

**Berkeley Pedestrian Master Plan Response to Comments – Updated February, 2010**  
**City of Berkeley Transportation Division**

Comments from Transportation Commission Meeting (February 4, 2010) ..... 1  
 Comments from Pedestrian Subcommittee of the Transportation Commission Meeting (January 27, 2010) ..... 1  
 Public Comments on Final Draft of Pedestrian Master Plan and CEQA Initial Study/Mitigated Negative Declaration (January-February 2010)..... 3  
 Comments and Tasks from Transportation Commission Meeting (March 2008) ..... 6  
 Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): General ..... 7  
 Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics..... 9  
 Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects ..... 19

<b>Comments from Transportation Commission Meeting (February 4, 2010)</b>	<b>Response</b>
Safety analysis is based on collision data from 1997-2004. Plan should be a living document that can be revised as new data is available, without a council resolution re-adopting the plan.	Safety analysis in Chapter 5 of the <i>Pedestrian Master Plan</i> can be updated by staff as a “living document” as new safety data becomes available.
Is concerned that design of bulbouts would interfere with bicycles; previous bulbouts constructed in the late 1990’s had negative impact on bikes. Would like to see evidence of the safety benefits of bulbouts.	<i>Appendix B: Pedestrian Design Guidelines</i> , Section 6.1 identifies the need to design bulbouts to accommodate bicycles. Mitigation measure TRAF-2 on page 39 of the CEQA IS/MND document requires bulbouts to be designed so that they do not extend into or narrow existing travel lanes, including bicycle lanes. Safety studies demonstrating the positive safety effects of bulbouts were provided to the Commissioners as a follow-up to the meeting.

<b>Comments from Pedestrian Subcommittee of the Transportation Commission Meeting (January 27, 2010)</b>	<b>Response</b>
Does plan include coordination with Public Health and Climate Action Plan?	Yes, Plan includes policies and projects to support active transportation and integrating walking into daily life. Climate Action Plan and Pedestrian Master Plan were coordinated at the staff level.
How would the plan be funded? How much funding is needed?	The finance plan is described in Chapter 10: Implementation and Funding

What requirements for sidewalk widths are in the plan? What about lighting for personal safety?	<i>Appendix B: Pedestrian Design Guidelines</i> provides detailed recommendations for sidewalk widths and describes the need for pedestrian-scale lighting.
How do proposed sidewalk projects and existing sidewalk programs in the City get integrated?	The finance plan in <i>Chapter 10: Implementation and Funding</i> describes the existing sidewalk programs in terms of the 20-year funding need. Coordination will need to happen at the staff level once the Plan is adopted.
Will the plan result in more systematic pedestrian safety improvements?	Yes, in the sense that we will have a prioritized list of projects to pursue. However, many improvements will still be opportunistic, as part of a larger project or funded by a particular source that fits the project.
How much of the plan is education?	<i>Chapter 7: Recommended Programs</i> describes the proposed educational program activities.
Does the plan have “teeth” to make sure that things get implemented?	There are no proscriptive policies in the plan or “teeth” in the sense of municipal code development requirements. However, the plan has a solid foundation in General Plan policies that support implementation.
What does the prioritization in the plan mean?	<i>Chapter 6: Recommended Pedestrian Projects</i> provides a summary of the prioritization criteria. <i>Appendix A: Detailed Project Lists and Costs</i> , Table 2 provides a detailed description of the prioritization criteria.
Does the plan provide any additional resources for notifying the City of safety hazards?	No, residents should continue to use the existing 311 system.
Does the plan propose a dedicated funding source for pedestrian projects similar to the Bicycle Plan Implementation Fund?	The finance plan in <i>Chapter 10: Implementation and Funding</i> describes the funding needs but does not specifically propose a dedicated funding source.
Please strip the North Shattuck Plaza out of the pedestrian plan. The community has already expressed its disapproval for the plaza. 1000 signatures collected against the plaza. It keeps coming up and we don't know why. We've already shown displeasure to the City Council. Please go along with the community.	That element of the North Shattuck Corridor Project north of Vine has already been removed from the plan. Residents can view the plan at the Transportation Division, at the Public Library and on the City's website.

**Public Comments on Final Draft of Pedestrian Master Plan and CEQA Initial Study/Mitigated Negative Declaration  
(January-February 2010)**

Ch.	Sec.	Pg.	From	Comment	Response
6; Appendix B; MND Section XV	6.4.3; 6.1; MND Transportation/ Traffic, TRAF- 2	6-7; B- 26; MND page 39	Michael Katz	<p>Remove all bulbouts from the Plan's recommended projects, until staff can identify a supporting peer-reviewed study that demonstrates that bulbouts have significantly positive <i>net</i> impact on the incidence or severity of collisions involving pedestrians, cyclists, or both.</p> <p>Declare a moratorium on the construction of all bulbouts recommended in the Plan, until staff can identify a supporting peer-reviewed study that demonstrates that bulbouts have significantly positive <i>net</i> impact on the incidence or severity of collisions involving pedestrians, cyclists, or both.</p> <p>Remove or suspend bulbouts from the project list (as suggested in the preceding two bullets), until staff has conducted its own study (longitudinal or comparative) that demonstrates that installing bulbouts <i>in Berkeley</i> has a significantly positive <i>net</i> impact on the incidence or severity of collisions involving pedestrians, cyclists, or both.</p>	<p>Existing studies have demonstrated the effectiveness of bulbouts at increasing traffic safety. More information is available from both the Institute of Transportation Engineers (ITE) and the Federal Highway Administration (FHWA) and has already been provided to Mr. Katz and the Transportation Commission.</p> <p>When constructed according to the requirements of the Pedestrian Master Plan and the IS/MND Mitigation Measure TRAF-2, bulbouts will not negatively affect cyclists, when they are operating on the roadway in a legal fashion.</p> <p>Berkeley constructs roadways according to national standards intended to establish a uniform transportation and traffic environment. Existing studies of the effectiveness of bulbouts have been</p>

