



Summary of Comment Sheets Asking:

“Do You Have a Comment?”

General Concept of Bicycle Boulevards

- Solve the real problems first and foremost. For example, the very hazardous intersection of Milvia/University. Do not expend 90% of everyone's effort on 10% of the problems.
- Vision of bicycle boulevard is good idea; cyclists can use them without fear of traffic.
- Flow of traffic should be continuous for bike riders; Interruptions in flow are o.k. only at intersections with major motor- priority streets, i.e. Ninth and University
- I like the idea of thoroughfares that are designed for bike travel.
- Empower cyclists and get folks out of their cars and onto bikes.
- Montreal was voted most bicycle friendly city in N. America by bicycling Magazine; contact them for info on both design and plans.
- BART needs to be brought on board early. They changed their 'casual commute' policy 18 months ago and now the changes severely impact Virginia, between Sacramento and Acton. To date, neither BART nor the city has responded to this problem. Involve BART in this project because it has potential.
- Would bicycle thoroughway be a possible name?

Safety Considerations

- Do not confuse bicycle planning with pedestrian planning. Sometimes the two groups' interests coincide, but often they conflict; in Berkeley's recent experience, several pedestrian-oriented features (sidewalk bulb-outs) have created obstructions and significant new hazards for cyclists. Other features that narrow lanes and/or intersections could intensify conflicts between cyclists and motorists, or cyclists and pedestrians. There is no automatic harmony between bikes and pedestrians – please keep this process “top-down” and focused on its original mission of planning for cyclists' safety and convenience.
- Education and enforcement is important. Put out a brochure on obeying the rules of the road as a cyclist.
- All vehicles must obey the same set of traffic rules. Stop signs that are not obeyed by everyone are useless.
- I would be happier if everybody is enforced.

- Many children walk to school on Virginia just east of San Pablo and Kenney Park – they need to be considered.
- 9th St. “as is”, between Delaware and Hearst, is not a safe environment for cyclists or pedestrians. Also, 9th between Delaware and Hearst is not low volume.

Specific Design Suggestions – Share the Lane Concept

- I like sharing the road concept and I would even support allowing two- abreast cycling if possible.
- YES! Bike lanes next to parked cars is dangerous.
- Share the lane idea...Dangerous!
- More education for cyclists, drivers, and pedestrians on sharing road and obeying law.
- Cars should move at bike speed on bike boulevards. Bikes should be able to ride in the middle of the street.

Specific Design Suggestions – Traffic Calming Concepts

- Montreal-style 2-way bike lanes, safely separated from vehicle traffic by car parking.
- Should not use too much signage.
- Traffic circles may be the best option for slowing both bicycle and auto traffic.
- Plantings in middle of road make street more beautiful.
- Bulb outs and large planting at intersections are typically hazardous to all users. (See what they did wrong on Solano and Albany).
- No striping or roadway coloring that designates the area of the roadway that bicycles are allowed to travel on. There are many road hazards (i.e. glass, parked cars, etc.) that require cyclists to use other parts of the roadway. If there is coloring, cars will be less likely to expect you to move to their part of the roadway and will overtake you without giving enough clearance.
- Traffic diverters in Berkeley are extremely dangerous and should all be re-designed, perhaps with traffic circles.
- Any increase in plantings must build in funding for long term maintenance.
- Mid block crossings, are you nuts?
- Signage: put it on pavement, edge of row at curb, across the street, and banners to begin a bicycle boulevard.
- Night lighting for bikers, especially at intersections.
- King St. would be an excellent addition to the bicycle boulevard network.
- Bike lanes need to be cleaned too (glass, trash, etc).
- No lanes, bikes go too slow, run red lights all the time
- Do not experiment, or rather continue to experiment, with alterations to Public facilities which are causing damage to humans. A variety of vertical deflection devices have caused injury to a variety of disabled and able-bodied people. Experiments should be undertaken, and quantified, by professionals on ‘test facilities’ not on public rights of way.

