



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, August 15th, 2024, 6:15 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
Aspen 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 June 20th, 2024 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. ATP Cycle 7 Grant Applications MTC Complete Streets Checklist Review – Action Requested *

Public Works staff

As required by the Metropolitan Transportation Commission's Complete Streets Policy (Metropolitan Transportation Commission Resolution 4493, May 2022) and 2024 Active Transportation Program Cycle 7 grant program guidelines, staff requests that the Transportation and Infrastructure Commission review and approve then MTC Complete Streets Checklists for Active Transportation Program Cycle 7 grant applications for Southwest Berkeley Bicycle Boulevards project. For more information:

https://mtc.ca.gov/sites/default/files/documents/2022-07/MTC_Administrative_Guidance_for_Complete_Streets_Checklist.pdf

2. Alameda County Transportation Commission (ACTC) San Pablo Avenue Corridor Bus and Bike Lanes Project presentation *

Alameda County Transportation Commission staff

Staff from Alameda CTC will present an update on this project and request feedback from the Commission on the bicycle, pedestrian and transit safety improvements proposed for the San Pablo Avenue Project segment. For more information:

<https://sanpabloave.mysocialpinpoint.com/>

3. Chair nominations

Commissioners

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
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 8:45 pm

Agenda Posted: August 9th, 2024

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, September 19th, 2024 at 6:15 pm.

A complete agenda packet is available for public review 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.*

Commission Secretary Wahid Amiri
Deputy Director, Engineering and Transportation, Public Works
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Email: wamiri@berkeleyca.gov



TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
DRAFT MINUTES

Thursday, June 20th, 2024, 6:15 pm

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

A. PRELIMINARY BUSINESS

1. Elect meeting chair

6:16 pm: Commissioner Gerhardstein nominated Commissioner Yep to serve as chair for this meeting.

6:17 pm Action: It was Moved / Seconded (Gerhardstein / Zaro) to elect Commissioner Yep to serve as chair for this meeting.

6:17 pm: Vote:

Ayes: Gerhardstein, Lee-Egan, Owens, Zaro, Yep

Noes: None

Abstain: None

Absent: Bell (sub for Parolek), Walton

Recused: None

6:17 pm Motion passed 5-0-0-2-0

2. Call to order

6:18 pm: Meeting Chair Yep called the meeting to order.

3. Roll call

6:18 pm:

Commissioners Present: Sarah Bell (alternate for Karen Parolek; arrived at 6:22 pm), Chris Lee-Egan (alternate for Barnali Ghosh), Ben Gerhardstein alternate for (Adrian Leung), Darrell Owens (alternate for Liza Lutzker), Kim Walton (arrived at 6:48 pm), Ray Yep, Ren Zaro

Excused: Alison Bernstein, Barnali Ghosh, Adrian Leung, Liza Lutzker, Karen Parolek

Commissioners Absent: None

Staff Present: Wahid Amiri, Ron Nevels, Hamid Mostowfi, Eric Anderson, Ken Jung, Petra Reyes, Omar Masood, Sandra Sanchez, Elaina Hargraves, Kevin Aguiqui (ACTC consultant Kimley-Horn), Rachel Factor (BART), Molly Sun (BART consultant Fehr and Peers)

4. Public comment on items not on the agenda

6:20 pm: Three public comments.

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5. Approval of minutes from May 16th, 2024

6:30 pm Action: It was Moved / Seconded (Yep / Zaro) to approve the minutes.

6:30 pm: Vote:

Ayes: Bell, Gerhardstein, Owens, Yep, Zaro

Noes: None

Abstain: Lee-Egan

Absent: None

Recused: None

6:31 pm Motion passed 5-0-1-0-0

6. Approval and Order of Agenda

6:31 pm: No changes.

7. Update on administration and staff

6:31 pm: City of Berkeley staff introduced themselves. Engineering Manager Ron Nevels gave updates and answered Commissioner questions about staffing and noted that the Engineering division is close to being fully staffed. Transportation Manager Hamid Mostowfi gave updates and answered Commissioner questions about hiring and vacancies.

8. Announcements

6:35 pm: None.

B. DISCUSSION / ACTION ITEMS

1. Alameda County Transportation Commission (ACTC) Rail Safety Enhancement Program (RSEP) – Action requested

6:39 pm: Alameda County Transportation Commission (ACTC) staff presented a program overview, discussed needs and benefits, previous engagement with the Transportation and Infrastructure Commission and other public engagement, crossing improvements in Berkeley and the county-wide program schedule.

6:54 pm: Public comment – Three public comments.

7:06 pm: Commissioners asked clarifying questions about quad gates, crosswalks and other pedestrian safety measures, medians, contributing factors to crashes and fatalities.

7:25 pm: ACTC consultant Kimley-Horn answered Commissioners' questions about on-street parking and driveway access. ACTC staff and City of Berkeley staff answered Commissioners' questions about prioritizing people's safety over traffic flow. City of Berkeley staff started that they will follow-up with City Council members regarding the rail quiet zone initiative.

7:30 pm Action: It was Moved / Seconded (Owens / Zaro) for the Transportation and Infrastructure Commission to support the ACTC Rail Safety Enhancement Program proposal with a note to look into modifying the median as alternative for a turnout only option at Hearst Avenue.

7:30 pm: Vote:

Ayes: Bell, Egan, Gerhardstein, Owens, Walton, Yep, Zaro

Noes: None

Abstain: None

Absent: None

Recused: None

7:30 pm: Commissioner Zaro left the meeting.

7:31 pm Motion passed 7-0-0-0-0

2. North Berkeley BART Station Bike Access Improvements – Virginia Street Bike Boulevard – Action requested

7:32 pm: City of Berkeley staff introduced the project. BART staff gave a presentation on the Virginia Street Bicycle Boulevard project, covering the requested action, engagement activities, site and policy context and other project details. BART consultant gave a presentation on the policy context, overview of the bikeway assessment, parking assessment, design standards and guidelines.

7:46 pm: 25 public comments.

8:49 pm Action: It was Moved / Seconded (Gerhardstein / Owens) to extend the meeting to 9:30 pm.

8:50 pm: Vote:

Ayes: Bell, Egan, Gerhardstein, Owens, Walton, Yep

Noes: None

Abstain: None

Absent: Zaro

Recused: None

8:51 pm Motion passed 6-0-0-1-0

8:52 pm: Commissioners commented on the project.

9:06 pm Action: It was Moved / Seconded (Owens / Gerhardstein) to support Option A.

9:19 pm: Commissioner Yep proposed a friendly amendment for the City of Berkeley and BART staff to meet with community members and area residents to investigate the feasibility of developing a new Option C. This amendment failed for lack of a second.

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9:29 pm Action: It was Moved / Seconded (Gerhardstein / Walton) to extend the meeting to 9:45 pm.

9:29 pm: Vote:

Ayes: Bell, Gerhardstein, Lee-Egan, Owens, Walton, Yep

Noes: None

Abstain: None

Absent: Zaro

Recused: None

9:29 pm Motion passed 6-0-0-1-0

9:30 pm Action: It was Moved / Seconded (Owens / Gerhardstein) to support Option A.

9:30 pm: Vote:

Ayes: Bell, Gerhardstein, Lee-Egan, Owens, Walton

Noes: Yep

Abstain: None

Absent: Zaro

Recused: None

9:31 pm Motion passed 5-1-0-1-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Subcommittee reports & assignments: verbal reports form subcommittees

9:31 pm: Commissioner Yep reported on the Watershed Management Subcommittee's meeting with Public Works staff.

9:34 pm: Commissioner Walton left.

D. COMMUNICATIONS

9:35 pm: Staff announced that the comment period on the City's First Draft of the Local Hazard Mitigation Plan is open until July 31, 2024.

D. FUTURE AGENDA ITEMS

None.

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E. ADJOURNMENT

9:40 pm: It was Moved / Seconded (Egan / Gerhardstein) to close the meeting

9:40 pm: Vote:

Ayes: Bell, Gerhardstein, Lee-Egan, Owens, Yep

Noes: None

Abstain: None

Absent: Walton, Zaro

Recused: None

9:31 pm Motion passed 5-0-0-2-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, August 15th, 2024 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Administrative Procedures

From the City of Berkeley Commissioners' Manual, 2019 Edition, page 70 regarding minutes:

Although the Brown Act does not require minutes, except for closed sessions, the Commissioners' Manual does require minutes of commission meetings but not for subcommittee meetings. When required, minutes are limited to action minutes only. Minutes are unofficial until approved by the commission. The minutes are converted to PDF and posted on the City's website.

The secretary shall keep an accurate record of the commission's proceedings and transactions. The secretary shall provide action minutes similar to those provided to the Council by the City Clerk. Action minutes list the date, time, and place of the meetings; the staff in attendance; the commissioners present and absent; and a clear and concise description of final actions taken. Approved motions are indicated by "moved, seconded, and carried" and include a breakdown of the vote. The vote breakdown includes the commissioners voting yes, no, abstain, absent, recused, and reason for recusal. Reasons for making a motion, debate, content of public comments, and audience reaction are not to be included.

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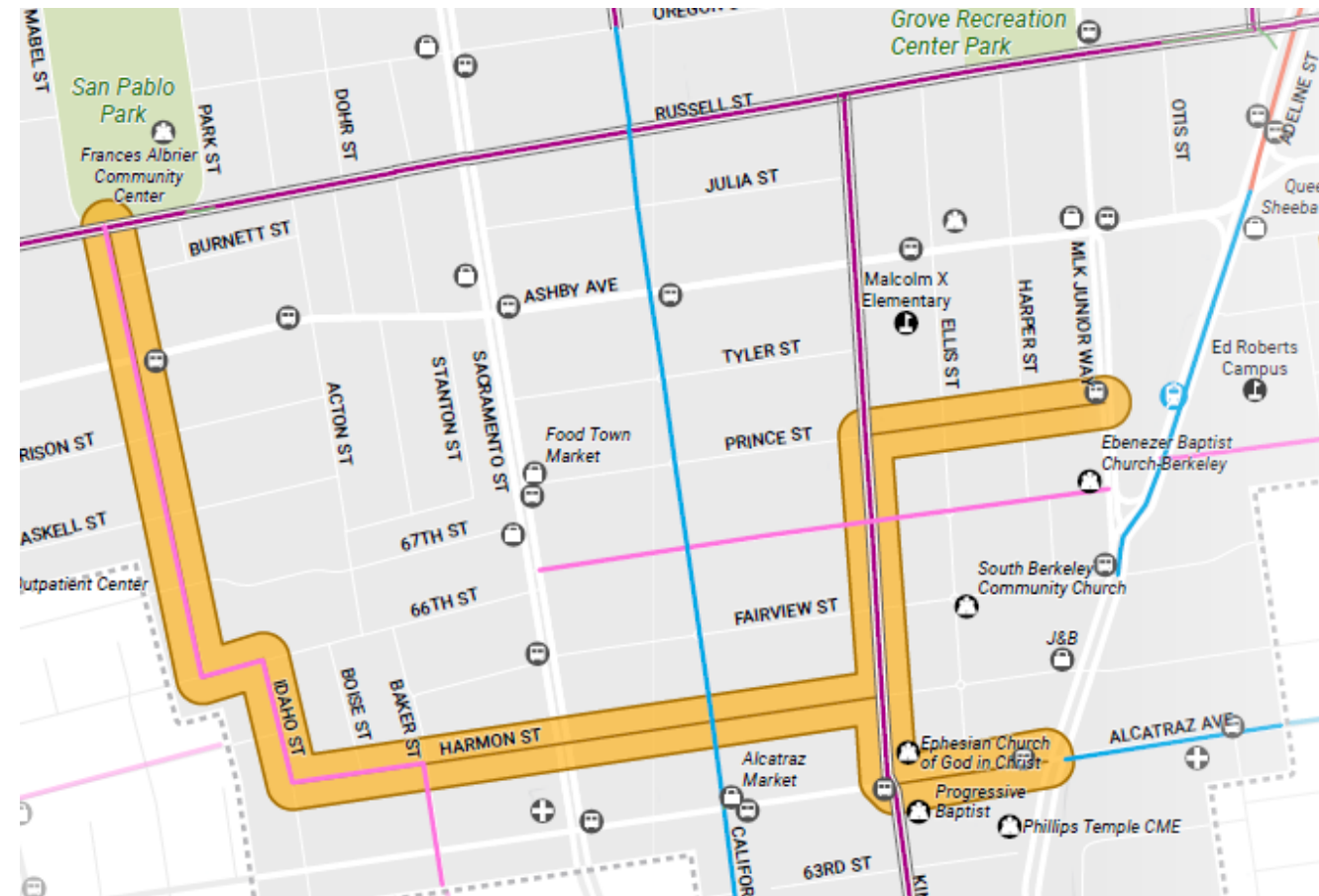
Active Transportation Program Cycle 7: Southwest Berkeley Bike Boulevards and MTC Complete Streets Checklist

Berkeley Public Works Transportation Division

Transportation and Infrastructure Commission

August 15, 2024

Southwest Berkeley Bike Boulevards



In June 2024 we requested \$3,875,100 for bicycle and pedestrian street safety improvements including traffic calming and pedestrian safety measures such as:

- 6 traffic circles
- 1 pedestrian hybrid beacon (Sacramento and Harmon)
- Class II bike lanes on Alcatraz Ave (Adeline St to King St)
- Speed tables
- ADA-compliant curb ramps
- Median refuges
- Hardened centerlines
- Curb extensions

Implements Council-Adopted Plans:

- Adeline Corridor Specific Plan (2020)
- Berkeley Bicycle Plan (2017)
- Berkeley Pedestrian Plan (2020)
- Berkeley Vision Zero Action Plan (2020)

Background

MTC's *Complete Streets (CS) Policy* has promoted the development of transportation facilities that can be used by all modes. This policy advances Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions.

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.