Public Comments on Final Draft of Pedestrian Master Plan and CEQA Initial Study/Mitigated Negative Declaration (January-February 2010)					
Ch.	Sec.	Pg.	From	Comment	Response
					conducted in the same uniform environment, therefore it is not necessary to undertake a Berkeley-specific study. Bulbouts are a nationally and internationally accepted form of traffic calming.
			Moses Sites, California Public Utilities Commission (CPUC)	It appears that none of the at-grade railroad crossings are included in this Pedestrian Master Plan which is a major omission by the City. We recommend that the City include railroad crossings in this document and consider the installation of pedestrian-specific warning devices, channelization and sidewalks to increase safety and eliminate hazards.	Railroad crossings were not identified in the Top 100 Intersection prioritization and so are not included in this plan. It is the City's policy to follow CPUC requirements and FRA national best practices whenever redesigning a railway crossing to improve pedestrian safety.
3&6	3.3.5; 6.10.3; 6.11: Project 10	3-7; 6-12; 6-34; 6-35	Neal Blumenfeld; Marcello & Joan Barbero; Art Goldberg; Julia Ross; Margot Smith; Estelle Jelinek; Merle Weiner; Joan Levinson; John Coleman	Please remove the North Shattuck Plaza from the Pedestrian Master Plan; the North Shattuck Plaza is expensive, would remove parking and hurt adjacent businesses; increase traffic congestion; and encourage homeless encampments and panhandling. It is opposed by area merchants and residents.	The North Shattuck Urban Design and Circulation Report has been referenced in Chapters 3 and 6 as a City Council-approved report. Elements of this report referred to as the "North Shattuck Plaza" are not a part of <i>Project 10: Shattuck Avenue Between Vine Street and Hearst Avenue</i> .

Public Comments on Final Draft of Pedestrian Master Plan and CEQA Initial Study/Mitigated Negative Declaration (January-February 2010)					
Ch.	Sec.	Pg.	From	Comment	Response
3&6	3.3.5; 6.10.3; 6.11: Project 10	3-7; 6-12; 6-34; 6-35	David Halligan; Claire Kahane; Robert Melville; Brian Olsen; Joyce Vollmer	Please retain the North Shattuck Plaza in the Pedestrian Master Plan; many residents of the area support a plaza like the one in the North Shattuck Urban Design and Circulation Report; replace excess ugly asphalt and dangerous traffic lanes with pedestrian space without removing parking; opposition used campaign of misinformation; project is supported by BID and hundreds of neighborhood residents; pedestrian improvements will benefit local businesses.	The North Shattuck Urban Design and Circulation Report has been referenced in Chapters 3 and 6 as a City Council-approved report. Elements of this report referred to as the "North Shattuck Plaza" are not a part of <i>Project 10: Shattuck Avenue Between Vine Street and Hearst Avenue</i> .
6			Rani Marx	Did not see any interventions related to the top of campus corridor (claremont blvd, belrose, derby, warring), including the intersection where Zachary Wald was killed a year ago. Plse advise re: what if anything can be done related to this corridor and the anticipated increase in traffic that the new sports center now under construction will bring.	The Pedestrian Master Plan prioritizes improvements citywide and it is beyond the scope to prioritize within specific areas. The prioritization uses existing data, not forecasted data. Any campus improvement would need to mitigate its own impacts on pedestrian safety.
			Mary Ann Brewin	Why can't Berkeley use the money designated for this to actually pave the city streets instead?	The purpose of the Pedestrian Master Plan is to identify pedestrian safety needs and propose improvements. The City has a 5-Year Repaving Program and other programs to address pavement quality.
			Carole Shemmerling	1. Have more left turn lanes where turns are difficult...or forbid them if necessary. Left-turning autos are hard on pedestrians,	Left turns have been addressed in several of the

<b>Public Comments on Final Draft of Pedestrian Master Plan and CEQA Initial Study/Mitigated Negative Declaration (January-February 2010)</b>					
<b>Ch.</b>	<b>Sec.</b>	<b>Pg.</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
				<p>so it would better to have them controlled more.</p> <p>2. No more intersections such as Spruce and Rose. There needs to be four-way controls there. The autos are confused and therefore they are unpredictable, so pedestrians are at risk.</p> <p>3. The absolute worst place to try get across the street is at Gilman and frontage road!! If it is Caltrans' responsibility, then get them to put in controls and islands. That intersection is part of the connection to the bay trail if people will be able survive it.</p> <p>4. Another insane situation is the on- ramp to I80 east from Ashby.</p>	<p>Priority Projects and in a variety of places in the plan.</p> <p>Spruce and Rose was not identified as part of the Top 100 Intersection prioritization.</p> <p>Access to the Bay Trail at the Gilman Interchange is being addressed as a part of the Gilman Interchange Project. This is beyond the scope of the Pedestrian Plan.</p> <p>It is unclear from the comment whether the I80 eastbound on-ramp from Ashby is a pedestrian issue.</p>

<b>Comments and Tasks from Transportation Commission Meeting (March 2008)</b>	<b>Response</b>
Change all references to "pedestrian paddles" as in-pavement yield to pedestrian signs	Completed.
Add to zoning changes and recommendation that plan review includes traffic calming at commercial driveways	Completed. See Table 9-3 for site access.
Education informing employers about state parking cash out	Completed. See Section 7.2.5.
Signs, education, enforcement that drivers need to stop before turning right on red	Completed. See Sections 7.2.1 and 7.2.2
Add to policies a policy that the city will continue to install traffic calming devices per the traffic calming policy	Completed. See Section 3.2 referencing the traffic calming policy.
Incorporate by reference the traffic calming policy	Completed. See Section 2.2, Goal 1: Policy 1.4.

