



Public

TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, June 15th, 2023, 7:00 pm

Mission: The Berkeley City Council established this Transportation and Infrastructure Commission to advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City. In addition, the commission functions as the City of Berkeley's Bicycle and Pedestrian Advisory Committee (BPAC).

**North Berkeley Senior Center
Dining Room
1901 Hearst Avenue
Berkeley, CA 94709**

A. PRELIMINARY BUSINESS

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from May 18th, 2023 meeting
5. Approval and Order of Agenda
6. Update on administration and staff
7. Announcements

B. DISCUSSION/ACTION ITEMS

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. Commission letter to Berkeley City Council regarding the current staffing crisis in the City's Transportation Division

Commissioners

At the May 18, 2023 Transportation and Infrastructure Commission meeting, the Commissioners voted unanimously to appoint Vice Chair Fixler and Commissioner Lutzker to draft a letter to City Council to address staffing concerns at Public Works. Action requested to approve letter and submit to the City Council. Discussion and possible action.

Transportation and Infrastructure Commission
Thursday, June 15th, 2023

2. Informational Briefing on the City of Berkeley’s Street Maintenance and Rehabilitation Policy

Berkeley Public Works staff

Staff will brief the Commission on the City’s Street Maintenance and Rehabilitation Policy – i.e. “paving policy.” The briefing will cover basic assumptions, funding policy, planning policy, equity policy, performance metrics, the dig once policy, demonstration projects, use of new technologies and policy updates. Discussion; no action.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

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

1. Subcommittee reports & assignments: verbal reports from subcommittees and liaisons to other commissions
2. TIC [Work Plan](#)
3. TIC Mission Statement (enclosed)
4. Public Works’ [Top Goals and Projects](#) and [progress report](#)
5. Council Summary Actions 2022*
6. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

F. ADJOURNMENT 9:30 pm

Agenda Posted: June 12th, 2023

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, July 20th, 2023 at 7:00 pm.

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

ADA Disclaimer

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

SB 343 Disclaimer

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

Communications Disclaimer

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

Acting Commission Co-Secretary: Hamid Mostowfi, Acting Transportation Division
Manager, Public Works

Acting Commission Co-Secretary: Eric Anderson, Acting Principal Planner, Public
Works

1947 Center St., 4th Floor, Berkeley, CA, 94704

Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903

Email: hmostowfi@berkeleyca.gov

eanderson@berkeleyca.gov



**TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
DRAFT MINUTES**

Thursday, May 18th, 2023, 7:00 pm

North Berkeley Senior Center
1901 Hearst Avenue
Berkeley, CA, 94709

A. PRELIMINARY BUSINESS

1. Call to order

7:04 pm: Chair Parolek called the meeting to order

2. Roll call

7:04 pm

Commissioners Present: Noelani Fixler, Barnali Ghosh, Adrian Leung (arrived at 7:14 pm), Liza Lutzker, Bryce Nesbitt (arrived at 7:10 pm), Karen Parolek, Kim Walton, Ray Yep

Excused: Rick Raffanti

Staff Present: Hamid Mostowfi, Gordon Hansen, Noah Budnick

3. Public comment on items not on the agenda

7:05 pm: 2 public comments (including one letter attached)

4. Approval of minutes from April 20th, 2023

7:10 pm Action: It was Moved / Seconded (Walton / Fixler) to approve the minutes:

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Walton

Noes: None

Abstain: Yep

Absent: None

7:10 pm Motion passed 7-0-1-0

5. Approval and Order of Agenda

7:11 pm: No changes suggested.

6. Update on administration and staff

7:12 pm: Acting Secretary Mostowfi (Public Works Acting Transportation Manager) provided updates and answered Commissioners' questions on the following: staff hiring and transitions, traffic calming project construction and the I-80 interchange. No action.

Transportation and Infrastructure Commission
Thursday, May 18th, 2023

7. Announcements

7:44 pm: Chair Parolek congratulated Vice Chair Fixler for graduating from University of California, Berkeley. Commissioner Nesbitt announced that the City Attorney's Office advised him to recuse himself from discussions regarding Hopkins Street, the "Ada Bypass," the "Rose Street Bypass," Acton Street and the Ohlone Greenway. Commissioner Lutzker wished everyone happy Bike to Wherever Day. Commissioner Ghosh wished everyone happy AAPI Month.

B. DISCUSSION / ACTION ITEMS

1. goBerkeley SmartSpace Parking Pilot informational presentation

7:45 pm: Gordon Hansen, Public Works Transportation Division Parking Services Senior Planner, staff gave an informational presentation and answered Commissioners' questions about the goBerkeley SmartSpace Parking Pilot project in the Elmwood and Southside neighborhoods (presentation attached). Staff shared their draft recommendations for the June 27, 2023 City Council meeting: 1) keep the employee parking permit program in the Elmwood neighborhood, extend permits through 2023 and create an annual application process; and 2) keep visitor paid parking in the Southside neighborhood, continue to monitor occupancy and adjust price if needed. No action.

2. HAWK (High-Intensity Activated crossWalk) signal informational presentation

8:39 pm: Hamid Mostowfi, Public Works Acting Transportation Division Manager, staff gave an informational presentation and answered Commissioners' questions about HAWK traffic signals. HAWK signals are traffic control devices, not traffic warning devices, and are intended to stop drivers for periodic pedestrian crossings. The signals have only red and yellow lights (no green lights). They were originally designed for pedestrians; the Public Works is trying to figure out how they can help people riding bikes too. HAWK signals have been installed at Ashby and Hillegass, at San Pablo and Hearst and at San Pablo and Virginia. The latter installation has bicycle detection capabilities and is still being operated by CalTrans because they installed it and are still troubleshooting the new installation. No action.

3. Daylighting Policy informational presentation

9:09 pm: Hamid Mostowfi, Public Works Acting Transportation Division Manager, staff gave an informational presentation and answered Commissioners' questions about the City of Berkeley's Daylighting Policy. City Council made daylighting policy its top priority referral. In response to the referral, Public Works is developing a uniform citywide daylighting policy in line with California standards and with Vision Zero. Staff will develop a policy and bring it to the Transportation and Infrastructure Commission for feedback and

Transportation and Infrastructure Commission
Thursday, May 18th, 2023

recommendations. “Daylighting” an intersection improves sightlines for drivers, pedestrians and all road users so that they have better visibility at crossings. This is done through creating no parking areas at junctions. Intersections are where most collisions occur.

9:30 pm Action: It was Moved / Seconded (Ghosh / Fixler) to extend the meeting for 15-minutes.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Walton, Yep

Noes: None

Abstain: None

Absent: None

9:30 pm Motion passed 8-0-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. **9:31pm:** Subcommittee reports & assignments: verbal reports from subcommittees
 - a. Funding and Finance Subcommittee update presented by Commissioner Leung (see attached presentation, “Berkeley Civic Center Design Concept Report Preview, May 16, 2023”)
 - b. 5 year paving plan Subcommittee update presented by Commissioner Yep – committee has not met since last Commission meeting because staff are working on a new version of the 5 Year Paving Plan
 - c. Zero Waste Commission liaison update presented by Commission Nesbitt
2. TIC Mission Statement (enclosed)
3. Public Works’ [Top Goals and Projects](#) and [progress report](#)
4. Council Summary Actions 2022*
5. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

9:41 pm: Commissioners discussed potential future agenda items, including Public Works staffing, a presentation from the Berkeley Police Department about their traffic safety transparency hub, the Connecting Communities grant program, a Hopkins Street update and a bike plan update.

Transportation and Infrastructure Commission
Thursday, May 18th, 2023

9:43 pm Action: It was Moved / Seconded (Ghosh / Leung) to appoint Vice Chair Fixler, Commissioner Leung and Commissioner Lutzker to draft a letter to City Council to address staffing concerns at Public Works.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Walton, Yep
Noes: None
Abstain: None
Absent: None

9:44 pm Motion passed 8-0-0-0

9:45 pm Action: It was Moved / Seconded (Lutzker / Walton) to extend the meeting for 5-minutes.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Walton, Yep
Noes: None
Abstain: None
Absent: None

9:45 pm Motion passed 8-0-0-0

F. ADJOURNMENT

9:49 pm Action: It was Moved / Seconded (Walton / Lutzker) to close the meeting

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Walton, Yep
Noes: None
Abstain: None
Absent: None

9:49 pm Motion passed 8-0-0-0

Public Present:

Four members of the public at 7:04 pm
Five members of the public at 7:25 pm
Six members of the public at 7:34 pm
Four members of the public at 7:45 pm
Three members of the public at 9:29 pm

Speakers: 2

Public

Transportation and Infrastructure Commission
Thursday, May 18th, 2023

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, June 15th, 2023 at 7:00 pm at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Commission Co-Secretary: Hamid Mostowfi, Acting Transportation Division Manager,
Public Works

Commission Co-Secretary: Eric Anderson, Acting Principal Planner, Vision Zero Senior
Planner, Public Works

1947 Center St., 4th Floor, Berkeley, CA, 94704

Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903

Email: hmostowfi@berkeleyca.gov

Email: eanderson@berkeleyca.gov

Cedar



1500 Block Sacramento Street Neighbors

Rose



May 18, 2023

Commissioners, Transportation and Infrastructure Commission
City of Berkeley
1947 Center St., 4th Floor
Berkeley, CA, 94704
c/o Commission Co-Secretary: Hamid Mostowfi
Acting Transportation Division Manager, Public Works
Commission Co-Secretary: Eric Anderson
Acting Principal Planner, Vision Zero Senior Planner, Public Works

Dear Commissioners,

We comprise the Steering Committee of residents on Sacramento Street, between Cedar and Rose Streets in North Berkeley and represent the point of view of the 33 households on our block. We urge the City of Berkeley to accomplish the **Vision Zero** guiding principles through a **consistent reduction of speed limits and the vigorous, equitable enforcement of those limits**. We have witnessed numerous crashes and near-crashes on our block and are appalled by motorists blowing through red lights and stop signs. We have been petitioning for lower speed limits and other traffic calming measures for several years.

Today we want to bring to your attention the need for consistent lower speed limits, improved signage, and enforcement of limits on our street. We also recommend these approaches be used citywide to improve safety for all.

OUR REQUESTS (Previously submitted to the Transportation Division):

- Set a consistent 25 mph (or lower) speed limit on Sacramento Street in both directions between University and Hopkins.
- Install large, well-lit speed feedback signs that are maintained and operational on Sacramento St., between Cedar and Rose in both directions.
- Install "15 mph when children are present" signs on Sacramento, Cedar and Rose in all directions.

CHARACTERISTICS OF THE AREA

- Sacramento Street-- from University to Hopkins -- is greatly impacted by pedestrian and cycling activity. This will certainly increase with proposed housing at North Berkeley BART.
- The Vision Zero plan lists the entire length of Sacramento Street as one of the High Injury Streets for a history of deaths and injuries to pedestrians, cyclists, and motorists.
- Sacramento St. does have some segments south of University Ave. that are posted with 25 mph limits near schools and senior residences.

- With a confusing sign midblock between Cedar and Rose (It just reads: "End 30 mph") Sacramento St. then changes from an indeterminate limit to a 25 mph limit just beyond Rose.
- At least four schools near our block have regular pedestrian and cyclist traffic by students and parents: Pre-school at the Friends Church (@Cedar), Crowden Music School (@ Rose), Ruth Acty Elementary School (Between Rose & Ada on Acton), and MLKJr Middle School (on Rose). There is also school traffic to St. Mary's College HS.
- Additionally, substantial traffic visits the Berkeley Food Pantry (@ Cedar), North Berkeley BART, and all the shops at Monterey & Hopkins.
- Pedestrian and cyclist traffic along the Ohlone Greenway also impacts conditions on our block and surrounding area.

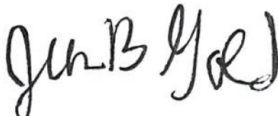

CONCLUSION

Inconsistent speed limits and limited enforcement appear to contribute to dangerous motorist behavior and threats to the safety for all.


We appreciate the TIC considering these requests as you continue to advise the Transportation Division in its work to realize Vision Zero. We have been studying streets similar to our own and would be glad to provide further information at a future meeting.

Thank you for your consideration.

Sincerely,

Gina & Norm Gold
1513 Sacramento St



Robin Halprin
1548 Sacramento Street



Jacqueline Wilson
1556 Sacramento Street

NCG:gg, rh, jw.

cc: Rashi Kesarwani, CM, District 1
 Sophie Hahn, CM, District 5
 Beth Gerstein, City of Berkeley
 Brandon Norris, City of Berkeley
 Charles Siegel, Walk Bike Berkeley
 Naveen Gattu, Rose St.
 Emilie Raguso, The Berkeley Scanner
 Supriya Yelimeli & Nico Savage, Berkeleyside
editors@berkeleyside.org



goBerkeley SmartSpace

Parking Pilot Project

Transportation & Infrastructure Commission
May 18, 2023



Presented by:
Gordon Hansen
Department of Public Works
Transportation Division
City of Berkeley

2 Agenda



1. Project background and goals
2. Pilot implementation
3. Evaluation/initial findings
4. Potential next steps
5. Your feedback / Q&A





How we got here

- During **goBerkeley pilot project** (2013-15), “two-hour shuffle” raised as an issue in residential neighborhoods
- 2015: Metropolitan Transportation Commission grant to study/reduce greenhouse gas emissions from this behavior

Project goals

1. Reduce occurrences of the “two-hour shuffle”
2. Increase parking availability in residential neighborhoods
3. Increase info/access to alternative commute modes
4. Improve customer service/technology of parking program



Fall 2019: Initial outreach began

Pandemic hiatus

Fall 2021: Initial concepts met negatively by community,
new proposals introduced

Spring 2022: Prepare new recommendations for Council

6/28/22 Council Approval for:

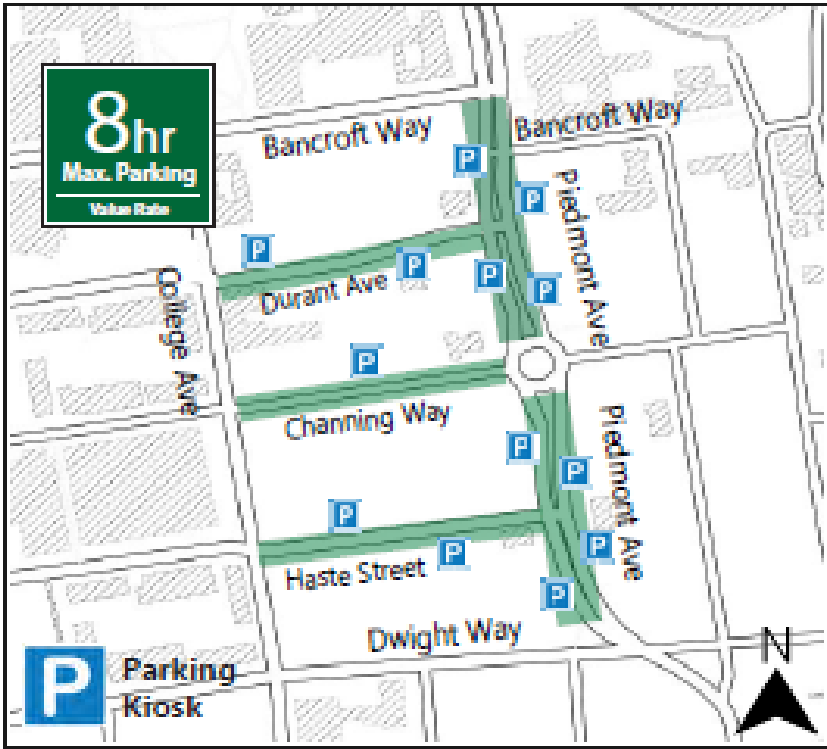
- Employee parking permits in the Elmwood
- Visitor paid parking in Southside
- Facilitating employee bus pass programs in both areas

Project Implementation



Southside: Visitor Paid Parking

Visitors without Area I RPP:
\$2.50/hr ♦ 8 hrs max
8am - 7pm Mon-Fri



License plate pay stations

New signs & decals

Demand based pricing



Price change 3/6/23:
\$2.00/hr → \$2.50/hr

Project Implementation



Elmwood: Employee Parking Permits

- 51 permits sold to 15 businesses, \$108 for seven (7) months
- Assigned to specific blocks in RPP Areas A, B, D, or L
- Intended for employees who need to drive
- Businesses with 10+ employees must also comply with Commuter Benefit Program (BMC 9.88)



Elmwood & Southside: AC Transit EasyPass Program

- EasyPass Program: discounted bus passes as an employee benefit
- Unable to reach consensus in Elmwood in fall 2022
- Staff shortage delayed Telegraph coordination



7 Pilot Evaluation / Findings



Goal: Reduce two-hour shuffle

Elmwood

45% fewer

vehicles shuffling

Sept 2022 vs Mar 2023¹

34% fewer

vehicle miles and CO2
from shuffling vehicles¹

Southside

33% fewer

vehicles shuffling

Oct 2022 vs Feb 2023¹

35% fewer

vehicle miles and CO2
from shuffling vehicles¹

Feedback from Elmwood businesses...

“Wildly popular and effective”

“Enormous improvement”



(1) License plate reader shuffling/driving distance analysis & CARB 2021 emissions model

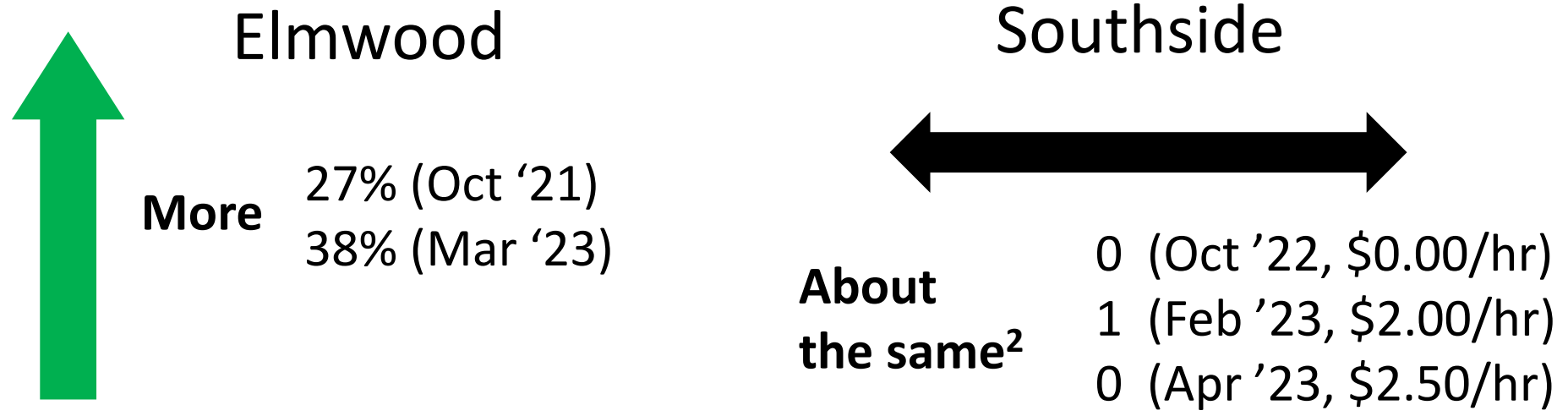
(2) Consultant occupancy analysis Oct '21 vs Mar '23 (Elmwood) &
City license plate reader occupancy analysis Oct '22, Feb '23, Apr '23 (Southside)

Pilot Evaluation / Findings



Goal: Increase parking availability

Metric: Block faces at optimum occupancy rate at peak hour (65-85% or 1-2 open spaces)¹



(1) Consultant occupancy analysis Oct '21 vs Mar '23 (Elmwood) & City license plate reader occupancy analysis Oct '22, Feb '23, Apr '23 (Southside)
 (2) Analysis of paid parking blocks only



Elmwood

Option 1



Keep employee parking permits

- Extend current permits to 12/31/23 at cost
- Annualize application process

Option 2

Phase out employee parking permits

Current permits expire 7/31/23

Southside

Option 1



Keep visitor paid parking

Continue to monitor occupancy and adjust price if needed

Option 2

Remove visitor paid parking and revert to unpaid two-hour limit



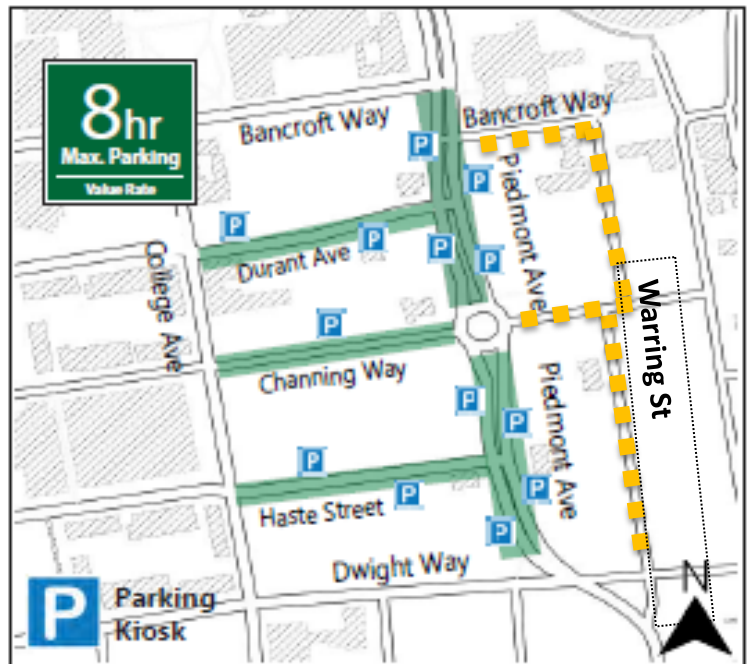
= Draft recommendation to Council 6/27

Post-Pilot Options: Long-Term



- Explore expanding RPP visitor paid parking
e.g., 2300-2400 Warring
- Explore additional locations for employee passes beyond Elmwood
- Work with business districts to introduce employer transit pass programs

Potential Visitor Paid Parking Expansion



All options require robust data analysis and outreach, and are dependent on staff availability and workplan prioritization

11 Your Feedback / Q&A



- What are your experiences with the pilot so far?
- Feedback on potential post-pilot options/draft recommendations?
- Other questions about the pilot and next steps?