- I am very concerned about removing stop signs....all should stop. Kids, elderly and walkers would be endangered by bikes speeding through neighborhoods.
- No on Speed Tables.
- Channing Way bike lane at MLK is terribly designed, the biker must veer into the center of the lane to cross. Drivers must veer to the right. Conflicts are not managed.
- Removing stop signs does not seem consistent with pedestrian safety goals.
- Bulb outs are best for pedestrians to get across streets onto buses. They block bikes into traffic- or, if they are designed to let bikes pass through, conflicts with pedestrians are likely. Plus, how do you deal with ADA regulations if you design a channel for bike wheels though the bulb out?
- In Boulder, Co, there used to be four lane streets where the outside lanes were for bike riders. Motorists did not respect this and the city turned the outside lanes into shared lanes.
- I like the idea of more stop signs and reduced speed limits.
- Don't repeat mistakes of earlier traffic calming, do not forget enforcement, do not let other neighborhoods suffer.
- A modified Diverter would not work without stop signs. Currently, cars drive on the sidewalk to get around diverters.
- I like the idea of colored pavements for BB's to distinguish where cars and bikes belong.
- In our group (3) an interesting idea came up...cars have a single lane in the center, with a 5 foot wide "rumble strip" which they would straddle (when there is no oncoming traffic). For oncoming traffic, they could have space to go to their right, but when the rumble under one set of wheels would discourage them from staying there long, thus leaving side space usually available for bikes.
- In all places possible, I would like bike lanes.
- I prefer very a slight rise over street than a rumble strip which is hard on bicycles
- What about using turtles and Bott's Dots to slow cars down in mid block, as an alternative to speed bumps.
- If Public Works will be implementing any of this change- keep it simple...signs and paint only. These people are essentially unskilled. If the SACTO media is a model of their work, I don't want any of it. Poor design, maintenance.
- Traffic circles may be best way to slow traffic.
- More signs to inform the people.
- Instead of removing stop signs on BB's, simply add a yellow sign below, BIKE YIELD.
- Get Green Machine or bigger one to pick up glass at least on designated bike lanes and in gutters. This will in turn encourage more cyclists to use their bikes.
- In Woodland, CA, on the bike paths they have a 4 foot pole next to the curb at intersections with traffic lights. The bicyclist does not have to dismount or get on the sidewalk to activate the light. Could we have these in Berkeley?
- Remove vertical Deflection Devices from the tool kit.
- Extend reflector in pavement for night "notification".

- Check with bicyclists in areas that have traffic circles. They are bad for bikes. For more information on a failed test in Santa Cruz, please call: People Power @ 831-425-0665

Relationship to Neighborhood Conditions

- Need to take into consideration input of neighbors on street, feelings and opinions
- Major traffic flow changes must be coordinated with the neighborhood. Parking concerns are very important to neighborhoods.
- Don't want convenience of cyclists to interfere with the convenience of residents on bike boulevards.
- Big streets need same attention as little streets.
- Do not reduce parking
- Stop signs must be obeyed by everybody! (AND Enforced)
- I am specifically concerned about heavy traffic at 9th and Delaware. Our street is dangerous and has become an extension of San Pablo; this is wrong for a residential neighborhood.
- Please do not make a bad parking situation even worse.
- My main concern is the intersection of 9th and Delaware. It is very dangerous, especially from 7 to 9am and 4 to 6pm, this intersection will become even more dangerous with increased bike traffic.
- WestBound Delaware and Northbound 9th need to be slowed. Currently, cars turn the corner at high speeds and cross the center line very often. This is very dangerous to cyclists and pedestrians. Delaware is a major pedestrian access st. going to 4th st.
- Concern that if the bike lane is separate, might not be wide enough to accommodate the opening of car doors.
- Leave street alone, keep all parking.
- 1300's block of Channing have these problems:-truck and car traffic from clogged Dwight.
- After struggling for years to get stop signs, we finally have some improvement and we do not want our signs removed.
- Have you tracked the amount of Bicycle use currently on the proposed bicycle boulevards? Will you measure the increase? How, and at what intervals? What will you do with this info? For example, Milvia is used less now because of the speed bumps.
- More bike safety between Hearst and Delaware on 9th St.
- Presence of 2 churches, 9th and Hearst, greatly affect traffic on Sundays.
- Any major traffic flow changes must be coordinated with the neighborhood, not city wide meetings.
- Make all vehicular movements customary, uniform and conforming to the same vehicular code.
- If bike boulevards add more trees and landscaping and do not delete too much parking, I will be pleased.

