely,

Ben Gerhardstein, Charles Siegel, and Jackie Erbe
Walk Bike Berkeley

Libby Lee-Egan
North Berkeley Now!

Robert Prinz, Advocacy Director
Jill Holloway, Co-Executive Director of People and Operations
Bike East Bay

[Walk Bike Berkeley](#), an all-volunteer group founded by Berkeley residents, advocates to make walking and biking in Berkeley safe, low-stress, and fun for people of all ages and abilities. We want a healthy, just, and sustainable transportation system in Berkeley.