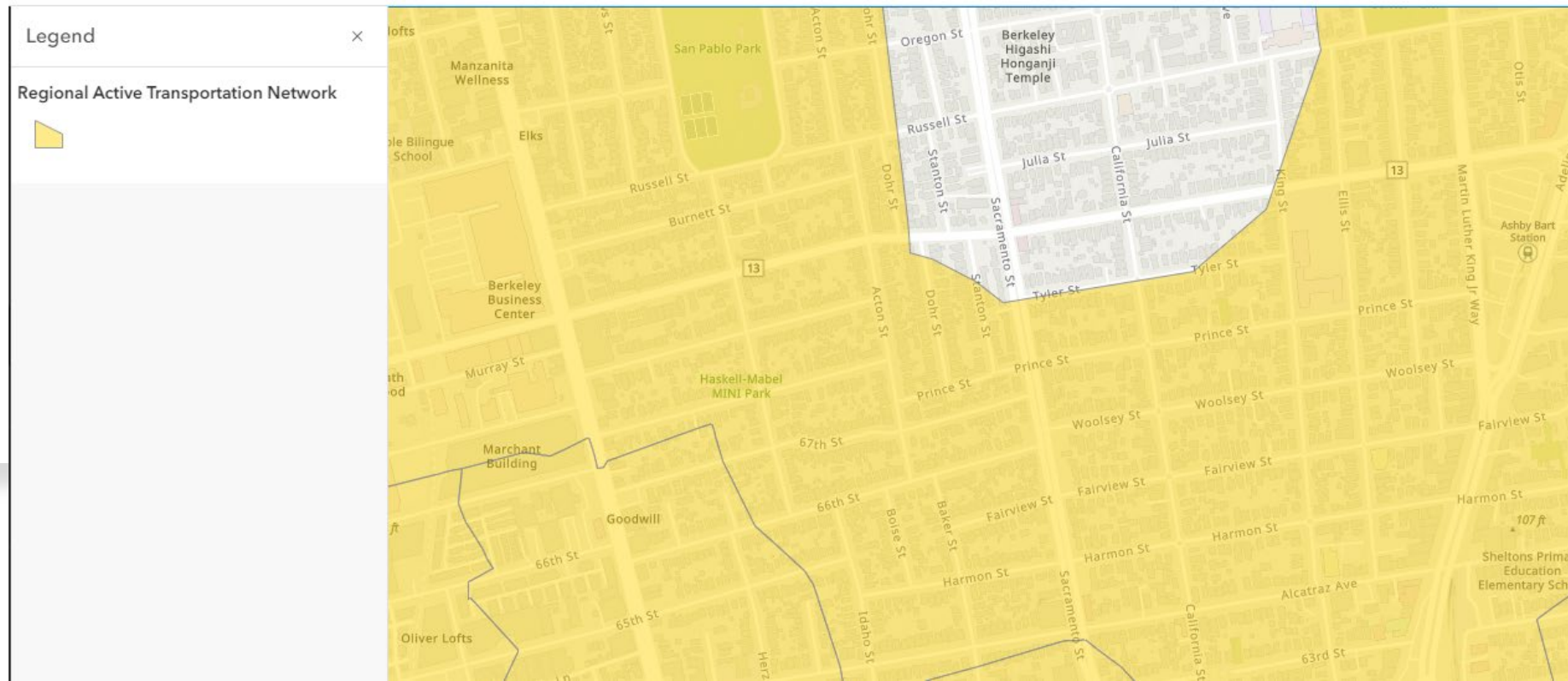
MTC Complete Streets Checklist 2024

Bicycle, Pedestrian and Transit Planning

1. Does Project implement relevant Plans, or other locally adopted recommendations?
2. Does the project area contain segments of the regional Active Transportation (AT) Network?

MTC Regional Active Transportation Map

[Open in Map](#)



MTC Complete Streets Checklist 2024

Safety and Comfort

3. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

4. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a **Level of Traffic Stress (LTS)**, or similar user experience analyses conducted?

LTS 1

- LOW STRESS
- SUITABLE FOR ALL AGES AND ABILITIES, INCLUDING CHILDREN

LTS 2

- LOW STRESS, WITH ATTENTION REQUIRED
- INDICATES TRAFFIC STRESS THAT MOST ADULTS WILL TOLERATE

LTS 3

- MORE STRESSFUL THAN LEVEL 2
- REQUIRES ATTENTION SUITABLE FOR ADULTS WITH CONFIDENCE TO BICYCLE

LTS 4

- MOST STRESSFUL
- SUITABLE ONLY FOR MOST TRAFFIC-TOLERANT

MTC Complete Streets Checklist 2024

Transit Coordination

5. Are there existing public transit facilities (stop or station) in the project area?
6. Have all potentially affected transit agencies had the opportunity to review this project?
7. Is there a MTC [Mobility Hub](#) within the project area?

Design

8. Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?

Equity

9. Will Project improve active transportation in an Equity Priority Community (EPC)?

Requested Action

We are requesting that the Commission adopt a motion to:

"Support the City Manager and Department of Public Works' statement of compliance that the Southwest Berkeley Bike Boulevards project meets the Metropolitan Transportation Commission (MTC) Complete Streets Policy (MTC adopted Resolution 4493) for the Caltrans Active Transportation Program (ATP) , in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."

MTC Administrative Guidance: Complete Streets Policy

Guidance for Public Agency Staff Implementing
Metropolitan Transportation Commission Resolution 4493

May 2022

Background

In March 2022, MTC adopted Resolution 4493 updating the Bay Area's regional Complete Streets (CS) Policy, first adopted in 2006. The goal of MTC's Complete Streets (CS) Policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and standards, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and locally adopted Complete Streets resolutions.

Definition

Complete Streets are planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking, and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single occupancy auto travel).

Plan Bay Area

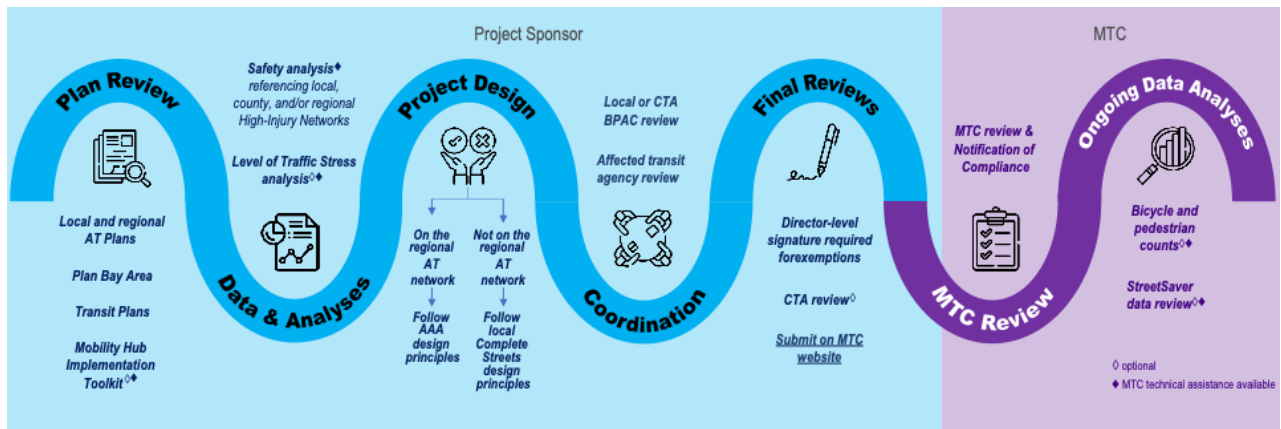
Plan Bay Area 2050 Strategy T8 calls for development of a Complete Streets Network, enhancing streets to promote walking, biking and other micromobility¹ options through sidewalk improvements, car-free slow streets, and up to 10,000 miles of bike lanes or multi-use paths. MTC's Active Transportation Plan (AT Plan) defines an Active Transportation Network (AT Network), made up of regionally significant segments of local active transportation networks and regional trails, based on traffic safety, user comfort, equity, and connectivity to transit. The planned geographies of Priority Development Areas, Equity Priority Communities, and Mobility Hubs were used to focus on these principles.

Policy

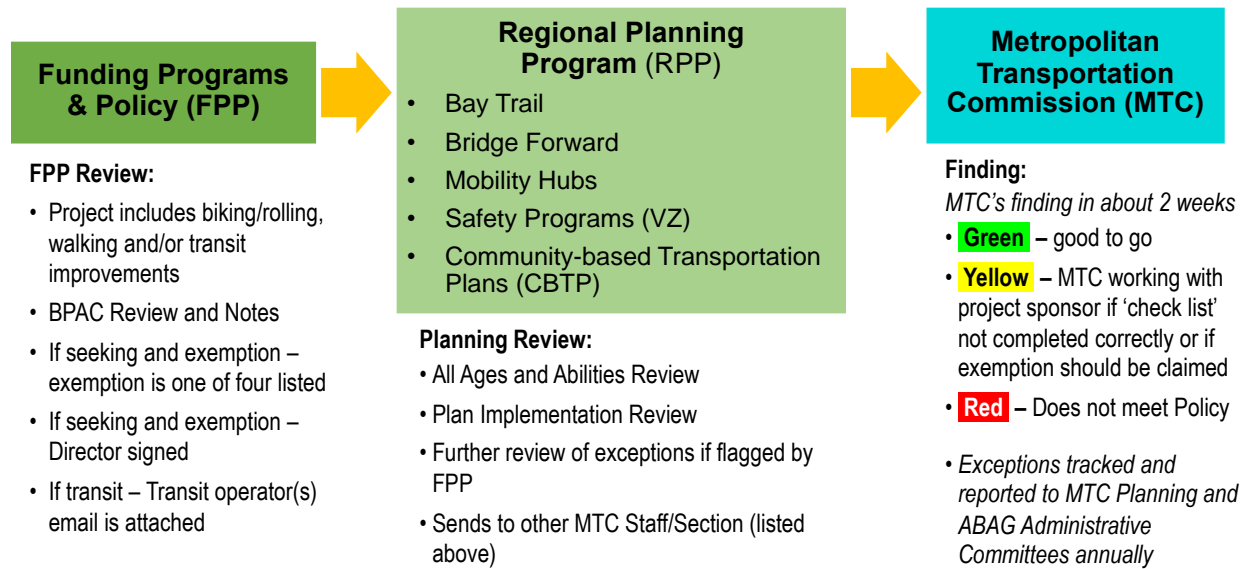
MTC’s CS Policy is made up of two main components. Projects funded all or in part with regional discretionary funding or receiving MTC endorsements shall adhere to the policy.

1. All projects must implement CS as recommended in adopted local and countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, transit plans, and MTC-funded Community-Based Transportation Plans.
2. Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works well for everyone else. Design best practices for safe street crossings, pedestrian, and Americans with Disabilities (ADA) accessibility at transit tops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entire project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Complete Streets Policy and Checklist Process



MTC Internal CS Checklist Review Process



Complete Streets Checklist Overview

CS Policy requires that all projects with a total project cost of \$250,000 or more applying for regional discretionary transportation funding or endorsement from MTC (such as, but not limited to, the One Bay Area Grant program (OBAG) or the Active Transportation Program (ATP)) submit a Complete Streets Checklist.

The Complete Streets Checklist (Checklist) is a form to help ensure local compliance with CS Policy and applicable laws. It is submitted to MTC online as part of a grant application process.

The Complete Streets Checklist consists of the following fields for project sponsors to complete:

- Project Name
- Project Location
- Project Description – 300-word limit, document upload allowed
- Contact Info - Name/Email/Phone/Agency
- Yes/No choices related to project characteristics with a "Required Description" text field and ability to upload supporting documents.
- Statement of Compliance
- Claim of Exception statements (if applicable)
- Signature - Exceptions must have signatory approval from a Dept. Director-level (or above)

Note that project materials attached to the Checklist are not considered part of the formal Project Submittal or other grant application. If a grant application asks for the same materials, it is the responsibility of the applicant to provide them to the grant manager, as instructed in the Call for Projects, or equivalent.

Who Should Complete the CS Checklist?

- It is preferable for the sponsoring agency's project manager to complete the Checklist, or other staff who have managed elements of the project.
- As detailed below, the Checklist requires project collaboration with affected transit agencies and review by a local (city or county) Bicycle and Pedestrian Advisory Committee (BPAC). It is incumbent upon the project sponsor to review each relevant grant application process to ensure that BPAC review is completed before application submittal deadlines.
- If a project is claiming an exception, the Checklist must be signed by the agency's Director of Public Works, Transportation Department (or equivalent), or their designee (and not the Project Manager).

Complete Streets Checklist Content

Question 1: Bicycle, Pedestrian and Transit Planning

Is the project consistent with relevant Plans or other adopted policies?

All projects must implement CS as recommended in recently-adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety or transit plan, or MTC-funded [Community-Based Transportation Plans](#). In the Checklist, jurisdictions should list the plan, plan date, and plan recommendation of the project that is seeking funding. The county or local BPAC can help to assist in compliance of past plan implementation.

For example, if a plan calls for a Class IV separated bike lane and a raised crosswalk, and the project is seeking funding for a Class II with no raised crosswalk, this would not be implementing CS as recommended in local plan(s).

Please provide detail on local plans that include recommendations affecting the project area, including the local plan adoption date. If the project is inconsistent, provide explanation.

Question 2: Active Transportation (AT) Network

Use MTC's AT Network [map](#) to determine if the project area contains segments of the AT Network. For OBAG 3, project sponsors may use the interactive pdf map available through MTC staff and the [MTC Complete Streets webpage](#) and CTAs. (Final adoption of the AT Network is anticipated in July 2022)

If a project is on the regional AT Network, it should incorporate design principles based on "All Ages and Abilities," contextual guidance issued by NACTO, as well as PROWAG issued by the U.S. Access Board, as described above and detailed in the [CS](#) policy.