Next meeting City Council 6/27

Gordon Hansen, Acting Principal Planner
ghansen@cityofberkeley.info / 510-981-7064



Berkeley Civic Center

Design Concept Report Preview

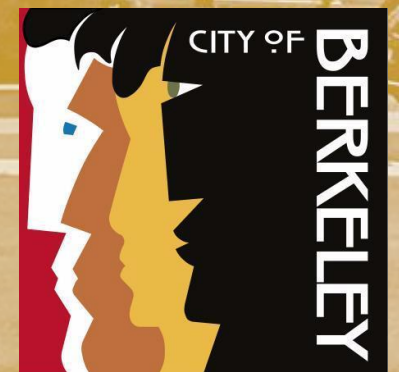
May 16, 2023

SIEGEL & STRAIN Architects

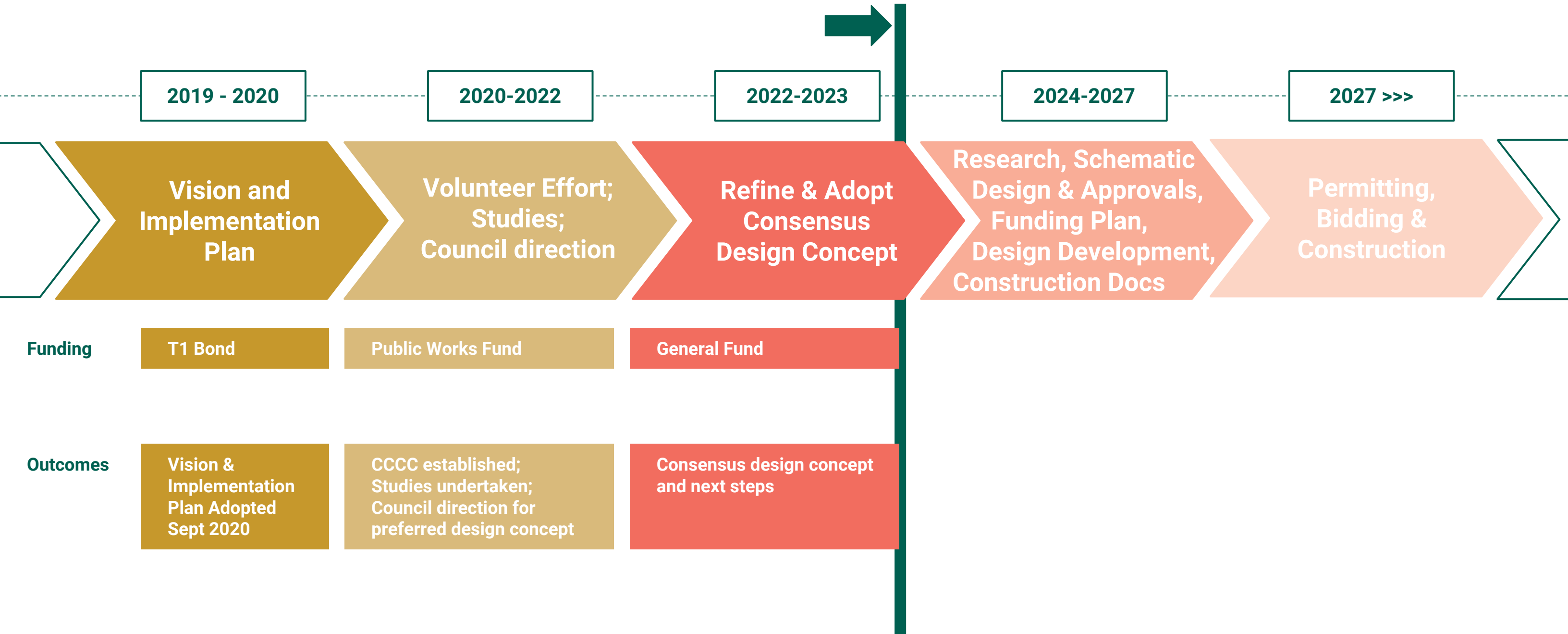
Gehl ecb

tbd

EQUITY
COMMUNITY
BUILDERS



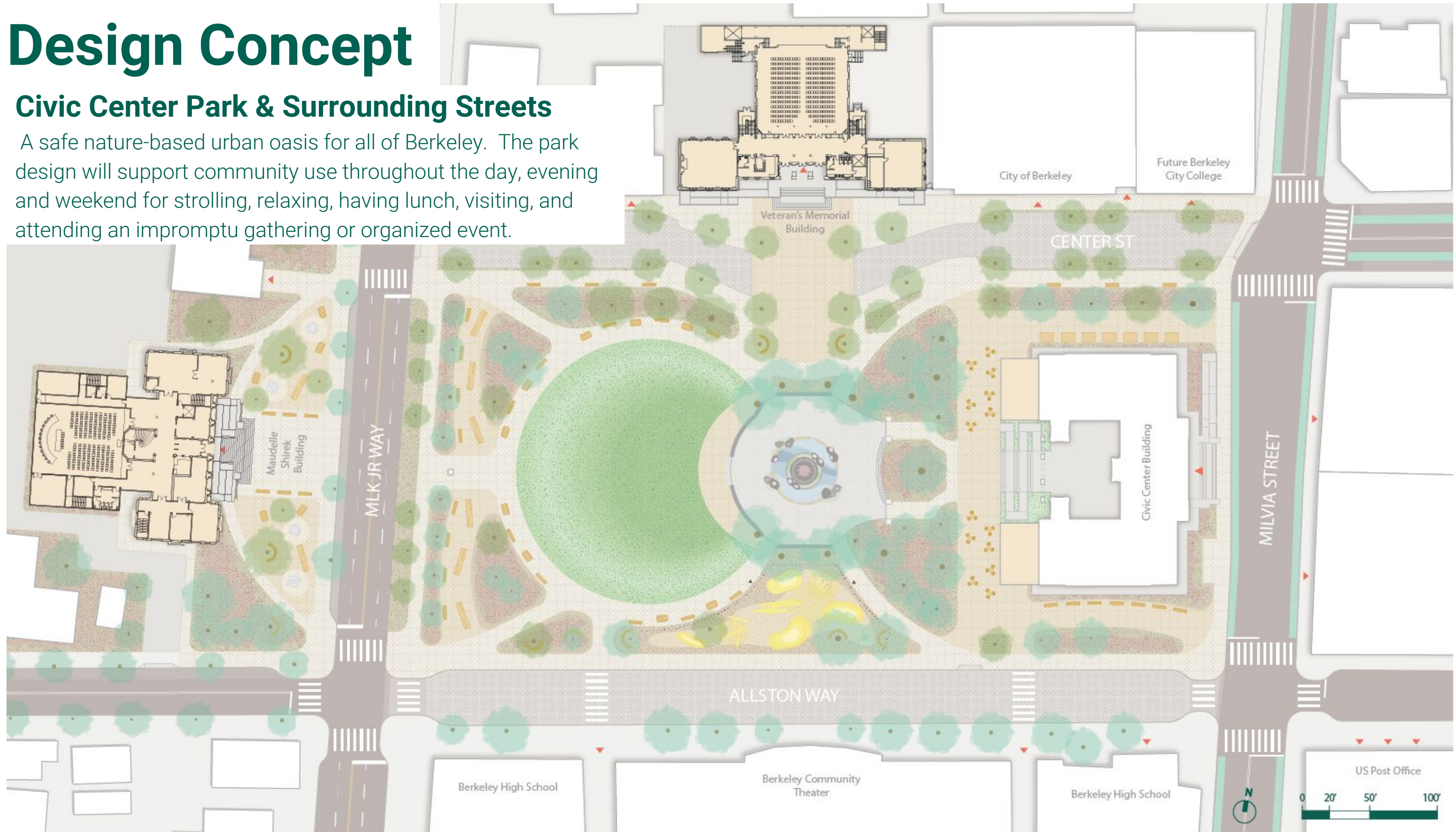
Overall Project Schedule



Design Concept

Civic Center Park & Surrounding Streets

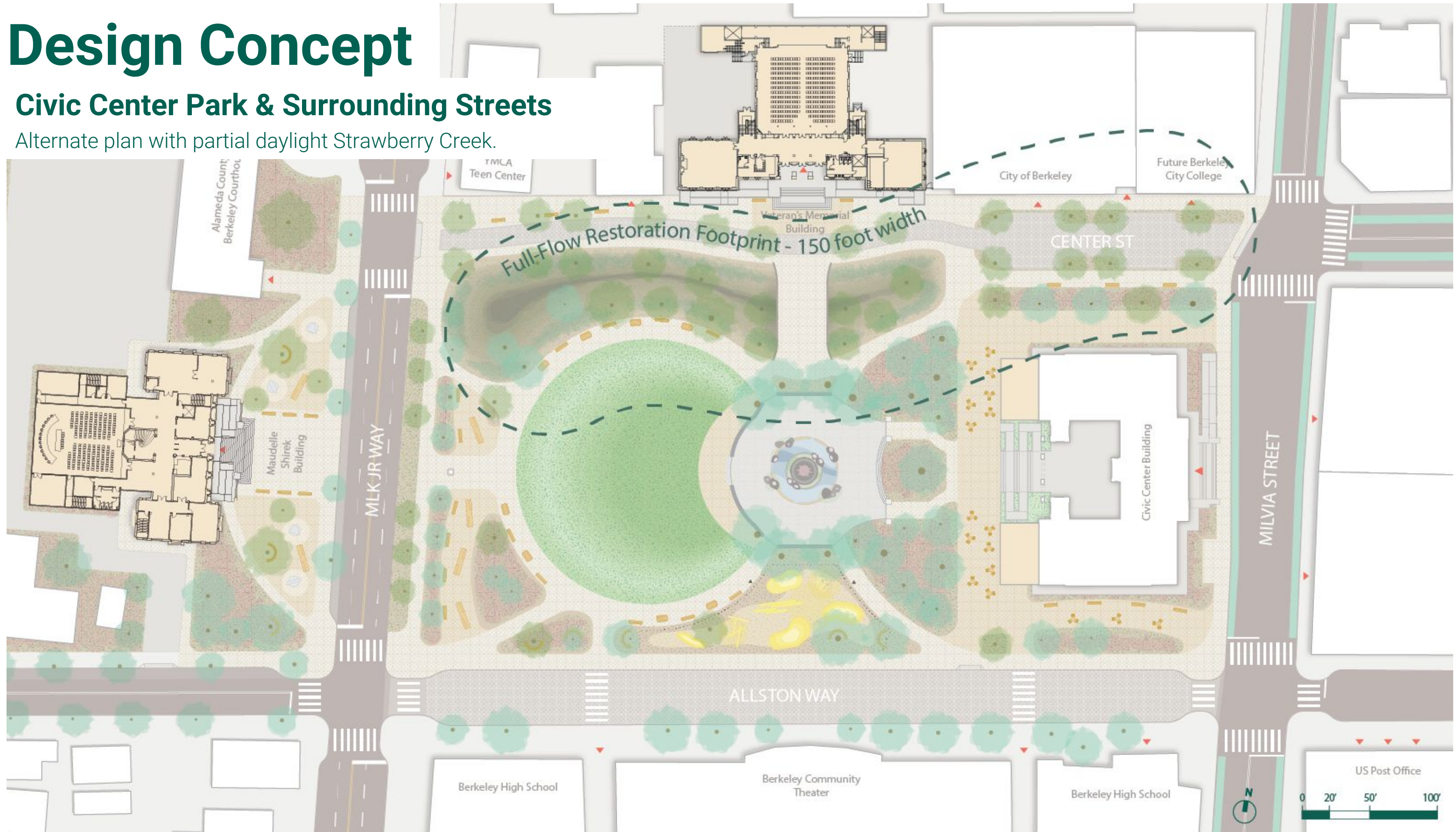
A safe nature-based urban oasis for all of Berkeley. The park design will support community use throughout the day, evening and weekend for strolling, relaxing, having lunch, visiting, and attending an impromptu gathering or organized event.



Design Concept

Civic Center Park & Surrounding Streets

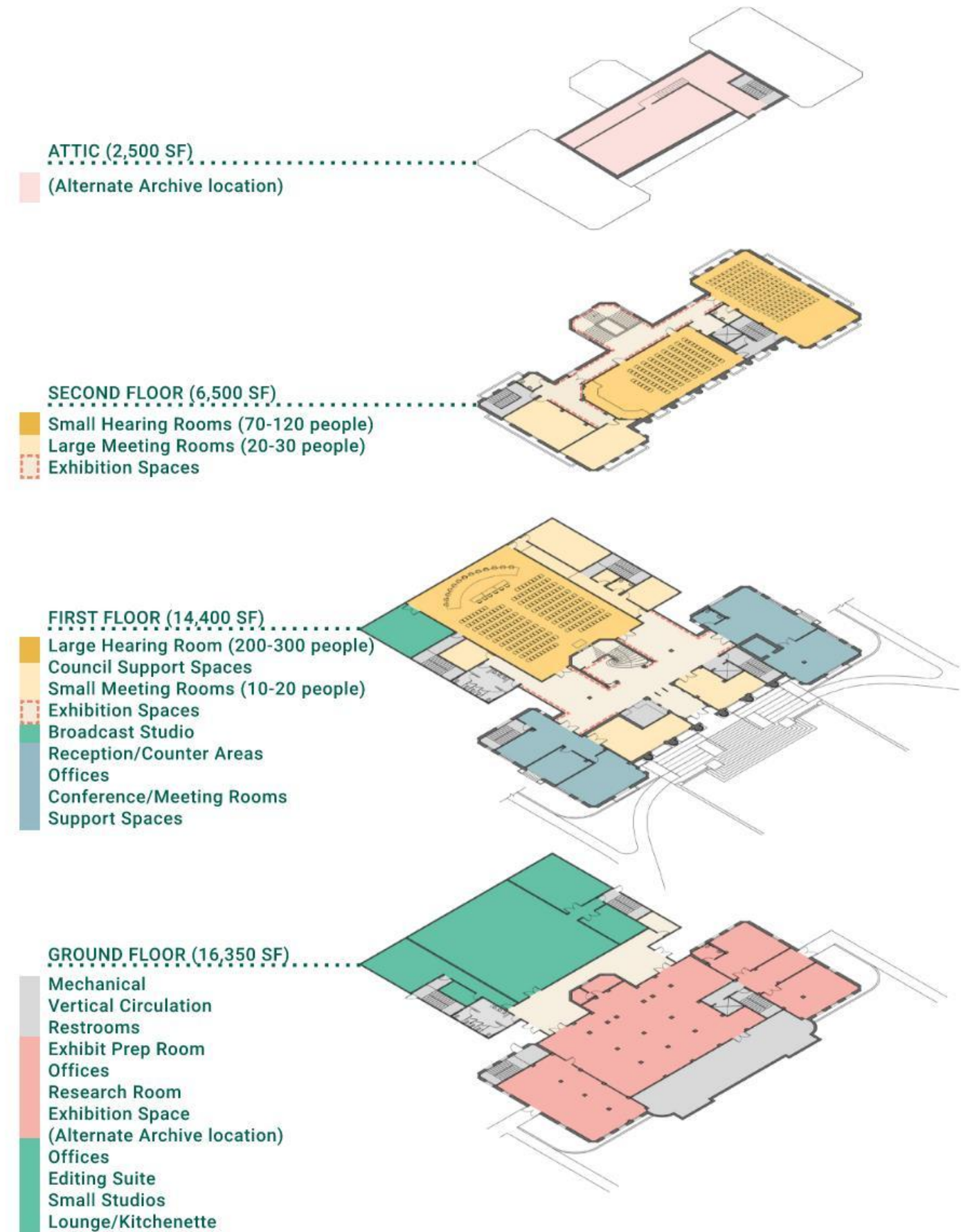
Alternate plan with partial daylight Strawberry Creek.



Design Concept

Maudelle Shirek Building

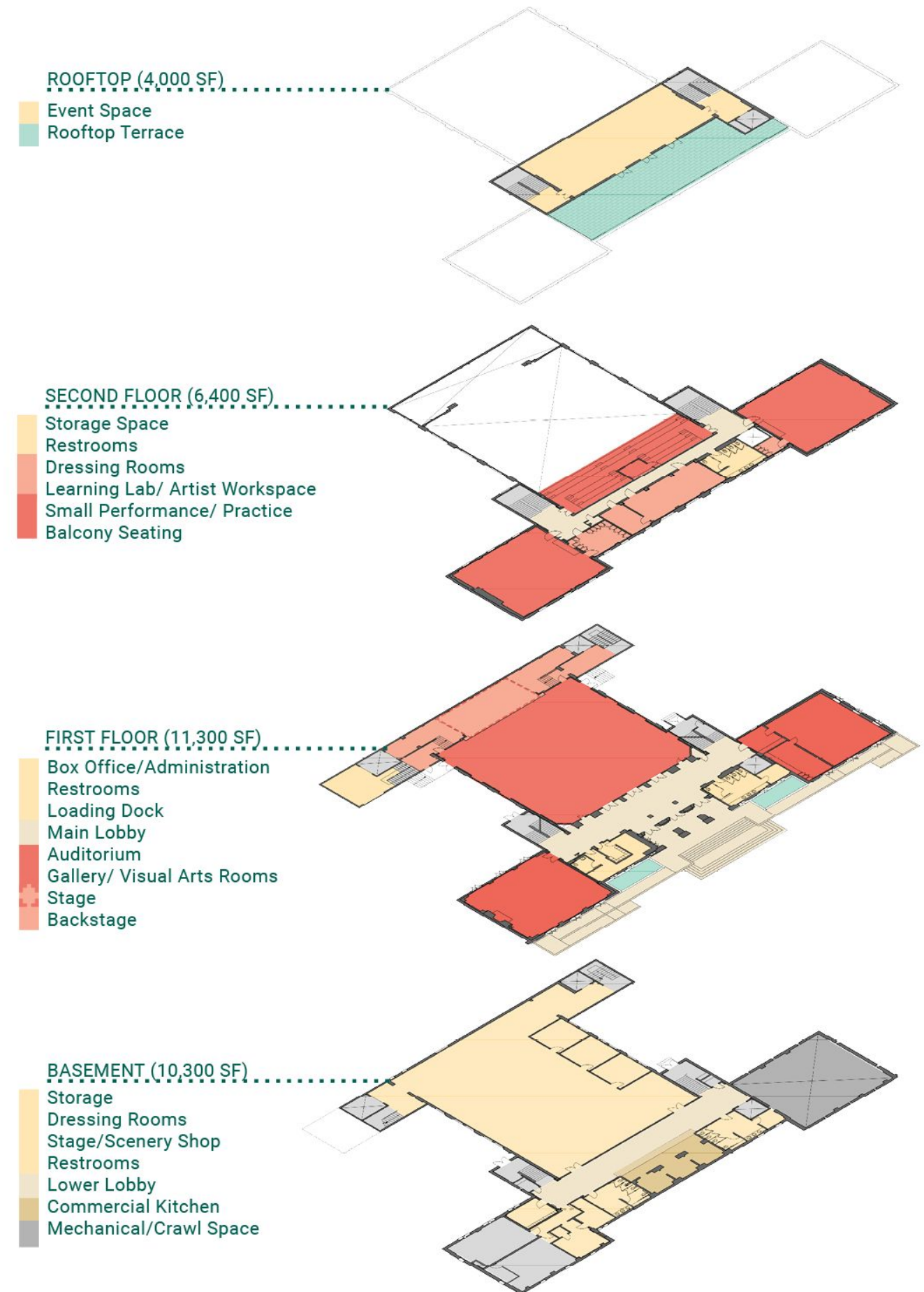
Seat of Berkeley's democracy with flexible meeting spaces and supportive and vision-aligned city services and educational uses.



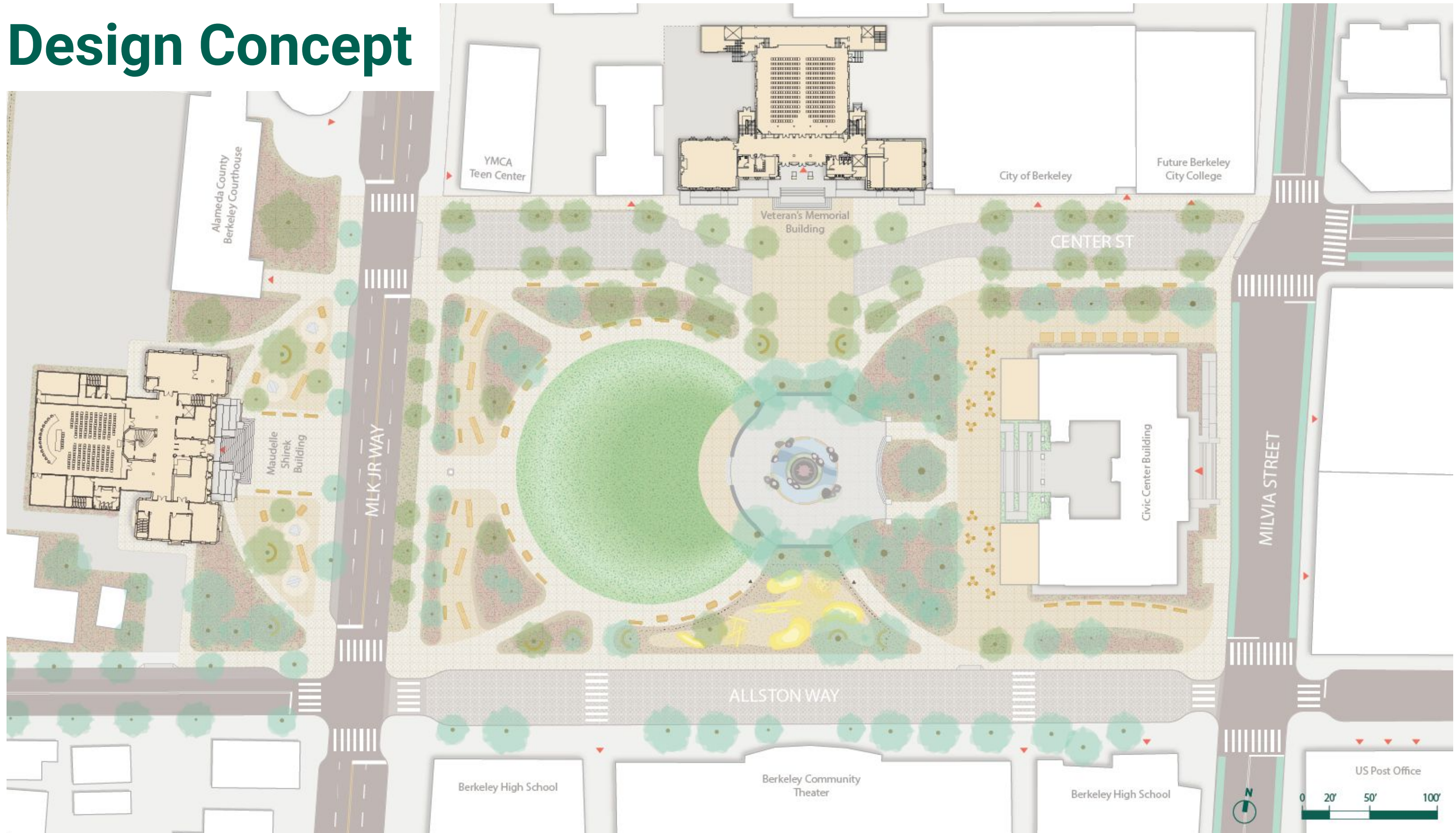
Design Concept

Veterans Memorial Building

A Community Arts Center, run by the city, with performance venues, teaching and exhibit space, accessible by all in the community.



Design Concept



Preliminary Cost Ranges

Construction Costs

Preliminary construction cost ranges provided in this report are based on the March 2023 Draft Berkeley Civic Center Design Concept Report, the 2021 Civic Center Buildings Study by Tipping Structural Engineers, and guidance from the City of Berkeley Public Works Department. See Appendix A for a full list of exclusions.

	Low (x \$1,000)	High (x \$1,000)
Maudelle Shirek Building - 27,500 GSF Existing + 15,000 GSF Addition	\$ 51,200	\$ 62,600
Seismic Retrofit - Damage Control+ to near Immediate Occupancy	\$ 13,400	\$ 16,400
Envelope & Systems (Electrification, Accessibility, upgrades, finishes)	\$ 15,500	\$ 18,900
Two-story addition on West side	\$ 19,000	\$ 23,200
PVs at new addition, panels & infrastructure	\$ 600	\$ 800
Site Improvement & Utilities	\$ 2,700	\$ 3,300
Veterans Memorial Building - 28,000 GSF Existing + 5,950 GSF Addition	\$ 26,300	\$ 36,900
Seismic Retrofit - Building Performance Objective for New Buildings	\$ 6,300	\$ 7,700
Envelope & Systems (Electrification, Accessibility, upgrades, finishes)	\$ 15,800	\$ 19,400
New Addition at Stage	\$ 2,900	\$ 3,500
Roof Terrace (in high range only)	(excluded)	\$ 4,600
PVs at new addition, panels & infrastructure	\$ 500	\$ 700
Site Improvement & Utilities	\$ 800	\$ 1,000
Martin Luther King Jr. Civic Center Park & Streets	\$ 16,470	\$ 20,130
Paths/paving, planting/irrigation, new trees/tree protection, utilities	\$ 14,670	\$ 17,930
Site Improvements to 2180 Milvia entry, VMB entry, restrooms	\$ 1,800	\$ 2,200
ESTIMATED CONSTRUCTION COSTS	\$ 93,970	\$119,630
+ Construction Contingency (10%)	\$ 9,783	\$ 11,957
TOTAL ESTIMATED CONSTRUCTION COSTS	\$103,753	\$131,587
DRAFT ESTIMATED CONSTRUCTION COSTS	\$101,000	\$129,000

Other City Costs

Leading up to and during construction, the City will incur costs related to technical studies, existing conditions, design, planning approvals, permitting and management, to name a few. These costs will be further refined in future efforts as more is defined about review process, design requirements and parameters, funding and financing, and timeline.