- Consider mid-block controls will slow down traffic, such as Annie's Oak.
- Should involve neighborhoods by creating contracts where the neighbors are in agreement.
- Make changes on Cedar/San Pablo and University/68th, too much traffic.
- Neighborhood needs to participate to make the idea work.
- Trees in middle of street, create medians with trees

Other

- Respect the access needs of all members of Berkeley's Disabled community.
- Insure that consultants and subcontractors treat disabled participants in public meetings in the same respect as all other participants.



Summary of Comment Sheets Asking:

“Do You Have a Comment?”

General Concept of Bicycle Boulevards

- The name bike boulevard has a built-in bias. It explicitly says not for motorized vehicles. Is that the hidden agenda? If not, change the name.
- Please provide evidence, if there is any, that bike boulevards increase cycling. If there isn't any, consider canceling the project.
- Adherence to existing traffic laws by drivers and cyclists would greatly improve safety for pedestrians and cyclists.
- Bike boulevards are a terrific concept – if we can make them work.
- Strongly support bicycle boulevard and other improvements to support safe, convenient bicycle use.
- Bike boulevards should enhance the neighborhood to promote the feel of a community where people have concern for pedestrians and cyclists.
- Bike boulevards should be made attractive to cyclists because they are faster and safer. If the streets are colored and signed, but they aren't any faster/safer, bicyclists won't use them. People in cars don't use Ashby because it has State 13 highway signs, they use it because it has lights at major intersections and no stop signs. Bikes will use bike boulevards if they provide real advantages.
- Try to stop being “planners” and be a bicyclist. Real bicyclists are overwhelming concerned about crossing arterials and avoiding stop signs. Only when specifically dragged toward “bulb-outs” and “textured pavement” do people start having opinions in these areas.
- Need to maintain existing parking.
- Need to maintain idea of shared use and also lower speed limit for cars.
- I love the bike boulevard concept. I think public awareness and good identification of these boulevards is key for safety.
- Please do not take neighborhood parking away.
- Bike boulevards are a great idea, so long as it is made clear that folks aren't made to think that bikes won't be present on other streets.
- I think it's critical that the bike boulevards be very distinct – both visually and functionally – from other streets so this effort will be worth something. And so Berkeley can set a strong example for the rest of the country. We have an incredible and exciting opportunity here. Thank you.

- Anything that slows or calms traffic would make the neighborhood nicer and safer for residents, bikes, pedestrians and children.
- I think the most important things that can be done to make biking safer and more convenient are making it easier to cross major arterials by adding lights or stop signs, and taking out stop signs along the boulevards.
- I don't think educating drivers to "share the road" is that important – for the most part, I think people are already very considerate! A lot of the signage and paving ideas look very expensive. I think for the most part, traffic calming ideas should be considered only as a compensation to prevent increased traffic when stop signs are removed. The best and easiest way to do this is probably barriers – and many of the bike boulevards already have them. Traffic circles and some of the pavement ideas look like they would slow cyclists down – not the point! And I definitely want to ride faster than 15 mph; I don't think we need to lower the speed limit. Overall, I think we would do well to follow the example of Bryant St in Palo Alto.
- I like the idea of bicycle and motor vehicle traffic using the same lane, however, I do not enjoy being made to sit in motor traffic that I do not cause. It is unhealthful and reduces the time saving benefits of riding. Further, motorists must be taught that bicyclists do not disappear after they are passed.
- Bicycle boulevards are generally good.

Site Specific Comments

- If there are traffic circles at Channing/Allston along California street, cars will be tempted to speed up in between, especially at Bancroft and California St. If the stop sign at California and Bancroft is removed, we need another traffic circle at Bancroft and California as well – so the traffic stays slow.
- I frequently ride uphill on Channing, and would love to see some of the four-way stops removed. Not all though, because otherwise Channing would prove a bit too much of an attractive alternative to Dwight.
- A grade-level bike only crossing of railroad at Heinz into Aquatic Park and bike path to parking lot would improve access to Emeryville.
- My main concern is Russell Street, especially between Shattuck and Telegraph. I have two children and soon they will have to cross both major streets to get to Willard JHS and Berkeley High. I would like for them to be able to ride their bikes there, which will necessitate bike friendly signals. Let's get creative – I like the idea of signal lights that stay red for cars but go green for bicycles and pedestrians. Maybe they should be motion/bike pressure-detected so they only change when needed. But most importantly, let's do everything – texture, colors, signage, traffic circles, stanchions, speed limits, bulb ins and outs, etc – to slow and deter traffic on Russell.
- Extend 9th St on rail right of way across Ashby into Emeryville.
- Parking is very difficult on Russell in back of Berkeley Bowl, traffic need calming around Russell, Adeline, Ellsworth, Shattuck and Telegraph.
- Please correct spelling of Newbury Street located between Russell and Ashby.
- As a resident on Channing, I will oppose any move to remove stop signs.