Southwest Berkeley Bicycle Boulevards Complete Streets Checklist

1. **Does the project implement relevant plans, or other locally adopted recommendations?**
 - a. Yes
 - b. The Southwest Berkeley Bicycle Boulevards project was identified as a Tier II priority project in the Berkeley Bicycle Plan (2017) and is consistent with the City Council approved Berkeley Pedestrian Plan (2020), Vision Zero Action Plan (2019), as well as the in-process 2024 Bicycle Plan Focused Update. All plans are consistent with the proposed project. The 2017 Berkeley Bicycle Plan recommends bicycle boulevard improvements along the project route and categorizes it as a “Tier II” project. The 2020 Berkeley Pedestrian Plan identifies Alcatraz Avenue (within the project area) as a top-10 project for improving pedestrian safety and access. The 2019 Vision Zero Action Plan identified the adjacent streets of San Pablo Avenue, Ashby Avenue, Sacramento Street, MLK Jr Way, Alcatraz Avenue, and Adeline Street as part of the city’s high-injury network.
2. **Does the project area contain segments of the regional Active Transportation (AT) Network?**
[See MTC's AT Network map here]
 - a. Yes
 - b. The Southwest Berkeley Bicycle Boulevards project is located entirely within the MTC Regional Active Transportation Network. The project will add a low-stress, low-volume Class A bicycle boulevard route to Southwest Berkeley, connecting it with 3 other bicycle boulevard projects and tying into the ACTC San Pablo Avenue Corridor Parallel Bike Routes project to further regional bike network connectivity. It adheres to NACTO All Ages and Abilities design principles and Caltrans DIB-94 contextual guidance for complete streets. The project includes traffic calming along the route, traffic diversion, and enhanced crossings of major roadways.
3. **Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?**
 - a. Yes
 - b. The 2019 Berkeley Vision Zero Action Plan established a designated network of high-injury streets: 16% of Berkeley’s roadways where 91% of severe and fatal collisions occur. Alcatraz Avenue, between Adeline Street and Sacramento Street, is within the project route and on Berkeley's high-injury network. Ashby Avenue, San Pablo Avenue, MLK Jr Way, Sacramento Street, and Street are all streets in close proximity to the project route and also on Berkeley’s high-injury network. Between 2013 and 2023, there were 47 bicycle and pedestrian collisions within the project corridor, including two severe injuries. During this period, there were 175 bicycle & pedestrian collisions on the surrounding high-injury streets, including 2 fatalities - one of which was one block away from the project route on Sacramento Street in 2019. The majority (75%) of collisions occurred at intersections and the majority of vehicle-and bicycle-related collisions on adjacent high-injury streets were broadsides (45%) and sideswipe (24%), often due to improper turning (29%), automobile right-of-way (20%), traffic signals and signs (14%). The high rates of collisions on these corridors justifies the need for an alternative route for walking and biking in the neighborhood that is on slower, lower-volume streets. This proposal to expand the Bicycle Boulevard network provides the highest level of safety

and comfort for vulnerable users, ensuring greater use by seniors, youth, residents with advisability, and other vulnerable road users. The project proposes the installation of 15 speed tables (crash reduction factor, CRF, of 40%), 5 traffic circles (reduced vehicle crashes by an average of 90% in FHWA study based in Seattle, WA),²⁹ high-visibility crosswalks (CRF 40%), curb extensions and a raised crosswalk (CRF of 35%), 3 median refuge islands (CRF 46%) as part of traffic diverters at major roadway crossings, a pedestrian hybrid beacon (CRF 55%) at Sacramento Street & Harmon Street, rectangular rapid flashing beacons (CRF 35%) at three consecutive intersections on Alcatraz Avenue, signal modifications for a protected left turn phase on Sacramento Street at Alcatraz Avenue (CRF 30%), and new bike lanes on Alcatraz Avenue to close a 2-block network gap between Adeline Street and the King Street bicycle boulevard.

- 4. Does the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted?**
 - a. Yes
 - b. The 2017 Berkeley Bike Plan developed an LTS map for Berkeley's bike network, with the scoring designations being tied directly to a statistically balanced 600-count user survey for comfort using different types of bicycle facilities. This map designated all of the major streets around southwest Berkeley (San Pablo Avenue, Ashby Avenue, Sacramento Street, MLK Jr. Way, and Adeline Street) as LTS – suitable for only the strong and fearless, representing only 3% of Berkeley residents. In this same survey, the majority of Berkeley residents (71%) identify as “interested but concerned” bicyclists. These residents express major concern about sharing high-volume, high-speed roadways with limited separation from motor vehicles. The proposed Southwest Berkeley Bicycle Boulevard project will create safer, more comfortable bicycle connections for people seeking a low-stress environment to bicycle. The new project will be rated LTS 1, as measured by the City of Berkeley. By creating an intuitive alternative route to major roadways, with low-volumes and low-speeds, residents will be exposed to far less risk of severe collisions when traveling in their community. The enhanced safety measures at major roadway crossings (including traffic diversion, median refuge islands, a pedestrian hybrid beacon, and a rectangular rapid flashing beacon) ensure that stress-averse residents will not be deterred from walking and biking trips by a “weak-link” in the route.
- 5. Are there existing public transit facilities (stop or station) in the project area?**
 - a. Yes, AC Transit Bus lines J, F, 7, 12, 36 and 88. Ashby BART station serving the Red Line and Orange Line
- 6. Have all potentially affected transit agencies had the opportunity to review this project?**
 - a. Yes
- 7. Is there a MTC [Mobility Hub](#) within the project area?**
 - a. Yes. There are at least four Mobility Hubs within the affected area of the project. The project will strengthen the first- and last-mile connections to AC Transit bus lines and the Ashby BART station. These transit connections are particularly important for a community with a high rate of households without a vehicle (between 16-21% in the three affected census tracts).



San Pablo Avenue Bus and Bike Lanes Project



Presentation to the

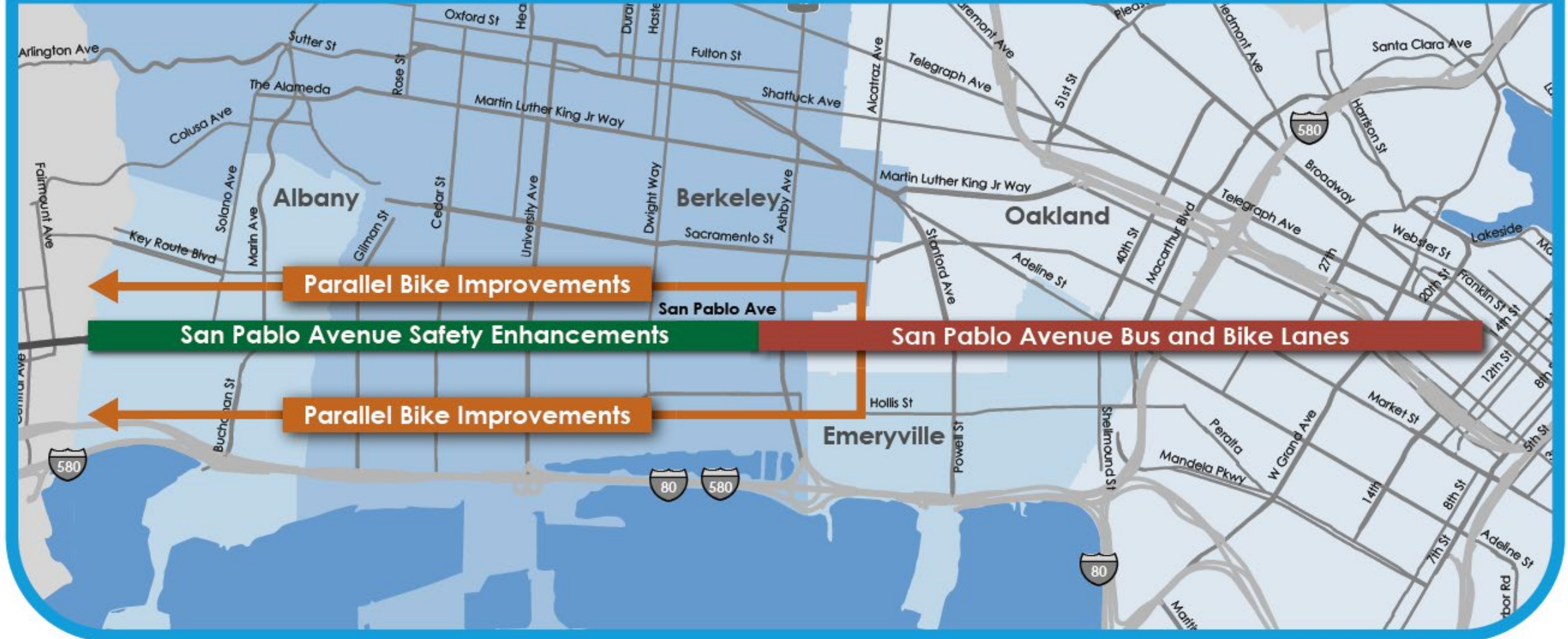
Berkeley Transportation and Infrastructure Commission

August 15, 2024

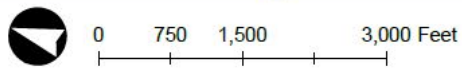
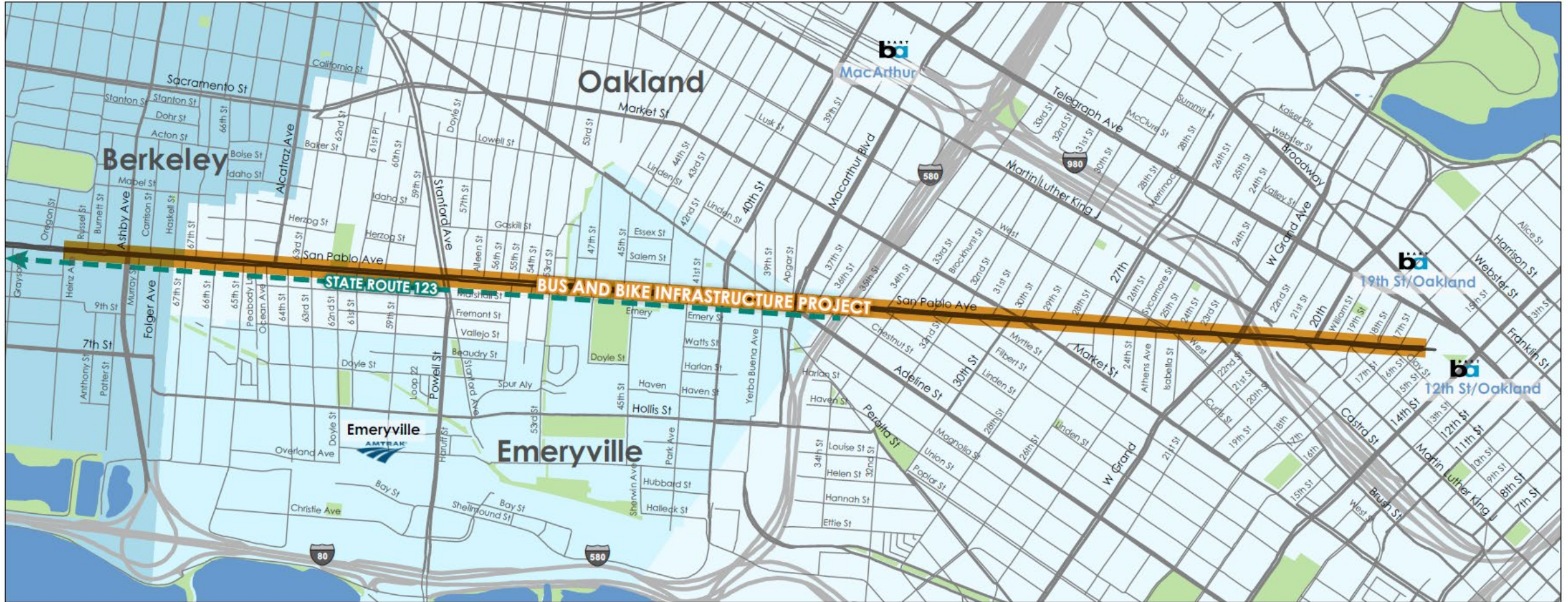
Agenda

- Introductions
- San Pablo Projects Status Overview
- Bus & Bike Lanes Project
- Bus & Bike Lanes Project Outreach
- Next Steps

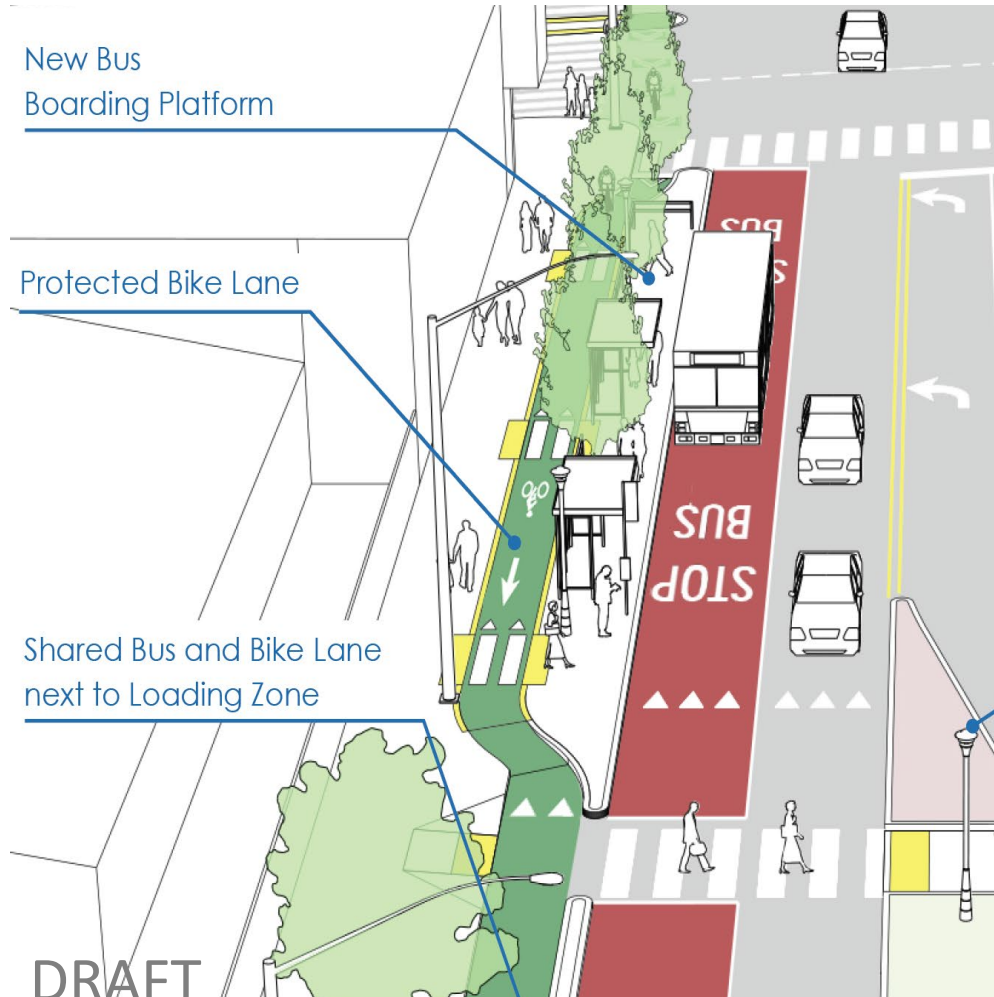
Project Overview Map



Bus Lanes & Bike Lanes Project



Bus Lanes & Bike Lanes Project Limits



For illustrative purposes only

- Extents: San Pablo Ave from 16th St in Oakland to Heinz Ave in Berkeley
- 2022 Commission Actions
 - Alameda CTC approved near-term concept with bus and bike lanes for further project development
 - Oakland and Emeryville City Councils approved letters of support