	Low (x \$1,000)	High (x \$1,000)
Other City Costs (estimated at 20% of construction costs)	\$ 21,523	\$ 26,305
TOTAL ESTIMATED CONSTRUCTION COSTS + OTHER CITY COSTS	\$125,276	\$157,892

Operations & Maintenance Costs

Utilizing the 2023 annual Operations & Maintenance budget from the 1947 Center Street building, a \$/SF annual cost was determined for O&M at the common and occupied spaces in city-owned buildings. That was applied to the areas of the Maudelle Shirek and Veterans Memorial Building to arrive at the following annual Operations & Maintenance budgets:

Maudelle Shirek Building	\$1,234,389
Occupied Space -	\$1,167,936
Common Space -	\$ 66,453
Veterans Memorial Building	\$1,069,860
Occupied Space -	\$1,012,900
Common Space -	\$ 56,690

Funding Strategies

With an approved design concept, this project would move into its next phase of additional recommended studies, environmental reviews, and initiating specific design projects. This work is estimated to cost ~\$10 million and take 2-3 years.

A variety of funding sources could contribute to the City's approach to funding. The first approach would involve many different sources of funding all leading to one large project, phased in over the course of years. The following funding sources might contribute to the project:

- **Congressionally Directed Spending Requests** (aka earmarks). These are typically in the range of \$750,000-\$1.5 million. The City has submitted a request to our federal legislators for this project and should learn in the fall whether the earmark is successful. If so, funding would commence in calendar year 2024. There is no match requirement.
- **Federal Infrastructure Funding.** staff and consultants have not yet been able to find a category within the current funding stream that is a strong fit for this project, but that may change as future opportunities arise. Grant match requirements vary.
- **FEMA/Cal OES Hazard Mitigation Grants.** These grants require a cost/benefit calculation that makes the BPON+ standard more likely to qualify for a grant. For that reason, the Veteran's Building is more likely to benefit. Grants require a 25% match.
- **Sustainability/Resiliency Grants:** the state and federal government offer grants that might help fund the electric conversion, green infrastructure, permeable paving, etc. Grant match requirements vary.
- **Urban Greening Grant/Coastal Conservancy Grant:** these grants may fund a feasibility study of daylighting the creek. Grant match requirements vary.
- **City Funding.** The City's General Fund, a future tax measure, or Certificate of Participation could contribute to the project. In addition, traffic safety and stormwater elements of the project might get contributions from Measure BB, Gas Tax, and/or the City's Storm Fund.
- **Foundations and/or Private Individuals.** Given the Civic Center's history and importance, private foundations and individuals might be a component to the overall funding strategy.
- **Bonding Capacity/Debt Service** - Using early construction costs estimates, and the general fund as collateral, assuming the Maudelle Shirek Building has a project cost of ~\$54M, the annual debt service would be ~\$3,900,000/year (30 year amortization). A ~\$71M project cost would have debt service of ~\$4,900,000/year. For the Veterans Memorial Building, a project cost of ~\$34M would have annual debt service of ~\$2,400,000 and a project cost of ~\$41M would have annual debt service of ~\$2,900,000. There would be a reduction in annual debt service of approximately \$50,000/year if both projects were financed together.

An alternative, more opportunistic approach would be to identify specific project components that would be good fits for available grants, and when successful in gaining grants, move those elements forward, e.g., the project's raised sidewalks and bulbouts. This approach would likely take more time, involve more project cost overall (less efficiencies of scale), but might be more realistic.

Regardless, this project will be significantly more attractive for funding with an adopted design concept. Recognizing that strong plans need funding, and funding is attracted to strong plans, and staff are excited to work with City Council on moving this project forward.

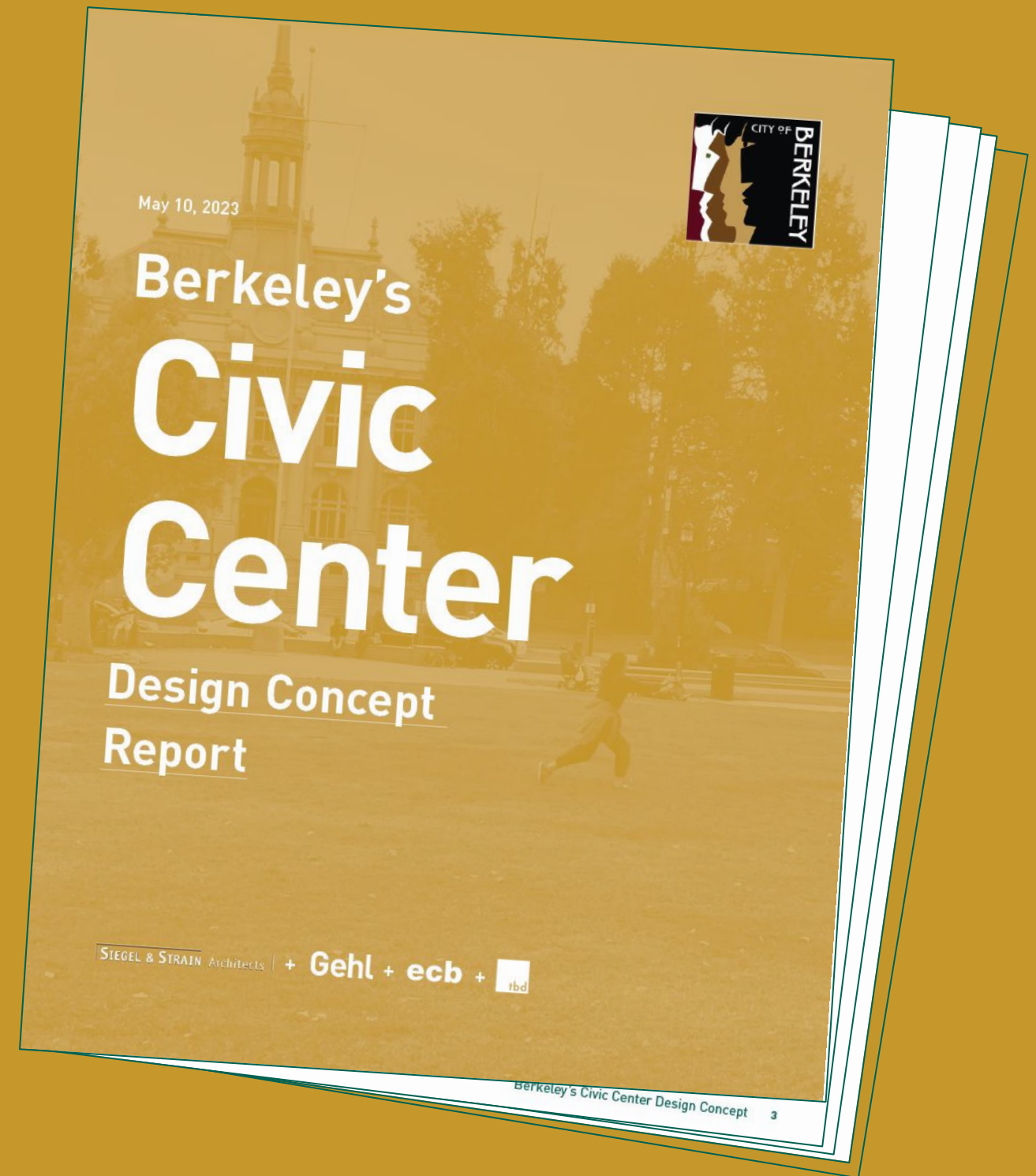
A Design Concept for Berkeley's Civic Center



Bay Area Book Festival - May 7, 2023, Berkeley Civic Center

Civic Center will be the heart of Berkeley's community. Civic Center will be the prime space for civic life, culture, and the arts. It will reflect the city's diverse identities, celebrating its history and contributing to shaping its future. A place of shared resources and a platform for free expression accessible to all, the Civic Center aims to manifest the city's values, advance social justice, and demonstrate the power of true public space.

From Berkeley Civic Center Vision & Implementation Plan dated July 10, 2020 and adopted by Berkeley City Council on September 22, 2020



To the Members of the City Council,

We write to you today as the Transportation and Infrastructure Commission, given our role to “advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City.” The current staffing crisis in the City’s Transportation Division existentially questions the relevance of what our commission undertakes when we discuss matters of transportation in this City.

Recent losses to the city of Berkeley’s Transportation Division have been numerous and unacceptable. Within only one year, departures (and impending departures) of dedicated staff have included Ryan Murray, Beth Thomas, Diane Yee, Ian Bronswick, Jesse Peoples, Gordon Hansen, Danette Perry, Roger Mason, and Farid Javandel. The Transportation Division’s vacancy rate will reach a staggering 45% in July. These departures of dedicated mid-, senior-, and management-level staff have left a chasm in our city, preventing the implementation of the City’s multimodal, sustainable, equitable, safety-focused plans like Vision Zero and BerkDOT.

Impact

These vacancies will directly challenge the specific work City Council has prioritized. For example, in April’s Reweighted Range Voting (RRV) ranking process, one-third of all referrals were directed to the Transportation Division, including a whopping 75% of the top 8 referrals. Vision Zero, which was Council’s #1 priority in 2018 has languished with a 75% vacancy rate among the transportation planners leading this work. Even before the loss of an additional 4 senior- and management-level staff in 2023, the number of programs noted by the [City Manager](#) as being on-hold, delayed or reduced due to staffing concerns within the Transportation Division is overwhelming:

PROGRAMS & POLICY	
Bicycle Plan	Delayed due to staffing
Berkeley Strategic Transportation (BeST) Plan Update	Delayed due to staffing
Transit First Policy Implementation Plan	Delayed due to staffing
Vision Zero Action Plan Implementation	Delayed due to staffing
BerkDOT	On hold pending staffing
Traffic fine & fee reform	On hold pending staffing
AB 43 (speed limit reform)	On hold pending staffing
Micromobility	Reduced service
E-bikes for City Staff	On hold pending staffing
Bike parking	Reduced service due to staffing
Transit Coordination	Reduced service due to staffing
SR25 Coordination	Reduced service due to staffing
Major Grant Funding Coordination/Liaison	Reduced service due to staffing
62nd & King	On hold pending staffing
Telegraph Ave Project (spin-off from Southside Complete Streets, formerly Car-Free Telegraph)	On hold pending staffing and funding
Claremont/Eton+Claremont/Russell RRFBs	One in construction, one on hold due to s
Newbury Street & Ashby Avenue traffic diverter & improvements	On hold pending staffing
Pedestrian safety where Sidewalks not provided	On hold pending staffing
Dwight Way Traffic Calming between Grant and California	On hold pending staffing

The years of work that Council and staff have dedicated to creating and funding excellent plans to improve safety, increase equity in transportation, and reduce our city’s climate footprint are all indefinitely stalled due to our staffing crisis, leaving the people of Berkeley in limbo and at risk.

Safety: Vision Zero work in our City has all but come to a halt due to the staffing crisis and wavering commitments to safety projects among City Council. The real losers here are the people of Berkeley, who have and will continue to die and be maimed in the public right of way from poor bike infrastructure and unsafe street design. This crisis sends a message that the most vulnerable road users are not valued in Berkeley; that only motorists have a seat at the table with regards to the future.

Equity: Without the strong leadership of Farid Javandel, there is now no one to lead the City's work on BerkDOT, one of the most innovative and heralded reforms promised by our Reimagining Public Safety Process. This could not come at a worse time, as SB50 which would allow Berkeley to pilot traffic enforcement by unarmed city staff has just passed the Senate. Further, our inability to complete safe street infrastructure projects will increase our need to rely on punitive enforcement, rather than create safe, self-enforcing streets.

Climate: Berkeley likes to showcase itself as a leader in the climate world, but a city that fails to adequately address its #1 contributor to carbon emissions is no leader at all. As more and more Berkeley residents desire to switch their trips away from cars and over to active and shared modes of transportation, any city that claims to be a climate leader needs to facilitate that shift. The safety improvements people need to feel comfortable making that shift are simply not possible given the current crisis in staffing in the Transportation Division, and the lack of support for these staff makes Berkeley a failed city when it comes to the climate crisis.

Moving forward

In order to move forward, the city must take important steps and ask difficult questions to understand the reasons why staff are departing at such high numbers and ensure we can retain any remaining staff. How has the current situation, especially the sudden departure of Farid Javandel, been handled by the City Manager's office and what sorts of communications are remaining Transportation Division staff receiving about the string of departures? What is city management doing to ensure that staff are feeling supported in the wake of Farid's departure and in the midst of a severe staffing crisis?

The answer cannot simply be to fill vacancies. When filling new roles, it is imperative that city management and City Council work hand-in-hand toward making Berkeley a professionally and emotionally safe work environment, without which, we cannot reasonably expect to attract and retain the most experienced and talented transportation professionals. Already, transportation professionals from across the Bay are sharing messages that Berkeley is not a safe and supportive workplace.

What Berkeley needs moving forward is a full cadre of experienced and talented professionals who have a deep understanding of transportation best practices. This includes transportation staff at all levels from associate planners and engineers all the way up through a deputy City Manager who has strong transportation knowledge. As it stands, the losses of multiple division managers and deputy City Manager Paul Buddenhagen have created an unacceptable situation for Berkeley, with decades of institutional memory lost. We must do everything possible to change the current reality of transportation staffing at the city, including the retention and promotion of remaining staff to preserve what little institutional knowledge remains.

Frankly, it is an affront to the people of Berkeley to allocate over a million dollars to consultants and HR staff for [Berkeley's Employer of Choice initiative](#) while not doing the simple work to support current city staff. Without a basic level of support and trust in the professional expertise of staff in our city's various departments to carry out our adopted policies and plans, the systemic issues with Berkeley's staffing crisis will persist and will have ripple effects across city employees well beyond the Transportation Division. The precedent that has been set by the circumstances surrounding Farid Javandel's departure, in which making a simple mistake may result in job loss, makes Berkeley an unattractive place to work. Creating this sort of hostile work environment sends a clear message to current and future staff that Berkeley is not an ideal location to begin or advance one's career.

To rectify this situation, the City Manager must establish strong transportation leadership knowledge within the City Manager's office and step up to create a work environment that both

supports and encourages staff leadership and innovation and promotes internal employees to fill the current leadership vacuum. The stakes for this work could not be higher - the derailment of Vision Zero, BerkDOT, and other critical projects shines a bright light on Berkeley, showing the world that our true commitment is to the status quo of climate arson, traffic violence and inequitable access to public and active transportation. We urge you to move forward with a great sense of urgency to rectify the current dire situation.

City of Berkeley Street Maintenance and Rehabilitation Policy

Section 1. General Policy

It is the policy of the City of Berkeley to maintain our streets in safe, good condition that protects our environment and to properly maintain the existing investment in City assets. Staff will implement a Citywide road resurfacing plan that will ensure street maintenance and repair in a timely manner, reduce long term-replacement costs, and provide for the safe and efficient use of our streets. The users of the street surface in the public right-of-way include powered vehicles, bicycles, transit, and pedestrians. The right-of-way also provides for storm water conveyance and is the location of many public utilities.

The policy requires that a *5-year Street Rehabilitation Plan* for the entire City be prepared and adopted biannually in line with the City's budget process. Any changes to the *5-year Plan* made in the interim shall be reported to City Council. Streets and their surfacing treatment shall be prioritized using a multi-criteria adaptive planning framework to achieve sustainable, resilient, and integrated solutions for the City's right-of-way and the downstream environments. The criteria shall consider equity, quality of life, safety, opportunities for leadership, resource allocation, environmental impacts, and climate and resilience.

Section 2. Assumptions

This section of the policy defines basic assumptions that inform the goals, objectives, and outcomes of the *5-year plan*.

1. This policy defines the priorities for managing the road surface infrastructure from curb to curb. This policy does not provide guidance on how to prioritize sidewalks or other infrastructure associated with complete streets planning.
2. Streets include arterial, collector, residential, and commercial/industrial streets as defined in Berkeley's General Plan.
3. Consistency with the City's General Plan policy of encouraging use of forms of transportation other than automobiles.
4. Conformance with the Regional Water Quality Control Board's stormwater permit requirements.
5. Support of the City's plans and updates thereto, including the City's Climate Action Plan, Green Infrastructure Plan, Resilience Strategy, Vision Zero Policy and Action Plan, Undergrounding Plan, Complete Streets Policy, Vision 2050 framework, Pedestrian Plan, Transit First Policy, Strategic Transportation Plan, public realm and/or other localized transportation plans, and Bicycle Plan.
6. Poorly maintained streets have a disproportionate impact on certain members of the community:
 - a) Low-income residents are more seriously impacted by higher vehicle repair costs than higher income residents;
 - b) Those with mobility or visual impairments face greater challenges of unequal access and safety compared to those without such challenges;
 - c) Bicyclists and pedestrians face greater danger than those driving; and
 - d) Poorly maintained streets in dense, more populous neighborhoods are detrimental to more users than poorly maintained streets in less dense neighborhoods.

7. Utility trench and pothole repair work shall be done in accordance with permit conditions, standard details, and/or standard operating procedures adopted by the Public Works Department.
8. To the extent practical, the City shall use life cycle cost analysis to evaluate different road surfacing options.
9. Runoff from roadways carry pollutants that negatively impact public health, creeks and streams, and the Bay.
10. Street trees are valuable part of the landscape, as they sequester carbon, soak up stormwater, improve land values, and add greenery.
11. The Metropolitan Transportation Commission requires the use of a Pavement Management Tool (such as StreetSaver). Pavement Management Tools are used to optimize road surface conditions through the use of a Pavement Condition Index (PCI) performance metric.

Section 3. Funding

The *Five-year Street Rehabilitation Plan* shall identify all available funding and the sources used to deliver the proposed road improvement projects. This shall include Federal, State, County and City funding sources. In the event that the planned projects are not able to achieve the City's desired roadway condition level of service, the *Five-year Plan* should identify the level of funding and activities needed to expand roadway improvements to achieve the stated goals of this policy. Bond funds shall strive to be used for long-lasting capital improvements (projects with a useful life that meets or exceeds the duration of the bond repayment schedule) or to accelerate road work that will result in long-term cost savings for ratepayers.

Section 4. Specific Policy

The Street Rehabilitation Program shall be based on the following objectives:

1. , Planning
 - a) The *5-year Street Rehabilitation Plan* shall be supported by a 30-year road surfacing projection, where roadway improvement projects are forecast over a long-term planning period. The first five years of the projection will become the first draft of the *5-year Plan*.
 - b) To the extent financially practical, implementation of the paving plan shall advance plans identified in section 2.5.
 - c) Rehabilitation of contiguous sections of roadway, rather than one block at a time, shall be preferred, when feasible.
 - d) Tree removals shall only be permitted as a last resort consistent with BMC 12.44.020, with the approval of both the Director of Parks and Waterfront and Director of Public Works. If tree removal is necessary, replacement trees shall be planted where and when feasible in accordance with BMC 12.44.010.
2. Equity
 - a) The benefits of good infrastructure shall be distributed equitably throughout the entire community regardless of the income, political influence, or demographic characteristics of the

residents in each area. Equity means that disadvantaged residents with more pressing needs experience benefits sooner than others, as defined by the City within the adopted *5-Year Plan*.

- b) A new *Equity Zone* shall be established. This Zone shall be prioritized to meet an average PCI of 70 sooner than the remainder of the City. This Zone contains historically underserved neighborhoods that have experienced decades of underinvestment, and the residents in this zone experience more pressing needs and receive benefits sooner.
- c) Over the longer term, road surfacing activities shall be planned within Pavement Analysis Zones. A Pavement Analysis Zone shall consist of a logical set of street segments, excluding the arterials, collectors, bus routes, bicycle boulevards and non-representative demonstration projects.
 - a. The department may revise the pavement analysis zone boundaries from time to time, consistent with the other goals of this policy. Any changes to pavement analysis units shall be proposed within the biannually updated *5-year Street Rehabilitation Plan* submitted to City Council.
 - b. It shall be the goal of the City to seek parity of street condition between pavement analysis zones, except in regards to the *Equity Zone*.

3. Performance Metrics

- a) The City will strive to maintain all roads within the primary transportation network at a standard no less than the following PCI targets for any stretch of roadway¹:
 - a. Arterial - 70,
 - b. Collector - 70,
 - c. Bus Routes - 70,
 - d. Existing and proposed low-stress bikeway network - 70.
 - i. Bikeways shall be surfaced with a treatment that emphasizes smoothness of the road surface.
 - e. Equity Zone- 70.
- b) Funding should be prioritized towards maintenance activities to achieve the goals of item 4.2a.
- c) The biannually updated *5-year plan* shall report on these performance metrics, PCI measurements for each street segment in the City, and percent of overall funding dedicated to each of the following: arterials, collectors, bus routes, existing and proposed low-stress bikeway network, equity zone, and residential streets.

4. Dig Once

- a. Street rehabilitation shall conform with a dig once approach. This includes coordinating with sewer, water, electrical, telecom, undergrounding and other activities to minimize the cost and maintain the quality of the street surface.
- b. In order to protect the City's investment on street improvements, the City shall place a moratorium on recently paved streets that prohibits digging through them for up to five years, excluding emergency work².

5. Demonstration Projects and Use of New Technologies

- a. To the extent practical, the City shall evaluate the use of permeable pavement, concrete pavement, and other street surface technologies using life cycle cost analysis.

¹ PCI of 70 is the lower threshold of what is considered "Good." Streets that fall below a "good" condition require much more expensive repair process.

² As cited in Berkeley Municipal Code 16.12.030 and documented on the City website

- b. The use of new technologies that provide enhanced durability, lower cost, and more environmentally beneficial impacts shall be evaluated and reviewed in the biannually adopted 5 Year *Street Rehabilitation Plan*.

Section 5. Plan and Policy Development and Update

The plan and policy development shall be as follows:

1. Every two years, in line with the City's budgeting process, the *5-year Street Rehabilitation Plan* adopted by City Council shall include a funding sufficiency analysis based on the existing deferred maintenance at that point to determine what level of funding is required to maintain our streets in safe, good condition that protects our environment and properly maintains the existing investment in City assets.
2. Identify new funding sources such as:
 - a. Heavy vehicles, which have a disproportionate impact on the degradation of paved assets, and
 - b. Transportation Network Company (TNC) vehicles.
3. At a minimum, this *Street Maintenance and Rehabilitation Policy* shall be reviewed and adopted by the City Council every five years, with advice of the Public Works and Transportation Commission.

ORDINANCE NO. 6207 -N.S.

AMENDING SECTIONS 1 AND 2 OF ORDINANCE NO. 4363-N.S. (BERKELEY MUNICIPAL CODE SECTIONS 16.12.010 AND 16.12.030), REPEALING SECTION 11 (BERKELEY MUNICIPAL CODE SECTION 16.12.020) AND ADDING NEW SECTION 11; REPEALING ORDINANCE NO. 1592-N.S. (BERKELEY MUNICIPAL CODE SECTIONS 16.12.130, 16.12.140, 16.12.150 AND 16.12.160).