- We are concerned about any removal of parking, especially along one whole side of the street.
- Concerned about more signage on Channing St.
- Should consider oblong circles on California St.
- Virginia from MLK to the diverter at McGee currently has no stop signs and so traffic currently travels very fast.
- I like circle at Woolsey/Regent for int. calming.
- Traffic island at Buena and California to slow traffic and define pathways.
- Milvia cost \$450,000 for something like six blocks. There simply isn't enough money to repave every street in six colors with bulb outs and signs and traffic circles. These are planner favorites which are rarely of interest to cyclists. We get enormously expensive "demonstration" projects which have no regional impact.
- Bowmanite is tough to ride a bike on.
- Telegraph and Russell – Telegraph should have an 8-foot median. This shouldn't encourage additional auto traffic but will make bike crossing 5 times easier.
- There is a real problem at Virginia and McGee with diverter – not safe for bikes or pedestrians.
- Anxiety that Russell will become a freeway for motorists with signals at intersections. Please do not make it easy for motorists to use Russell as an Ashby alternative.
- Convert at least some of the one-way streets that intersect Bowditch-Hillegass to two-way. Bicyclists chronically go the wrong way on one-way streets: dangerous to pedestrians and cyclists and unnerving to motorists. For law-abiding cyclists, one-way streets require inconvenient detours.

Variations/Comments on Existing Concepts in Toolbox

- No raised intersections, speed tables or speed humps.
- Has anyone explored the idea of putting bike lane in the middle of the street with nice wide striping on both sides?
- Traffic circles, colored pavement, striping and signing would all help. More street trees would also create a quieter neighborhood feel.
- Are non-warranted stop sign removal permitted by state vehicle code?
- Circles would be appreciated.
- No texture on the pavement (uncomfortable and low-traction).
- Bike only yield signs can be useful on boulevards.
- I encourage strongly the treatments that make it obvious that cyclists are supposed to be in the street (not against the curbs or car doors).
- I think it's a great idea to add circles in place of stop signs, and bike/ped lights with right turn only for cars at busy intersections, especially Russell and Telegraph, and Russell and Shattuck.
- I like slow speed limit (15 mph).
- Putting circles/bollards, etc. in the middle of Berkeley's intersections can aggravate car/bike conflicts. I remember the cursed one that used to be at Hillegass/Parker, for example.

- Include in the toolbox the selective use of diverters and especially, semi-diverters. For instance, consider installing semi-diverters on Hillegass at Parker and at Stuart and Russell.
- The following are important in a bike boulevard: no stop signs, bike actuated signal for crossing major intersections, smooth pavement, slow auto traffic.
- Textured pavement dangerous for bicycles. Subtle raised bumps (like at edge of BART platforms) might be okay, but examples shown on slides (grooves in pavement) are bad.
- Thoughtful, aesthetically pleasing design will improve neighborhood, i.e. street trees, improved look of diverters, nice asphalt color (subtle, yet distinct), a good looking bike boulevard sign (like the scenic highway California poppy sign, for example).
- I worry that special bike boulevard signs will suggest that special road sharing rules apply on these streets only but not other streets.
- Financial cost of landscaping and maintenance of landscaping to be done by whom? Same questions about upkeep of colored pavement and signs.
- Unwarranted stop signs for bikes must be removed if the bike boulevards are to work properly. Otherwise, some bikers will avoid the bike boulevards and most others will continue to run the stop signs just as happens now. Resolving this dilemma – by finding appropriate alternative traffic calming measures – is the central challenge of designing the bike boulevards. Making motor traffic move at a steady but slow speed is better for the environment too.
- Lighting and reflective aids to help with night riding.
- Favorable to colored pavement and lane separation.
- Landscaping to promote traffic calming.
- Concerned that with no stripe bikes will head into traffic on shared streets. Still need to maintain lanes!
- Signals need to be bicycle friendly such that bicyclists do not have to dismount to push buttons, sensors should be bicycle sensitive, bicycle sensitive areas be clearly marked, need early bicycle sensor at 1/8-1/4 block in advance of signals, on non-synchronized signals early sensors should give bicycle a green when intersection is reached, and early sensors should ignore cars.
- Improve signal timing city-wide to encourage cars to use arterials and stay off residential streets and bicycle boulevards.
- Improving street lighting – attractive, pedestrian scale lights – on bike boulevards has a threefold benefit: better for cyclists, better for pedestrians and it would be an important “carrot” to offer neighborhoods for safety, in tandem with bike specific improvements.
- On streets without bike lanes, bulb-outs are good, particularly in ped-intensive places (i.e. LeConte School).
- Colored pavement is a good general idea. Raising prominence, visibility of bike boulevards is good not only for the use of existing bicyclists but also for encouraging more widespread bicycle use. Much of the discussion this evening has centered around the problems of frustrated car drivers (i.e. can't find parking at the Berkeley