Include funding for traffic calming in plan	Completed. See Section 10.4.4.3.
Include enforcement of sight lines in zoning (shrubbery)	Completed. See Table 9-3 landscaping.
Include design guidelines for parking lots	Completed. See Table 9-3 Circulation and Parking.
Add signals recommended in bike plan into document	Completed. See Section 3.4.2 and Appendix A: Table 16.
Add improvement maps to document	Completed. See Figures 6-1, 6-2, 6-3, and 6-4.
List of all recommendations by improvement type to city	Updated tables in Appendix A and included the following additional tables: Signals Proposed in Berkeley Bicycle Master Plan and Related Improvements Proposed in Berkeley Bicycle Master Plan Appendix F.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): General</b>					
<b>Ch.</b>	<b>Sec.</b>	<b>Pg.</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
2			Diana Keena	Policy 1.3, Action A and C: Bring up idea of new paths, either by including it in the Actions or having a separate section. New Action: create pedestrian/bike greenways where opportunities arise. Impltn measures could include: identify linear corridors that could lend themselves to development of a linear park for pedestrian and bicycle travel, wide enough for pedestrian and bicycle paths or a mixed-use path and ample landscaping and trees on both sides; and apply for transportation and open space funding ofr ped-bike greenways.	Completed. Incorporated as implementation item Policy 1.2.C Implementation 3.
2		2-4	Damian Bickett	Policy 1.2 3C – concerned about “encourage and provide incentives for development patterns”. Don’t use tax dollars to provide financial incentives for developers.	Comment received and reviewed by the City.
4	4.1		Amber Evans	Fig. 4-4 show Addison and 2 <sup>nd</sup> without a sidewalk – there is a sidewalk there but it has a rolled curb	Completed.
5	5.2.2		Amber Evans	Freeway underpass and rail tracks have more peds than 4 <sup>th</sup> St. 4 <sup>th</sup> is also lower ped volume than 7 <sup>th</sup> , 8 <sup>th</sup> , 9 <sup>th</sup> and 10 <sup>th</sup> at University. AM/PM counts for 4 <sup>th</sup> and Hearst are 250+/hr. Likely that midday is even higher	The space syntax model provides an estimate of pedestrian volumes based on a sample of pedestrian counts that had been conducted for the City over the course of several years. The model may not reflect actual pedestrian volumes in some locations due to under sampling in that area and

Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): General					
Ch.	Sec.	Pg.	From	Comment	Response
					changes in volumes since pedestrian counts were taken. However, as a general overview of the City, the model provides a good relative estimate.
6	6.3.1		M. Brucker	Controlled intersections provide greatest control – this is misleading since roundabouts may be safer for pedestrians (because of reduced vehicle speeds) than stop or signal controlled intersections.	No change to document. While roundabouts have been shown to reduce vehicle-vehicle collisions and collision severity, their effects on pedestrians are less clear, particularly regarding visually impaired pedestrians and multi-lane roundabouts.
6	6.7	6-7	Kara	Need to list the corridors (or if listed somewhere else, refer to the list)	Completed.
6	6.3.4		Disability Commission	Wants to see audible signals fully implemented and standardized throughout the City. Every intersection with ped signals should be upgraded to provide audible ped signals.	Completed. Recommendation to eventually install audible signals throughout the city. The city has limited funding and has prioritized certain intersections for audible signals.
6	6.4.3		Disability Commission	Wants more bulbouts and that along Telegraph bulbouts could really help by shortening the crossing distance.	Bulb-outs not recommended as part of this plan, as pedestrian improvements along Telegraph are being addressed as part of the BRT study.
7	7.4		Disability Commission	Enforcement is key to this plan. Should be held to the level identified in plan and should target areas around senior centers and social service agencies serving people with disabilities.	Addressed in Section 7.4.
8	8.2.1		Disability Commission	RW enforcement – include info on who to direct problems and concerns when a sidewalk is blocked.	Completed. See reference to Transportation Division in