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That Sections 1 and 2 of Ordinance No. 4363-N.S. (B.M.C. Sections 16.12.010 and 16.12.030) are hereby amended to read as follows:

Section 1. Work in Public Right-of-Way Unlawful Without Permit - City Authority to Regulate Standards.

It is unlawful for any person, firm or corporation to lay down pipes or conduits in the public streets or thoroughfares of the City, or to open or tear up any roadway, street or thoroughfare therein for such purpose, except under the direction of the Director of Public Works and in accordance with the provisions of this Chapter.

The Director of Public Works is authorized to promulgate regulations for the permit procedures for, and location, size, depth, and pavement rehabilitation of, excavations authorized herein as the Director may deem necessary for the public welfare.

Section 2. Permit - Required - Application Time and Contents - Fees.

A. Whenever any person, firm, or corporation desires to excavate in the public streets or thoroughfares for the purpose of placing therein main or lateral pipes or conduits, such person, firm, or corporation shall make application in writing and obtain a permit from the Public Works Department not less than forty-eight hours in advance of said excavation, except in case of accident or emergency, in which case written notice shall be given within twenty-four hours after any such opening; provided, however, that if said notice cannot be given because the Public Works Department is closed, then written notice shall be given within eight hours after the Public Works Department is open for business.

B. The application for the permit shall give the names of the streets in which trenches are to be opened and names of the cross streets between which said trenches are to be made.

C. Permits to excavate in streets paved less than five years before the date of application for a permit shall be granted subject to the following conditions:

1. If a street has been paved less than two years before the date of the application for a permit to excavate in said street, excavation shall be allowed only upon proof that such excavation is necessary due to an emergency that demands immediate action to preserve life, health or property.

2. If a street has been paved two years or more but less than five years before the date of the application for a permit to excavate in said street, excavation shall be allowed only for the reason set forth in Section C.1 above or upon a showing that the adverse impact on the user of the facility for whom the excavation is performed outweighs the harm to the public that would result from the excavation of the street.

3. Regardless of the age of the pavement, the following reasons for excavating a street are hereby deemed to be circumstances under which the adverse impact from failure to excavate outweighs the harm to the public from excavation: to mitigate any interruption of essential utility service; to provide new lateral service connections; or to perform work that is mandated by city, state or federal legislation.

D. A permit fee will be charged in accordance with the Public Works Master Fee Schedule, as adopted by resolution of the City Council, for each permit issued hereunder, except, however, that such fee shall not be charged against any entity exempt by law from the payment of such fees. Engineering fees will be as set forth in the Public Works Master Fee Schedule.

E. Any entity excavating in a street which has been paved less than five years from the date of the permit application shall either resurface the area in the manner and to the extent set forth in the regulations promulgated by the Director of Public Works hereunder or, at the discretion of the Director of Public Works, pay fees in lieu of such resurfacing. Said fees shall be based upon the estimated cost to the City to perform such resurfacing work in accordance with the regulations, and shall be as set forth in the Public Works Master Fee Schedule.

Section 2. That Section 11 of Ordinance 4363-N.S. (B.M.C. Section 16.12.020) is hereby repealed.

Section 3. That new Section 11 is hereby added to Ordinance No. 4363-N.S. to read as follows:

Section 11. Lighting and Barricading

A. Longitudinal Excavation - Barriers and Light Required Where.

It shall be the duty of every person, firm or corporation making any longitudinal excavation in any public street, sidewalk, alley or other public place, to place and maintain barriers at each end of such excavation and at such places as may be reasonably necessary along the excavation to prevent accidents, and also to place and maintain flashing yellow beacons and such other safety devices as may be required by the City Engineer at each end of such excavation and at distances of not more than fifty feet apart along the line thereof, from sunset each day to sunrise of the next day, until such excavation is entirely refilled.

B. Transverse Excavation Barriers and Lights Required Where.

It shall be the duty of every person, firm or corporation making any transverse excavation in any public street, sidewalk, alley or other public place, to place and maintain barriers on each side of such excavation along the full length thereof, and at each end thereof, if end barricades are reasonably necessary to prevent accidents, and also to place and maintain flashing yellow beacons and such other safety devices as may be required by the City Engineer at each end of such excavation, and at distances of not more than five feet apart along the line thereof, from sunset each day to sunrise of the next day, until such excavation is entirely refilled.

C. Obstructions in Public Places - Lights Required.

It shall be the duty of every person, firm or corporation placing or maintaining, or causing or permitting to be placed or maintained any obstruction in any street, sidewalk, alley or other public place, to maintain flashing yellow beacons at or upon such obstruction in such manner as to reasonably apprise any person using such street, sidewalk, alley or public place of the existence of such obstruction, and such flashing yellow beacons shall be maintained from sunset each day to sunrise of the next day, until such obstruction is removed.

D. Flashing Yellow Beacons - Specifications.

The flashing yellow beacons referred to in this article shall conform to the rules and regulations established in the current issue of the "Manual of Traffic Controls" published by the State of California Department of Transportation.

Section 4. That Ordinance No. 1592-N.S. (Berkeley Municipal Code Sections 16.12.130, 16.12.140, 16.12.150 and 16.12.160) are hereby repealed.

Section 5. Copies of this bill are hereby ordered published by posting with the vote thereon for two (2) days at the ten (10) prominent places in the City of Berkeley as designated by Chapter 1.08 of the Berkeley Municipal Code.

At a regular meeting of the Council of the City of Berkeley, held on the twenty-first day of September, 1993, this Bill was passed to print and ordered published by posting by the following vote:

Ayes: Councilmembers Collignon, Dean, Maio, Olds, Shirek, Spring, Wainwright, Woodworth and President Hancock.

Noes: None.

Absent: None.

ATTEST: RENATE TUBMAN
Acting City Clerk and Clerk of the Council

In effect: October 28, 1993

At a regular meeting of the Council of the City of Berkeley, on the twenty-eighth day of September, 1993, this Ordinance was finally adopted by the following vote:

Ayes: Councilmembers Collignon, Dean, Maio, Olds, Shirek, Spring, Wainwright, Woodworth and President Hancock.

Noes: None.

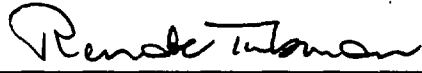
Absent: None.

ATTEST: RENATE TUBMAN
Acting City Clerk and Clerk of the Council

Approved this 28th day of September, 1993

LONI HANCOCK
Mayor and President of the Council

This is to certify that the foregoing is a true and correct copy of Ordinance No. 6207-N.S., and the same was finally adopted on September 28, 1993, and that it was duly and regularly posted as provided by law.

ATTEST: 
Acting City Clerk and Clerk of the Council

D. COMMUNICATIONS

From: margots999@aol.com <margots999@aol.com>
Sent: Friday, May 19, 2023 2:18 PM
To: Mostowfi, Hamid <HMostowfi@cityofberkeley.info>; Anderson, Eric <EAnderson@cityofberkeley.info>
Subject: For the Transportation Commission: Flaws in the 2017 Bike Plan

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

Dear Transportation Commission,
There are considerable flaws in Berkeley's 2017 Bike plan:

- The size of the random sample of the Berkeley study is not given.

From the 2017 Bicycle Plan:

"As part of the public outreach, a survey was conducted of Berkeley residents asking about their interests, current habits, concerns, and facility preferences around bicycling. The survey used address-based random sampling to ensure responses were representative of the Berkeley population. Survey staff interviewed 660 Berkeley residents between March 2 and March 28, 2015, yielding a margin of error of +/- 4 percent and a confidence level of 95 percent."

- The findings were based on interviews with 660 people: what percent of the random sample?
- Of the 660 interviewed, ZERO percent were from hill zip code 94708, 81% from zips 94702, 03, 04, and 05.
- Only 7%, that is, 46 people, were from the hill zip code 94707.
- 93% of the 660 respondents in the Berkeley bike plan were from Berkeley flat lands.
- The bike report methodology provided no information on those who were not interviewed, the study's non-response rate.

On the basis of this study, Berkeley city staff falsely reported to the Council in a May 2, 2017 memo that

71% of Berkeley people were in favor of bike tracks:

"A key survey finding revealed **71% of Berkeley residents** fall into the "Interested but Concerned" category of individuals; i.e., they are interested in cycling or cycling more often, but are sensitive to traffic speeds and volumes."

There were also problems with the 2017 Bike Study survey questions; note the number who skipped questions.

•Are you physically able to ride a bike?

Answers **69** 10% Skips **591** 90%

•Do you bike for commuting or other transportation (to visit friends, run errands, dine out, etc.) at least once in a typical week?

(Mandatory)

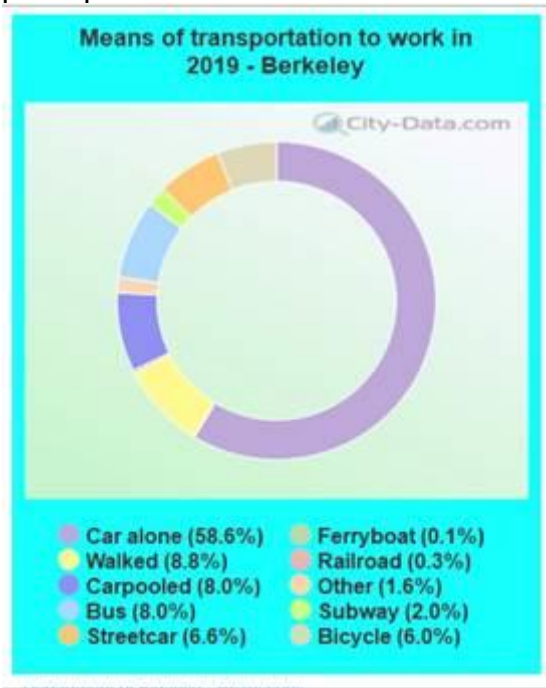
Answers **140** 21% Skips **520** 79%

•About how long have you been bicycling for commuting or other transportation?

(Mandatory) Answers **436** 66% Skips **224** 34%

In conclusion, although the study did not provide actual data on the need for bike tracks in Berkeley, it was used to justify a large expenditure on bike tracks by the city.

Yes, we do need to improve the environment and use less fossil fuels, however, biking is not the only solution. Berkeley was built up with electric public transportation and paths through the hills; perhaps that could be re-examined.



Margot Smith
1300 A Shattuck Ave
Berkeley 94709
510-486-8010 (no text)
510-660-5508 (text)
Margots999@aol.com

Public

From: D Dorenz <ddorenz@gmail.com>
Sent: Thursday, June 8, 2023 9:42 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: re: paving Hopkins Street

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

Dear Commissioners of the TIC:

As a resident of District One, who shops at the stores on Hopkins street, I urge you to follow the original plan of paving Hopkins street immediately. The street is in very bad shape, so if you hope to avoid accidents and people tripping on uneven street pavement, then it is a good idea not to delay the paving of this street.

It was slated to be paved in 2023. Please be sure to have it done in 2024. It has been shown by the fire department that the street cannot handle dedicated protected bike lanes which would mean that fire trucks would not have easy entry to the street. It also means that protected bike lanes will make it more dangerous for residents to pull out of their driveways safely. The protected bike lanes have not proven to be safer than the ordinary ones that the City has created called "bike boulevards".

Thank you for your attention to this important matter.

--

Dorothea Dorenz
1200 Neilson St. B
Berkeley, Cal 94706

From: John Robin <jrobin415@gmail.com>
Sent: Thursday, June 8, 2023 9:43 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Repave Hopkins Now

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

Dear H Mostowfi,

This email is in support of repaving Hopkins St as soon as possible. The bike lane issue is not a reason to delay repaving. The street is in terrible condition and needs repaving right away. I am a resident of District 1.

Thank you,

John Robin
1422 Kains Ave

Public

From: Walter Wood <whwoodii@gmail.com>
Sent: Thursday, June 8, 2023 6:18 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Repave Hopkins ASAP

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

Please do not postpone the repaving of Hopkins beyond fiscal year 2024. I am a bicyclist, but I do NOT recommend building a cycle track bike path on Hopkins. A cycle track bike lane would not be safer for bicycles and would interfere with or cause loss of parking. Hearst Avenue is now more dangerous because there are cars parked in the middle of street and also there are dangerous curbs and cement islands in the middle of streets. Quiet residential streets should be used for bicycle routes, not main traffic arteries. For example, Rose Street as a good route for bicycles going east and west - put bicycles on Rose, NOT Hopkins.

Walter Wood
Berkeley Way

From: Cindi Goldberg <cindigold1257@gmail.com>
Sent: Thursday, June 8, 2023 9:11 PM
To: Berkeley Mayor's Office <Mayor@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Repave Hopkins St. in Fiscal 2024!

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

Dear Mayor, Councilmembers, and Transportation and Infrastructure Commission,

Hopkins St. was scheduled to be repaved in 2023. That is good because Hopkins St. is in poor shape. Hopkins St. is unsafe and in unacceptable condition and it continues to deteriorate.

I strongly urge the Berkeley City government to put Hopkins St. to be repaved in fiscal 2024!

Very truly yours, Cindi Goldberg

Public

From: Nancy Rader <nraderhome@gmail.com>

Sent: Thursday, June 8, 2023 10:45 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Pave Hopkins & Rose Streets!

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

Hello Council and Transportation & Infrastructure Commission,

I write to urge you to support the repaving of Hopkins Street and the completion of the Rose Street Bike Boulevard (MLK to Sacramento) this summer, as originally planned and before school starts. Both of these streets are clearly problematic as shown by Berkeleyside's [pothole map](#).

Rose Street between Sacramento and MLK is in terrible shape, with no Bike Boulevard signage or sharrows marking (per the Bike Plan), despite three schools in that area. (Why is the block with the schools in worse shape than the rest of Rose, with no sharrows like on the portion west of Sacramento?) Likewise, Hopkins is badly in need of re-paving and re-striping (center stripes are barely visible at Hopkins and Monterey). It deserves to be high priority given the traffic it supports as an East-West corridor and due to the commercial area. Smooth paving will make it safer for bikes and pedestrians (one could easily twist an ankle or tire in one of the many ruts). And, BTW, Cedar St. between Sacramento and MLK is also in horrible shape.

Thank you.

Nancy Rader
1198 Keith Avenue
Berkeley, CA 94708

From: Lisa CHOW <lisachow@berkeley.edu>

Sent: Friday, June 9, 2023 11:06 AM

To: All Council <council@berkeleyca.gov>

Cc: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Please Repave Hopkins Immediately

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

Dear Mayor Areguin and Berkeley City Council Members,

I am a resident in District 1 and drive on Hopkins Street from MLK to San Pablo on a daily basis. I find that the condition of this street is horrible with deep ruts and unevenness. It is terrible on my car but even worse, those ruts are very dangerous to have to walk over and can cause many trips and falls. Please have sympathy for the many seniors, children, and others who

have this daily experience of crossing Hopkins as if there were landmines there.

I heard that there was a plan to repave Hopkins in 2023 but is now up in the air due to the reconsideration or postponement of the bike lane proposal for Hopkins. Please do not delay the repaving and please do not reallocate those funds for something else. Hopkins has become a very busy thoroughfare for Berkeley citizens and one of the main emergency roads for the fire department and police, and we need safe roads to drive and walk on. I would appreciate you, our elected officials, listening to your constituents and being responsive to our concerns.

Thank you very much.

Lisa Chow
1206 Curtis Street
Berkeley, CA 94706

From: Laura K Fujii <fujiiwilkinson1@yahoo.com>

Sent: Friday, June 9, 2023 4:35 PM

To: Berkeley Mayor's Office <Mayor@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Hahn, Sophie <SHahn@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Cc: Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Brozyna, Andrew <ABrozyna@berkeleyca.gov>; Castrillon, Richard <rcastrillon@berkeleyca.gov>; May, Keith <KMay@berkeleyca.gov>

Subject: Hopkins Street Corridor Project – We urge Repaving NOW!

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

June 9, 2023

City Manager, Mayor, City Council Members, and Commissioners
City of Berkeley
2180 Milvia Street
Berkeley, CA 94704

Subject: Hopkins Street Corridor Project – We urge Repaving NOW!

Dear City Manager, Mayor, City Council Members, and Commissioners:

We have lived in the Hopkins Street Corridor neighborhood for 30+ years. We are life-long bicycle riders. We strongly support SAFE and well marked bike lanes, and the network of low stress Bike Boulevards on low traffic streets, as called for in the 2017 Bicycle Plan.

The entire Hopkins Street Corridor desperately needs to be repaved and improved to make it safe for all users - bicyclists, pedestrians, drivers, seniors, those with disabilities, children, and pets. In its current condition, the Hopkins Street Corridor is a major safety hazard.

We urge you to implement the proposed Hopkins Street Corridor repaving and enhanced street markings, pedestrian safety improvements, and improved lighting and street crossings. Do NOT postpone the repaving and improvements beyond Fiscal Year 2024.

Repaving and enhanced street improvements and the proposed Class IV Two-Way Cycle Track are SEPARABLE components. The repaving was scheduled to be done in 2023; the bike "safety" infrastructure was added to the repaving project.

Efforts by Council Members to divert funds for repaving the Hopkins Street Corridor, due to the indefinite postponement of the proposed Class IV Two-Way Cycle Track, could be construed as retaliation against the many citizens of the Hopkins Street Corridor neighborhoods who legitimately questioned the supposed safety of the protected Class IV Two-Way Cycle Track. As stated in the April 3, 2023 letter of the City Manager and in other research and data, the Hopkins Street Corridor does NOT FIT the characteristics of a roadway suitable for Class IV cycle track infrastructure.

We also urge completion of the Rose Street Bike Boulevard BEFORE school starts. This Bike Boulevard will enhance the safety of bicycling to school for all children and other bicyclists.

Sincerely,

Laura Fujii
Robert Wilkinson
Albina Avenue, Berkeley, CA.

Cc: Commission on Aging, Commission on Disability, Disaster and Fire Safety Commission, Transportation and Infrastructure Commission.

-----Original Message-----

From: Carol Hirth <chirth@mac.com>

Sent: Saturday, June 10, 2023 12:31 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Cc: Kesarwani, Rashi <RKesarwani@berkeleyca.gov>

Subject: Repaving Hopkins Street

Public

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

Please repave Hopkins Street as soon as possible. This need is long overdue, was scheduled earlier, and should be done for general safety and to preclude further deterioration which would require more expensive work.

The bike lane issues need much further consideration—who know how long that will take and what will be required.

In the meantime, Hopkins Street should be repaved as originally planned and scheduled for 2023.

Thank you.

Carol Hirth
1309 Cornell 94702

-----Original Message-----

From: Deborah Georges <deborahgeorges@me.com>
Sent: Saturday, June 10, 2023 7:05 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Paving Hopkins Street

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

Dear TIC,

I am a Berkeley resident, property owner, and long distance cyclist. For years I have contacted my representatives to beg Hopkins Street from Gilman to Monterey be re-paved because the conditions over time have become severely dangerous for cyclists. I was looking forward to this area being re-paved in 2023. Now I am hearing it won't be until 2024 or perhaps beyond.

I do my best to avoid Hopkins when on my bike but sometimes I have no choice but to ride from the corner of Gilman to Sacramento so that I can safely cycle on California Street. Even riding on this basically 1 block patch sets me up for a potential accident.

Please re-pave Hopkins from Gilman to Monterey (at the very least).

Thank you.

Deborah Georges
1362 Acton Street
Berkeley, CA 94706
(510) 502-7477

Public

From: Barry Fike <barrytf@mac.com>

Sent: Sunday, June 11, 2023 8:58 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Please wait for approved Complete Street design

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

Dear Transportation Commission and Councilmembers,

I am against repaving Hopkins St. until it has an approved Complete Street design that incorporates road safety infrastructure. Any changes must serve EVERYONE who uses Hopkins St - people on foot, on cycles, in cars, and on assistive mobility devices.

Until then, I suggest the \$6.75 million of designated T1 monies be folded back into the T1 pot, per the staff suggestion submitted in the 5/4 packet of the Council's Budget and Finance Committee.

I feel like any alternative that results in Hopkins being repaved without those components would be in direct violation of the intent and language of the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Please follow staff's suggestion so that the community is not forced to endure ANOTHER 5 years wait.

Respectfully,
Barry Fike

1723 Allston Way
Berkeley, 94703

From: David Gilbert <dgilbert.leuser@gmail.com>

Sent: Sunday, June 11, 2023 6:32 PM

To: Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; All Council <council@berkeleyca.gov>

Subject: No to paving Hopkins street without safety improvements

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

Mr. Mayor, Councilmembers, and Commissioners,

As a homeowner on Hopkins Street I am writing to oppose any move to repave Hopkins Street by abandoning the Council-approved Complete Streets design for the corridor.

Paving the street will only lead people to drive faster, further threatening my young family's ability to safely get to school on our bike and while walking.

Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Opponents of the Complete Streets plan would like to position the City Manager's request for a delay of final approval of the Hopkins plan as a victory for their position. It was not. No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. The City's very unfortunate staffing issues in the Transportation Division, which I understand are continuing to worsen, are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase *over a decade*. It would become even more of a symbol of the city's inability to get work done to protect the public.

The Hopkins Corridor policy Council approved twice last year must be implemented in full. Focus city efforts on solving the Transportation staffing problems, rather than subverting the will of Council.

Thanks,
David Gilbert

From: Howard Goldberg <howardgo1257@gmail.com>
Sent: Sunday, June 11, 2023 12:15 AM
To: Berkeley Mayor's Office <Mayor@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Repave Hopkins St. in Fiscal 2024!

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

Dear Mayor, Councilmembers, and Transportation and Infrastructure Commission,

Hopkins St. was scheduled to be repaved in 2023. Hopkins St. is **still** in poor shape **and needs it**. Hopkins St. continues to deteriorate, **which makes it more dangerous**.

I strongly urge the Berkeley City government to put Hopkins St. repaving in the fiscal 2024 budget!

Thank you. Howard Goldberg

From: Pablo Diaz Gutierrez <ihaveajob@gmail.com>
Sent: Sunday, June 11, 2023 11:08 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Cc: All Council <council@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Do not repave Hopkins without finishing the complete streets plan

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

Dear Mr. Mayor, Councilmembers, and Commissioners,

I am writing to voice my opposition towards any plans to repave Hopkins Street without following the Council-approved Complete Streets design. Although I support regular street maintenance throughout Berkeley, the Council has already voted twice in favor of the Complete Streets design. Any alterations to this policy should necessitate another Council vote.

Please remember that the previous votes align with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan. Thus, there is no valid reason to change the policy at this point.

Some people might see the City Manager's request to delay the final approval of the Hopkins plan as a victory for those against the Complete Streets plan. However, this isn't the case. The policy approved by the Council on May 10th, 2022, and again on October 11th, 2022, remains unchanged. The delay is due to ongoing staffing issues within the Transportation Division, which should not be interpreted as a subtle policy change.

The initial referral of the Hopkins project by Councilmember Hahn was in 2018 - five years ago. If Hopkins Street were to be repaved now, it would be off-limits for any construction work involving pavement cuts for the next five years. If the Complete Streets project requires any pavement cuts, paving now would push the project's planning phase beyond a decade. This would further exemplify the city's struggles to complete public protection works.

Therefore, I urge you to fully implement the twice-approved Hopkins Corridor policy. The city's focus should be on addressing the staffing issues in the Transportation Division, not on undermining the Council's decisions.