Bowl), but on one really addressed the essential problem: too many people are using cars.

- Signage on boulevards should be placed mid-block, not at intersections where other signage already exists. Cluttering of signage can be confusing. At intersections pavement differentiation should be striking enough to remind motorists.
- Where 4-way stops are removed to accommodate bike flow, circles need to be inserted.
- As often as possible, landscaping/plantings should be incorporated to enhance the overall beauty of the boulevard and neighborhoods.

New Concepts (not in the toolbox)

- Berkeley High School students have requested/suggested that bikeways be physically separated from cars (the way sidewalks are). This seems especially worthy of consideration in high-traffic areas, e.g. Milvia and Channing downtown. This strategy has the following advantages: cars can't hit bikes, bicyclists feel safer, drivers may feel safer from unpredictable cyclists, and cars can't park in bike lanes.
- Explore sandwich islands at 4 way stop signs just devoted to a bike.
- You have clearly not considered a big proposal from the Sept 16 meeting, namely a circle with bicycle passage through its center and diversion of motorized traffic around.
- What about gradual speed bumps? They could be really useful like in Oakland on 63rd St.
- We need on-street bike parking throughout the city like on Center St near Oxford. One on every block!
- How about a set of tire-popping spikes that emerge from the roadway when a car exceeds 35 mph?

Comments on the Workshop

- Workshops should be more “top-down”. Should start by reviewing public comments made at past meetings so that information doesn't evaporate. Problems identified on the bike boulevards should drive the solutions, not vice versa.
- The male consultant should either learn to run workshops more productively and less confrontationally, or allow a city staff person to run them.
- Please do not try to dictate the scope of meetings/"toolbox" or to discourage the public from suggesting new ideas.
- Please do not convey a general tone of hostility, defensiveness and unreceptiveness. Public input is the whole point of these meetings – not a problem to be prevented.
- Use of telegraph post for important notices of meetings is very ineffective! Notices should be mailed to neighborhood groups.
- Personal opinion of staff and consultants should not scuttle popular citizen ideas.
- I have concerns about the way the meeting was conducted. A variety of technical traffic engineering concepts were presented and people were led to comment on these

concepts. At no point were any cost estimates presented. This is like asking BART riders if they would like 24 hour service with 3 minute headways. Of course, everyone will say yes if cost isn't mentioned. Leading people toward extremely expensive traffic engineering solutions allows planners to claim that people want their pet methods, but unless cost is discussed, realistic discussion is impossible.

- We are at risk of wasting a lot of money and wasting many people's civic energy and coming up with something that does not actually result in increased bicycle trip share.
- The synopsis of the "group opinion" ignored the spontaneous discussion of intersections and discussed planner issues as if they were mainly what people are interested in. I strongly disagree with the synopsis.



Summary of Comment Sheets Asking:

“Do You Have a Comment?”