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): General</b>					
<b>Ch.</b>	<b>Sec.</b>	<b>Pg.</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
					8.2.1.
8	8.4.2		Disability Commission	Route Identification Program – sounds good but doesn't really make sense in the Berkeley context. Most of the City would be covered. Should remove this recommendation.	Section has been removed.
9	9.2		M. Brucker	Make commercial driveways safer: minimize width; include devices to slow cars (bumps, etc.); stop signs; signage to watch for peds; also had to Table 9-1 potentially	Section 9.2 discusses existing design review guidelines. Proposed guidelines regarding driveways can be found in Append B: 4.10. and information about devices for driveways has been included. The City does not have jurisdiction over existing private driveways but can review driveway plans for new development or modifications to existing driveways in the plan review process
A	Table 13	A-19	Charlie Bowen	Updated status on pathway and stairway improvements and associated costs. See attachment.	Completed.
B	4.10		M. Brucker	Minimize driveway widths to reduce vehicle speeds	Included, see Design Guidelines (Appendix B: 4.10.Driveways).
B	5.7		M. Brucker	Crosswalks don't necessarily get cars to stop where they're supposed to – stop bars are needed in many cases.	Comment received, no changes made. Stop bars are recommended as part of this plan.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
Bike Blvds	Jerrett	Need to consider proximity/co-location with bike blvds; cross reference with bike plan improvements	Completed. See Section 3.4.2 and Appendix A: Table 16.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
Bulbouts	K. Parolek	Be careful about putting bulbouts on bike blvds since they cause cyclists to move into the traffic lane.	Completed. See Section 3.4.2 and Appendix A: Table 16.
Buses	Carrie Olson	Why no mention about hazards posed by AC and school buses?	Many improvements recommended in this plan will assist with hazards posed by transit and school buses. For example, bulb-outs and high visibility crosswalks,
Collision Data	Benjamin Pearson	<p>For example, the reported collisions numerical data is presumed to be the SAMPLE from the ACTUAL UNIVERSE of pedestrian collisions on which to base the selection of recommendations and costs. This is a huge error. It is sampling artifact and the scant data should be described as significantly underreported--thus, it is not prudent to serve as a basis for most of the 30 recommendations.</p> <p>The general literature on crime always states that less serious crimes are more than 100 times underreported and much depends upon the accessibility to report to the authorities. We all have stories...the numbers used are untrue. It bypasses our on-the-street-experiences witnessing pedestrian and bicyclists harmed by vehicles (collisions)--intersection by intersection which multiply far beyond the artifact.</p> <p>A discussion on the factors of why people are not enabled to report or are unwilling to report injury is significant for future planning.</p> <p>Consider this: why are affluent, articulate, sophisticated people who are entitled to City services more likely to report--compared to families of limited-English speakers, more recent immigrants unfamiliar with City services, poor people just struggling with day to day survival and feel they they lack entitlements, and many many people who don't want any involvement with the 'justice' system as their past experiences were troubling, stressful and costly.</p> <p>An important concern is how many pedestrian collisions involve hit and run motorists? Where is this haphpening? We all know of cases. Where</p>	Collision data is one of many factors used in the prioritization of intersections. The high priority projects are only a small segment of all pedestrian projects recommended by this plan. A list of city-wide recommendations is provided in Appendix A.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
		should the police observe, cite vehicular violations, and target stings? Self-report data could serve to improve enforcement, and ultimately, improve pedestrian safety.	
Complaints	Benjamin Pearson	Set up a website so that residents can self report complaints	Collision data is collected by the Police Department. Specific problems, hazards, or concerns can be reported to the Office of Transportation at 510-981-7010.
Consideration of other plans	Kara/Matt	Revise ranking sheet to include consideration of intersection improvements from other adopted City plans, including projects from bike plan	Completed.
Deaths	Jerrett	Intersections where deaths have occurred should receive highest priority	Many factors were considered when assigning priority. Modifying scoring based on whether collision was fatal or not did not significantly change intersection rankings.
Distribution of Projects	Benjamin Pearson	The Draft does not address the current allocation of city services for pedestrians with respect to residential neighborhoods and commercial neighborhoods. This is highly questionable given that pedestrian entitlements, generators and attractors are not at present distributed equitably--some areas receive more, others less. Similarly, the choices of intersections recommended for improvements requires detailed criteria. For example, why is the 7th/6th Street corridor in southwest Berkeley neglected?	Priority was given to arterial corridors because those areas have high pedestrian and traffic volumes. Most often residential streets do not have high pedestrian and traffic volumes.
Education	M. Brucker	Do more to educate public about legal obligation to stop for peds and to stop when vehicle in parallel lane going same direction stops. Provide info on maps and routes, esp ped-only routes.	Education is recommended in Sections 7.2.1, 7.2.2., and 7.4. Maps are discussed in Section 7.1.5.
Education	K. Parolek	Needs to be a lot of emphasis on getting children to bike and walk places	See Section 7.3. Safe Routes to School. There is a current Safe Routes to

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
			School Program currently underway.
Enforce state parking cashout	M. Brucker	City should notify employers of requirement and adopt a more stringent version to reduce parking subsidies and driving (like Santa Monica)	Beyond scope of plan.
Enforcement	M. Brucker	Camera enforcement of speed Parking that blocks sidewalks (Police used to have flyers that people could hand out) Double fines for running red lights and stop signs.	Cameras cannot enforce speed.  Section 7.2.2. recommends BPD outreach education.  Blocked sidewalks can be reported to the Office of Transportation at 510-981-7010.  Section 7.4 now includes a recommendation for the Berkeley Police Department to produce and distribute informational flyers regarding blocking sidewalks.  A recommendation to consider double fines has been included in section 7.4. Enforcement of Pedestrian Laws and Traffic Motor Vehicle Code.
Enforcement	J. Lamont	Increase rigorous enforcement of ped safety violations. Implement program with frequent monitoring and enforcement including stiff financial penalties for violations.	See Section 7.4. Enforcement. A recommendation to consider double fines has been included in section 7.4. Enforcement of Pedestrian

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
			Laws and Traffic Motor Vehicle Code.  Section 7.4 now includes a recommendation for the Berkeley Police Department to produce and distribute informational flyers regarding blocking sidewalks.
Free right turn problems	M. Brucker	Allston/Milvia; Allston/Oxford; Colusa at Monterey and Marin; Hearst/Oxford; Bancroft/Fulton	Comment received and reviewed by the City.
Green Streets	J. Lamont	Integrate pedestrian planning with “green streets/public improvements plan” similar to SF Better Streets program and programs in Seattle and Portland.	Comment received and reviewed by the City.
Jogging paths	David Petritz	Construct jogging/walking paths around local parks to encourage/facilitate aerobic exercise close to home.	Jogging and Walking paths in the parks are under the jurisdiction of the Parks Department. Policy 1.3: Pathways discusses this topic.
Median Refuges	M. Brucker	Should all be accessible to those with disabilities	Appendix B 6.2.has been revised to encourage accessible median refuges whenever possible.
Mid-block xings	Carrie Olson	All mid-block xings need particular attention. In-pavement lights are superior to beacons – beacons blend into the landscape and are not as visible. Raised xwalks are also good for mid-block xings.	See Appendix B 5.12. Effectiveness of in-roadway lights are being evaluated.
Modeling	Jerrett	Model of ped flows invalid, needs further validation (use actual counts to verify model predictions).	Comment received and reviewed by the city.
Neighborhood Traffic Diversion	SR2S Task Force	Effects that traffic calming on arterial streets could have on nearby local streets – concern about neighborhood diversion. Plan should consider this and include recommendations to mitigate any diversion effects and their impacts.	Considered and incorporated into Mitigated Negative Declaration (CEQA document). See MND for information on traffic and