—

Pablo Diaz-Gutierrez
Berkeley resident

-----Original Message-----

From: Jordan Burns <jordanpburns13@gmail.com>

Sent: Sunday, June 11, 2023 11:22 AM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Please include bike lanes on Hopkins while repaving

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

Dear council members, staff and commissioners,

I am a Berkeley resident and patron of Hopkins streets businesses. I get around Berkeley exclusively by walking, biking and public transit. It's very unfortunate that the bike lanes on Hopkins have become so political, but at the end of the day this is simply a question of putting in life saving infrastructure—bike lanes, or not. I implore you to focus on following the policies already in place regarding the climate emergency as well as the bike plan, and to staff our city's departments in order to do so. I would frankly be embarrassed if our city caved to the badgering of wealthy car drivers. Please repave Hopkins with bike lanes. I don't want to see any more deaths on our streets.

Dr. Jordan Burns
1114 Grizzly Peak blvd
Berkeley, CA 94708

From: Marcus Daniels <marcus@snoutfarm.com>

Sent: Sunday, June 11, 2023 11:29 AM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>

Subject: delay Hopkins paving

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

Mr. Mayor, Councilmembers, and Commissioners,

I am strongly opposed to paving Hopkins Street unless a Complete Streets design for the corridor is fairly considered. A long, open design process was conducted. The corridor design has been discussed in many venues, and there were repeated votes by council to move forward with this plan. The current fire safety obstacle can be addressed. The sections of the street that are 10.5' feet wide can be widened simply by recessing the parking between the trees by at least six inches on either side. The claims about disabled access are nonsensical since there is parking on California that could be made ADA-complaint for wheelchair access. There is no ADA-complaint parking in the commercial area currently.

The need for more housing in the city will necessitate more transportation. Facilitating micromobility to

provide this transportation supports the Climate Emergency Plan. It is not strategic to the city's goals to take half measures and delay progress on a scalable, cost-effective, and energy-efficient transportation network. The city should be looking forward, not backward by rebuilding its transportation staff and ensuring planning is conducted in a collaborative fashion.

Thank you,

Marcus Daniels

From: Marc Hedlund <marc@precipice.org>

Sent: Sunday, June 11, 2023 11:34 AM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>

Subject: Don't repave Hopkins without the Complete Streets design

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

Mr. Mayor, Councilmembers, and Transportation and Infrastructure Commissioners,

I am writing to oppose any move to repave Hopkins Street by abandoning the Council-approved Complete Streets design for the corridor. While I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Opponents of the Complete Streets plan would like to position the City Manager's request for a delay of final approval of the Hopkins plan as a victory for their position. It was not. No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. The City's very unfortunate staffing issues in the Transportation Division, which I understand are continuing to worsen, are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase *over a decade*. It would become even more of a symbol of the city's inability to get work done to protect the public.

The Hopkins Corridor policy Council approved twice last year must be implemented in full. Focus city efforts on solving the Transportation Division staffing problems, and then implement the Hopkins Complete Streets plan in full.

-Marc Hedlund

Public

-----Original Message-----

From: Julia Beers Moss <juliabeers@gmail.com>

Sent: Sunday, June 11, 2023 12:03 PM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>

Subject: Don't replace Hopkins without bike lanes

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

Dear Mayor Arreguin, Councilmembers, and Commissioners,

I am writing to oppose any move to repave Hopkins Street by abandoning the Council-approved Complete Streets design for the corridor. While I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Opponents of the Complete Streets plan would like to position the City Manager's request for a delay of final approval of the Hopkins plan as a victory for their position. It was not. No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. The City's very unfortunate staffing issues in the Transportation Division, which I understand are continuing to worsen, are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase *over a decade*. It would become even more of a symbol of the city's inability to get work done to protect the public.

The Hopkins Corridor policy Council approved twice last year must be implemented in full. Focus city efforts on solving the Transportation staffing problems, rather than subverting the will of Council.

Thank you,

Julia Moss (Berkeley resident and biking mom of 3)

From: Lee Bishop <bishoplm@gmail.com>

Sent: Sunday, June 11, 2023 2:24 PM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>

Subject: Do not repave Hopkins without bike lanes

Public

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

Mr. Mayor, Councilmembers, and Commissioners,

Please don't repave Hopkins which will help cars go faster without putting in safety improvements for cyclists and pedestrians.

We should value human life and the climate more than convenience for drivers. We already have a council approved complete street plan and paving would make the situation more dangerous and mean we couldn't do cycling upgrades for another five years.

While I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Opponents of the Complete Streets plan would like to position the City Manager's request for a delay of final approval of the Hopkins plan as a victory for their position. It was not. No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. The City's very unfortunate staffing issues in the Transportation Division, which I understand are continuing to worsen, are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Please help me bike and walk safely with my kids to shops. Please don't repave without pedestrian and bike upgrades.

Thanks
Lee Bishop
District 1

From: Lucy Laird <lucy@lucylaird.com>
Sent: Sunday, June 11, 2023 5:17 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Please do not repave Hopkins without bike infrastructure

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

Dear mayor, council members, and commissioners,

As a Berkeley resident (at Stannage and Gilman), pedestrian, cyclist, mother of a child starting at King Middle School in the fall, and person who hopes to continue living in Berkeley well into my 80s (I am in my 40s now), **I oppose any move to repave Hopkins Street if it means abandoning the council-approved Complete Streets design for the corridor.**

Public

Of course, I am in favor of street maintenance across Berkeley—but let us not forget that the city council voted **TWICE** to approve the Complete Streets design, and any change in policy requires a council vote. In any case, **the council should not change policy on this question**, since the previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

The “Save Hopkins” anti-progress, NIMBYite opponents of the Complete Streets plan (who are, incidentally, older, much wealthier, and paying MUCH LESS IN PROPERTY TAXES on average) would like to position the city manager's request for a delay of final approval of the Hopkins plan as a victory for their position. **It was not.** No council action has changed the policy the council approved on May 10, 2022, and again on October 11, 2022. The city's very unfortunate staffing issues in the Transportation Division are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase over a decade. **It would become even more of a symbol of the city's inability to get work done to protect the public.**

The Hopkins Corridor policy council approved twice last year must be implemented in full. Focus city efforts on solving the Transportation Division's staffing problems rather than subverting the will of council.

Thank you for your attention to this matter.

Sincerely,
Lucy Laird
1306 Stannage Ave.
510-759-2622

-----Original Message-----

From: Ross Bernet <ross.bernet@gmail.com>
Sent: Monday, June 12, 2023 8:12 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Hopkins replacing

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

Dear Council,

It would be an insult to repave Hopkins without bike lane improvements after everything we've gone through over the last several years. It would demonstrate a serious lack of respect for the city's extensive community buy in process.

Cars are bad. Bad for the environment. And safety.
We need to make other means of transportation accessible and safe.

People are hooked on cars because everyone grew up in an environment built for cars.

YOU have the opportunity to shape the future for the better instead of maintaining a broken status quo.

Don't give into and deepen our addiction to cars.

People will be upset. But it will be for the best in the long run. Please don't give into short term pressure from rich landowners annoyed about losing parking. Its insanity. We are in a climate crisis. Every new repaved road should have bike infrastructure!!!! Please!!!!

Ross Bernet
D1

From: Henry Pinkard <henry.pinkard@gmail.com>
Sent: Monday, June 12, 2023 8:38 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Hopkins Street

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

Dear Mr. Mayor, Commissioners, and Councilmembers,

In our shared endeavor to improve our city, I kindly ask you to prioritize our long-term priorities that form the backbone of our collective promise to a sustainable and inclusive future. Specifically, I urge you to respect the Complete Streets design during the revitalization of Hopkins Street. This design, which has received the Council's approval twice, reflects the values that are fundamental to our Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Let us not misunderstand the City Manager's request for a delay on the Hopkins project as a change of heart. The policies that were approved on May 10th and October 11th, 2022, remain firmly in place. The delay is simply a byproduct of the staffing issues we are facing in the Transportation Division.

By opting for the immediate repavement of Hopkins Street, we inadvertently risk extending the planning phase of the Complete Streets project to an overwhelming ten years. Such a delay could unfortunately tarnish our city's reputation for operational efficiency and progressive vision.

Hence, I passionately implore you to put the implementation of the Hopkins Corridor policy at the forefront of your priorities. By focusing our collective efforts on resolving the staffing predicaments

Public

within the Transportation Division, we will protect the decisions made by the Council and uphold our city's vision for the future.

Thank you for your thoughtful consideration.

Sincerely,
Henry Pinkard

From: Alyssa Plese <plesealyssa@gmail.com>
Sent: Monday, June 12, 2023 8:46 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: No street repaving without complete streets

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

Mr. Mayor, Councilmembers, and Commissioners,

I am writing to oppose any move to repave Hopkins Street that does not include a Complete Streets re-design for the corridor, including improved bike infrastructure. Though I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. Council should not change policy on this question; your previous votes were in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan. To proceed without implementing the complete streets design would be disappointingly out of alignment with those plans.

No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. It is my understanding that The City's very unfortunate staffing issues in the Transportation Division are the reason for the delay of the final approval of the Hopkins Corridor– Staffing problems should NOT instigate policy changes nor act as an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase *over a decade*. It would become even more of a symbol of the city's inability to get work done to protect the public.

The Hopkins Corridor policy Council **approved twice** last year must be implemented in full. Please focus city efforts on solving the Transportation staffing problems, rather than subverting the will of Council.

Thank you,
Alyssa Plese

From: Christopher Hamilton <ceh41845@gmail.com>
Sent: Monday, June 12, 2023 9:00 AM

Public

To: citymanager@berkeleyca.gov

Cc: Hahn, Sophie <SHahn@berkeleyca.gov>; rkesharwani@cityofberkeley.info; Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>; Bartlett, Ben <BBartlett@berkeleyca.gov>; Harrison, Kate <KHarrison@berkeleyca.gov>; Wengraf, Susan <SWengraf@berkeleyca.gov>; Robinson, Rigel <RRobinson@berkeleyca.gov>; Humbert, Mark <MHumbert@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>

Subject: Repave Hopkins ASAP in 2024

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

I have lived a block from Hopkins for 45 years. I ride my bike on Hopkins when I go to Stanford Health Care in Emeryville or to get some recreation on the paths flanking the freeway over to the bay in Richmond or to Emeryville.

The long-scheduled repaving of Hopkins was delayed this year owing in part to circumstances beyond the city's control. Now, however, one council member, in whose district much of the street lies, has proposed reallocating the funds to other uses in the city, rather than putting that repaving back on track for 2024.

Such a redistribution would be a grave and inequitable mistake. The street is in such poor condition that when I ride my bike on it, I must be extra cautious that my tires do not enter the many depressions and holes, twisting my bike in such a way as to cause a dangerous loss of control and risking a fall. Many of my bike-riding neighbors consider the current condition of the roadbed unsafe and seek to avoid using Hopkins. Surely, other bike riders from that council member's district must encounter the same risks riding on the street.

Profound controversy over the repaving design arose because one supposed safety improvement, a two-way cycle track on the south side of the street, accompanied the proposal. True safety enhancements like re-striping the existing sharrows, better lighting, improved street crossings, and other pedestrian safety amenities, sparked no debate. Those embellishments are still needed--sooner rather than later--to ameliorate risks posed by the current state and design of the street.

The fundamental deficiency that demands remediation as soon as possible remains the hazardous condition of the pavement. I am sure that it was the deteriorated condition of the roadway that led the city to schedule repaving for 2023 in the first place. So, the city cannot really explain why it would now move funds allotted for Hopkins repaving to other uses.

As originally explained to the community in workshops on the plan, the two-way cycle track was a complement to be added after repaving was done. Therefore, it seems that no pressing need exists to resolve the controversial issue of a dangerous, enclosed two-way cycle track before repaving Hopkins. Repaving the street was always considered separable from that loony idea.

And, by the way, the city staff needs to explain another long-delayed matter on Hopkins. Some years ago, the city council approved a stop sign at McGee and Hopkins, yet city administration has never put one in. That, along with uncontentious safety enhancements, should move ahead next year at the latest. Otherwise, critical roadway deficiencies on Hopkins stand to be unconscionably postponed. Note that delaying to resolve the intractable two-way cycle track imbroglio could take a long while, as new rules governing effluent in the bay and streams will require redesign from what was contemplated in 2022-23.

Finally, a related aspect of the city's overall bike network demands attention. I want to see the city install the proposed bike boulevard on Rose Street near me. It has been part of the city's bike plan for years, and Rose is scheduled for repaving this summer. Some of Rose is in rotten condition, so repaving it should continue apace, with addition of the bike boulevard enhancements.

Chris Hamilton

From: Matt Weber <mattweberman@gmail.com>
Sent: Monday, June 12, 2023 9:03 AM

Public

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Hopkins - Complete Streets

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

Honorable Mayor, Councilmembers, and Commissioners,

I understand there is a proposal to repave Hopkins Street without installing separated bike lanes and keeping all the parking spots. This feels in stark contrast to the previous two Council votes for a Complete Streets design and the City's vision and plans for an equitable and safe street.

I am sympathetic to the Transportation Department's staffing challenges, however, why not address any remaining city staff final design concerns with a city staff only roundtable discussion and then repave next year?

This would seem to be an optimal outcome for users of the street rather than a prioritization of parking for the few for the foreseeable future.

Please have the will to see the City's vision through and stand by the Council's previous votes for a Complete Hopkins Street.

Sincerely,
Matt Weber

From: Heath Maddox <heathmaddox@gmail.com>

Sent: Monday, June 12, 2023 9:38 AM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; nbudnick@ci.berkeleyca.gov; All Council <council@berkeleyca.gov>

Subject: Hopkins Repaving

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

Dear Mayor, Councilmembers, and Commissioners,

I live at 1565 Rose St., two short blocks from Hopkins Street, and I am writing to oppose any move to repave Hopkins without implementing the Council-approved Complete Streets design for the corridor.

While I fully support keeping the streets in my neighborhood and across Berkeley in a state of good repair, Council voted twice to approve the Hopkins Complete Streets design and any change to this action requires a vote by Council. Funding for much-needed local complete streets projects is in short supply, so piggybacking them on repaving projects is crucial to creating safer and more welcoming local streets in a timely manner. Moving ahead with repaving Hopkins now without the planned bike lanes and other safety improvements would be an unconscionable waste of time, money and opportunity, and is likely to add years of delay to their implementation, which is of course exactly what opponents of this twice Council-approved project hope to achieve.

Public

Council should stand by its prior decisions on the Hopkins corridor improvements, both of which were wholly consistent with Berkeley's Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Sincerely,
Heath Maddox

From: Tom Lent <tom.d.lent@gmail.com>
Sent: Monday, June 12, 2023 10:01 AM
To: All Council <council@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>
Cc: Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Honor Meg's sacrifice - do not pave Hopkins without a complete street plan

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

Seven years ago, on February 2, 2016, Meg Schwartzman was nearly killed when a driver hit her and ran her over in his car. This happened on Fulton where a street had been just repaved without implementing a previously planned bike safety street plan.

We all agreed that this should never, ever happen again in this City. As a result, the life saving policy was implemented to ensure that planned bike and pedestrian infrastructure was included in any new paving project.

Do not let an avoidable tragedy like this happen again.

Only pave Hopkins with a robust Complete Streets plan that will ensure safety for all users.

And make sure this policy remains for all Berkeley streets.

Thank you,

Tom Lent

From: Cathy Edwards <cathymedwards@gmail.com>
Sent: Monday, June 12, 2023 10:32 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Please repave Hopkins respecting people who walk, use wheelchairs, and cycle

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

Mr. Mayor, Councilmembers, and Commissioners,

Please do not repave Hopkins without including cycle lanes and improved sidewalks. Giving priority to motor vehicles in this way contradicts your Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

I live nearby, and visit Hopkins regularly by bike, public transport and on foot - as the majority of people should be supported to do. That so many people feel the need to drive cars and park here is a failure of policy and infrastructure.

I oppose any move to repave Hopkins Street by abandoning the Council-approved Complete Streets design for the corridor. The streets are badly in need of maintenance, but Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. This would need to comply with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan. Not business as usual policies that result in driving and parking being the easiest option, thereby marginalising people without cars, and causing catastrophic damage to city spaces, air quality, and the planet.

The Hopkins Corridor policy Council approved twice last year must be implemented in full.

Best wishes,

Cathy

--

Cathy Edwards
+1-510-424-9569
cathymedwards@gmail.com

From: David Shere <sheredlk@gmail.com>
Sent: Monday, June 12, 2023 10:56 AM
To: Berkeley Mayor's Office <Mayor@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Humbert, Mark <MHumbert@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Robinson, Rigel <RRobinson@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Wengraf, Susan <SWengraf@berkeleyca.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>; cc: Marc Hedlund <marc@precipice.org>
Subject: No repaving Hopkins w/o complete streets

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

Mr. Mayor, Councilmembers, and Transportation and Infrastructure Commissioners,

I am writing to oppose the expenditure of any additional city funds on repaving Hopkins street in absence of the complete streets treatment the council has repeatedly approved and in support of the proposal to return that money to the T1 programs.

The city council has said that it is city policy to build complete streets at the same time as repaving, and to focus scarce public dollars on historically disinvested communities in West and South Berkeley. The city spent two years, and countless dollars focused on one of the most wealthy, exclusive, historically segregated communities in our city. Now that the loudest and most politically connected voices in that community have temporarily defeated the city's bike, pedestrian, vision zero, and climate plans, the city is rightfully considering redirecting scarce public resources to other areas, including backfilling the T1 funding shortage. The city council should move forward with this plan expeditiously.

Public

The idea that we would devote even more resources to repaving in absence of complete streets, which only encourages drivers to drive faster, is appalling. As is further concentrating scarce public resources in that wealthy, exclusive corridor.

The city owes its residents an accounting of how much time and money has been wasted, what backroom deals were made, and how much damage has been done throughout this process. In the meantime, we should not spend a single penny on making Hopkins street even more dangerous.

David Shere
District 1

From: Bill Hofmann <bill.hofmann@gmail.com>
Sent: Monday, June 12, 2023 11:56 AM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: Hopkins Street repaving

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

I've watched with alarm the strongly anti-bike (and anti-safety) antics of the opponents to Hopkins Street having safe bike routes. Disappointed that the plan was put on hold.

Please ensure that any repaving effort MUST include a safe way for people of all ages to bicycle on the street - I understand that if it's repaved without bike infrastructure, it could delay things by years.

There is already a serious parking issue in the business district - it really can't get any worse - a real solution will include the Council-approved bike-inclusive solution - supporting both VisionZero and helping to alleviate climate change.

Best regards,
-Bill

--

Bill Hofmann
+1 510 387-0952

From: busayc@gmail.com <busayc@gmail.com>
Sent: Monday, June 12, 2023 1:05 PM

Public

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>

Subject: No Hopkins Repaving Without Complete Streets

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

Dear Commissioners and Council Members,

I live at 1201 Hopkins and am writing to oppose any plan to repave Hopkins without implementing the twice council approved Complete Streets design.

If these already approved changes are not implemented, it will be perhaps a decade before this street becomes safer for those not in private automobiles. While biking, I personally have had close calls with impatient drivers that wouldn't have happened with a separated, protected bike lane.

The Complete Street plans are consistent with Berkeley's Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Please don't waste the years of work that have already been completed.

Thank you,
Corey Busay

From: Maxwell Gara <maxwell.gara@gmail.com>

Sent: Monday, June 12, 2023 12:34 PM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Hopkins Repaving- Oppose Unless Complete Street Redesign Included

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

Mr. Mayor, Councilmembers, and Commissioners,

I am writing to **strongly oppose** any action to repave Hopkins Street without inclusion of the Council-approved Complete Streets design for the corridor. While I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

My family and I bike through this corridor regularly, and we are exhausted and scared from having to contend with a road design that puts our lives in danger. The Hopkins Corridor policy Council approved twice last year must be implemented in full. Please do not add to the delay in the implementation of the complete street streets design by moving forward with a repave-only action

Thank you for your time,

Max Gara
East Bay Resident

From: Sheila Newbery <ssnewbery@gmail.com>
Sent: Monday, June 12, 2023 2:01 PM
To: All Council <council@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: Proposal to repave Hopkins

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

Mr. Mayor, Councilmembers, and Commissioners,

I'm a 63-year-old driver, bike rider, and walker. I live in District 5. I shop regularly at Monterey Market and usually ride my bike or walk to that area from my house on Marin Ave., where I've lived for over thirty years.

I write today to oppose any hasty move to repave Hopkins Street in the wake of the postponement of the Council-approved Complete Streets design for that corridor.

Repaving now would almost certainly entrench the status quo, and further derail the Council's planned redesign for Hopkins, ratified in two separate votes in 2022, and now in limbo.

Councilmember Hahn's initial 2018 referral for Hopkins was in 2018---*five years ago*. If the city repaves Hopkins now, that will place that entire zone under a moratorium of construction as regards any pavement cuts necessitated by the Complete Streets project. The net result? We'll very likely be looking at pushing back the Complete Streets work by *over a decade*.

Please consider where we stand now compared to where we stood in October of 2022. We exchanged a state of readiness to execute a much-needed plan for a state of disarray---the brunt of which has fallen on the city staff in the Transportation Division. It is a deeply unfortunate consequence of efforts to undo the achievement of the Council's own consensus.

My urgent wish is this: that the Hopkins Corridor policy the Council approved *twice* last year be implemented in full. And that we focus the city's efforts on solving the Transportation staffing problems, rather than subverting the will of Council.

Sincerely,

Sheila Newbery
1727 Marin Avenue
Berkeley, CA
(510) 776-4647

Public

From: Donna DeDiemar <dediemar@sbcglobal.net>

Sent: Monday, June 12, 2023 2:55 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Paving Hopkins

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

Esteemed Council Members, City Manager, and Members of the Transportation and Infrastructure Commission:

I am writing to you in opposition to CM Kesarwani's May 4, 2023 recommendation to the City Council Budget and Finance Policy Committee regarding reallocation of money intended to repave Hopkins Street in 2023.

There is no disagreement between the factions in support of or opposition to the Hopkins Corridor Project about the need to repave Hopkins Street. Finding complete agreement on anything having to do with that project has been elusive, but there is no question about this. In its current condition, the street poses significant safety risks to all users - cyclists, pedestrians, and drivers alike.

The suggestion that repaving Hopkins should be postponed until a decision can be made on what type of bike lanes should be installed is an affront to the Vision Zero goals, particularly when there is no way to know when repaving funds would again be available or when funds for bike and pedestrian improvements will materialize, or if they will all be available at the same time.

At one of the community workshops, then-Transportation Director Farid Javandel said that it was not necessary to pave and install the improvements at the same time. In fact, he said that if they were installed together, the class IV cycle track would be a permanent part of the road, and even if it proved to be unsafe it would not be removed, ostensibly because of the cost. He also stated that, should a cycle track be approved for all of Hopkins, it could be installed post-repaving by using a softer scape method of removable bollards or other methods common when the city conducts pilot projects. This method would be far less expensive than the hardscape and would be removable if it proved to be ineffective or dangerous.

Given that the reason given for combining street repaving with installing the cycle track was to save money, and given that the real way to save money is to separate the two projects and use the pilot project method of installation should the city ultimately decide it actually wants to try out the cycle track, there is absolutely no reason to delay repaving Hopkins any longer.

Public

So, please do not do so. See to it that the money is left in the budget for vastly improving the safety of Hopkins for all its users NOW!

Sincerely,
Donna DeDiemar
Resident of District 1

From: Diane Garcia <befindsf@gmail.com>
Sent: Monday, June 12, 2023 4:20 PM
To: Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Cc: info@savehopkins.org
Subject: repave Hopkins Street ASAP

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

Dear TIC and City Manager,

Please see below for my letter to the City Council that I wrote today. I heard that the bike lobby is urging the city not to pave Hopkins, which doesn't make sense to me. If the city decides to put in a cycle track at some point when there's a comprehensive plan, paving the street now doesn't stop that from happening. It does stop injuries and accidents in the meantime due to bad road conditions. Get the bike lanes on Hopkins repainted (yes, there are bike lanes already on Hopkins) and divert cyclists to Ada Street to avoid the pedestrians and cars in the commercial area, and help the safety of everyone.