General Concept of Bicycle Boulevards

- I am very supportive of bike blvds, lanes etc. My only concern is that parking not be removed from my neighborhood – specifically. We are so impacted by limited parking because of our proximity to major bus lines and shopping areas. Also, several houses (including mine) were built before cars and driveways so there are none. Our only parking is on the street.
- Bike blvds require vehicular traffic for neighborhood/residential parking only where possible. Only allow neighborhood traffic in for parking.
- Schools must be more seriously considered. On Virginia St – Arts/Magneta and EBSA have so many drop off and pick ups that bicyclists may actually be endangered.
- I strongly support the concept of bicycle blvds. Safety is a primary concern, although bicycles should be excepted from stop signs on bike blvds. Trees shouldn't block street lights (eg. Addison/McKinley). I believe real estate values on bike blvds will improve. I love the graphics of bike blvd proposals – I am not that picky as long as it serves the purpose of making the blvd noticeable to both cars and cyclists. Foliage in the curb (between sidewalk and street) shouldn't be permitted to block bike lanes/blvds.
- I prefer the simpler Palo Alto style design wherever possible.
- Great activity, wonderful goals for the City. I live on the corner of California and Harmon – the part of California currently slated to continue as a bike lane, rather than as a bike blvd. As a homeowner, I like the idea of living on a bike-transited thoroughfare, and indeed as a non-car-owner, I depend on my bike for getting around.
- As a resident living right on Virginia St, I don't care for any changes. No bicycle blvds please. I was a student at UCB and I rode my bike around Berkeley quite a bit but I never had problems getting around Berkeley. Now, I drive more and parking is my biggest concern. There are enough quiet streets in Berkeley for bicyclists to get around the town. I think we need to work on getting the bicyclist going across the major intersections such as Sacramento, Shattuck and San Pablo safely and not making long stretches of streets into bike boulevards.
- I have a strong preference for the bike blvds to include bike lanes. You show these in drawing numbers 2 and 3. They would be much safer than streets where the street is shared.

- Shared lanes sound like a good idea but unfortunately bicyclists in Berkeley are rude and arrogant and drivers, who are rude and arrogant, retaliate so – the bikes will hog the streets, drivers will be angry at not getting around, and a very dangerous situation exists.
- Traffic enforcement is non-existent in Berkeley now. This big plan is going to be a typical Berkeley mess unless some funds are allocated for enforcement.
- It would help immensely if cyclists were somehow more considerate of pedestrians and cars (which really are here to stay!) and had to follow the already established laws.
- I wonder if there are any numbers on how many cyclists are primarily going to and from the university. I imagine it's a huge percentage. Are we putting out all this money without any help from UC, who are primarily to blame for the terrible traffic problems we have in Berkeley?
- I dislike the “share the lane” concept because I'll have to slow to bicycle speeds if a cyclist doesn't have the courtesy to pull right. If you do this, it needs to include an ordinance to require cyclists to pull over if they are slowing cars down – just like the slow vehicle rule for highways.
- Regarding your comment that on some streets it is not possible to double-line bike lanes because their widths would then be too narrow – this is crazy – if the point of bike blvds is to make biking attractive and safe, then no bike blvds should be designed in a way that is not absolutely safe (i.e. for streets where car doors currently open into bike lanes, “conversion” to a bike blvd has to include redesign that will make biking on that street safe for everyone).
- How can you go through this process without widening the emotional gap between motorists and cyclists?
- Incorporate signage/displays that help teach/remind cyclists and motorists how to coexist on normal streets. E.G. why and how to signal turns and lane changes; why and how to look back before moving; why and how to yield to each other.
- I'd hate to think of bicycle route improvements as being made in the dark. Integrating progress, funding, community input and planning with other efforts such as disabled access, school traffic and neighborhood plans is a must. Though I haven't attended other meetings, I am curious about the idea of a toolbox. I hope that the ideas stewing in the toolbox formulate into more articulated plans. Bringing a toolbox to later stages of the process seems to be weak and to open up opportunities to replace more progressive ideas with weaker ones that are also in the toolbox.
- It is important to consider the use of trailers, trikes, and cargo-bikes in this plan. The space between traffic barriers needs to be wide enough for these vehicles to easily pass in between.

Site Specific Comments

- Milvia between Rose and Berryman: How about narrow bike lanes between curbs and parking lane or wide streets such as Milvia. Is there room?