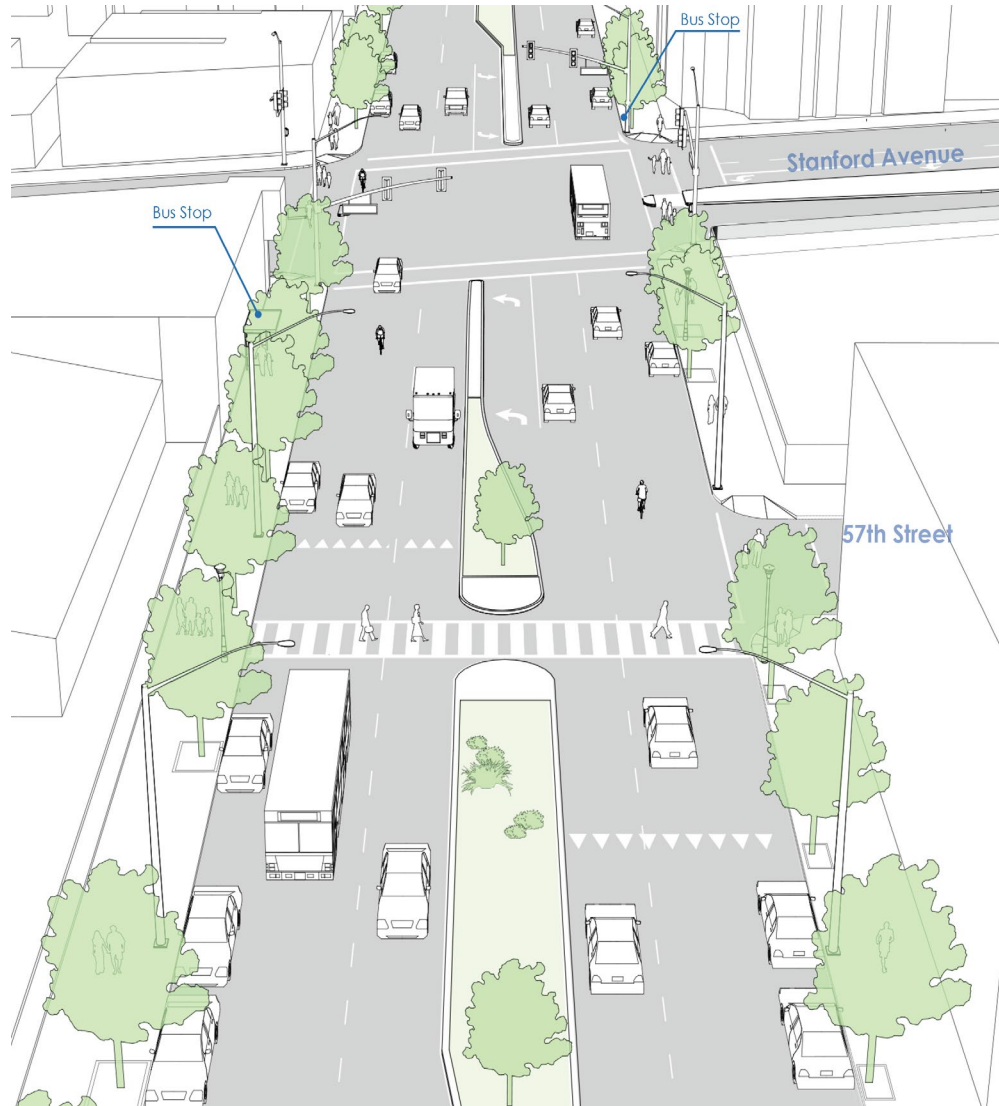
Bus Lanes & Bike Lanes Project Safety Improvements

- Pedestrian beacons at crosswalks
- High-visibility crosswalks and bikeway crossings
- Curb-protected bike lane
- Curb extensions and median refuges shorten crossings at intersections
- ADA ramp and signal upgrades
- Better lighting along San Pablo and on side streets
- Additional design solutions to address speeding