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
			environmental impacts and list of projects which require additional traffic studies.
Parking	M. Brucker	Extend hours and increase rates on meters	This plan does not address this topic.
Paths	Damian Bickett	Don't spend any additional money on paths in the N Berkeley Hills – doesn't really help anyone	Comment received. The list of proposed pathways has been updated. The amount of funding for pathways has been reduced.
Peer Review	Tracey Iglehart; Jerrett	Plan should be peer reviewed by an outside source – UCB TSC or UCTC...	Plan will follow all required review processes.
Process	Benjamin Pearson	<p>No one has asked us nor sent a mailing to indicate the City is undertaking a Pedestrian Master Plan asking for our input. Had we been asked, we could give much useful detailed information as we know our walking routes and the issues from years of experience.</p> <p>Why can't our City staff more familiar with the City seek out and coordinate local information from our neighborhoods which most people would willingly give?</p> <p>Such would be more realistic and cost far less. Our transportation office is well funded and staffed compared to other cities--quite capable of putting up a webpage and phone number for self-report on pedestrian complaints and concerns. Please recommend such.</p>	<p>This plan was noticed as required by law.</p> <p>Public can provide information to staff.</p> <p>Information about self reporting can be found at 311 and at the Public Works website.</p>
Process	Dianne Sequoia	<p>Did not gather stakeholder input; did not notify/publicize the stakeholders regarding the draft plan meetings</p> <p>City should properly notice and have at least one more public hearing and extend the public comment period by another 30 days.</p>	This plan was noticed as required by law.
Red curb at intersections	Carrie Olson	Implementation of 20' red curb would eliminate too much needed parking in many locations. Cannot mandate this all over town. A parked car is safer than a double parked car due to lack of parking.	Proposed removal of parking has been studied as part of the Plan's Mitigated Negative Declaration. Additionally, parking removal

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
			will be carefully considered before implementation of projects in this plan.
Red curb at intersections	Merrie Mitchell	Need to study impacts before removing parking	Proposed removal of parking has been studied as part of the Plan's Mitigated Negative Declaration. Additionally, parking removal will be carefully considered before implementation of projects in this plan.
Right turn on red	M. Brucker	Problem locations: <ul style="list-style-type: none"> <li>• University/Oxford (E to S)</li> <li>• Hearst/Shattuck (esp W to N)</li> <li>• Univ/Shattuck (drivers turning N onto Shattuck, 2 lanes turn, poor visibility of peds; also drivers turning S to W)</li> <li>• Hearst/Sacramento W to N</li> <li>• Shattuck at Center</li> <li>• Dwight</li> <li>• Bancroft</li> <li>• Ashby</li> <li>• Shattuck at Rose</li> <li>• Vine</li> <li>• Cedar</li> <li>• MLK at Univ. and Hearst</li> <li>• University at Milvia (S to W)</li> </ul>	Comment received and reviewed by the City.
Safety	Carrie Olson	Should be a program to alert kids about personal safety techniques while walking in public	See Section 7.3 Safe Routes to School.
Schools	Ped Subcomm SR2S task force K. Parolek	Revise ranking sheet to give weight to any projects within ¼ mi of any school, public or private. Look at school zone, not just area immediately surrounding the school (Parolek)	The ranking sheet has been revised and gives additional weight to schools.
Schools	M. Greenhut	Schools should have own special status with regard to improvements and this should be identified in the Plan. Needs to be statement that, with or without	The ranking sheet has been revised and gives additional

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
		SR2S, CoB is committed to reducing risk for ped travel to its schools. Need to make a strong statement about commitment to streets surrounding schools.	weight to schools. Safe Routes to School plans are being developed by TransForm as part of the county wide safe routes to school program
Schools	Amber Evans	Include "collisions within 300 ft of schools" map in appendix with SR2S projects	Included in Appendix A.
Sidewalk Gaps		There are areas that already work well for pedestrians even if they don't conform to a checklist of desirable design items the shouldn't necessarily be priority areas for improvements. Some streets in Berkeley hills don't need sidewalks because they essentially function like "woonerfs".	Comment received and reviewed by the City
Sidewalk surfaces	David Petritz	Use a more comfortable (but also ADA compliant) walking surface for sidewalks	See Appendix B: 4.7.1. Surfaces.
Sidewalks	M. Brucker	Too narrow on Colusa south of Marin	Comment received and reviewed by the City.
Sidewalks	Damian Bickett	Prioritize sidewalk projects based on pedestrian demand	Many factors were considered when assigning priority. This was one factor.
Sidewalks	Carrie Olson	Sidewalk design is actually covered by landmarks jurisdiction when it is in a public improvement area that is a City Landmark	Section 9.2 discusses Landmarks Preservation Committee review for historic projects. Also see Appendix B: Section 2.3.
Sidewalks	Merrie Mitchell	Problem with garbage containers blocking sidewalks in some commercial areas Need more frequent street and sidewalk cleaning, especially on Shattuck and University	See Section 7.4. Enforcement. Problems can be reported to Berkeley Police or to Public Works.  Section 7.4 now includes a recommendation for the Berkeley Police Department to produce and distribute informational flyers regarding blocking