- I'd like to add to my previous comments a request that a stop sign be added on Piedmont of the Russell corner (northside of Russell). I bicycle down Russell every day and there are frequently cars speeding around that corner onto Russell towards College. I've also seen cars go through the barrier (over a station) to the left onto Russell. I think a stop sign there would help. Currently it's pretty dangerous for cyclists. Thank you.
- East Bay Greenway Proposal: Utilize bicycle blvd to extend Ohlone Greenway south through Oakland; use California/King through Berkeley with parts of Santa Fe R-O-W; upgrade California blvd to higher level of green amenities to become "greenway" without being full Class 1 bikeway; utilize interpretive exhibits, artworks, native plantings to express the diverse history of East Bay. Ohlone Natural and Cultural History Greenway Project in North Berkeley is developing this concept with cities of Berkeley, Oakland, and Rails to Trails Conservancy.
- Virginia is too congested a street between MLK Jr. Way and Shattuck to be a bicycle blvd. Also down by Franklin. I'm sure that if there are bicyclists hurt – or children hurt a bicycle lane will be installed at the expense of parking. Parking is already very short. I am strongly opposed to using Virginia.
- I would prefer to see the bike blvd extended on California to the Oakland border, rather than on King St. This would also avoid the flow problems around Malcolm X school on King Street. In any case, the bike lane on California needs work – lots of broken and uneven pavement, and I worry that the focus on blvds will take away from lanes. Any signage which helps create a bit of order on my corner (California/Harmon) is welcome, as is landscaping, etc.
- I would like to see King St become a bike blvd. Ashby at King continuing down King to Alcatraz Ave. Ashby and King has a traffic signal already installed making it easy to cross Ashby.
- Our neighborhood (Hillegass area) has vehicle circulation problems. These problems affect the safety and circulation of pedestrians, especially residents. We want a comprehensive approach to solving our circulation problems. What we don't want is a fragmented approach to solving "problems" defined by special interest groups (e.g., cyclists, residents who want to block more streets).
- It's okay (actually great!) to designate streets as primarily oriented for bicycle use. But in our neighborhood (Hillegass area), we want intersections designated "Primarily Oriented for Pedestrians".
- Do not make (or propose to make) changes on Hillegass which affect circulation without first assessing what the consequences are for all concerned.
- The Bateman, Willard and Fairview Park (in Oakland) neighborhoods have joined together in a year long evaluation of quality of life in our neighborhoods and how it can be enhanced. Our final recommendation will be available in a few weeks. One will be to evaluate circulation in our neighborhoods and accommodate all interests in a comprehensive traffic and circulation plan. How will you participate and support this effort?
- Traffic light at San Pablo and Channing; no left turn southbound on San Pablo. Signal light in the same style as MLK and Channing. Byron St should be made one-way southbound to eliminate through traffic from Dwight to San Pablo via Byron.

- It did not sound as if you are aware of the excessive traffic on the 2500 and 2600 blocks of Hillegass, as well as on Parker which crosses between those 2 blocks. Since this is heavy student use area there are severe parking problems and much double parking. Should you not put counters down on the streets so you have a valid count of the traffic before you design the blvds and intersections?
- Double parking on Channing is a problem (especially between Milvia and College Ave.).
- Many cyclists will still use major streets such as Shattuck Ave. These streets should have “share the road” reminder for motorists.

Variations/Comments on Existing Concepts in Toolbox

- I think it’s a great idea to have some marking on the pavement reminding cyclists and drivers that bikes are supposed to ride in the lane. Also, I think it will be very important where there is no integral color on the street (since a stripe separating the parking lane from the street could be misconstrued as a marking to set apart a bike lane from the car lanes).
- Re: Bulb-outs. Please avoid the physics of Milvia where bikes are continually going around objects and ending up in the path of following vehicles. Cars end up cutting close to the object the bikes have to go around. While I don’t personally know of people getting hit because of this, it is a natural problem when you put bikes in the path of a car (especially moving in and out of that path).
- I have yet to see a convincing argument for bulb-outs and street narrowing, particularly on these low-traffic streets. I believe these tools were envisioned for Milvia, once a high-traffic street, and where it’s quite clear that overkill with traffic-calming has made the street unfriendly to everyone. I note with concern that these tow issues, once noted as engendering strong concerns, are now listed as engendering mixed opinions. Considering the absolute lack of support and considerable criticism at the workshops, I hope you reconsider your decision to put these extremely ungainly tools in the tool box.
- If you’re going to do traffic circles, please landscape them and do not put 4 signs on them (people aren’t that dumb) which only invite graffiti (look at the beautiful design of traffic circle on Woolsey, marred only by the ugly signs). Paint on pavement instead. Always consider smoothest path for cyclists (i.e., avoid bulb-outs that would block or divert though-way for bikes). Bulb-outs can create real problems. Pavement changes good idea to clearly demarcate boulevards.
- Speed table should not be in the toolbox. They delay emergency response services (fire, ambulance). They are a barrier to some disabled and elderly people who need to use cars to access doctors, hospitals, pharmacies, etc. They are not recognized or approved at the state or federal level as valid traffic control devices.
- I like the reflectors on roadway/bikeway at intersections or along bike paths/boulevards.
- I am very concerned that too much additional lighting may be added to these boulevards which would negatively effect residential neighborhoods. Please add lighting to the list of things to be considered from the resident’s point of view.