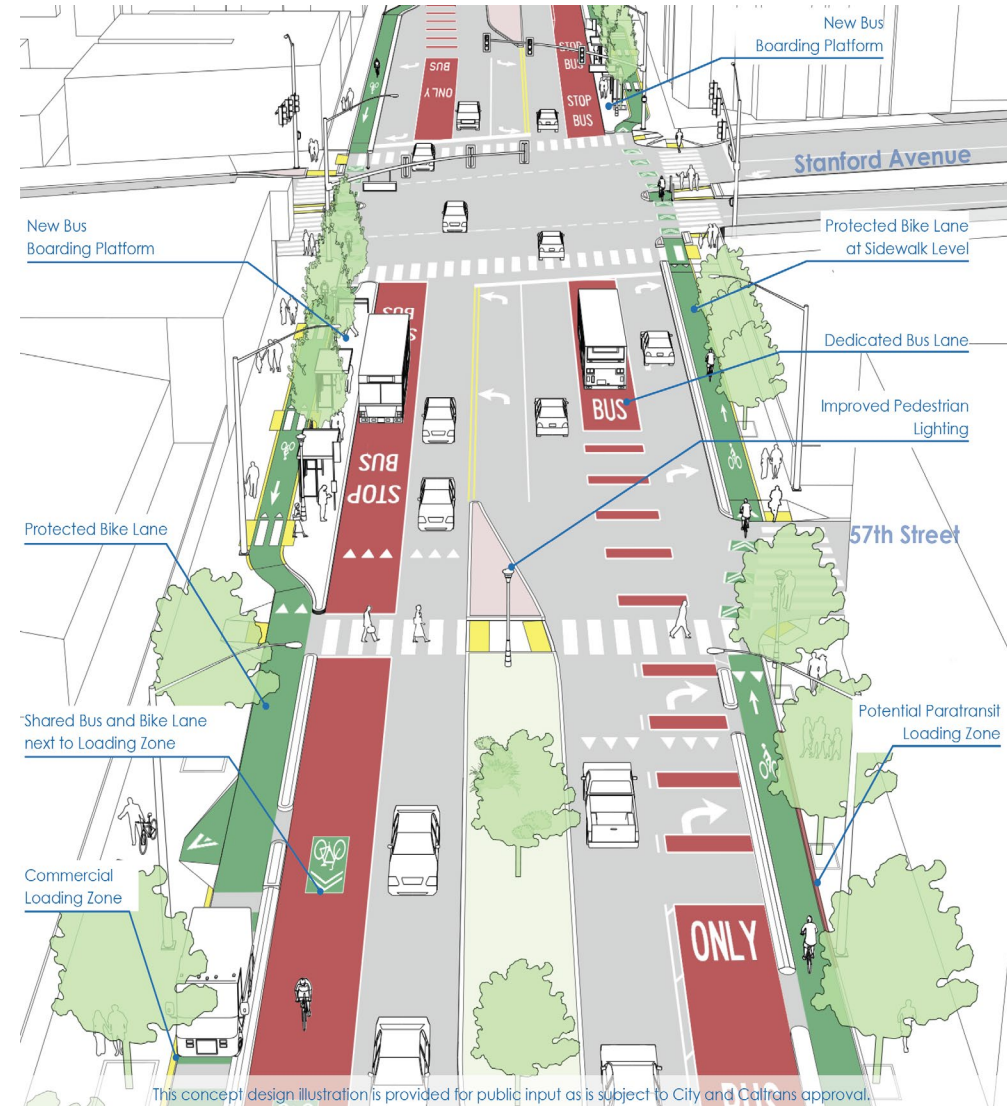


Existing Conditions and Proposed Project

Looking north toward Stanford Avenue, North Oakland



Existing



Proposed

Existing Conditions and Proposed Project

Looking north from Russell Street to Heinz Avenue, South Berkeley

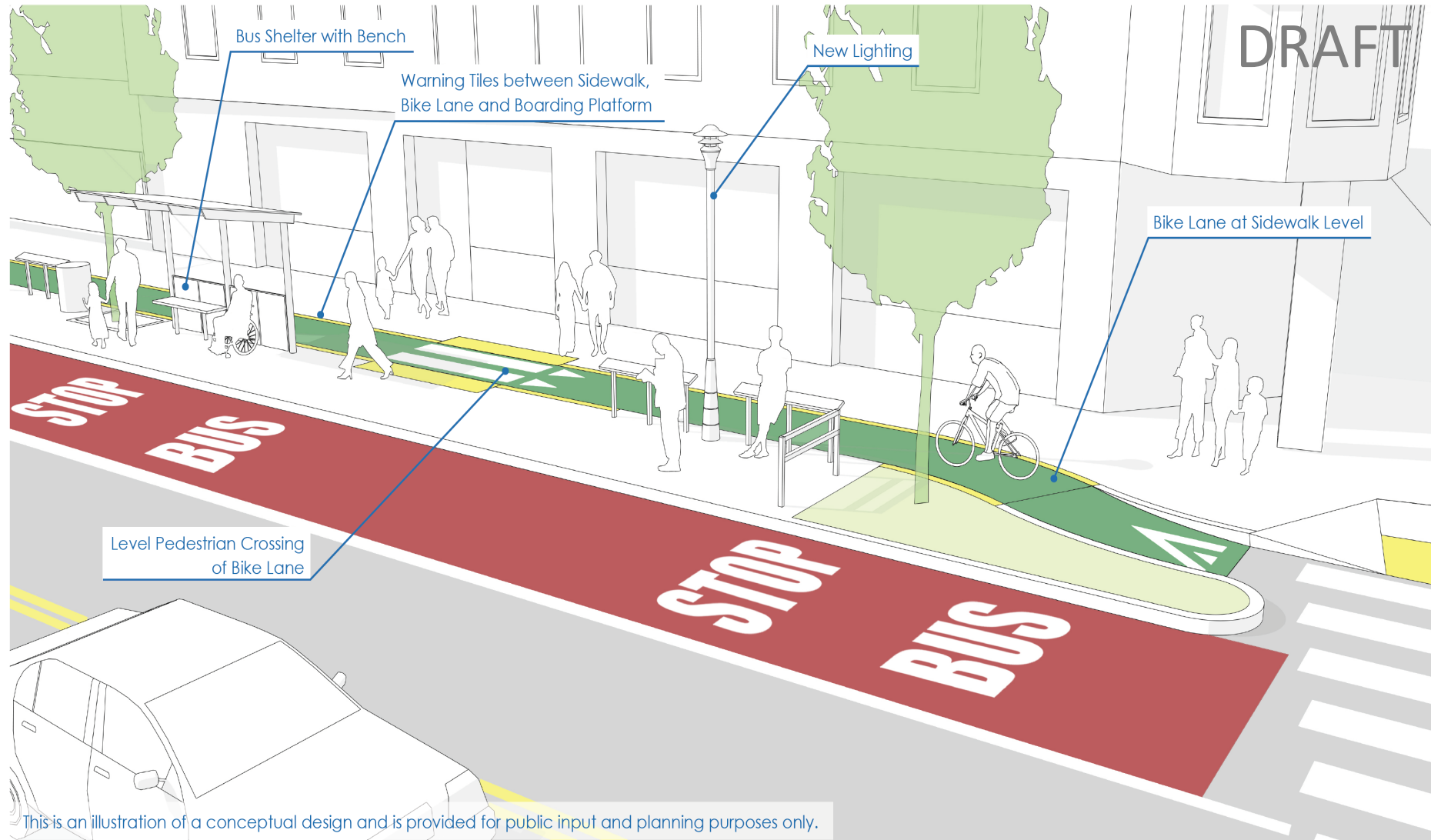


Existing

San Pablo Avenue Corridor Project

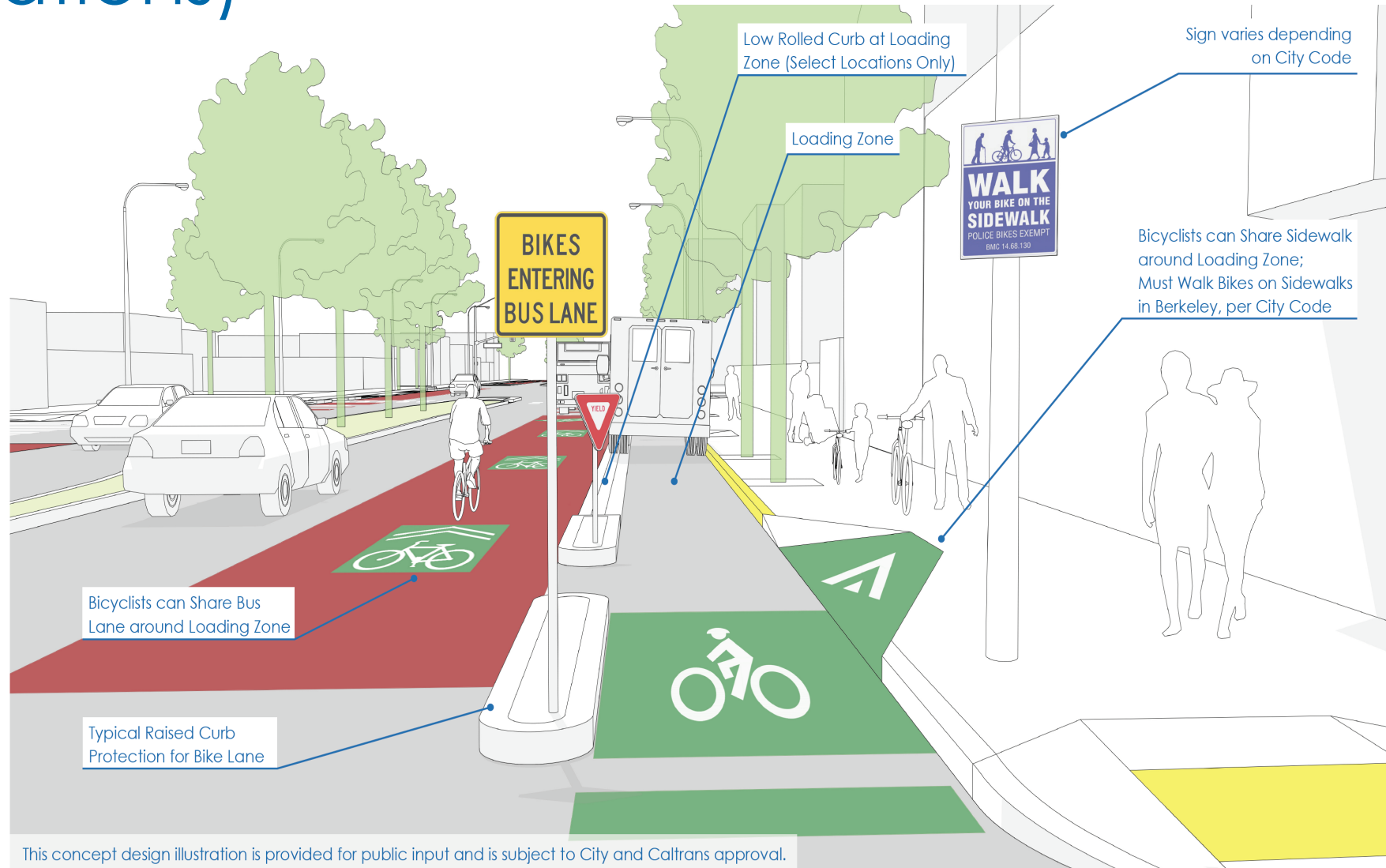
Proposed

Example Bus Boarding Platform



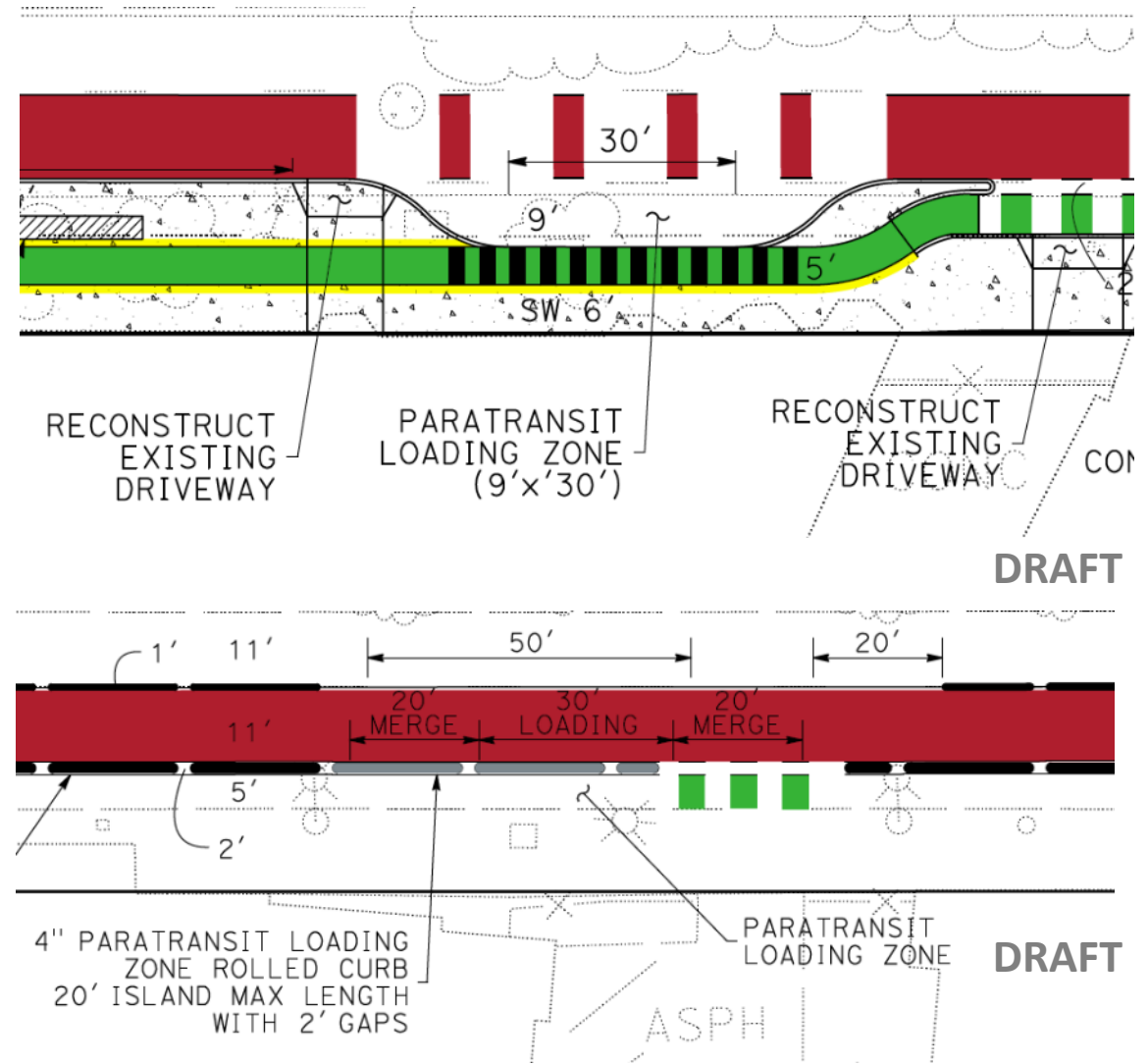
This is an illustration of a conceptual design and is provided for public input and planning purposes only.

Example Commercial Loading Zone (limited locations)

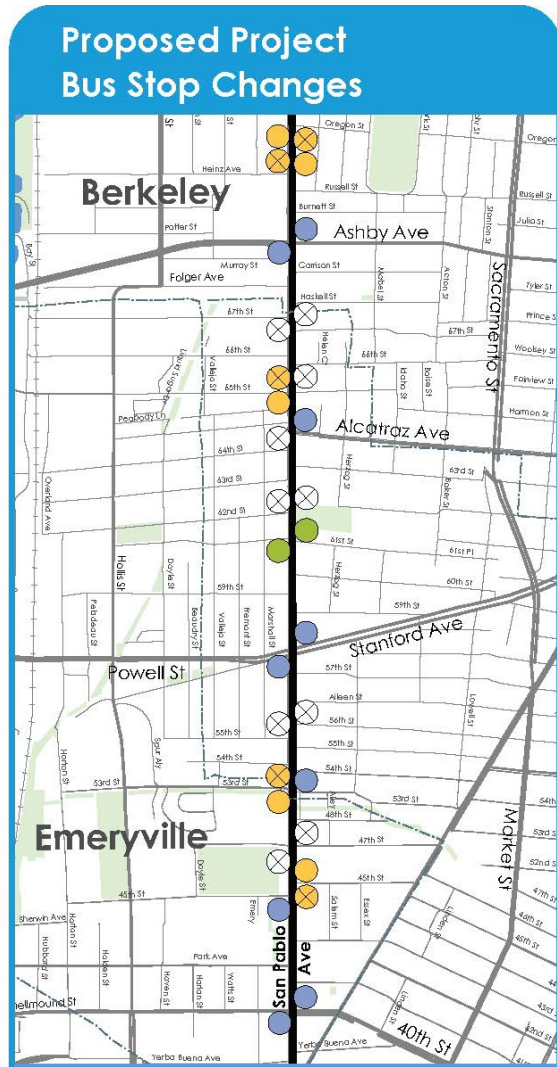


Typical Paratransit Loading






- High-Activity Locations:
 - Provide loading zones on blocks with 10+ EBPT trips/year (11+ blocks)
- Low-Activity Locations:
 - Lower mountable curb (4") segment on blocks without loading zone



Proposed Bus Stop Changes



LEGEND

 Stop Added	 Stop Removed
 Stop Moved to Here	 Stop Moved from Here
 Stop Upgrade	

- Local bus stop consolidation to increase reliability
- More Rapid bus stops
- Streamline bus operations
- Improve bus travel time

Proposed Vehicle and Traffic Access Changes

- Travel Time
 - up to 5% increase in automobile travel time on San Pablo Avenue
- Traffic Diversion
 - It is estimated that during the PM peak time, up to 25% of drivers would use alternative streets to complete their trips
 - Fewer drivers would divert at less congested times.
- Vehicle Access Changes
 - Turn restrictions changes between San Pablo Ave. and some side streets are proposed to increase safety
- Driveway Closures
 - Unused/fenced off/duplicative driveway closures are proposed to allow for a continuous bike lane protection and improved pedestrian experience

Bus Lanes & Bike Lanes Project

Spring 2024 Public Engagement Activities

- Activities to get input include:
 - Community input website (commenting closed June 9th): sanpabloave.mysocialpinpoint.com
 - Open house events held 4/15 and 4/17
 - Pop-up events
 - Door-to-door storefront outreach
 - Focus groups hosted by community organizations
 - Meetings/presentations with agency commissions, stakeholder groups, etc.
- Notification methods: Mailers, store window flyers, bus stop flyers, sidewalk decals, email, social media

Bus Lanes & Bike Lanes Project

Spring 2024 Public Engagement

- Seeking input on design details, such as:
 - Bus stop locations and design
 - Intersection and pedestrian/bicycle crossing designs
 - Traffic circulation changes
 - Loading zone locations
 - Side street loading/parking priorities
 - Opportunities for greening
- Input to be incorporated in final designs

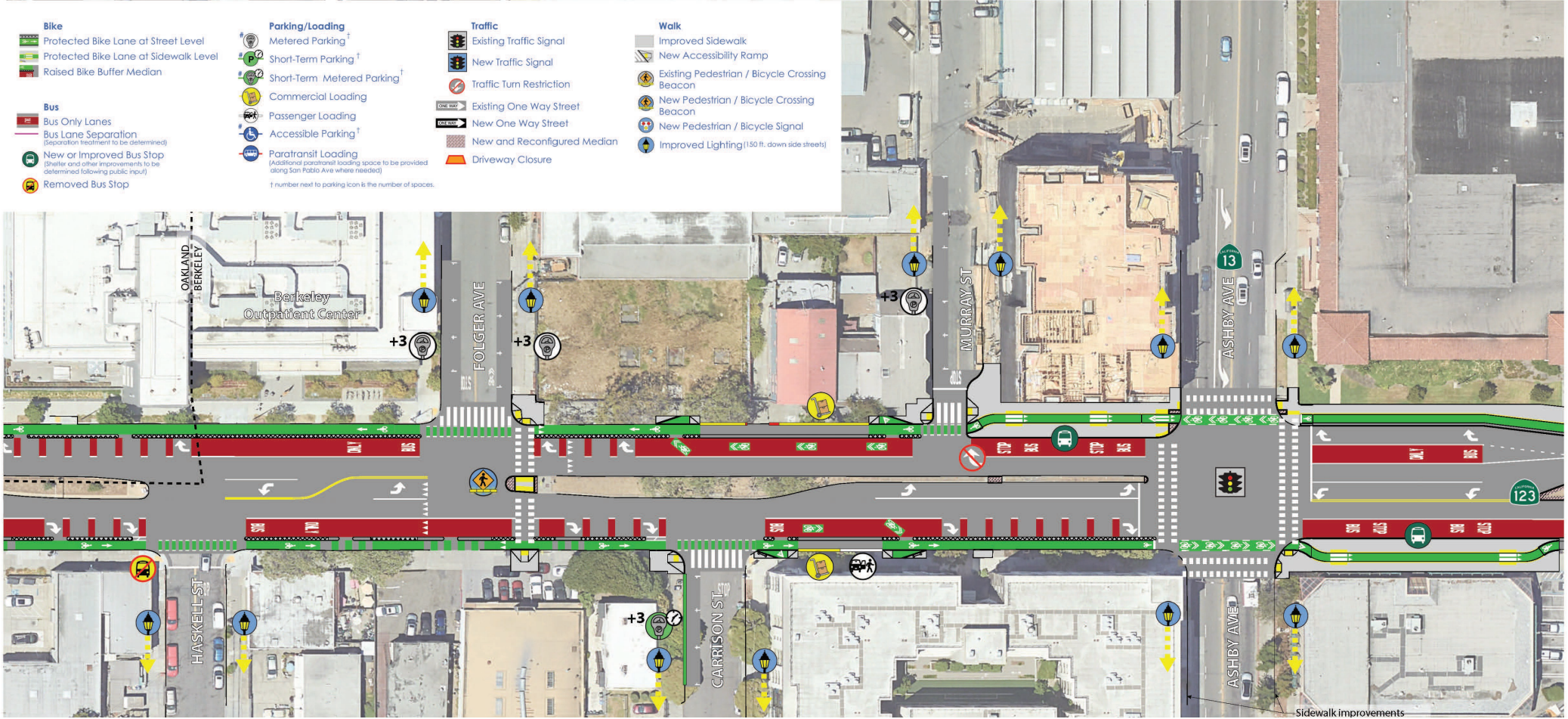
Combined Project Schedules

	Safety Enhancements	Parallel Bikeways	Bus Lanes & Bike Lanes
Planning/ Scoping	2017 – Spring 2022	2017 – Spring 2022	2017 – Fall 2022
Environmental Studies, Design, and Advertise	Winter 2022 – Spring 2025	Winter 2022 – Winter 2025	Summer 2022 – Winter 2026
Construction	Fall 2025 – Winter 2026	Summer 2025 – Summer 2026	Spring 2026 – Winter 2027

Thank You

Website: alamedactc.org/sanpablo

Email: sanpabloave@alamedactc.org



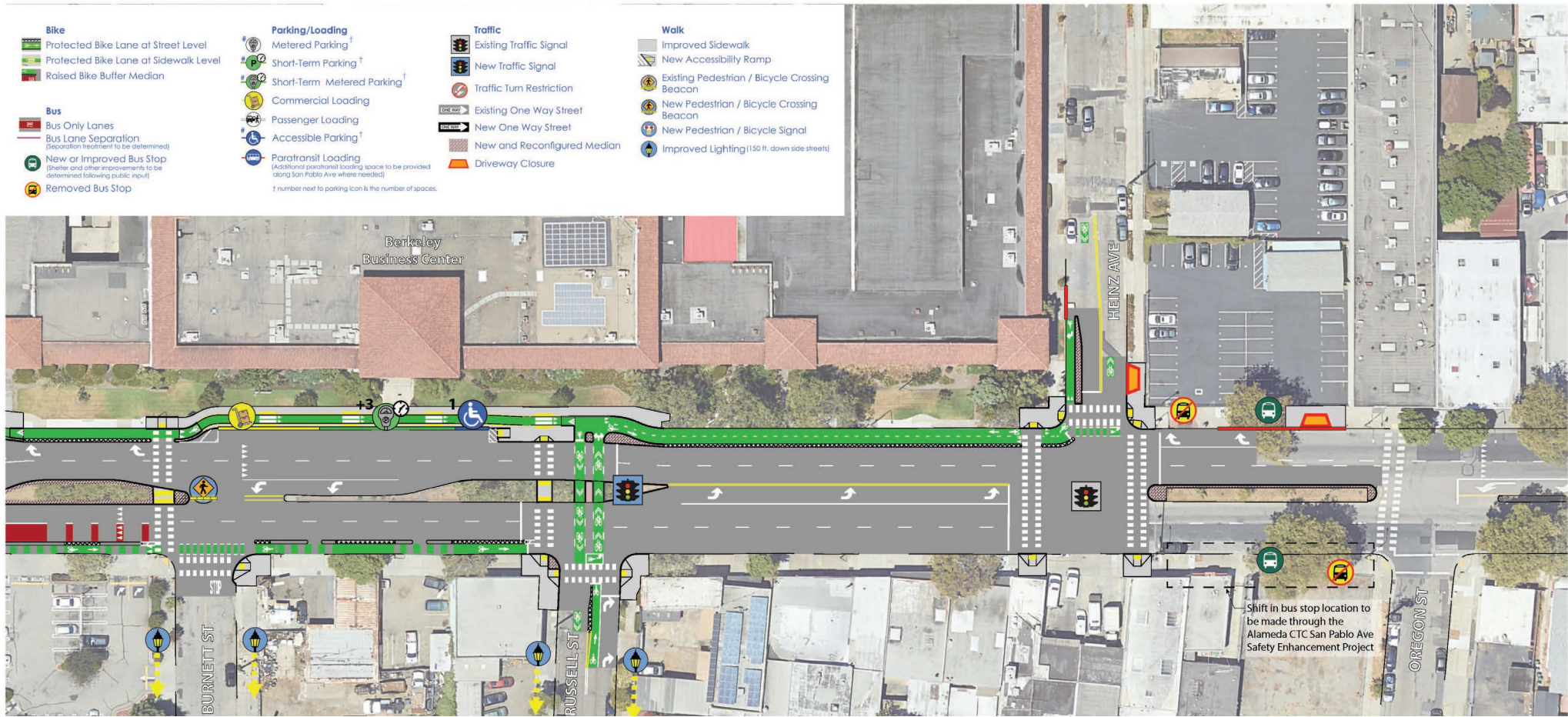
San Pablo Ave/Ashby Ave-Proposed Changes