Hopkins Street has been on the list of streets that desperately need to be paved for about 5 years and it should be put on the schedule ASAP. It should be repaved and a stop sign at McGee and Hopkins put in. The street is not safe for pedestrians, many of whom are kids from nearby schools or the elderly community from the surrounding areas. The street is also unsafe for cyclists due to the road conditions. Riding on the bike lanes on upper Hopkins will be so much better. Some people don't even realize that there are bike lanes on Hopkins because the lanes are so faded.

Please follow through on your commitment to make Hopkins Street safer and better for the community by repaving it as soon as it can be put on the schedule. I know this year is probably impossible, but early next year would be great.

We need the street safer sooner rather than later!

Thank you,
Diane Garcia

From: Todd Andrew <toddcandrew@gmail.com>
Sent: Monday, June 12, 2023 4:44 PM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson,

Public

Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Make Good on Your Complete Streets & Other Promises (Regular Council Meeting 6/13 Agenda Item 25)

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

Mr. Mayor, Councilmembers, TIC Members & Madame City Manager:

I've lived in District 5 on Hopkins at Monterey for over 16 years. The idea that Hopkins won't be repaved if you dedicate **all** previously-assigned Hopkins funding to other T1 projects around the City is anathema to me. And that is exactly what Council should do...

OR, preferably...

Council should proceed with the overwhelming decisions they made twice last year to repave Hopkins in conformance with our Complete Streets, Climate, Vision Zero, Bike and Pedestrian Plans.

Please don't let your words be merely lip service:

- You know as well as I do that repaving a street *without* pedestrian and cyclist safety improvements actually makes the street **less safe**. The average speed of drivers will increase, and speed kills.
- You also know it's entirely illogical that parked cars are better for evacuation and emergency access than mountable curbs. If you lived here, you could see it first hand on a daily basis.

How are you going to feel when the inevitable happens, as it did on Fulton Street seven years ago?

Much of the street is in very poor condition, especially the wheel paths between Monterey and Gilman. However, the center of each lane remains passable on a bicycle, which is how I get around. This is better than repaving without safety improvements.

Thank you.

Best,
Todd Andrew, District 5
Hopkins & Monterey

-----Original Message-----

From: Kori Kody <Kori.Kody@mindspring.com>

Sent: Tuesday, June 13, 2023 12:02 AM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; EAjderspm@berkeleyca.gov; Manager, C <CManager@berkeleyca.gov>

Subject: Please repave Hopkins

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

Public

As a longtime Berkeley resident who travels on Hopkins almost daily and supports the small markets in that neighborhood, I'm writing to urge the repaving of Hopkins. It's a matter of safety and common sense. The street is in terrible condition, and my understanding is that money is available to do the repaving.

Unfortunately, it seems the money is being held hostage in a dispute over bicycle lanes. It is most probable that a Class IV Two-Way Cycle Track will, in fact, not be built on Hopkins. There are many many arguments against that plan. In the meantime, the condition of this important street further deteriorates. It will just become more expensive -- as well as creating ever-greater safety issues -- if we wait. Please act as responsible city officials and proceed with paving Hopkins.

Sincerely,
Kori Kody
Shasta Rd.
Berkeley

From: Marguerite Lee <mlee94707@gmail.com>

Sent: Monday, June 12, 2023 11:03 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Repave Hopkins Street

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

Repaving Hopkins Street should not be contingent upon a dispute over the Class IV Cycle Track. Moreover, it is disheartening to witness that some city officials seem to be withholding the repaving of Hopkins Street until the issues surrounding the bike lane project are resolved which may take years. The condition of the street is dreadful. It is unjust to delay crucial infrastructure improvements unless we accept the project that has already raised numerous concerns and opposition from the community. I urge you to separate the repaving project from the bike lane discussion and prioritize the repair of the street.

Hopkins Street needs a plan that addresses the needs of all road users, including cyclists, pedestrians, motorists, and local businesses.

Marguerite Lee

From: Jose Arau <josearau101@gmail.com>

Sent: Monday, June 12, 2023 11:29 PM

To: All Council <council@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Please repave Hopkins Street now.

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

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins.**
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

Thanks!

--

José Franklin Arau

Live a life worthy.

510.542.6005

-----Original Message-----

From: Trarie Kottkamp <trarie@yahoo.com>

Sent: Monday, June 12, 2023 10:38 PM

Subject: Please allocate the same amount of paving funds for Hopkins from the 2023 to the 2024 FY

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

I live on Hopkins St. at Stannage and am requesting that the paving funds allocated for FY 2023 be moved to FY 2024 and be used to pave Hopkins St in 2024

- 1) It is more cost efficient to repave streets as soon as possible, since it costs a great deal more to do more extensive repairs after greater wear, damage and delay.
- 2) There is no need to delay repairs over the outcome of installing the Cycle Track. That discussion might go on for awhile. Bike lanes already exist on Hopkins and they will be enhance with repaving and re-striping.
- 3) The proponents of the Class IV Two-Way Track Cycle have provided no relevant or accurate data for the safety of such a track on a two-way residential street such as Hopkins.
- 4) Proceed with giving Rose Street "Bike Boulevard treatment". Rose is appropriately designated as the route to the schools as they are actually located on Rose, not on Hopkins.

Trarie Kottkamp
1150 Hopkins St
Berkeley, CA

From: J M <demeterjan819@gmail.com>

Sent: Monday, June 12, 2023 11:42 PM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>

Subject: Hopkins Street

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

Dear Mr. Mostowfi - I am not opposed to bike lanes in Berkeley. I AM opposed to creating a two way bike lane on Hopkins. I am unable to ride a bicycle and have to drive to shop for groceries. Please don't forget that some of us are

not able to bicycle to get groceries. We need to be able to park around Monterey Market, Monterey Fish, and Magnanis. Biking for groceries isn't practical for anyone when it rains. Even my bicycle riding daughter, can't manage many groceries biking uphill to her residence from Monterey Market.

Installing a two way bike lane on Hopkins isn't sensible. There simply isn't room to do it safely. Hopkins is not the best choice for a two way bike lane.

Hopkins should be repaved now, for the safety of all. Delaying the repaving will lead to a more expensive fix years hence.

Thanks for considering my views.

Janice Murota

From: Jeffrey Kaplan <jeffkaplan@att.net>

Sent: Monday, June 12, 2023 9:40 PM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Street Paving Policy

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

The city should pave the streets that are most in need of it. Doing otherwise would be hazardous for bicyclists, drivers, and pedestrians. Moreover, further delay creates substantial financial risk for the city.

Meanwhile, some bicycle activists and city officials continue to insist on the implementation of the two-way bicycle track on Hopkins Street. Such tracks are widely recognized by the state of California and the federal government as well as bicycle authorities in Holland, Denmark, and Sweden as being dangerous for a street such as Hopkins with its numerous driveways and intersections. It is a violation of the public trust for city officials to ignore that fact.

Sincerely,

Jeffrey Kaplan
Marilyn Simons

Berkeley

From: Jennifer Winch <jennifer.winch6@gmail.com>
Sent: Monday, June 12, 2023 10:33 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: Please Repave Hopkins Street!

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

Hopkins Street between Sacramento Street and Gilman Street, is literally crumbling into rubble and is in urgent need of repaving.

I have come to understand that the bike lobby and its supporters on the city council are opposed to repaving Hopkins without inclusion of the flawed proposals put forward in the various iterations of the Hopkins Corridor Plan irrespective of the fact that these plans were designed, promulgated, and voted on without ever having looped in and accommodated the Fire Department's 26-foot base requirements for bi-directional emergency vehicle access space. That dimension should have been the **starting point** for all further designs, and the fact that it can't be accommodated on the narrower blocks of Hopkins should tell you that Hopkins isn't a good choice for a hardened bike track.

That none of the multi-year series of plans and revisions of the "Hopkins Corridor Plan" ever bothered to START with the Fire Department's requirements for bi-directional passing space for its vehicles is a failure of Public Planning 101 under the oversight of former Transportation Planning Director Farid Javendal.

That the mayor and city council voted twice to approve some truly bad and ill-considered designs that would turn the narrower parts of Hopkins and into a dangerous bottleneck for emergency vehicles is really frightening to those of us who live in the area.

The Fire Department's navigation-space needs for its vehicles **should be the starting point for all of Berkeley's transit plans and street re-engineering**, not an "Oops!" discovery after the city council has voted to

approve plans that are going to make an important commercial, emergency vehicle, and commute traffic nexus unnavigable.

That this happened is shamefully bad planning on the part of everyone involved, and irresponsible of the city council to have seemingly not asked whether the Fire Department's requirements were built in first, especially before voting on the proposal.

The shoddiness of the entire Hopkins Corridor Planning exercise and rush to vote frankly calls into question how ill-designed the city's other plans might be, especially since bike lobby member comments constantly refer to Complete Streets, the Bike Plan, Vision Zero, etc., as if these were some kind of holy writ that cannot be challenged under any circumstances rather than aging proposals that are likely flawed and probably need some serious scrutiny.

Whoever included Hopkins Street in the Berkeley's Bike Plan as part of the flawed "Complete Streets" Plan must have done so just looking at Hopkins on a map rather than actually visiting at the real street itself. Its business district, centered on a narrow residential street, brings large vehicles to this area.

In addition, as someone who walks Hopkins Street multiple times a day, it's apparent that the city council and Transportation Commission are both short on people who invested time in observing and considering the turn-radius accommodation required for the large vehicles that turn onto Hopkins from streets like Monterey, California, McGee, and Sacramento. The 2.5 block Hopkins business zone brings in large delivery vehicles, including large tractor-trailers, into what is otherwise a residential neighborhood with comparatively narrow streets. I'd like to see the members of the city council spend some time really looking at turn-radius requirements for large vehicles before they sign off on more ill-considered street redesigns.

The reality is that the buses and **large delivery vehicles that are routine traffic in these blocks** would not be able to turn safely onto Hopkins (or off it onto California Street, where many of the delivery trucks park to unload) should a number of the changes proposed in the Hopkins Corridor Plan be implemented.

The A/C Transit bus that picks up students from St. Mary's High School on weekdays already pulls up to the current location of the double-yellow line on Hopkins when it turns from Monterey onto Hopkins in the afternoon. There's no way it could make that turn without plowing into oncoming traffic if the line is moved 8 to 10 feet to the north, especially if

it has to pull around what will undoubtedly be an overly large proposed bulb-out first.

Hopkins Street should be removed from the Berkeley Bike Plan. There are better streets for bike traffic nearby that don't see the volume of routine large vehicle commercial traffic that Hopkins between Sacramento and McGee experiences daily. Bikes can easily go from less heavy-traffic streets down wide lateral streets like California to approach the Hopkins business zone on a perpendicular street.

Bike lobby absolutists are irresponsibly proposing that Hopkins' repaving be denied if they don't get what they want as part of the repaving irrespective of the fact that Rose and Virginia are both better streets for east/west cycling because they see far less vehicle traffic, especially by large trucks and commuters headed to the freeway, as Hopkins does. Both have lights at Sacramento, both connect to the Ohlone Greenway. Both local public schools, MLK Middle School and Ruth Acty Elementary School, have their front doors on Rose Street.

Hopkins Street, especially the heavily-traveled block between Sacramento Street and Gilman Street, is literally crumbling and a safety hazard. It is irresponsible of the city government to continue to indefinitely postpone its repaving.

It's appalling to think that the city council is willing to let a heavily traveled street crumble to rubble to accommodate the sustained tantrums from the bike lobby. There are other streets for bikes, but far fewer streets for commercial vehicles. I hope the city council will focus on what the Hopkins business district needs to remain viable, and that local residents need to know that emergency vehicles can get to them at need rather than capitulate to the demands of a bike lobby that wants to elbow everyone else out of the way.

Thank you.

Jennifer Winch

7 Hopkins Court

Public

From: Connie A <cander8917@gmail.com>

Sent: Monday, June 12, 2023 10:22 PM

To: Berkeley Mayor's Office <Mayor@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Hahn, Sophie <SHahn@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Harrison, Kate <KHarrison@berkeleyca.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>; Robinson, Rigel <RRobinson@berkeleyca.gov>; Bartlett, Ben <BBartlett@berkeleyca.gov>; Humbert, Mark <MHumbert@berkeleyca.gov>

Cc: Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>

Subject: In support of repaving Hopkins NOW

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

Dear Mayor Arreguin, City Manager Ridley, Members of the Berkeley City Council, and Members of the Traffic and Infrastructure Commission,

Please read the attached letter in which I explain in detail why I support repaving Hopkins **now**. Repair of this highly traveled street, currently in dismal condition, should not be held hostage till the fight over the cycle track is resolved, especially since it could be years before that fight reaches a conclusion.

As a member of Save Hopkins, I am not against bike lanes on Hopkins, but I want them to be **safe bike** lanes. My letter provides strong evidence for why the proposed Class IV bike lanes would definitely NOT be safer for cyclists than what we currently have. In my letter, I cite **recommendations from the California Department of Transportation and the federal highway administration guidelines against the use of Class IV bike lanes for a street like Hopkins**, which has many intersections and driveways and is an emergency evacuation route for Berkeley and Kensington residents in case of a wildfire. I also provide testimony from residents of Oakland who have seen what happens when Class IV bike lanes are implemented on a street similar to Hopkins.

Just as importantly, the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.

I would also remind you that the existing bike lanes already present on Hopkins would be greatly enhanced and made safer by repaving and restriping the street.

Sincerely,
Constance Anderson

June 12, 2023

1

Dear Mayor Arreguin, Members of the Berkeley City Council, and the City Manager, The intent of this letter is to urge you to revisit the Hopkins Corridor Plan and to seek better options. The great irony is that your plan will be creating new and worse hazards for both cyclists and pedestrians, rather than making our streets and sidewalks safer for them. In addition, this plan will also jeopardize a much loved business district.

Have you read the 2022 California Department of Transportation Guidelines for the design of cycle facilities? These guidelines specifically warn **against** the use of this type of Class IV Protected Cycle Tracks on streets where many driveways and intersections will intersect with the bike track.

Also, it **may not be appropriate or feasible to have a continuous separated bikeway [i.e., Class IV Protected Cycle Track] through certain street environments, such as on the same side of a street with many driveways.** A bike lane may perform better in this context.¹ (Emphasis added)

The stretch of Hopkins between McGee and Kains has 70 intersections (61 driveways and nine cross streets)! Even Upper Hopkins (which is wider) is **not** the ideal street for Class IV Protected Cycle Tracks. The ideal street for that type of bike lane is a wide commercial boulevard with few to no driveways and wide sidewalks with high visibility. Furthermore, since Hopkins is an emergency evacuation route, this recommendation against Class IV Cycle Tracks on such routes is also highly relevant:

Complete Streets features provide improvements to the community but have the potential to create challenges in an evacuation. **Consider the use of Class II bike lanes on evacuation routes instead of Class IV as a way of providing an unobstructed pavement width.**² (Emphasis added)

In addition, on the stretches that have driveways and intersections that cross through the two-way bike lane (such as between Colusa and McGee), the danger of drivers turning left and not seeing bikes hidden behind parked cars is very real.

Watch this video in which a concerned Oakland resident explains in detail how the same situation is causing multiple car/bike collisions on Telegraph Avenue:

<https://www.youtube.com/watch?v=H7obAT9LxQM&t=270s>.

It seems no one on the Berkeley City Council has read the Federal Highway Administration (FHWA) regarding two-way cycle tracks:

19.5 Practices To Be Avoided Two-Way Bike Lane

1 Source: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf> p. 3)

2 Source: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/signed-dib-93-evacuation-route-a11y.pdf> . See section 3.7 Complete Streets Features, top of page 6.

June 12, 2023

2

This creates a dangerous condition for bicyclists. It encourages illegal riding against traffic, causing several problems:

- At intersections and driveways, wrong-way riders approach from a direction where they are not visible to motorists.
- Bicyclists closest to the motor vehicle lane have opposing motor vehicle traffic on one side and opposing bicycle traffic on the other.
- Bicyclists are put into awkward positions when transitioning back to standard bikeways.³

As someone with limited mobility myself and whose elderly mother now uses a walker, I found it astounding and deeply troubling to learn that the City of Berkeley had not directed the designer of the bike plan to take the Americans for Disabilities Act (ADA) into consideration. As a result, the fate of disabled pedestrians and others with limited mobility under this plan received no attention whatsoever. As customers arriving by car, disabled people will have an even harder time than others getting to and from their car if they have to park far away, as they will (the

few disabled parking spots scattered here and there are not enough to meet demand). Secondly, when someone with limited mobility needs to get across the street, they may be taking their life into their hands if it's cyclist rush hour. As someone who moves slowly (can't run), I personally would not want to try and pass through a heavy flow of cyclists racing by in the bike track. In my experience, cyclists rarely if ever stop at stop signs in Berkeley and are not known for ceding the right of way to pedestrians even when they should. And when they're in the majority, they tend to be even more reckless and inconsiderate of pedestrians. Add electric bikes and electric scooters to the mix in the bike track and you have a recipe for disaster, both for pedestrians (and I mean **all** pedestrians, not just those with limited mobility) and for traditional bicyclists. The latter will have to share the bike track with electrically powered vehicles (e.g., e-bikes, electric scooters, segways, and even electric skateboards), which are growing ever more prevalent on Berkeley's streets. The bike track is likely to attract growing numbers of these swift electric vehicles, which can easily keep up with cars even on an incline. The possibility of being trapped in the bike lane with such aggressive electric vehicles breathing down their neck could lead some cyclists (the more cautious ones) to take refuge on the sidewalk. Thus, rather than clear the sidewalks of bikes, and make sidewalks safer for pedestrians, this plan could very well have the opposite effect! Personally, as a former user of a medical mobility scooter, I would never in million years have considered traveling in a two-way bike lane in my slowpoke scooter, knowing that I would be sharing it with any kind of cyclist, let alone a cyclist on an electric bike.

If the fact that no one in the City of Berkeley thought to have the designer take the ADA into consideration is dismaying and baffling, the fact that no one thought to run the plan by the Fire Department for review is truly shocking, since Hopkins is a

³ Source: https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless19.pdf See Section 19.5, page 4 (Practices to Be Avoided Two-Way Bike Lane)

June 12, 2023

3

major artery and an emergency access route.⁴ These omissions are evidence that this plan was created in haste, with very little oversight or serious thought given to the larger picture. The Hopkins Corridor plan would jeopardize the street's status as an effective emergency evacuation route in the worst-case scenario of a wildfire requiring the evacuation of all 24,000 people who live in the Berkeley hills and Kensington. Evacuees in cars would need the use of **all** emergency evacuation routes available to them, including Hopkins. Not only that, but watch this video, especially 5-7:12, to see the sometimes deadly impact of narrowing streets on emergency vehicles that need to reach someone in urgent need of medical assistance: <https://www.youtube.com/watch?v=qaA6EvIAQrs>.

In addition to creating new and worse traffic hazards, the existing bike track plan will also be devastating to the businesses on Hopkins that depend for much of their revenue on customers who come by car to buy large quantities (multiple bags of groceries) and/or purchase large items (such as trees, bushes, etc.) Customers who are elderly, disabled, or who live far away can't simply decide to switch to an e-bike

(or walk or take public transit for that matter), to do their shopping on Hopkins. Berkeley would do well to learn from the experience of those who have already implemented a similar bike track plan. Right after a bike track was installed on Telegraph in Oakland that drastically reduced street parking there, Koreatown businesses saw a significant drop in sales tax revenue. (Watch this video: <https://www.youtube.com/watch?v=H7obAT9LxQM&t=480s>)

The elimination of all 35 street parking spots on Hopkins between California and Gilman will most definitely discourage people from shopping at Monterey Market and other nearby stores. As it stands now, the Monterey Market parking lot is already exceedingly tight, forcing customers to look for parking on the street much of the time. With the elimination of so many of these precious street parking spots, people in cars will likely decide to shop elsewhere (Berkeley Bowl, Berkeley Natural Grocery, Sprouts, other horticulture stores, etc.).

The best way to make Hopkins safer for cyclists would be to repave the road and to offer programs that teach children bicycle safety specific to the Hopkins setting, including safe route recommendations. The City of Berkeley itself designates Rose Street (not Hopkins) as the preferred route for getting to the two public schools in the Hopkins neighborhood!

⁴ By the way, the California Department of Transportation's guide for Class IV Protected Cycle Tracks (<https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>) links to the Federal Highway Administration (FHWA) Guide, Chapter 4, which says regarding Accessibility: "Ensure that the interface of the SBL (Separated Bike Lane) with pedestrian facilities at crosswalks, parking spaces, transit stops and other locations is **accessible and in compliance with the Americans with Disabilities Act** and other local requirements. Consider access to the curb for **fire and emergency vehicles.**" Clearly, no one involved in the planning of this project read this. (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page04.cfm)

June 12, 2023

4

The serious threats this plan poses to cyclist and pedestrian safety and to the longterm survival of many long-time, local, beloved businesses far outweigh any benefits of this plan. You need to go back to the drawing board and come up with a plan for bike lanes that are truly safe. And this time, take **all** the stakeholders' needs into account!

Sincerely,

Constance Anderson, PhD

From: constance rivemale <mirasales.cr@gmail.com>

Sent: Monday, June 12, 2023 10:06 PM

To: All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>

Subject: Dangerous and Dumb

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

Public

To Mayor Arreguin and the Berkeley City Council Members,
Please pave Hopkins Street **now**. The uneven, broken pavement and numerous potholes are a shameful testimony of neglect and incompetence on your watch. Please place the safety of your constituents over an ideological battle over bike lanes. It's ridiculous to allow this situation to continue.....

Constance Rivemale

Berkeley native and tax payer

1916 Yolo Ave., Berkeley ca 94707

PS I do not own a car or a bike. I walk to Hopkins Street. I am over 70 years of age.

--

Kind Regards,

Constance Rivemale

From: bgilbertca@aol.com <bgilbertca@aol.com>

Sent: Monday, June 12, 2023 7:52 PM

To: Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>

Subject: Pave and Improve Hopkins Now

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

To Berkeley City Officials,

The re-paving and safety upgrade of the Hopkins Corridor is long overdue. It is unconscionable to hold this up on the spurious ground of the "unresolved" Class IV Cycle Track matter (which is totally contra-indicated in any event). A repaved corridor with re-striping of EXISTING bike lanes and necessary safety improvements is in everyone's best interest including cyclists.

I and the hundreds of other "Save Hopkins" members plus most all cyclists I know will hold our government and its officials accountable if they succumb to the devious maneuvers of the intransigent Bike Lobby and forestall the long-overdue Hopkins re-paving and re-furbishing. There is ample money in the T-1 cache plus the additional paving funds recently allocated by Council to get this job done NOW.

Among Hopkins aficionados, our government and many of its officials have lost a lot of trust. Repaving and re-furbishment with no shilly-shallying and political games will go a long way toward trust restoration. You will need this trust with all the matters and politicians soon to face the electorate!

Sincerely, Barbara Gilbert

Barbara Gilbert
Vincente Avenue
Berkeley, CA 94707-1520

Phone: 510-559-8216
E-mail: bjgilbertca@aol.com

From: David Coolidge <coolidgeorama@gmail.com>
Sent: Monday, June 12, 2023 8:26 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Hopkins Street

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

I am writing to urge the City Council to re-think the entire Hopkins St. project. I am a long-time Berkeley cyclist and a retired engineer. The way things stand I don't believe anybody has the engineering changes right. A two-way cycle track past driveways makes no sense. Hopkins west of Gilman is wide and lightly travelled and a painted cycle lane should be adequate, likewise east of the business district. The seven blocks between Gilman and McGee are the problem, and probably no solution there will completely satisfy anybody.