- It's pretty clear where parking is as differentiated from the rest of the street. Why color the pavement for something so obvious?
- Please, no bright lighting.
- Painted traffic circles – just a magnet for “doughnuts” – ugly in the imagination – might work if there were also barriers, but that wouldn't solve ugliness.
- Additional lighting – street lights already make it difficult to darken a room for sleeping or seeing stars – if lights must be added, please consider partly shaded bulbs, with shading facing towards houses.
- If you add lights, could they be set to turn off after a certain time? For example, people are much more likely to commute before 9 PM. People who want to ride late at night should have (and should have to have) good lights on their own bikes. Adding lots of late-night lights will annoy residents, waste lots of energy and money, to the benefit of relatively few bikers.
- Aren't there speed-bumps you can design to get traffic to slow down but not get in the way of bicyclists?
- Will bike blvds get priority for paving?
- Reflectiveness for signs, pavement, and signs on pavement.
- The sorting of previously-discussed tools into the “basic” versus “site-specific” categories seems to be well thought-out.
- Almost all of the tools in the “basic” category seem appropriate and desirable.
- There is a problem with “chunking” of items in toolbox for presentation to transportation commission. In 3 cases, pairs of tools are jammed together that I think it would be more productive to present separately, because they are very different tools with very different impacts:
 - B.4. Planter Strip Landscaping is separate from Street Trees
 - C.1. High Visibility Crosswalks is separate from Speed Tables
 - D.1. “Traffic Circles” (bollards) is separate from ...in series at many intersections.
- Deal with the intersections at major arterials first.
- All routes should have school signs so that kids will be encouraged to ride.
- I like the bike blvd signs, like IZA! They should be very colorful and well lighted.
- No buttons, please! It is such a pain to stop at an intersection and have to push a button to trigger a light. Please have them be triggered like the light at Channing/MLK where the signal is triggered automatically.

Comments on Wall Diagrams

- Bikes in the center of the street seems safer and establishes the priority of bikes visually and physically (refer to Guideline B.1.1).
- Confusing to have bikes go outside of parked cars into mid-street on one side and on the inside on the other side (refer to Guideline B.1.2)
- Regarding bike signs, I suggest keeping things simple (refer to Guideline B.5)
- I'd like to see SF-style bike stencils on bike routes in general. Option 2.5 seems like it might detract from a bike blvd. Maybe good @ intersections with a turning arrow?

But they would support the cyclist taking the lane and that is important (refer to Guideline B.5).

- Option 2 is the best (refer to Guideline B.5).
- “Lane Bike” and this “Belong Bicycles” have always confused me...bicyclists are higher up than motorists and I suspect they read normally (top down) rather than crashing into each word (refer to Guideline B.5).
- Option 142: Bicycles Everywhere (refer to Guideline B.5).
- Why change color? Everyone knows what direction they are going on a grid street system (refer to Guideline A.1.1).
- I like the directional signs very much (refer to Guideline A.1.1).
- Very nice! (refer to Guideline A.2).
- Good destination alerts (refer to Guideline A.4).
- Not OK, it looks like the car is running over the cyclist (refer to Guideline A.4).
- Precariously balanced cyclist is bad (refer to Guideline A.4).
- Bike parking rack integrated into sign (refer to Guideline A.1.2).

New Concepts (not in the toolbox)

- The area where car traffic needs to be slowed, such as at a school, changing the street surface was mentioned (i.e. bricks). There is concern about this slowing bicyclists. What about having a paved strip within the brick area for cyclists to continue through while cars would feel the texture of the brick surface and slow in the school zone?
- How about signs that caution motorists to use caution and look for bicyclists as they open their car doors (or some other means of keeping drivers aware of cyclists when opening their doors)?