Proposed Design Plans are draft proposals subject to city and Caltrans approval



Proposed Design Plans - Haskell Street to Ashby Avenue
 San Pablo Avenue - Bus Lanes & Bike Lanes Project

Sheet 21 of 22
 Spring 2024



San Pablo Ave/Oregon St-Proposed Changes

Proposed Design Plans are draft proposals subject to city and Caltrans approval





Friends of Five Creeks

*Volunteers preserving and restoring watersheds of
North Berkeley, Albany, Kensington, south El Cerrito and Richmond since 1996
1236 Oxford St., Berkeley, CA 94709
510 848 9358 f5creeks@gmail.com www.fivecreeks.org*

June 17, 2024

Berkeley Transportation and Infrastructure Commission, via Noah Budnick
Srinivas Muktevi, Berkeley Public Works Supervising Civil Engineer, Storm Water Plan Project Director
Cc: Ron Nevels, City Engineer; Terrance Davis, Berkeley Public Works Director
Cc: Berkeley City Mayor and Council, Berkeley City Clerk
Cc: Berkeley Parks, Recreation, and Waterfront Commission, via Roger Miller; Berkeley Environment and Climate Commission, via Sarah Moore; Berkeley Disaster and Fire Safety Commission, via Keith May

Re: Comments on [Berkeley Storm Water Master Plan, Specification 22-11505-C](#)

This letter updates and supplements Friends of Five Creeks' May 24 comments to the Transportation and Infrastructure Commission on the \$1.9 million Berkeley Storm Water Master Plan, under development with Wood Rodgers, Inc., consultants ([Berkeley Specification 22-11505-C](#)).

As a volunteer group that has dealt with the challenges of Berkeley creeks and watersheds for 27 years, we continue to applaud the proposal's innovative and cost-saving elements, emphasis on accurate data and modeling, and promise of a prioritized and timely maintenance plan. A new plan is much needed.

We are distributing these comments widely because two aspects alarm us:

1. Critical work apparently is being performed and decisions made without (a) public or stakeholder information or input or (b) coordination with other affected city departments or commissions, including Parks, Recreation, and Waterfront; Disaster and Fire Safety; and Environment and Climate. These are the opposite of [Vision 2050's](#) goal of public engagement and planning done by departments in coordination, not in silos.
2. Important effects and recent research on climate change and sea-level rise must be included.

Item 3 lists other concerns that flow from these.

1. Lack of public, stakeholder, and other city department and commission input:

[Task 1.1 in the city's specification for the work](#) says, "Prior to commencing any work, the Wood Rodgers' Team will meet with the City and any other stakeholders. The purpose of this kickoff meeting is to clearly define the goals of the project, to establish an understanding of the City's needs, to determine the standards and policies that apply to the project, and to refine the project's scope of work and budget...." **This promised kickoff meeting has not been held. The department's schedule envisions no public meetings until February 2026, three months before approval.**

Wood Rodgers routinely holds these kickoff meetings. [Albany's contract for a new stormwater plan, signed in June 2024 \(task 1.2, p. 13\), has identical wording.](#) Albany's public works director has assured me that they plan to hold the meeting.

The public could not know that work was underway. Outreach to relevant commissions appears minimal to nonexistent. The city's web site offers nothing but the brief July 2023 consent item. The project has not appeared on the Transportation and Infrastructure Commission's agenda since before it was approved.

Friends of Five Creeks is a partner project of 501(c)3 Berkeley Partners for Parks

After repeatedly asking various staff members over months, Friends of Five Creeks discovered that a subcommittee existed only by speaking at public comment at the Transportation and Infrastructure Commission's May meeting. Outreach to other relevant commissions appears minimal to nonexistent. The Parks, Recreation, and Waterfront Commission (concerned with creeks and Aquatic Park) was informed in recent days by stakeholders; it now plans to discuss the project in July.

Public information and input are essential to governing a city. Residents need to know about unseen water and flood infrastructure – why it matters, how it works, and what residents' taxes and fees support. Berkeley urgently needs to update its aged and neglected system for handling storms and other urban runoff, and make key changes to deal with rising sea- and groundwater levels and larger storms. Informed, experienced stakeholders can offer important information and history to an understaffed Public Works Department with new leadership. **A stakeholder meeting should be held as soon as possible, before any important decisions are finalized. Ongoing communication channels should be announced and kept open.**

2. The Wood Rodgers proposal does not adequately deal with climate change.

A. The consultants' Berkeley proposal does not mention [rising groundwater levels – which current research shows are likely to have serious effects in the low-lying East Bay plain](#). Rising with sea level, not deterred by barriers or green infrastructure, this groundwater will increase flooding, decrease infiltration, and corrode and weaken the built environment. [Wood Rodgers' recent contract with Albany clearly addresses this](#) (Section 3.3. pp. 11-12), citing the study linked above.

B. Wood Rodgers' Albany contract promises to use recent climate information and models not included in Berkeley's proposal. In the Albany plan, "Pathways and LBNL's [Lawrence Berkeley National Laboratory] completed Extreme Precipitation Study" (p. 12) are to be used to analyze how climate change may change intense storms. Tide and sea-level -rise data are to be based on "data sources highlighted in the Flood Risk and Sea Level Rise Adaptation Report, and the State of California *Sea Level Rise Guidance 2024 Science and Policy Update...*" (p. 12). The one-year gap between Berkeley's and Albany's contracts may explain these differences. But Berkeley needs the most current information in a plan likely to be used for 20-30 years in a fast-changing climate. As in Albany, this information should be used to determine **both** capacity deficiencies and high-priority capital improvements. It's worth noting that Albany hopes to also use the design storm that Wood-Rodgers is developing for Berkeley to make these calculations. **Berkeley must plan for climate change using use up-to-date inputs and methods .**

3. The comments below illustrate matters that stakeholders and other commissions and departments should be able to raise with consultants before decisions are made.

A. The Public Works Department schedule says that "Criteria Review and Recommendations" will be complete by July 12. All the above issues regarding climate change should be clarified in binding form before any such decisions.

B. The Public Works Department schedule says that inspection schedules will be final by July 26. Some inspections, especially of storm drains on private property, are likely to face issues and challenges. Stakeholders and commissioners should be able to weigh in on focus and adequacy.

C. **Aquatic Park depths (bathymetry) are to be surveyed between July 29 and Aug. 19.** Aquatic Park has three lagoons -- Wood Rodgers mentions only one. It is vital to measure the rapidly shallowing Middle/Model Yacht Basin, critical to flood protection. Data also must be easily comparable to bathymetry in the 2008-11 Aquatic Park Improvement Program, to show change over time.

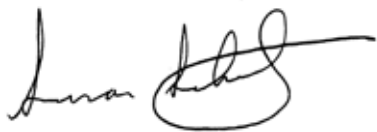
D. **Data collection is scheduled to be complete by Sept. 6** (except for vegetation management, below). **The design storm is to be decided by Sept. 13.** The design storm is basically how big a storm or range of storms the system should be able to handle. It is unacceptable to make these decisions with no public information or input, based on a document that does not mention more up-to-date information, at a time when changing climate is increasing the threat of much larger storms.

E. **A drone survey is scheduled December 2024 to January 2025 to measure vegetation and capacity in open creek channels – basically, private back yards.** At minimum, residents – including those in Albany and Kensington where creeks form Berkeley's borders – need notice and the ability to ask questions. Other attempts to survey have sometimes met stiff resistance. **If this drone survey is done, Berkeley should consult and share data with the Fire Department, appropriate commissions, and regional wildfire agencies** . Creek canyons, such as the deep Cerrito Creek canyon on Berkeley's northeast border, can funnel fire.

F. Friends of Five Creeks is delighted that lidar and other tools are to be used to model creek channels and flood plains for flood risk and perhaps needs for vegetation management (Wood Rodgers proposal p. 13). Managing vegetation on creek channels, however, requires considering erosion, slides, habitat, privacy, and fire hazard –as well as complex multi-agency permits. **Consultants and Public Works staff should work with other commissions, departments, and agencies to avoid contradictory or unworkable recommendations.**

These examples clearly show that this plan should be developed with both robust exchange of ideas, including with stakeholders, and the most current available information on climate change. We look forward to working with the city to create the plan it needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Schwartz", with a large, stylized flourish at the end.

Susan Schwartz, President, Friends of Five Creeks

Internal

To: Berkeley Transportation and Environment Commission, via Noah Budnick
Srinivas Muktevi, Supervising Civil Engineer, City of Berkeley

And All It May Concern,

Thank you for considering the following comments on the Proposal for Storm Water Master Plan #22-11505-11505-C. I concur with all the points, specific and general, raised by Susan Schwartz on behalf of Friends of Five Creeks. In addition, I offer the following insights:

A Study of Aquatic Park should be **required**, not optional because of its strategic location and uses including storm and ground water diversion and retention. The proposal only recognizes recreation and flood control uses, but not wildlife habitat and value added to City and privately owned real estate along its shores. To fully support and protect all of the above uses, the capacities of Aquatic Park and the condition of its derelict infrastructure should be evaluated. The design, operation and maintenance of the overflow structures of the Potter and Strawberry culverts should be analyzed because they affect both the elevation and quality of the water in Aquatic Park, and the potential for installing pump stations on those lines should be explored and evaluated.

The consultant Wood Rodgers does not have to start from scratch but can reference observations and data from several preceding scientific and engineering studies, especially the technical report and appendices to the Aquatic Park Improvement Program (APIP).

Attention should be paid to the condition of the Strawberry Creek culvert and its tributaries, as they were omitted in another previous study, the Watershed Management Plan. Strawberry Creek is central to Berkeley's geography and history, and the antiquated culvert runs under the north wing of old City Hall, which is being considered for rehabilitation. The culvert continues under private property to the west, where leakage has caused some damage.

As Ms. Schwartz points out, a robust public process is essential as older residents are more familiar with these problems than newer City employees and can provide important insights. Public meetings also provide the City an opportunity to educate the public, many of whom do not know the difference between a storm drain and a sewer. The City can spend a lot of money picking up trash from the storm drains, but promoting an anti-litter campaign is much cheaper.

Thank you for considering my comments.

Toni Mester
Former Parks Commissioner

2431 Tenth Street
Berkeley, CA 94710
tonispann@sonic.net

COMMUNICATION

Date July 10, 2024
To: the Transportation and Infrastructure, Environment and Climate, Disaster and Fire Safety Commissions; Honorable Mayor and City Council
From: Erin Diehm, Vice-Chair, Parks Recreation and Waterfront Commission (PRWC)
Re: Storm Water Master Plan Project

At their regular meeting on July 10, 2024 the Parks, Recreation and Waterfront Commission (PRWC) discussed and took action on "Agenda Item #11: Berkeley Stormwater Master Plan Project" (the "Plan") and unanimously approved sending this Communication.

The Parks, Recreation and Waterfront Commission writes with three important requests:

1. Expand the analysis of Climate Change to include impacts of Rising Groundwater Levels.

In addition to sea level rise and more intense storms, cities must begin to address expected impacts of rising groundwater, including increased flooding, infiltration into underground infrastructure and newly mobilized soil contaminants.¹ Wood Rodgers includes such analyses in their work with the City of Albany, a contract signed 11 months after Berkeley's. To ensure the Plan is comprehensive and represents the latest science, we request that Berkeley's Plan require the analysis of Rising Groundwater Levels, too.

2. (a) Expand the bathymetric analyses at Aquatic Park to include the Middle/Model Yacht Basin, and (b) engage the PRWC on all matters concerning Aquatic Park.

The current Plan describes a bathymetric survey at Aquatic Park but doesn't clearly say which of the 3 bodies of water will be surveyed – just the main lagoon? or will the the Middle(Model) &/or Radio Tower Basins be included, too? The Plan acknowledges the importance of Aquatic Park for flood control but seems to limit analyses to just the main lagoon, i.e. "the entire lagoon", cf.

"The lagoon in Aquatic Park serves as the centerpiece of recreation and could be an essential flood control facility... The Wood Rogers team will perform a bathymetric survey for the entire lagoon..." (pg 35 of 54, in PRWC 7/10 packet)

The Middle(Model) Yacht basin is rapidly silting in and is critical for flood protection. (Prior studies can be used to evaluate the rate of fill.) Since Aquatic Park provides critical flood protection for West Berkeley we request that the Plan (a) include in the bathymetric analysis the 2 northern-most basins – the Main and Middle(Model) Yacht lagoons, and (b) since the Parks Commission is tasked with providing feedback on parks matters, that the Commission be engaged.

3. Fulfill the promise of a robust public process and stakeholder engagement by immediately engaging relevant Commissions and members of the public, including a presentation on the Plan to the PRWC in the near future.