It is a bad mistake to allow activist groups or enthusiasts too much influence in the engineering process, the design needs to be done in a careful, disinterested and conservative manner. I believe some activists are of the opinion that the best changes are those that improve things for cyclists and micro-mobility and at the same time create more problems for motorists. (And nobody sticks up for we elderly pedestrians who are easy to scare and easier to knock down.) Please make Hopkins as good as it can be made for ALL users.

By the way, I am NOT a member of Save Hopkins and I'm no longer a member of Walk-Bike Berkeley, although I was one up to last year and before that, from the early 1970s, of the East Bay Bicycle Coalition. I am not by any means anti-bike, but I don't like the way the Hopkins project has been handled - my tax dollar, not working as it should. Many recent messages from Save Hopkins have seemed more sensible and better thought out than those from Walk-Bike Berkeley, and I find myself siding with S.H. lately. But essentially, I want to see traffic and public works engineered in an unbiased and even-handed way, with all the various interest groups kept at arm's length. Putting Hopkins on hold was a good start in that direction, keep it up!

David Coolidge
2226 Martin Luther King Jr Way
Berkeley, CA 94704
Tel/text: 510-205-2226

--

DAC

From: Theresa Malki <malkitheresa@gmail.com>
Sent: Monday, June 12, 2023 8:41 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Hopkins Repaving

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

I reside at 1351 Hopkins, I ride a bike but do not support the two way cycle track. The street badly needs repaving and restriping the existing bike lanes for our safety on two wheels. Repaving should not be postponed any longer.

Thanks, Theresa Malki

From: Amber Crowley <ambercrowley@gmail.com>
Sent: Monday, June 12, 2023 7:48 PM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Subject: Hopkins project

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

Good evening,

I have not written to this city group yet, though I did write to Sophie Hahn (I did not receive a reply). I have not had the bandwidth to fight this fight, as I spend my days working full time and caring for my children, one of whom has multiple, severe disabilities. I simply don't have the energy at the end of the day to take on one more fight. And yet, I also can't stand by and let this project continue. I am emailing during dinner time tonight, so that I can send this email.

Berkeley is the birthplace of the disability rights movement. It is the city where curb cuts were first introduced. My children are 5th generation Berkeley residents and my family saw the original changes that were made to allow access to those with disabilities. My son is disabled and relies on a wheelchair for mobility, and our wheelchair-modified van, to get him to places he needs to go. Every time the city adds a speed bump (not the kind with the flat top like El Cerrito and other neighboring cities use), we can no longer drive down that street. Every time a cycle track is added, we cannot park on that street. My son's (and by extension, our family's) ability to access the City of Berkeley decreases with every change that is made.

- Our van scrapes speed bumps that don't have a flat top, which damages our van and also triggers my autistic son - the noise is very loud. We must find alternate routes, which is increasingly difficult as more and more of these high top speed bumps are added.
- Cycle tracks make it so that we can no longer use our wheelchair ramp to access a curb. Instead he must exit our van directly into bike traffic (bikes do **NOT** slow down like cars do - he has almost been hit by far more bikes than cars) and then we must push him along the cycle track down the block until we find a curb cut. It is not safe, by any stretch

of the imagination, and greatly limits his access to the public right of way. My son just completed his time at BHS and one of the things I am most thankful for is that we WON'T have to drop him off or pick him up on Milvia anymore. The stress that the new cycle track there induced was extreme.

- We do not have the option to ride a bike to local businesses. We must drive, and with parking being eliminated and access to curbs being eliminated, we are trapped without access to the businesses we have patronized for decades. I can't leave my son at home alone to go grocery shopping - he requires 24 hour care - and I can't take him with me when we can't find parking to shop.
- At this point we are weighing whether we can continue to live in Berkeley, after over 100 years of our family living in our home, or moving to a city/town that takes disability rights more seriously and provides more accessibility. It is not a decision I ever imagined having to make and it is a situation that I resent deeply.
- Bicycle Boulevards exist all over Berkeley. Monterey is already set up as an extremely safe bike route, and Rose Street has been slated to become a Bicycle Boulevard for quite some time. There are PLENTY of safe routes for bicycles (many routes that we must avoid due to speed bumps) and the idea that a major (narrow!) street like Hopkins should be given to bikes, when they already have accessible routes, is maddening.
- There are thousands of residents in Berkeley who are not cyclists - hundreds are disabled or elderly and depend on access to parking and curbs. Your current stance on bicycle safety at the expense of everyone else is infuriating, inequitable, and unjust.
- We are not just another family/resident resisting change. We are a family that will be incredibly, detrimentally, affected by this change. We cannot continue to support a city that denies equal rights to disabled people. It is wrong on so many levels and discriminating against disabled people should be something that keeps you up at night. This is a marginalized community that is constantly ignored and this is wrong, plain and simple.

I have run out of time and must end this email. If you take anything away from reading what I wrote, I hope that it will be that the rights of disabled people matter, and that further marginalizing an already marginalized community is unjust. I implore you to consider disabled people when you make decisions regarding the city. And I ask that you please put this Hopkins project to rest. Repave the street to make it safer for all, repaint the lines that clearly delineate bike lanes, and maintain a roadway that accommodates all, not just some.

Thank you,
Amber Crowley

Amber Crowley, OTR/L
Pronouns: she, her, hers
(510) 290-7852
ambercrowley@gmail.com

From: Shirley Kirsten <shirley_kirsten@yahoo.com>

Sent: Monday, June 12, 2023 8:06 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Hahn, Sophie <SHahn@berkeleyca.gov>; Harrison, Kate <KHarrison@berkeleyca.gov>; Wengraf, Susan <SWengraf@berkeleyca.gov>

Subject: HOPKINS PAVING, AND A DIRE NEED FOR A STOP SIGN AT MCGEE/HOPKINS

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

Enough is enough! The Fire Dept. made it crystal clear that because Hopkins is a key Fire/Evacuation/Safety route, that the dual bike tracks are not an option according to Codes.

SAFETY, therefore, IS A BIG and FORMIDABLE concern for all.

I live right at the the intersection of Hopkins/McGee and over years, many have been clamoring for an added Stop sign at this intersection. Middle School parents are a particular group that has been begging for the Stop sign.

I carry one of two hand held stop signs for my personal safety as a pedestrian (I do not own a car) and for the safety and well-being of others. I am the area's volunteer crossing guard--helping many seniors, Middle schoolers, and mothers with strollers SAFELY cross. THAT IS AN ISSUE period and the bike lobby has NO business compromising my safety and that of others.

Hopkins also needs paving and should not be held hostage to an orchestrated bike lobby that cares only about its own agenda and not about safety.

Again Enough is Enough. And just because a group that is NOT in the majority, is politicking, lobbying, and churning out reams of self-serving messages to the City Council, City Manager, etc. should not in any way erase issues of SAFETY that have been well defined and adjudicated. Shirley Kirsten, M.A. Former SEIU and AFT Organizer



Shirley Kirsten M.A.
International Online Piano Instructor
NYC HS of Performing Arts
Oberlin Conservatory
New York University
Cell: 510-439-8567
You Tube Channel
<http://www.youtube.com/arioso7>
Piano Blogging at Word Press
<http://arioso7.wordpress.com>

From: Barbara Englis <barbaraenglis@gmail.com>
Sent: Monday, June 12, 2023 7:31 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Safety on Hopkins please, no class IV bike track

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

Dear TIC,

I'm a Berkeley resident living on Curtis Street and have been following the debate regarding a Class IV two-way cycle track on Hopkins. After reading the research, I can hardly imagine considering that kind of a bike track on Hopkins. It would not be safer. I do support repainting the bike lanes we've had.

I commuted by bike to work for years and in three cities. I feel strongly that safe bikeways should be supported, especially to get people to work or school. The bike lanes painted on Hopkins provided me, as an adult, with a decent alternate route for errands, not work, and I think that's true for most of the people involved—a rather select, able-bodied group.

Walking or biking, especially with kids, we have always always chosen Rose as the quieter, safer and prettier option. Biking on Rose has been excellent for students, it's where our schools are. For kids, Hopkins has always had too many active driveways, too much traffic, too much congestion around Monterey, and too many small, and not so small, cross streets. I don't know why we would consider making it worse.

The bike lanes we have and could repaint on Hopkins, yes. But Class IV bike tracks on Hopkins would be unsafe, high risk and low reward for the greater community.

Kind regards,
Barbara Englis

From: Peggy Radel <peggy@paradel.org>
Sent: Monday, June 12, 2023 7:16 PM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Subject: RE Hopkins Street Repaving

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

Dear All,

I write to urge that repaving of Hopkins St. be queued for action in the short term future. Do not "punish" the street residents for opposing the earlier poorly-designed plan. That is not sound policy.

I am in favor of increased safety, for pedestrians, bicyclists and drivers all. So let's do what we all know will immediately increase safety- pave the street!

In consideration of any additional engineering changes to Hopkins, I demand that the design be based on real, supportable data, and not just an ideological desire. Let's provide appropriate bicycle lanes in our residential streets. Class IV cycle tracks are inappropriate but they are not the only kind of

bicycle lane to choose from. The previously proposed Class IV dual cycle track is not recommended for use on two-way residential streets and proponents of such feature are disingenuous about its suitability.

The tax-paying public is entitled to know that the basis for any proposed engineering plan is rooted in reality, and is not based on made-up information/ misinformation.

For example, the western half of Hopkins is NOT a high-accident incidence road. Cycle track proponents keep stating that phrase, but they produce no data to support that -as it is not the truth.

Further, Class IV cycle tracks are NOT recommended in the 2017 bicycle plan nor by California DOT for this portion of Hopkins which crosses many driveways and intersections. No example of such a successfully implemented Class IV cycle track has been produced by any proponent. Why is this being considered at all, without any evidence of actually decreasing harm? This is NOT a plan for safety.

Additionally, please advance repaving and marking Rose Street as a bicycle boulevard. This is already planned (e.g., not just a “study” as is Hopkins Street in the 2017 plan). Rose Street actually delivers children to schools – Hopkins doesn’t. Rose has less traffic, so let’s help bicyclists travel in a low stress route as the plan laid out.

Peggy Radel

From: Sheridan Pauker <sheridan.pauker@gmail.com>

Sent: Monday, June 12, 2023 7:08 PM

To: Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Gerstein, Beth <BGerstein@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>

Subject: Hopkins Street: two-way bicycle track plans need revision

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

Dear Mayor Arreguin, Councilmembers, Members of the Transportation & Infrastructure Commission and City Staff,

Thank you for your very hard work to make Berkeley safer and to reduce our city's carbon footprint. I want to acknowledge how difficult this issue has been for the City government and the neighborhood, and I appreciate your work on behalf of the public.

As background, our District 1 family is comprised of three avid cyclists. We have a BUSD elementary school student who learned to ride before he was 4 and we love to get around by bike.

Yet, as neighbors who live a half block from Hopkins on Ordway Street, we were very concerned about the City's plans for Hopkins Street that were held and pulled from the agenda a couple of months ago. Those prior plans, while well intentioned, were concerning because they lacked balance.

My understanding is that the safety of the prior 2-way bike track plans was called into question by the City's fire/public safety officers, because Hopkins is already so narrow. Safe passage for our first responders during an emergency should be your paramount concern, especially with the increasing risk of wildfires.

The prior Hopkins plans were strongly opposed by the businesses our family cherishes and frequents multiple times a week (Monterey Market and the shops along Hopkins). These local, non-chain businesses make the neighborhood a true gem. Maintaining the beauty and inherently local, inherently Berkeley nature of the Monterey/Hopkins area should be a key goal of any city improvements. But by proposing to remove *all* of the parking spots between Gilman and Kains, and a very large portion of those East of Gilman on Hopkins, the plans concerned many neighbors worried about accessibility for all. My neighbors who live on Hopkins were very worried about cars backing in and out of Hopkins Street driveways if a two-way bicycle track were to be installed. Yet, vehicles would need to be parked in such driveways if all street parking were removed.

Please do not revert to the flawed 2-way bike track plans that did not adequately take in the voices and concerns of the neighborhood. Instead, go back to the drawing board and consider ways the neighborhood could be made safer for bikes and pedestrians, and for residents who aren't able to get around these ways. Perhaps you could design a narrower one-way bike lane that removes far fewer parking spaces and is approved by safety officers and endorsed by businesses. Perhaps re-doing the street painting to make the bike lanes more clear and obvious, in green like you have on other streets, would help a lot.

One clear safety issue that hasn't been addressed is the intersection of Sacramento and Ada. That is where an actual cyclist died, tragically. That is where the City's safety efforts in the neighborhood should be focused. **A push button/light-up crosswalk would be extremely helpful here.**

I believe Berkeley can come up with an alternate plan that is balanced, truly safety-oriented, and takes into account the needs of all neighbors. Thank you for your hard work on behalf of this City, and please do try again.

Sheridan Pauker
1454 Ordway Street

From: michael@mfrantz.com <mfrantz@sonic.net>
Sent: Monday, June 12, 2023 6:30 PM
To: All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: Hopkins Repaving - Please do now!

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

As someone who may never be able to ride a bike again, I urge you to please consider ALL resident needs in formulating maintenance & improvements for Hopkins. I was thoroughly alarmed and disappointed to learn of the neighborhood devastation that would occur with the previously proposed

installation of a Class IV Two-Way Cycle Track. It completely excludes the needs and wishes of non-bicyclists, local residents, customers of merchants and users of King pool/tennis complex and park/running track to sole benefit of bicyclists. This type of one-sided unbalanced policy solution is simply bad government and damaging to the City and its residents.

Furthermore, to hear the bicycle proponents, including a City Commission member, apply Donald Trump fake news spin and outright mis-information is equally disappointing. The Save Hopkins group, which I support, has always supported bike lanes on Hopkins. The lanes exist now but you can barely see them due to the deterioration of the pavement! The existing bike lanes should at a minimum be carried forward while the debate and discussion about further bike improvements continues. As I think you all know the Hopkins corridor is heavily used and further delay of the deferred maintenance repaving is putting bicyclists, pedestrians and all users of the corridor at further risk and possibly increasing City liability. Future bicycle improvement can be added to a repaved surface.

Please consider these points as you continue your planning efforts:

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Bike Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing debate** over the cycle track, which could take years to resolve.
- **Bike Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment**. Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins**.
- Consider the desires of the many, many cyclists and casual **bike riders who just want smooth, low stress streets on which to ride**.

Thank you for your time and consideration.

Michael Frantz
michael@mfrantz.com

Public

From: rachel bradley <rachelbradleywood@hotmail.com>

Sent: Monday, June 12, 2023 6:24 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Repaving Hopkins Street

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

I am writing as a longtime Berkeley resident who uses Hopkins St. on an almost-daily basis to strongly urge you to proceed with the repaving as scheduled, and not to let it languish in its current state which poses multiple hazards to pedestrians, bicyclists, and drivers. It should not be held hostage to the demands of a special interest lobby.

Improvements to the safety of all users will result from repaving and restriping Hopkins as soon as possible, instead of waiting for the resolution of the controversy about whether to alter the existing bike lanes to create a two-way cycle track, which would likely create a multitude of problems. Repaving Hopkins sooner rather than later will also address the needs of all bicycle riders who want a smooth, safe surface on which to ride. Encouraging the use of Rose Street, which is already designated for Bicycle Blvd treatment and leads to the two local schools, should also be a priority.

Thank you for taking my views into consideration,
Rachel Bradley

-----Original Message-----

From: JWoo <jwooinfo@gmail.com>

Sent: Monday, June 12, 2023 6:04 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Keep Hopkins Safe

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

I'm nearly 70 years old and ride my human-powered bicycle to Monterey Market from Albany. I think the plan to put in those weird bike lanes -- like on Telegraph Avenue in Oakland -- is a very bad idea. This kind of bike lane seems to cause confusion for motorists and thus makes cycling more dangerous. I don't see why Rose or Ada cannot be used as a bicycle boulevard instead of turning Hopkins into a maze. I would also encourage cyclists to get off of their bicycles and walk them on the sidewalk when approaching the shopping area around Monterey Market.

Thanks for listening.

Public

Jan Woo
517 Talbot Ave
Albany 94706

From: George McCord <grmccord@hotmail.com>
Sent: Monday, June 12, 2023 6:19 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Hopkins

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

I have lived in Berkeley all my life and enjoy shopping on Hopkins as it is. Why must bike riders (8 percent of the citizens) strong arm the City of Berkeley for those who prefer to meander the area at our own pace. The word "corridor" suggests a speedway instead of what it is: a shopping area that has been there of a hundred years.

sincerely

G McCord

From: Dahlia Armon <daliaaluna48@gmail.com>
Sent: Monday, June 12, 2023 5:52 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Repaving of Hopkins Street

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

Hello,

Please don't postpone the repaving of Hopkins Street, which is very much in need of such work.

Dahlia Armon
1745 Tacoma Ave
Berkeley

From: Wilson, Jacqueline <Jacqueline.Wilson@ucsf.edu>
Sent: Monday, June 12, 2023 5:43 PM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Subject: Repave Hopkins Street

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

Berkeley Council Members, City Manager, and the Traffic and Infrastructure Commission,

I live a few blocks from Hopkins and frequent the street often. Hopkins street is in need of repaving and it should be given a priority given the number of cars and bikes that frequent this block.

- Repair of the dismal condition of the street should not be dependent upon the outcome of a continuing fight over the cycle track, which could take years to resolve.
- Repaving of Hopkins has been delayed several times already, with allocated funds moved to other areas of town.
- Bike lanes already exist on Hopkins, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Also consider the safety of bike riders who want a smooth street on which to ride.

Jacqueline Wilson

Jacqueline.wilson@ucsf.edu

From: Catherine Ryan <catherine@lunaproductions.com>
Sent: Monday, June 12, 2023 5:27 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Hopkins Street

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

Dear Mr/Ms Mostoufi,

Public

WE need your ongoing attention to the Hopkins repaving issue. Please don't let this ill advised permanent bike lanes structure go forward. For me the important issues that the bike lobby wants us to ignore are too important to ignore.

Bike lanes already exist on Hopkins, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street

Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.

Repair of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.

Many thanks for your work on behalf of the citizens of Berkeley.

Best, Catherine Ryan
Small landlord, one 4 unit building that we live in, and rent out 3 units in westbrae

From: Renate Crocker <rbeinh@gmail.com>
Sent: Monday, June 12, 2023 5:48 PM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Subject: Hopkins Street

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

Hello,

Bike lanes already exist on Hopkins, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.

Plan proponents have provided no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track on a two-way residential street like Hopkins.

Sincerely,
Renate Crocker
1167 Colusa Ave.

Sincerely,
Renate Crocker
1167 Colusa Ave.

Sent from my iPhone

Public

From: Jean Weininger <jeanweininger@sbcglobal.net>

Sent: Monday, June 12, 2023 5:52 PM

To: All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Hopkins St. paving

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

Hello to all. I've lived on Hopkins St. for 50 years, and it's been clear for some time that the street needs repaving. We already do have bike lanes, and repaving could make the faded lines even clearer. I know some cyclists want to have a more elaborate bike infrastructure on Hopkins, but I'm hoping that repaving can be done on a more urgent basis, while the community and the city debate bike routing. A more logical street for bikes would be Rose, as it's quieter and would be safer for cyclists. Please add my voice to those recommending repaving this year.

Thanks for listening,
Jean Weininger
1949 Hopkins St.

From: paulbelmore@comcast.net <paulbelmore@comcast.net>

Sent: Monday, June 12, 2023 5:48 PM

To: All Council <council@berkeleyca.gov>

Cc: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: FW: Hopkins Street Repaving

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

To the City Council,

Paving of Hopkins Street is long overdue. It should not be delayed for the sake of a Class IV track. **I am a cyclist** and the numerous potholes make it hazardous. The bike lane striping is not visible and the numerous ruts make it difficult to be fully vigilant for the sake of pedestrians and others. You have an ongoing obligation to make the streets safe for all. A prudent jurisdiction would take action to remedy it.

Equally important, the elimination of parking spaces for the neighborhood retail center is ill-advised and equates to discrimination against elderly and non-biking residents who rely on their autos to access the markets for healthy foodstuffs. The area is under parked as it is. Eliminating 65 spaces will make it untenable and ultimately impact the city's tax revenue stream. Why shoot yourself in the foot? For the sake of a noisy, militant lobby?

I suggest that if you are tempted to approve this plan, you mount a bike with a couple of bags of groceries and try to pedal to the top of Marin Avenue. You might also check out the demographics of the shoppers who patronize Monterey Market and the other stores. Lots of grey hair. And they vote.

Public

People of the area have relied on Hopkins Street's retailers for decades. It's something that works!
Please don't mess it up with a misguided social engineering project.

Paul Elmore
Kensington

From: Ernie Mansfield <ernie@mansfieldmusic.com>
Sent: Monday, June 12, 2023 5:22 PM
To: All Council <council@berkeleyca.gov>
Cc: Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>;
Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: Re-pave Hopkins St. now!

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

Dear City of Berkeley Representatives—

Please re-pave Hopkins Street ASAP!! It is in bad shape and needs re-paving. NOT re-paving it as a political move is simply foolish. It just makes the street more dangerous for everyone. In the Midwest we had a term for this: "Cutting off one's nose to spite their face."

I am forwarding this email in its entirety, because likely you already know the facts in this case and I don't wish to be redundant.

Thank you!!

==

Ernie Mansfield 1540 Sacramento St, Berkeley 94702
(510) 524-2055
cell: (510) 684-3677

Public

On Jun 12, 2023, at 5:02 PM, Save Hopkins Street <info@savehopkins.org> wrote:



Hi Ernie,

Hopkins Corridor plan proponents are on the move! Marc Hedlund, board member of Bike East Bay and City of Berkeley Environment & Climate Commission member, has sent out a prototype of a letter he is encouraging his acolytes to send to council **TODAY**. It is in response to our call for letter writing in our latest email newsletter. Here's what he has said:

The "Save Hopkins" group, which opposes bike lanes on Hopkins Street, has organized a campaign to try to convince the Transportation and Infrastructure Commission and City Council to repave Hopkins without bike infrastructure. They claim that bike lanes are "adjunct" to the core project, which they see as repaving. I am opposed to this step and would encourage you to write the Transportation and Infrastructure Commission and City Council to voice opposition. While you could write any time, writing before the

close of business tomorrow would get your note into the Commission's agenda packet before their next meeting.

Repaving any street in poor condition would obviously have some benefits. The Public Works Department has a policy, however, that puts streets on moratorium for any work involving pavement cuts for a period of five years after repaving. Since the initial referral for Hopkins bike infrastructure was submitted in 2018, delaying for another five years would lead the total planning phase of Hopkins lanes to be ten years or more.

The obvious flaw in his logic is that the Class IV Cycle Track is an appropriate type of bike lane on Hopkins and that it is a sure bet to be implemented. He also conveniently ignores the fact that a cycle track could be added in pilot program fashion, without disrupting new paving, probably sooner than a repaving project could be rescheduled in the first place, and definitely at a lower cost.

But worst of all, **he claims that we are opposed to bike lanes on Hopkins and want the street repaved without bicycle infrastructure**, which we all know (and he knows) to be untrue. It is distressing that this level of misinformation would come from a city official who should be able to be trusted. But perhaps honesty is no longer a requirement for public officials.

If the above Bike Lobby call to action doesn't spur you to respond in kind, perhaps this will. Hedlund also has written:

Marc Hedlund

Sun, Jun 11 at 7:50 PM

I just got a message from one of the Councilmembers thanking us all for writing in and committing to sticking with the Complete Streets plan for Hopkins. Good work, everyone!

There are clearly council members that have no intention of looking at the repaving of Hopkins from any standpoint other

than that of the bike lobbyists. No matter how logical, rational, or factual we are, they will not be budged from supporting those they consider their base. That makes our need to work with other council members that much greater!