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
			sidewalks.
Sidewalks	Nancy Holland	Promote safer walking by insuring level and even sidewalks. The existing regs and codes are adequate but need consistent application. Require commission (PW?) oversight of permitting involving exceptions to standards.	Uneven sidewalks can be reported to Public Works or 311.
Sidewalks	Damian Bickett	Lack of sidewalks in W. Berkeley is not the reason there is little ped activity in this location.	Comment received and reviewed by the City.
Signage	Laurie Capitelli, others	Need some way to improve safety without an over proliferation of signs (sign blight).	The City is sensitive to this issue. The MUTCD has guidelines that Berkeley adheres to.
Signs	Carrie Olson	Signage is out of control. The solution is NOT always a sign.	The City is sensitive to this issue. The MUTCD has guidelines that Berkeley adheres to.
Slow Streets	J. Lamont	Implement more "slow streets" and assoc components such as traffic circles	Refer to Policy 1.4 Traffic Calming.
South and West Berkeley	Jennifer Pearson	Underserved by ped plan; analyze proportion of funds/projects distributed by Council District	City has included high priority projects along Ashby and San Pablo corridors. There are also improvements in these areas identified in the citywide projects lists.
South and West Berkeley	Jennifer Pearson	S and W Berkeley neighborhoods lack pedestrian movement data. This area of City is neglected by the plan.	Pedestrian movement data was extrapolated from a random sample of pedestrian counts that the City had already performed. Several counts from South and West Berkeley were included in the analysis. See response to comment above regarding projects located in these areas.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
Speeding problems	M. Brucker	Virginia/Shattuck and Virginia/Oxford All of Ashby University Sacramento (speed limit is actually 30 MPH for much of Sacto) MLK south of Dwight Cedar W of MLK and E of Spruce Henry/Berryman	This corridors and intersections have been added as additional locations to be considered for speed trailers in Appendix A: Table 11.  City has stationed speed trailers at Henry and Berryman in the past
Traffic	Carrie Olson	Why is there no mention of the danger pedestrians present to cars (disobeying lights and traffic laws)?	Included, see Section 7.4. Enforcement.
Traffic Calming	Jerrett also M. Greenhut	Needs to be integrated into Ped Plan in a comprehensive, neighborhood-wide approach. Plan unduly focuses improvements on main streets which will slow traffic and cause diversion onto neighborhood streets. Current plan will worsen cut-through and diversion traffic. Any improvements that may impact traffic or cause diversion need to be carefully considered and compensated for.	City staff can respond directly – not necessarily something we can address in the plan.
Traffic Calming	M. Brucker	Use physical measures to slow vehicles, especially at intersections. Roundabouts at locations with left turn arrows, incl. Hearst/Oxford, Walnut/Vine, MLK/Berkeley Way	See Plan Policy 1.4 Traffic Calming. Comment received and reviewed by the City.
Traffic Calming	M. Greenhut	Include or reference traffic calming policy/procedure	See Plan Policy 1.4 Traffic Calming.
Traffic Calming	Carrie Olson	Need to be more emphasis on slowing cars down.	See Plan Policy 1.4 Traffic Calming.
Traffic Calming	Nancy Holland	Protect ped activity in residential neighborhoods by reducing the speed and amount of traffic. Establish a lower speed limit and a standard for the amount of traffic. Restructure designated residential streets with devices until the goals are met.	See Plan Policy 1.4 Traffic Calming.
Traffic Volume data	Jerrett	Should use up-to-date data; Volume for Shattuck at Virginia?	The most recent GIS data available was used in the analysis.
Train Crossings	Carrie Olson	Why no mention?	Design guidelines for rail

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Subjects and Topics</b>			
<b>Subject/Topic</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
			crossings have been added to Appendix B, Section 6.7.
Uncontrolled intersections	M. Brucker	Place yield to ped signs at all uncontrolled intersections	Included, see Appendix B Sections 5.9.
Walkshed Maps	Kenya Wheeler	Contact Kearey Smith in MTC GIS at 817-5738 about MTC walkshed maps	Left several messages and emails, but did not receive a response back from MTC regarding Walkshed maps.
Zoning and Design Guidelines	Carrie Olson	City cannot legally change allowable building heights, allow accessory dwelling units by right, and change the height limit of fences without adequate environmental review. Wants to review the documents EIR when released.	All Zoning and Design Review suggestions are considerations not changes to code. Note this plan will go through an EIR.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects</b>				
<b>#</b>	<b>Location</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
	Adeline Corridor	M. Greenhut	Need to include plans for Adeline corridor	Completed. Project 3 Ashby BART Station Area Improvements includes a recommendation to study pedestrian safety along the Adeline Corridor.
22	Alameda/Hopkins	M. Brucker	Crossing distances on Hopkins are too long; Install roundabout	Proposal includes raised median refuges.
	College and Derby	Matt Harray	Bus stop on west side of College blocks view of peds using the south side xwalk. Vehicles swerve and speed up to get around the bus. Drivers turning south (right) on College from Derby look left and hit the gas, often not checking if a ped is in the xwalk they are entering. The stop sign at the north end (far from where Derby and College actually meet) results in vehicles heading south in a steady stream so that it's difficult (and unsafe) to use the xwalk across College at the south end of the intersection. Many children use this xing to get to school.	The pedestrian plan contains a list of city-wide improvements, and a list of high priority improvements. Many other improvements to intersections can be made, rather than address them in the ped plan, the city will review case by case and determine the appropriate action.
	Cragmont and Marin	Phyllis Steiber	Parents park on south side of Cragmont and then cross Marin to get to school. Cars heading EB (uphill) on Marin	Comment received and will be reviewed by City.

Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects				
#	Location	From	Comment	Response
			have no stop sign; if a car is parked at corner of Marin and Cragmont, then visibility or peds in xwalk is greatly impaired.	
	Domingo and Claremont (intersection just west)	Matt Harray	Convert to public plaza with traffic routed around it. Driving down Claremont to reach the intersection with Ashby is crowded and dangerous. Install a traffic signal at Russell to regulate traffic.	Comment received and reviewed by The City.
30	Gilman and Curtis	Dietmar Lorenz	<p style="text-align: center;"><b>J. Timing &amp; Priorities</b></p> <p>The Gilman/Curtis intersection will be affected by BART retrofit, happening as early as 2009. The Northwest and Southeast corners will be damaged in the process and there can be synergy and savings by improving these corners in the process. The Southwest corner has a substandard 8' sidewalk and should be reworked at the same time. Given the BART time line (2009-2013), priority should be given to Gilman/Curtis, so this opportunity won't be missed.</p> <p><b>2) Safe Bike &amp; Pedestrian crossing of Gilman (and Santa Fe)</b></p> <p>The Office of Transportation's concept of routing bike traffic onto Curtis Street before getting to the intersection will make random diagonal crossing less likely. This configuration is also supported by the Westbrae Piazza design proposal at the SE corner, and it is subject of ongoing discussions about the path configuration North of Gilman. The Ohlone/Santa Fe intersection deserves further scrutiny, too.</p> <p><b>3) Bulb-outs</b></p> <p>The reconfigured bike crossing along Curtis Street, will be supported by shortening the crossing distance on Gilman Street to 30', matching Curtis Street. The resulting bulb-outs will also improve pedestrian safety by making pedestrian that are about to cross more visible to motorists and by reducing the distance to walk across.</p> <p>It remains unclear why bulb-outs for this intersection are not being considered, or why earlier considerations for bulb-</p>	<p>Many of these recommendations have been included in the plan.</p> <p>Safe Routes to Transit is listed as a potential funding source. See Section 10.4.3.1.</p>

Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects				
#	Location	From	Comment	Response
			<p>outs have not been pursued:</p> <ul style="list-style-type: none"> <li>K. A reduction of Gilman Street to 30' at the bulb-outs, 15' for each direction, would result in a typical intersection of two 30' Streets with respect to turning radius, fairly common all over Berkeley.</li> <li>L. Recently completed Gilman bulb-outs at Northside and Ordway reduce the lane width to 13'</li> <li>M. Drainage is not an issue at the critical SW corner of Gilman/Curtis, as Gilman run-off drains South on Curtis</li> <li>N. The alternative "raised intersection" is more difficult with respect to drainage, can be challenged under the "speed bump moratorium", and would invite bicyclists to keep crossing diagonally.</li> </ul> <p><b>3) Lighting</b> The improved lighting that has been installed in Albany should be continued into Berkeley, until the BART transition structure.</p> <p><b>4) Ohlone Path Configuration</b> Bike/pedestrian path configuration and landscaping North of Gilman needs further scrutiny and coordination with Albany and BART.</p> <p><b>5) Safe Routes to Transit</b> All of the above might be eligible for Safe Routes to Transit (SR2T) funds that the City needs to apply for on behalf of Berkeley pedestrians and bicyclists.</p>	
	MLK and Berryman	Rob Kirby	Ped actuated signal instead of 4-way stop (cars needlessly stopping on MLK create additional emissions, burn fuel); remove "unnecessary" stop signs in general	Comment received and reviewed by the city.
29	North Shattuck	George Crowe	Widen sidewalk in front of businesses north of Vine Additional landscaping Expand bulb at Shattuck and Vine	Comment received and reviewed by the city.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects</b>				
<b>#</b>	<b>Location</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
29	North Shattuck	Carrie Olson	Re-purpose Bank of America parking lot into a public plaza	Comment received and reviewed by the city.
29	North Shattuck Plaza	M. Brucker; Steve Martinot	Traffic problem on Rose St. with WB traffic turning left in Long's parking lot. Need to slow traffic on Shattuck/Shattuck Pl/Henry Ped/vehicle conflicts at Long's driveways – install stop signs or bumps; also very limited visibility next to driveways because of parked cars Ban left turns from Long's exit and from W Rose onto Shattuck – too many vehicle movements in too many directions. Rose and Henry – funky angle	Comment received and reviewed by the city.
29	North Shattuck Plaza	N. Shattuck Assoc	Replace with expanded project encompassing the range of ped safety improvements in the North Shattuck Urban Design and Circulation Report. Include planning process cost item for design of any major public spaces. The Association would like to partner with the City to identify grant opportunities for both planning and capital funds for a comprehensive pedestrian safety improvement project for the N. Shattuck corridor.	Project replaced with corridor improvements along Shattuck Avenue between Vine Street and Hearst Avenue. Also see Section 6.10 Pedestrian Plaza and Open Space Projects.
29	North Shattuck Plaza	F. Dodsworth	Sidewalk b/w Vine and Rose on east side of Shattuck is in very poor condition. Sidewalk is also too narrow because of outdoor seating in front of Saul's and Masse's.	Comment received and reviewed by the city.
	Oxford/Hearst	M. Brucker	No turn on red for cars traveling E to S isn't working well. Relocate sign to median facing drivers.	Not applicable to plan. Relocation of sign is a spot maintenance issue.
	Rose – in front of King Middle School	Carrie Olson	Plan doesn't address school pickup and dropoffs, student behavior	Safe Routes to School plans are being developed by TransForm as part of the county wide safe routes to school program.
	Rose and Walnut	Daniel Caraco; Dianne Sequoia	Lots of peds (farmer's market, preschool, JCC, etc); motorists frequently don't stop.	Not applicable to plan. Enforcement should be directed to Berkeley Police Department.
17	San Pablo at Cedar	K. Parolek	Difficult for cars to turn left onto SP from Cedar. Consider left turn signals, or separate lights for eastbound vs. westbound Cedar traffic.	Protected left turn considered in improvement.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects</b>				
<b>#</b>	<b>Location</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
	San Pablo at Gilman	K. Parolek	Difficult for cars to turn left onto SP from Gilman. Consider left turn signals, or separate lights for eastbound vs. westbound Gilman traffic.	Comment received and reviewed by the City. Not incorporated into plan, as doesn't address pedestrian safety.
10	Shattuck (north of University)	M. Brucker	<p><b>Berkeley Way:</b> Bulbouts would be really good, esp. at NE corner, which is where people are least likely to stop before the crosswalk.</p> <p><b>Hearst:</b> Bulbouts would be really good especially on the NE corner, one of the worst I know for people not stopping at all on red or only after crossing the crosswalk. Might need to restripe Hearst a bit to do that.</p> <p><b>Virginia:</b> Bulbout good extending into Shattuck at every corner; might be a problem on the SE for the bus stop. Also into Virginia, especially at the NE and NW corners, where people tend not to stop.</p> <p><b>Cedar:</b> Bulbouts anywhere you can would be good, especially extending into Shattuck at the NW corner-that's the absolute worst corner at an intersection where cars frequently violate the crosswalk at all corners. NE and SE also really bad. SW generally not as bad.</p>	<p>Berkeley Way is addressed with curb extensions.</p> <p>All other comments have been received and will be reviewed by the City.</p>
10	Shattuck and Lincoln	Kirk McCarthy	Need bulbout at this intersection. Bulbout at French Hotel works.	Addressed in the North Shattuck Corridor Plan and are incorporated in this plan by reference.
10	Shattuck and Virginia	Jerrett	Close to school; high volumes(??); bike plans calls for signal; Virginia is a bike blvd; a death also occurred at this intersection Median needs to be wide enough to provide a true refuge Problem with speeding at this intersection	Addressed in the North Shattuck Corridor Plan and are incorporated in this plan by reference.
	Shattuck at Rose	Daniel Caraco	Signalized intersection – hard to see at sunset because of sun	Comment received and reviewed by the City.
10	Shattuck/ Berkeley Way	M. Brucker	Would like to see better signs than those suggested, something like “stop for all pedestrians”	Signs are designated by MUTCD.
	Shattuck/Center	M. Brucker	Eliminate left turn	Comment received and reviewed by the City.
10	Shattuck/Delaware	M. Brucker	On the E side of Shattuck S of the intersection new meters have just been put in. Unfortunately, just S of the crosswalk	Comment received and reviewed by the City.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects</b>				
<b>#</b>	<b>Location</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
			they put in parking, no red zone. I walked by there the other day and there was a large SUV parked there. Result: pedestrians had no visibility of oncoming cars and vice versa. This is a location where the red zone would really help.	
20	Solano	M. Brucker	Ban left turns at Colusa to W, S or put in a roundabout	Comment received and reviewed by the City.
20	Solano	Amber Evans	Need to mention that there's a school one block away (SR2S project potential)	Comment received and reviewed by the City.
18	Telegraph/Ashby	M. Brucker	Narrow the driveways. Install something that will slow vehicles at driveways (bumps, stop signs, etc.)	Recommendation includes consolidation and placement of driveways away from intersection.
	University	Matthew Webb	Improve visibility of crossings at Jefferson, Chestnut, Curtis, etc.	Comment received and reviewed by the City.
2	University and 9 <sup>th</sup>	K. Parolek	Consider adding no RTOR sign for traffic traveling S on 9 <sup>th</sup> St. at the corner of University. Lots of casual carpoolers turn here to get to the freeway. This is a major intersection for children traveling to Rosa Parks school.	Comment received and reviewed by the City.
15	University and Grant	Steve Wollmer	Strongly supports improvements at this intersection. Drivers heading EB on University turning NB onto Grant pay more attention to oncoming traffic than to pedestrians crossing Grant (no turn lane on EB University). Sounds like he'd like to see a left turn pocket on EB University.	Signalization removed upon request of City.
2	University from SP to 7 <sup>th</sup>	Tracey Iglehart	What will happen to surrounding streets when changes are made on University? Concerned about diversion of traffic from University into neighborhood. Plan seems to consider small pieces of community without looking at connectivity.	Recommendations are specifically designed to avoid diversion of traffic to local streets. See Mitigated Negative Declaration (CEQA document) for analysis of traffic impacts and recommended mitigations and traffic studies.
1	University/Shattuck	M. Brucker	Eliminate left turns onto Shattuck, especially E to N, Advanced stop bars No RTOR, especially for turn onto N. Shattuck M. I am worried about a leading pedestrian signal phase where vehicles turn from W to N. So many run that light that a short lead for pedestrians could be dangerous. Banning	A consideration to restrict right turns on red from University on to northbound Shattuck is suggested along with other intersection improvements.

Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects				
#	Location	From	Comment	Response
			<p>M. RTOR would help, but I'd be careful about that. It would really help to put in a STOP line-it would improve visibility, which is very bad now, especially with SUVs and trucks. It ought to discourage some from running the light.</p> <p>M. It's unfortunate the cameras don't enforce against those who run the red light turning right now. Mr. Mostowfi said you'd have to have a video camera for that. I have no idea how expensive that is, but certainly encourage the city to look at that option unless RTOR is banned. If it isn't banned I think it would also help to put up signs banning right turns from the 2<sup>nd</sup> lane and saying STOP before right turn.</p> <p>N. An all-way stop scramble mode might be a good idea, especially in the western part of the intersection.</p> <p>M. More bulbs would be good, too, especially at the western end of the intersection. Zebra crosswalks would help a bit.</p> <p>An alarming new development is people making U-turns from E to W on University there. It would help to ban that. I realize it's not the easiest place to install signs, but at least they're relatively cheap. They might save the city a lot in legal settlements!</p> <p>On Shattuck proper the crosswalk on the east side could really use repainting; putting in stripes would help, too.</p>	<p>Advanced stop bars are proposed on University Ave.</p> <p>Comment received and reviewed by the City.</p> <p>A scramble would be difficult because of existing heavy traffic congestion.</p> <p>Included recommendation: Repaint crosswalks.</p> <p>Include recommendation: Prohibit U-turn signs.</p> <p>Included recommendation: Repaint crosswalks.</p>
10	Vine and Shattuck	Fred Dodworth	<p>Concern about collisions at this heavily traveled intersection; need for public space at Vine and Shattuck; inefficient use of bulbout (dominated by newspaper racks) on NE corner.</p> <p>Create bulbouts at all four corners of intersection</p> <p>Improve concrete area in front of Coldwell Banker – make it bigger, safer, better looking</p>	Addressed in the North Shattuck Corridor Plan.

<b>Comments on Public Review Draft of Pedestrian Master Plan (2008-2009): Specific Projects</b>				
<b>#</b>	<b>Location</b>	<b>From</b>	<b>Comment</b>	<b>Response</b>
10	Vine and Shattuck	M. Brucker	Ban left turns, esp. onto E. Vine; could then eliminate left turn lane and have a nice median Bulbouts, esp at NE corner and SE (potential conflict with bus stop)	Addressed in the North Shattuck Corridor Plan.
	Walnut and Vine	M. Brucker	Ban some of the left turns; install bulbouts, esp on W side	Comment received and reviewed by the City.