Engaging the public early in this process is critical. The City's Vision 2050 plan states that the public should be engaged on matters related to updating Berkeley's aging infrastructure. And the Storm Water Plan promises to meet with stakeholders early-on,

¹ cf. see work by UC Berkeley Professor, Kristina Hill, Ph.D – "Rising Groundwater Threatens Thousands of Toxic Sites in the Bay Area" and "GROUNDWATER + SEA LEVEL RISE" – <https://vcresearch.berkeley.edu/news/rising-groundwater-threatens-thousands-toxic-sites-bay-area> , <https://www.adaptingtorisingtides.org/wp-content/uploads/2020/02/01Hill-groundwater-workshop-Nov-13-2019-ADA.pdf>

"Prior to commencing any work, the Wood Rodgers' Team will meet with the City and any other stakeholders." (p. 29 of 54, in PRWC 7/10 packet)

However, to our knowledge, neither the Parks Commission (and other relevant Commissions) nor interested members of the public, stakeholders, and relevant non-profits have been engaged.² The table of project tasks (p. 51 of 54 in our packet) doesn't list any public meetings early-on and seems to wait until January 2026 for public review when the draft/final Reports will be review. In addition, searching the City's website for "Storm Water Master Plan " doesn't return any relevant hits. We request that the Consultant, Public Works Department &/or other relevant City entities immediately begin communicating and engaging with the public, including a presentation to the PRWC at the soonest convenience.

² Per written public comment submitted to the PRWC, it seems that the Transportation and Infrastructure Commission has formed a subcommittee on the matter, though associated subcommittee Agendas couldn't be found online.

North Berkeley BART comments – Post June 20th Transportation Infrastructure Committee meeting:

For Option A only	For Option B only	Against both options	For either option	Option C
15	4	22	1	5

From: Andrea Altschuler

Sent: Thursday, July 18, 2024 8:05 AM

To: Brown, Rex <ReBrown@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Humbert, Mark <MHumbert@berkeleyca.gov>; Rebecca Saltzman <rebecca.saltzman@bart.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>; Amiri, Wahid <WAmiri@berkeleyca.gov>; Lunaparra, Cecilia <CLunaparra@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>; rfactor@bart.gov; Davis, Terrance <TDavis@berkeleyca.gov>
Cc: David Finn <davidelliottfinn@gmail.com>; Jan Garrett <JanG@adapacific.org>; Julia Epstein <juliaeps@gmail.com>; KENNETH STEIN <kestein1@icloud.com>; Katie Miller <kathleen.miller45@gmail.com>; Laura Magnani <friendlauramagnani@gmail.com>; Maud Engel <engel1883@gmail.com>; North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>; Peggy Scott <plscott@alumni.stanford.edu>; Sam Dorman <samdorman@gmail.com>; Save Hopkins <info@savehopkins.org>; Vicki Sommer <vickisommer@gmail.com>

Subject: Bike lane would remove ADA required access

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 and BART Elected Officials and City and BART staff involved with BART's proposal to build a protected bike lane on the 1400 block of Virginia Street:

After the Transportation Commission almost unanimously endorsed Option A that would remove residents' parking, it dawned on me that doing so would remove accessible parking for people with mobility disabilities who live here and their families and friends who visit.

The BART representative who came to my house before the Transportation Commission meeting informed me that residential parking is not a problem since we all have driveways. These driveways, which are fairly narrow, and some of which are relatively steep, can prevent vehicle entry and exit for people with physical disabilities, especially those who use a wheelchair or walker. If someone has a van with a ramp, street access is absolutely necessary.

This is in addition to the fact that this block appears very safe for cyclists to my neighbors and me, and we're all current or former cyclists. I invite all of you to sit with me on my front porch any day of the week, any time of day or night to see for yourselves. I'll happily provide refreshments.

During public meetings about housing at the North Berkeley BART site, local residents have been told that parking spaces will be reduced by about half once homes are built. Thus, it is difficult to understand how traffic will increase on Virginia Street - especially since the planned parking structure has been shown on Delaware Street.

If for whatever reason it is deemed necessary to have a protected bike lane, there is no reason not to build it on the BART side of the street. In addition to there being a

particularly wide sidewalk there, there is also a wide, unkempt planting strip that could be repurposed.

Unlike people who ride bikes, people with disabilities have protected civil rights under the Americans with Disabilities Act. And as a matter of ethics and operating principles, DEI should most definitely include people with disabilities. Taking away residential parking is definitely exclusionary to people with disabilities.

Please let me know when this issue will be discussed and voted on. If BART and the City decide to go ahead with some version of Option A that takes away residential parking on the 1400 block of Virginia Street, my husband and I will file a formal grievance based on Title II of the ADA that “covers nondiscrimination on the basis of disability by public accommodations.”

Thank you in advance for your response.

Sincerely,

Andrea Altschuler

From: juty blue

Sent: Monday, July 8, 2024 6:27 PM

To: Davis, Terrance <TDavis@berkeleyca.gov>

Cc: PWWorks <PWWorks@berkeleyca.gov>

Subject: PLEASE NOTE MY OPPOSITION TO THE PROPOSED OHLONE GREENWAY BICYCLE PATH EXPANSION PLAN AS CURRENTLY PROPOSED

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.

July 8, 2024
Elizabeth Starr

Berkeley Calif.

To Berkeley Public Works Director Terrance Davis,

PLEASE NOTE MY OPPOSITION TO THE PROPOSED OHLONE GREENWAY BICYCLE PATH EXPANSION PLAN AS CURRENTLY PROPOSED

Hello Mr Davis

Please note my opposition to the wide, fast moving bicycle & electric scooter lanes the City wants to build in the Ohlone corridor.

The City of Berkeley wants to create wide, fast moving bicycle & electric scooter lanes along the Ohlone Right of Way from Virginia Street to the Albany line. The Plan would remove mature trees & shrink Cedar Rose Park; but would not provide any separate pedestrian pathways, including at the Gilman, Hopkins, Rose & Cedar intersections.

Bicyclists & e-scooter riders do not & will not safely share the Ohlone Pathway with pedestrians.

Bicycle-pedestrian collisions & near collisions occur daily. Pedestrians, including people with disabilities & parents pushing strollers need their own safe pathway, as exists along the nearby West Street Path, and under the BART tracks in Albany.

An ADA compliant pathway should be of an easy to walk or roll on compacted material, not rocks or gravel.

THIS ILL-CONCEIVED PLAN MAKES THINGS WORSE!

Bicycle and e-scooter riders in Berkeley go too fast already. Wider pathways will encourage bicyclists & e-scooter riders to go even faster, putting pedestrians – including people with disabilities – at even greater risk of being banged into, knocked over, & seriously or fatally injured.

The willful lack of an ADA compliant path invites bicycle-pedestrian accidents & exposes the City to lawsuits.

The developmentally disabled students who participate in the after school programs at the Ala-Costa Center in Cedar Rose Park will be especially vulnerable to being hit by bicycles & e-scooters.

Consultants were paid hundreds of thousands of dollars for this Plan, yet did not even consider including a separate pedestrian pathway. Why not?

A city staffer said that people can just walk across the grass at Cedar Rose Park. This is ridiculous. The grassy field is very uneven and can be covered with dog waste. The field is often filled with aggressive unleashed dogs. And the field is fenced off for several months every year during the rainy season.

Tell the consultants that their work is not done, and to amend the Plan to include a separate pedestrian pathway at the west side of the Park.

WHY ARE RECKLESS BICYCLISTS AND E-SCOOTER RIDERS TOLERATED?

Bicyclists and e-scooter riders are getting more and more reckless. They routinely run stop signs and stop lights, pass pedestrians on the right, and overtly knock into pedestrians. It's time to strictly enforce all traffic laws against bicyclists and e-scooter riders.

Electric scooters should NOT be on sidewalks nor in bicycle lanes. Electric scooter riders should be licensed and at least 18. It makes no sense to exempt them from the rules of the road.

For the above reasons, Paris France recently banned all electric scooter rentals.

DO NOT REMOVE ANY PARKING ON PERALTA AVENUE

The Plan would remove 12 or more parking spaces on Peralta Avenue & more on Hopkins & Rose streets. The pickle ball players at the Hopkins-Peralta courts will grab the remaining nearby parking spaces. People won't be able to park in front of their homes again. High speed bicycle lanes with concrete barriers will keep people from safely backing out of their driveways. People without driveways will be forced to park far away from their homes & will risk assault walking or rolling home after dark.

Removing street parking on Peralta Ave and on other nearby streets will result in more auto break-ins, more catalytic converter thefts, & more out right car thefts. Catalytic converters can cost thousands of dollars & many months of waiting to replace. Thieves are savvy. They will quickly recognize the loss of street parking on Peralta as an opportunity to break into cars on adjacent streets that belong to Peralta Avenue residents.

The Plan violates the Americans With Disabilities Act – ADA. The city's consultant acknowledged that no consideration was given to the ADA in the development of this plan.

People on Peralta and nearby streets have healthcare workers who assist them at home. Home healthcare workers depend on easily accessible parking. With no place to park, most of these home health care workers will quit. People will lose their critical home healthcare. Their lives will be put in grave danger.

There would be no place for the delivery people who bring our food and packages to park.

People with driveways would be forced to back out into high speed bicycle lanes.

People without driveways would be trapped in their homes. Is this what the City of Berkeley wants?

The Hopkins – Peralta immediate neighborhood recently had a dangerous car-jacking, and a separate August 13 armed robbery with a reckless get-away driver smashing into cars and narrowly missing a pedestrian.

Our neighborhood is getting more and more dangerous. Don't make it even more dangerous by taking away our street parking.

There's no reason to remove our vitally needed parking spaces.

Safe bicycle lanes can & should be designed w/out taking away street parking.

I am sure that you can design a safe alternative that does not remove street parking. One way to make Peralta Ave safer for all modes of traffic would be to ban trucks from Peralta Ave now.

FURTHER WORK ON THE PLAN SHOULD BE TABLED UNTIL THE FIRE DEPT'S EVACUATION & RESPONSE TIME STUDY IS AVAILABLE AND HAS BEEN REVIEWED

The City of Berkeley Fire Department specifically says in Recommendation 4 of the Final Report and Recommendations from the Standards of Coverage and Community Risk Assessment Study, dated June 13, 2023, "The Department has contracted with a consultant to perform an Evacuation and Response Time Study, which is projected to be completed in the Fall of 2024. The Department is considering other ways to work with all stakeholders on this issue in order to achieve safer streets for bikes and pedestrians while not worsening travel time for the thousands of other customers that call 9-1-1 for life-saving aid each year who also deserve and expect an efficient and effective response.

Moreover, the Fire Department's consultant's 2023 Report states that current response times are already insufficient, and that these problems will grow with density. In fact, according to page 57 of said report, survival decreases by 7-10% for every minute of delay getting a heart attack patient to a defibrillation device, for example.

By not providing an ADA compliant separate pedestrian pathway for the entire length of the Ohlone Greenway, the Plan will result in more pedestrian – two wheeled vehicle collisions and the need for yet more 911 emergency calls to an already overburdened Fire Department.

WHERE'S THE PUBLIC INPUT?

The city is quickly pushing through the Plan now, without public review. We need real public review, before any plan is approved. All we got was a short meeting in February 2023 with a consultant Phil Erickson, who would not take notes. We need more public meetings & a City Council public hearing before any plan is approved.

The City should send out postcards to the effected neighborhoods updating them on what is planned & on how to have their voices heard, before any further action is taken.

The Ohlone Path Plan as currently proposed is deeply flawed.

The City and consultants should start over, with a plan that provides separate ADA pedestrian pathway for the entire length of the Plan, that does NOT remove any street parking, and that makes sure that pedestrians can cross safely and away from bicycles, e-bicycles and e-scooters at each intersection within the Ohlone Greenway.

As you probably know, Berkeley has two new City Councilmembers, a new City Manager, a new Director of Public Works, and will soon have a new Mayor and several more new Council members.

This is the ideal time to start over with the Ohlone Plan, and to figure out a plan that helps everyone.

Thank you,

Elizabeth Starr

Berkeley California

From: LB HY

Sent: Tuesday, July 2, 2024 9:08 AM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov

Subject: Proposed Bikeway on Virginia Street: OPPOSE both options

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 very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed?

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Sincerely,

Helen Yoon
Berkeley resident

From: Susan McKearnan

Sent: Monday, July 1, 2024 9:10 AM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov <rebecca.saltzman@bart.gov>; nbb@bridgehousing.com <nbb@bridgehousing.com>; rfactor@bart.gov <rfactor@bart.gov>

Subject: Proposed bikeway on Virginia 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 opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is safe now for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. This proposal is not called for.

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

Please drop this project and pursue what our fellow citizens truly require!

~ ~ ~

Susan McKearnan

510.459.4284

helping you manage the business of life

susan@susanmckearnan.com

www.susanmckearnan.com

From: Markita Landry

Sent: Sunday, June 30, 2024 7:36 AM

To: Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; rfactor@bart.gov <rfactor@bart.gov>; rebecca.saltzman@bart.gov <rebecca.saltzman@bart.gov>; Amiri, Wahid <WAmiri@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; nbb@bridgehousing.com <nbb@bridgehousing.com>

Subject: Strongly in favor of Virginia bike Lane: North Berkeley BART resident

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

I am a resident of the North Berkeley BART area, 1424 Lincoln Street, and I am strongly in favor of replacing residential parking on Virginia with a generous bike lane.

I am aware that many of my neighbors oppose this change as they prefer to use our street parking for their vehicles. However, as both a cyclist and local resident, I have had several close calls cycling up and down Virginia especially near the north Berkeley BART area where many vehicles and rideshare vehicles temporarily stop to pick passengers up. These vehicles often don't think to check for cyclists before pulling over or back into traffic. Especially because Virginia Street is a *bike boulevard*, cycle-friendly infrastructure like a dedicated bike lane around north Berkeley BART - something that contributes to public safety for everyone - should take precedence over the convenience of a few locals who want to keep "their" street parking.

Markita del Carpio Landry
Associate Professor | Department of Chemical and Biomolecular Engineering
106 Gilman Hall | University of California-Berkeley

From: VERNA UCHIDA

Sent: Saturday, June 22, 2024 8:56 AM

To: Budnick, Noah <NBudnick@berkeleyca.gov>; Rachel Factor <RFactor@bart.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Rebecca Saltzman <Rebecca.Saltzman@bart.gov>; nbb@bridgehousing.com

Subject: Virginia Street Parking Options

I am extremely opposed to the parking options on Virginia Street. It adds insult to injury to make residents pay for street parking, only to take it away years later! On top of that, it is a hardship to lose parking in front of one's house if you have heavy packages or need to help someone into your home.

Option B is really no better. If the width of the sidewalk is reduced, it becomes a pathway, not a sidewalk where people can easily walk.

I believe Berkeley and Bart are sacrificing the rights of residents to accommodate bicycle riders, especially when there is currently more than enough space for bicycle riders along Virginia.