So please write to Council, the Transportation and Infrastructure Commission, and the City Manager. **Your letter doesn't have to be long, and it doesn't have to cover every single point we have ever made. It just needs to be done!** If you don't have your own story to tell, consider making some of these points:

- **Bike lanes already exist on Hopkins,** and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street,** even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already,** with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins.**

- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

We told you it wasn't over, and this proves it. Friends of Hopkins Street will reply directly to Mr. Hedlund's own letter to Council, but please do your part and write to Council, the Traffic and Infrastructure Commission, and the City Manager. Support **repaving Hopkins NOW**, because to delay is to introduce years of unsafe travel on Hopkins for everyone. **IT IS TOO GREAT A PRICE TO PAY.**

City Council – council@cityofberkeley.info

TIC – HMostowfi@berkeleyca.gov & EAnderson@berkeleyca.gov

City Manager - manager@cityofberkeley.info

Copyright © 2023 Friends of Hopkins Street, All rights reserved.

You are receiving this email because you opted in via our website or contacted us directly.

Our website address is:

SaveHopkins.org

You can [unsubscribe from this list](#).

From: Helen Toy <helen_toy@yahoo.com>
Sent: Monday, June 12, 2023 5:23 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: PLEASE REPAVE HOPKINS SOON!!

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

Dear Mr Mlstowfi and Mr. Anderson:

Ever since the rains of 2016-17, Hopkins Street has been in terrible condition. I live on the street, right at the corner of Beverly Place, and I'd been counting on repairs *this summer*. Now I hear there may be further postponements, which is absolutely untenable.

I favor bike lanes, but Hopkins isn't the street for them, as I'm sure you know by now.

Could you please vote to repave the street *now*, allowing the discussion of bike lanes/cycle track to continue as a separate issue?

With sincere thanks,
Helen G. Toy
1771 Beverly Place
Berkeley 94707

From: Steven Lipson <stevenlipson634@gmail.com>
Sent: Monday, June 12, 2023 5:24 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: Hopkins Paving Project

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

Hi,

We are very regular patrons of the businesses on Hopkins. They are a big part of why we built our home here in 2011.

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.

- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins.**
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

Yours sincerely,

Steven and Judy Lipson
634 Woodmont Avenue
Berkeley, CA 94708

From: Kay Englund <kay.englund20@gmail.com>
Sent: Monday, June 12, 2023 5:23 PM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Subject: Hopkins Street repaving

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

Hello,

My family lives kitty corner from Monterey Market and we dearly love our neighborhood and all that is offered just across the street. That said, crossing the street means taking big risks. Anyone who has crossed the street knows this to be true. I don't let my grandkids cross alone at certain times of the day because of reckless drivers and sometimes bicyclists.

My hope is that the street will get repaved soon, as promised. It must have bike lanes, as it does now, it must have crosswalks and controlled intersections. It seems unfair to continue to postpone repaving and safety measures while arguing between various factions continue to delay the process.

Thank you for moving this forward and getting the street repaved.

Regards,
Kay Englund



Public

From: MaRiO MuRcla <lcp1m3m@yahoo.com>
Sent: Tuesday, June 13, 2023 12:12 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Hopkins Corridor Plan

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

My family lives on Hopkins St.

Bike lanes already exist on Hopkins, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.

Plan proponents have provided no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track on a two-way residential street like Hopkins.

Repair of the dismal condition of the street should not be dependent upon the outcome of a continuing fight over the cycle track, which could take years to resolve.

Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.

Repaving of Hopkins has been delayed several times already, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.

Rose Street is designated in the bike plan for Bike Boulevard treatment. Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, which are actually located on Rose, not on Hopkins.

Consider the desires of the many, many cyclists and casual bike riders who just want smooth, low stress streets on which to ride.

We highly encourage repaving with the current bike lanes. I ride my son to school and never had an issue. My son enjoys his rides and loves learning how to safely ride a bike.

Thank you for your time and for hearing us out. Decisions aren't easy but we would love to be heard as well.

Ernesto

-----Original Message-----

From: David Brandon <davidbrandon@comcast.net>
Sent: Tuesday, June 13, 2023 8:42 AM
To: Berkeley Mayor's Office <Mayor@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Cc: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Subject: Maintain functionality of Hopkins Street - Repave now

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

Dear Mayor and City Council (cc: Officials responsible for infrastructure and transportation),

I urge that the City repave Hopkins Street now, maintaining painted bicycle lanes and ensuring the functionality of the residential and commercial districts along its pleasantly tree-lined, 2-mile traverse of the City. I reside half a mile from Hopkins Street, and I drive and walk along this street regularly. It is constantly "alligatored" by AC Transit and heavy commercial vehicles at the same time as it facilitates many services to a wide swath of residents and provides much needed sales tax revenue to the City.

Though well intentioned, Council's actions have created chaotic street layouts in many parts of this city. I believe this approach drives away shoppers and creates hazardous "crazy-quilt" streetscapes for pedestrians as well as cyclists and motorists. (As an example, when I need bulky hardware supplies, it is faster and easier for me to drive several miles to Pastime Hardware in El Cerrito instead of navigating to and parking near Berkeley Hardware, less than one mile away.)

The Hopkins Street paving project is funded and should move ahead now.
Thank you.

David Brandon

Resident, District 1

From: Kevin Jones <kevjones30@gmail.com>

Sent: Tuesday, June 13, 2023 8:00 AM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; info@savehopkins.org

Subject: Don't listen to Marc Hedlund about Hopkins

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

Hello distinguished council members and Berkeley city staff,

We need to talk about the plans to install bike lanes on Hopkins. As a longtime Berkeley resident who isn't a senior citizen (I'm 42), I want to join the chorus of North Berkeley locals who do not want the city to go forward with the bike lane installation as laid out in the city's Complete Streets plan.

I live on Cedar street, near the section of Hopkins between Monterey and Gilman. If the city follows the plan, that section of Hopkins will lose all commercial parking. This is certain to hurt those local businesses to the point of causing their closures.

This isn't hypothetical; you can see the results of what removing parking did to the formerly bustling business, Berkeley Ace Hardware. When it was located at the top of University, it had lines snaking through its aisles all through the week. Since moving to Milvia and giving up its parking lot, its customer base has shrunk to a smattering of daily customers. It's only gotten worse for the store

since the bike lanes took away street parking on Milvia. That store, which employed dozens in its heyday, is a shell of its former self and probably won't last much longer. The kind of customers it needs to stay alive are going to places with parking lots, like Truitt and White and Pastime Hardware in El Cerrito.

The businesses on Hopkins, in that small section near Monterey Market know and fear what I'm talking about -- that's why almost every business on that street has a "Save Hopkins" sign in their window. Businesses like Magnanis Poultry and Gioia's Pizza depend on much more than foot traffic. Taking away their parking spaces could mean the loss of jobs and beloved businesses in the neighborhood. This is why puff pieces like the one written by Daniel Duane for the New York Times don't include the voices of store owners in the neighborhood. The pro-bike lane side only has one study to back up the possibility of business increasing in areas where bike lanes were installed, and it's from 2015, in an area of Salt Lake City that's nothing like Hopkins street.

But most importantly, as much as Bike East Bay and other cycling advocates try to blow up the benefits of segregated bike lanes, they aren't that great. You are redesigning a neighborhood to fulfill the needs of 8.5 percent of the population -- and Berkeley is supposed to love biking! The people that benefit the most are real estate developers attempting to gentrify the city. These bike lanes are not for the residents there now, they're for the potential new residents who the real estate agents and landlords hope are much wealthier.

Just remember, when bike lane advocates talk about shining examples of bike-centric cities in Europe, they never include the fact that Europeans spend between 25-40 of their earnings on rent, with families spending on average a third of their income on their rental property. And while Amsterdam might be a great place to live for bicyclists, it's also the third most expensive country to live in Europe. Berkeley is a city that should respect the needs of everyone, not just real estate interests.

Thank you for your time,

Kevin L. Jones
1608 Cedar Street

--

Kevin L. Jones
Journalist and Audio Producer
kevjon30@gmail.com
<http://kevinljones.com>

From: J Strömberg <janet.stromberg@gmail.com>
Sent: Tuesday, June 13, 2023 8:56 AM
To: All Council <council@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi,

Public

Hamid <HMostowfi@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Repave Hopkins Street - No Delay

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

To: Berkeley City Council
Transportation and Infrastructure Commission
Berkeley City Manager

Please do not delay the repaving of Hopkins Street for the following reasons:

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and re-striping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins.**
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

Thank you for your consideration,

Janet Stromberg
Berkeley resident

From: Kester Allen <kester@gmail.com>

Sent: Tuesday, June 13, 2023 9:14 AM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>;

Public

All Council <council@berkeleyca.gov>

Subject: Please don't repave Hopkins without bike lanes

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

Mr. Mayor, Councilmembers, and Commissioners,

I am writing to oppose any move to repave Hopkins Street by abandoning the Council-approved Complete Streets design for the corridor. While I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Opponents of the Complete Streets plan would like to position the City Manager's request for a delay of final approval of the Hopkins plan as a victory for their position. It was not. No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. The City's very unfortunate staffing issues in the Transportation Division, which I understand are continuing to worsen, are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase *over a decade*. It would become even more of a symbol of the city's inability to get work done to protect the public.

The Hopkins Corridor policy Council approved twice last year must be implemented in full. Focus city efforts on solving the Transportation staffing problems, rather than subverting the will of Council.

Thank you,
Kester Allen

From: egeoffroy@mac.com <egeoffroy@mac.com>

Sent: Tuesday, June 13, 2023 9:29 AM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Smoothing Hopkins

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

Hello, and happy Tuesday

Two requests please:

1. If the city plans its repaving in an equitable fair way, and if Hopkins is on that list, please make it nice and smooth. I bike everywhere and this street is painful to ride on. Try it and feel how jarring it is.
2. Please scrap that proposed bike plan. As a lifetime cyclist, it was truly awful in many ways.

-Eric

From: Zara Ortiz <zayalaortiz@gmail.com>
Sent: Tuesday, June 13, 2023 11:10 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Support for bike lane cycle track on Rose Street

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

Good morning good people,

I am in **opposition** to a **Class IV Two-Way Cycle Track on Hopkins St.** It makes much more sense to add this to Rose Street. Specifically for kids. Rose Street from San Pablo to Shattuck Ave covers all the necessary stops a kid could want. You've got Cedar Rose Park, Ruth Acty school, Crowden school, King Junior high, Mr. Mopps books and toys and make a left on Shattuck and you're at Live Oak Park. And please repave Hopkins and preserve the existing bike lanes. Thank you for your time.

Best,
Zara

Sent from my iPhone

From: Gar Smith <gar.smith@earthlink.net>
Sent: Tuesday, June 13, 2023 4:21 PM
To: All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: Re the Hopkins Street repaving project

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

Allow me to chime in on the contentious fate of Hopkins Street.

The current and existing fact is that this well-trafficked street is overdue for repaving.

This should have no immediate impact on the debate over where and how to paint bike lanes. Bike lanes can continue to be debated after the paving work is finished.

No one benefits from extending the Hopkins repaving project for another five years.

If there's a downside to proceeding with the repaving now, I can't see it.

And if there were a problem, I guess I could just sigh and say: "It's nobody's asphalt but our own."

Gar Smith

From: loisy@aol.com <loisy@aol.com>

Sent: Tuesday, June 13, 2023 4:34 PM

To: All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: Please repave Hopkins now! And reject Action Calendar item #25 tonight

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

To the City Council and all concerned:

As a Berkeley resident, I urge you to please allocate the necessary funds to do the desperately needed repaving of Hopkins now, without the badly designed and damaging cycle track that the majority of the neighborhood opposes, but with the basic bike lanes and with bike funds allocated to reasonable bike lanes on Rose instead. And please reject the sneaky Action Calendar item #25 tonight-for everyone's safety, bicyclists definitely included, we need Hopkins re-saved this year, before street conditions deteriorate further and it becomes even more expensive to do the absolutely necessary basic street maintenance. Thank you for your attention.

Sincerely,
Lois Yuen
Berkeley

From: Jessica Livingston <musicfilmex@gmail.com>

Sent: Tuesday, June 13, 2023 4:39 PM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>;

Public

Manager, C <CManager@berkeleyca.gov>; All Council <council@berkeleyca.gov>

Subject: Pave Hopkins Street

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

Dear Berkeley Transportation and Infrastructure Commission, City Manager and City Council-

I'm writing to request that you will please move forward with paving Hopkins Street, which is way overdue.

I appreciate the greater plan to have a network of cycle lanes all around town, but it feels like a small group of extremist bicycle activists are holding the rest of the city hostage over the idea of a Class IV cycle track on Hopkins street. It's possible that the fire department's street modeling might find it feasible, although with the evacuation route concerns, I'm a bit dubious. There is also the issues of the, "traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies" which is stipulated in the 2017 Bicycle Plan, on page 17:

"Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies."

<https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>

My understanding is that these have not been done. Are they even in a budget to be done at this point? Because that process alone could take years and along with the fire department approval issues, a Class IV cycle track might not ever be possible on Hopkins Street. How many more years do we have to keep procrastinating paving while the city trods through these necessary steps, which might just be a road to nowhere?

Please, for the wellbeing of the greater population in this area, pave now and refresh the painted bike lanes while sorting through the rest of the issues.

Kind regards,

Jessica Livingston
Vine Street

-----Original Message-----

From: John Hitchen <johnhitchen@outlook.com>

Sent: Tuesday, June 13, 2023 4:49 PM

Public

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>
Subject: Hopkins

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

I won't beat around the bush. After 5 years of debate, there is no consensus on changes to Hopkins Street, and the asphalt is failing. It is time to just pave the street and continue the dialogue over alternatives. The citizens of North Berkeley have spoken loud and clear about what they want, and now we are being punished for speaking out by taking the funding and delaying insttthe paving for an unknown amount of time. And pave Rose Street while you are at it, since it is another alternate route for bikes. Pitting district against district, and drivers against bicyclists and pedestrians solves nothing.

Sincerely,

John Hitchen
845 Oxford

From: Save Hopkins <info@savehopkins.org>
Sent: Tuesday, June 13, 2023 4:50 PM
To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Subject: Correcting misleading information

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

Mr. Mayor, Councilmembers, and Commissioners,

We are writing to correct misleading information contained in Marc Hedlund's June 11 (or thereabouts) letter to the mayor, council members, and commissioners.

Mr. Hedlund contends that Council has voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In fact, Council has not voted to approve the Complete Streets design for Hopkins Street once, let alone twice. It has only ever acted on one half of Hopkins – from Gilman to Sutter – and only then after having been denied relevant information by staff. There has never been a vote to approve the cycle track on lower Hopkins, despite an attempt by Council Member Kesarwani to push it through in violation of the Brown Act.

A change in policy is not required in order to abandon the idea of the two-way cycle track on Hopkins. Section **A. Complete Street Principles, Subsection 2. Context Sensitivity** of the Berkeley Complete Streets Policy states: *"In planning and implementing street projects, all departments of the City of Berkeley shall maintain sensitivity to local conditions in both residential and business districts and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues."*

It is quite clear that merchants, residents, and many other stakeholders, such as shoppers, consider that the cycle track changes will, in fact, destroy the strong sense of place that already exists on Hopkins.

In addition, exemptions to Complete Streets are provided in Section **C. Exemptions, Subsection 1. Leadership Approval for Exemptions (b) and (c)** provide as follows: Exemptions may be granted if **(b)** “*The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use*” and **(c)** “*Where sparsity of population or **other factors**(emphasis added) suggest an absence of need.*” There have been no studies to determine need and no baseline measurements, as required by Section **B. Implementation, Subsection 5. Evaluation:** “*All relevant Departments and Divisions shall perform annual programmatic evaluations of how well the streets and transportation network of the City of Berkeley are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.*”

The neighborhoods surrounding Hopkins are populated, by and large, by an older demographic than the rest of Berkeley. There are many disabled residents (a protected class) and people with mobility issues. The commercial area is highly frequented by older residents, both from the area and from the Berkeley hills. While there are two schools located on Rose Street, information has not been produced to show how many of the students would be more conveniently served by bicycling on Hopkins Street rather than low-stress streets approaching from the north or south, or other low-stress east-west streets, such as Rose itself.

The cost of the hardscape for the cycle track, if built at the same time the road is repaved, is very high in comparison to the removable features that would be installed after repaving in a pilot program. It is unconscionable to think that council would wait to fund the repaving of Hopkins in order to install a very expensive type of bike lane without any studies to justify it, and which would have no ability to be evaluated for how well it is serving the city. To add insult to injury, it would not be able to be removed if it proved to be unsafe, as all the literature from public agencies (including our own bike plan) contends.

Mr. Hedlund further states that the City’s unfortunate staffing issues are continuing to worsen. This is not just a Berkeley issue; communities all over the state are reporting this same phenomenon. As such, a delay in repaving Hopkins could take many more years than even now anticipated if the allocated funds are redistributed to other parts of the city.

Because of the change in stormwater runoff regulations, staff has said that the street will have to be reengineered. That will take staff and time. It will also take staff and time to do the proper studies required by Complete Streets. In the meantime, the Council is being asked to prioritize something we don’t actually know we need over the safety provided by something we have known was a priority for at least six years, the length of time Hopkins has been at/near the top of the list for repaving.

As stated before, the plan for the cycle track on lower Hopkins has not been approved by Council. It will continue to be a major source of contention, even after the issue of emergency evacuation is resolved by the Fire Department, because it is unsafe in this application. The five-year moratorium on street cutting after new pavement installation is a red herring. If the street were repaved now, it would still be likely that at least five years

would pass before the city was fully staffed and money could be found for the cycle track, studies could be conducted, and the elements of Complete Streets could be met.

And recall that Councilmember Hahn's 2018 referral had nothing to do with a cycle track. To invoke that as the starting point from which to measure the delay in installing it is misleading at best. Even suggesting that there is a starting point is nonsense, unless we are being told that the cycle track was set in stone from the beginning, far before there were any consultants, any public meetings, any discussion of options. The most appropriate date, if picking a date to use were necessary (it is not), would be Oct. 11, 2022 – not even one year ago. And again, the plan for lower Hopkins has never been approved.

We take great exception to Mr. Hedlund's characterization of the City's deliberative conduct on this project. It is not, by any standard, a measure of the City's inability to get work done to protect the public. It is, instead, a great testament to the City's integrity and its commitment **to get the process right** in order to protect the public!

Finally, council members are not elected to impose their will on the people. They are elected to do what is right, as best they can balance competing interests. Friends of Hopkins Street is not interested in subverting anything. We are interested in making sure that we get the treatment of this street, in particular, and the values expressed in the Bicycle Plan, Vision Zero, and Complete Streets right.

We urge you to do the right thing and see to it that the funds to repave Hopkins are used for their intended purpose in the coming fiscal year.

Sincerely,

 *Friends of Hopkins Street*

From: Grace Munakata <munakatagrace@gmail.com>

Sent: Tuesday, June 13, 2023 7:36 PM

To: All Council <council@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>

Subject: RE: Please do not postpone paving Hopkins Street

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

Dear Council members, Transportation and Infrastructure Committee and City Manager:

Hopkins Street is in terrible condition. The pavement is rutted and uneven. Existing bike lanes are barely visible, you literally need to search for the white markings. It's among Berkeley's worst streets, exactly why it was designated for paving this fiscal year. An indefinite pause in street design, and waiting for evacuation studies by the Fire Department does not change the fact that the street is unsafe now. It makes no sense to delay. Sharrows could be implemented immediately, and if further infrastructure is agreed upon, add that later.

Apparently some members of the Council and the Commission believe residents living near or on Hopkins oppose bicycle lanes on Hopkins, this is NOT the case.

We live on Monterey Avenue which was recently repaved and marked for bicyclists. Bright green Shared Lane Markings alert drivers to cyclists' presence, make it plain where the cyclists should be, and that the lane is shared.

My husband and I did our undergraduate and graduate degrees at UC Davis, where we learned to cycle safely- and where infrastructure had been planned to minimize conflict between cyclists and drivers and maximize awareness. We walk, do not drive or park, to the Hopkins' stores.

We do not object to bike lanes and wish there more were safely implemented. On Hopkins, we're concerned that a **Class 4 bi-directional cycle lane** is inappropriate and unsafe on THAT busy, residential street.

There are scores of intersections and driveways. Both are problematic, residents would be *backing out* onto the two-way bike lane and then onto automobile traffic. It is already difficult for drivers to see pedestrians clearly when attempting to enter the flow of traffic. Hopkins is not a low-stress street by any means.

At this time, it is not clear that street widths could accommodate Class 4 lanes on a street designated for evacuation, where emergency vehicles and passenger cars need to move swiftly.

Hopkins was only designated for Study of a Class IV track. Transportation did not present any study to the city (or residents) for consideration. To our knowledge, no report was ever completed (which was required for all other Berkeley bicycle tracks) let alone for a two way cycle track.

Quieter Rose Street has always been Berkeley's designated east-west connector bike route, but has never been developed. Ruth Acty and King schools are located on Rose. I do not understand why the bike lobby is so adamantly opposed to an alternate, parallel route, or even a few blocks by-pass on Ada.

Please take care of the road for the safety of all who must use it. Do not further delay by moving funds to other projects. If so, Hopkins will deteriorate further ,cost for repairs will escalate, and damage to the aquatic ecosystem from road contaminants flowing directly into storm drains will continue.

Thank you very much for your consideration.

Sincerely,

Grace Munakata

Public

From: Joan Garvin <joangarvin12@gmail.com>
Sent: Tuesday, June 13, 2023 9:30 PM
To: All Council <council@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>
Cc: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>
Subject: condition of Hopkins Street

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

Dear City Council Members, City Manager, Traffic and Infrastructure Commission,

Please plan for the repaving of Hopkins street. It's condition is very poor, and repaving should not be dependent on the decision regarding the cycle track.

Repaving of Hopkins has already been delayed several times. Please repave Hopkins Street now!

Sincerely,
Joan Garvin
25 Acacia Avenue
Berkeley CA

From: Fiona Baker <fiona.b.baker@gmail.com>
Sent: Wednesday, June 14, 2023 8:17 PM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; All Council <council@berkeleyca.gov>
Subject: Please don't repave Hopkins Street without bike lanes!

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

Mr. Mayor, Councilmembers, Commissioners,

I live at the Hopkins Park Apartments, on Hopkins Street, and I am writing to oppose any move to repave Hopkins Street that would shelve the Council-approved Complete Streets design for the corridor.

I'm naturally in favor of street maintenance, but the Council voted twice to approve the Complete Streets design. Any change in policy must require a Council vote.

Councilmember Hahn's first Hopkins referral was 5 years ago. When Berkeley streets are repaved, they are placed on moratorium for 5 years for any construction work that could involve pavement cuts. Choosing to pave now could therefore push this project's planning phase to over a decade, which is unacceptable.

Please focus city efforts on solving Transportation staffing problems, rather than listening to those who would like to subvert the will of Council.

Thank you!
Fiona Baker

From: Pamela Zelnik <pammyz@gmail.com>

Sent: Thursday, June 15, 2023 11:27 AM

To: All Council <council@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Manager, C <CManager@berkeleyca.gov>

Subject: Hopkins Street Repaving

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

Dear All - Hopkins Street requires prompt repaving regardless of what the final outcome is regarding the rest of the proposals at hand. (Marc Hedlund, board member of Bike East Bay and City of Berkeley Environment & Climate Commission member has sent out a letter that misrepresents Save Hopkins Street's position in his effort to make his case for no repaving now.) Please consider these important points:

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and re-striping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment**. Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins**.

- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

Please repave Hopkins Street and do not fall for Hedlund's myopic tactics.

Thank you,
Pam (District 5)