I ask that you drop these ideas that create unnecessary expense and hardship.

Thank you,

V. Uchida

North Berkeley Resident

From: Allen Wagner

Sent: Friday, June 21, 2024 6:17 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Rebecca Saltzman <Rebecca.Saltzman@bart.gov>; nbb@bridgehousing.com; Rachel Factor <RFactor@bart.gov>
Cc: Allen B. Wagner <a_wagner@berkeley.edu>
Subject: North Berkeley BART Access Plan

Dear City of Berkeley Transportation and Infrastructure Committee (TIC),

I am a North Berkeley resident (1980 El Dorado Ave.) since 1977.

I was unable to attend the June 20th (Thursday) evening meeting regarding the North Berkeley BART Access Plan's recommendation for a two-way bikeway on Virginia Street, which would be built as part of the planned Transit Oriented Development (TOD) at North Berkeley BART. Yet, I wish to let you know my opinion and request on the matter.

I commend to your favorable consideration, the proposal for two-way bike lanes on Virginia Street; and, I favor first and most "Option A", over "Option B". Please support the proposal.

I am 81 years old, do not now drive a vehicle, and rely primarily upon my bicycle as a means of local transportation. A safe bicycle route to and from North Berkeley BART would be of great service to my ability to travel within the greater SF Bay Area.

Thank you for your attention to this plea,
Allen Wagner

From: Joel Myerson
Sent: Friday, June 21, 2024 12:18 PM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: North Berkeley BART development

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 Members of the Transportation Division,

With due respect, the planned presentation at the 2 choices for the bike path at the TIC meeting is no choice at all. I fail to see why either is necessary. There is a new bike path on Delaware, Virginia is already a bike boulevard with a traffic diverter and plenty of room for bikes, and the proposed Ohlone greenway through the BART station includes a bicycle path. There is just no need for this project. It is a waste of money, and the planned removal of parking spaces in one of the proposals is not in the interest of the community and the homeowners.

Parking will already be at a premium; after the BART housing is built and 500 BART parking spaces will be eliminated it will only get worse. Residents need the ability to have parking in front of their houses for everything from home health aides to plumbers and house painters. The removal of parking discriminates against the elderly and disabled.

Rather than choosing between these two options, it should be recognized that public money should not be spent on either; opt for Plan C and choose neither.

Sincerely,
Joel Myerson

From: Kristin Ng

Sent: Thursday, June 20, 2024 7:29 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov

Cc: Hugo Naulot <hugo.naulot@gmail.com>

Subject: Virginia Street Bicycle Boulevard - Option A Support

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 all,

I'm writing to urge you to support Option A for the Virginia St Bicycle Boulevard improvements.

My name is Kristin Ng and my partner, Hugo Naulot, and I live at Delaware and 5th. We just purchased our home last year and have loved living in Berkeley and look forward to building our lives here.

We have been truly stunned, however, and disappointed in the city's failure to protect its pedestrians and bikers. We do not own a car. We believe in minimizing our impact on the environment and planet and prefer to walk or bike when possible. I work in SW Berkeley and ride a bike every day to work. My partner rides his bike to North Berkeley BART to commute to his office in San Francisco. We chose to live in Berkeley in part due to its commitment to reducing reliance on cars and to sustainability/environmentalism.

It has been horrible riding our bikes to do something as simple as going to work. I have taken to wearing a portable camera on my self as at least once a week, I am nearly clipped by a driver who fails to stop or a driver is honking at me because they are unable to share the road, a public utility, with others. When I have called the Berkeley Police Department on this, they have said there is nothing that can be done.

When do we start valuing people over cars? Berkeley is one of the least bike/pedestrian places we have lived - and we say this with great sadness, having lived in New York City, Boston, Paris, San Francisco, and Washington DC.

We support wider bike lanes and wider sidewalks. This city has kowtowed to people who are used to parking in front of their houses instead of parking in their own driveways because they believe that they individually have more rights to public spaces than the rest of the community. They have falsely claimed that the loss of 5-8 parking spots is discriminatory when there is so much parking available in the entire neighborhood and there are plenty of options we can take to reduce our reliance on cars

(Instacart, DoorDash, delivery, etc). Some have claimed that they have three cars but only have space for two in their driveway and they "need to have space for visitors" (how selfish can people be?)... why does this take precedence over human life? Why do members of our community need to literally die because their visitors don't feel like parking a few blocks away to go to a party or because they don't think they should pay to house their cars, and instead the rest of the community should suffer for this?

We NEED Option A to pass to protect our pedestrians and cyclists, especially in light of the children who will now be attending the Adult School at San Pablo/Virginia, in light of the murder of Yuan Cong (biker hit by a car at Virginia and San Pablo), the murder of Julia Elkin (jogger hit by a car at Marin and Oxford), and the horrible accident of the unnamed-by-media person just crossing a street at 7th and Heinz (two blocks from where I work... yes, I remember seeing the whole street blocked off, the mini Cooper with a broken windshield, and blood everywhere. Of course, the driver was able to walk off fine!)

Unfortunately, my partner and I were unable to make the meeting tonight due to a previously scheduled trip out of town, but we are here with ownership in the community and do intend to make our voices known. We are looking forward to starting a family in this community, but do not want to live in fear for their safety for something as simple as crossing a street.

We support Option A as residents/owners who use BART every week - please help make our city safer.

From: Virginia Browning

Sent: Thursday, June 20, 2024 5:37 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov

Subject: P.S. item 2 BART, Virginia St.

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 commissioners,

I wrote earlier about the options you have listed on your agenda this evening regarding Bart and Virginia Street. I suggested a third option. I do think that you need to consider the fact that people have visitors and service people, and they need parking sometimes. I already told you that I support public transit and more use of bicycles. So please see my previous email.

But you are not proposing adding anything significant in that small area and yet it is punishing people that shouldn't have to be punished in this age when we don't have an adequate alternative and we're not going to get an adequate alternative until the super wealthy of this country are taxed. Then (not before - because it's not there) the money can be used for something like a better transit system. These "A" and "B" options are going about it in a punishing way that seems designed to do nothing but sell more property to extremely wealthy developers. It's not community-minded in any way shape or form; it is not ecological.

Virginia Browning

From: Billy McDonald
Sent: Thursday, June 20, 2024 5:36 PM
Subject: streets near North Berkeley BART

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.

Soon we will have to drive all the way to El Cerrito BART so we can PARK! Please tell me, what percent of Berkeley ride bikes for transportation (I am not talking about exercise).

Yes, we drive to BART, and the housing will take away a lot of parking. And the neighborhood is restricted.

I am very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed?

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Billy McDonald age 73
Roberta Brooks age 81
938 Shattuck Ave, Berkeley 94707

From: Daniel Borgstrom
Sent: Thursday, June 20, 2024 5:35 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov
Subject: Item # 2: Virginia St. Parking Parking

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.

Taking away parking along Virginia Street is a horrible idea.
What have the residents done to deserve such punishment?

Daniel Borgstrom
1330 Virginia Street
Berkeley CA 94702

From: S Entwistle

Sent: Thursday, June 20, 2024 4:51 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov

Subject: BART proposals for Virginia 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.

Neither Option 1 nor Option 2 is acceptable.

There is no need for a special "bikeway" on Virginia Street next to the prospective housing development on BART's North Berkeley lot.

It's a wide street, with stoplights and stop signs. BEE

Automobiles are not going to disappear. In spite of the new housing to be built on BART land, which will require parking, the existing residents in the neighborhood need parking. Even Electric Vehicles need a place to park, and parking around No. Berkeley BART is already difficult.

BART is losing money. It should not spend unnecessarily for changes to Virginia Street.

Do not accept either Option 1 or 2 to modify Virginia Street next to No. Berkeley BART

S. Entwistle
Berkeley

From: Bill Hickman

Sent: Thursday, June 20, 2024 4:48 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>

Subject: Virginia 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.

To all T&I Commissioners—

I am writing in opposition to both options for proposed addition of a cycle track on Virginia Street.

Virginia Street between San Pablo and Sacramento is NOT a heavily travelled street; it is already a designated bicycle boulevard. There are three stop signs on that segment of the street in addition to the diverter at Acton. No driver wanting to go anywhere quickly would chose it. So it is already an ideal route for bicyclists of all skill and confidence ranges.

A two-way cycle track (as proposed in both options) is NOT a safe design, regardless of width. Many experienced cyclists will not use it; that configuration presents drivers with confusing scenarios and will only, in the worst case, lead to more accidents, not fewer.

I do not know what the figures submitted to you (by the Chairman of the Advocacy Committee for Bike East Bay), based on "Telraam traffic measurement device," are meant to show. (They are surely not daily totals.) Perhaps 25 vehicles (both ways) in an hour, and the same for bikes? To me that does not suggest a dangerous scenario for bicyclists.

I am an advocate for bike riding and have bicycled for most of my 85 years, but I also use a car. I have lived in N. Berkeley for over 25 years and know well the area under consideration. I do not believe the proposals make sense. As currently configured, Virginia Street, east and west of Sacramento St., is perfectly safe now. To adopt either option would lead to substantial, unnecessary costly physical infrastructure modification. The proposal should be defeated.

The proposed widening of the Ohlone path makes good sense, however.

sincerely,
bill hickman
1316 Carlotta Ave.

From: K O

Sent: Thursday, June 20, 2024 4:14 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov

Subject: Making berkeley inaccessible again

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 Decision makers;

I've already taken my business, shopping, dining and entertainment pleasure and travel out of Berkeley. The roads are becoming too narrow to dodge a pedestrian in black walking into the street eyes on cell phone, or bicyclist in black riding at night without lights or an over-amped wheelchair operator speeding from the side walk, hidden by a big SUV and into the street.

Eliminating street parking for high density residents alone is an insult let alone to those who are residents, pay taxes, and need to park near their homes.

Have you done anything to provide a practical people mover that doesn't take up 1/2 a city block for a pay load average of about FOUR people?

Obviously none of you ever need to hire skilled services such as plumbers, electricians, roofers, painters and such. Can you imagine a beekeeper moving a hive of bees on BART? I think not.

You won't find me riding my bike in Berkeley either, the last two bike were stolen form BART locked bike parking!

choose love,

KO

I don't shop where I can't charge. [how many public chargers are there in Berkeley after all?]

From: Justin Kao

Sent: Thursday, June 20, 2024 3:42 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov

Subject: Virginia Street bikeway -- make it 12 feet wide!

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 members and others,

I am unable to attend today's meeting due to other obligations, so I am writing to ask you to support the full-sized 12 foot cycle track on Virginia Street!

- The bike routes to and through North Berkeley BART are a heavily trafficked and critical part of the bike network in the North Berkeley area.
- Increasing the usage of transit, cycling, walking, and other non-automotive means of transportation will be essential to achieving Berkeley's Climate Action Plan and Vision Zero goals.
- According to the California Office of Traffic Safety, among the ~60 cities of our size in California, [Berkeley has been in the top 3 for number of bicycle victims of traffic violence as well as the top 3 for number of pedestrian victims of traffic violence, for all 5 years that data is available online](#). Worse, we hold this distinction against a backdrop of [record-high traffic fatalities across the United States](#).

Clearly, increased safety measures for non-drivers are direly needed, and a decision to shortchange this critical segment of cycle track for decades to come would be frankly idiotic.

Please support Option A for a full-sized cycle track, or if preserving private car storage on public streets is for some reason absolutely unavoidable, I would urge you to eliminate the east-bound car lane of Virginia St rather than reduce the cycle track. Do not allow a small number of selfish drivers to set a precedent of successful obstruction to improvements to our city!

Sincerely,
Justin Kao
North Berkeley resident and homeowner

From: Cece Littlepage
Sent: Thursday, June 20, 2024 2:29 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Subject: Re bikeway proposal for Virginia St from Acton St to West Dr

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 Transportation and Infrastructure Commission;

Option B is just fine, Option A is 100% unacceptable. The folks along that block are going to be living literally in the shadow of the new development after having spent several years living with major construction across the street; to take away their street parking on top of all that is way beyond adding insult to injury.

Sincerely,
Cece Littlepage
Berkeley CA

From: Tony Corman
Sent: Thursday, June 20, 2024 2:22 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Rebecca Saltzman <rebecca.saltzman@bart.gov>; nbb@bridgehousing.com; rfactor@bart.gov
Subject: 6/20 T&IC Meeting Agenda Item B.2. NB BART Station Bike Access Improvements – Virginia Street Bike Boulevard — Keep BART Plan, Option A

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.

It's a bad idea to remove residents' parking by fiat, for obvious reasons. I'm not sure where you think this onslaught of cargo bikes will come from, either. This smacks more of green virtue signalling, "two wheels good, four wheels bad," than of responsible planning. The Sacramento/Virginia intersection redesign made a mess of a normal traffic flow, the streets need paving, and this is how you spend our money? It's disheartening.

From: Megan Wachspress

Sent: Thursday, June 20, 2024 2:01 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>

Subject: Virginia bike lane

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 --

I am a Berkeley resident (1707 Grant St.) who commutes via bike with my two young children (ages 3 and 6) every day and who regularly uses a bike to travel throughout Berkeley on weekends. We use the Virginia bike boulevard daily, and pass through the area north of N. Berkeley BART on our way to the Ohlone Greenway as part of any journey to West Berkeley. My husband and I also own a car and often host people who own cars and park in the neighborhood. We **strongly urge the TIC to recommend 12' bike lanes on this crucial thoroughfare**. This block is used by many families, ourselves included, to access BART, Cedar-Rose Park, and West Berkeley more generally. Bike commuting has been widely adopted by parents throughout the neighborhood as the most practical, climate-friendly, and (as opposed to purchasing a second car!) cost-effective way to move small kids to multiple locations in a short time frame. Narrower bike lanes make this more dangerous. Conversely, we have never heard from our guests that street parking in our neighborhood is difficult to find.

Our streets belong to *everyone*, not individual homeowners (or renters). Please prioritize the safety of dozens of children and others who use the greenway over the convenience of a few.

Thank you,
Megan Wachspress

From: Sheila Newbery

Sent: Thursday, June 20, 2024 12:03 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>;

rebecca.saltzman@bart.gov <rebecca.saltzman@bart.gov>; nbb@bridgehousing.com

<nbb@bridgehousing.com>; rfactor@bart.gov <rfactor@bart.gov>

Subject: Options A & B for North Berkeley BART TOD

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,

Where I live (Marin Avenue), I see more and more families getting around on cargo bikes: parents taking their kids to school, then picking their kids up from school later in the day and stopping by local businesses to shop, run errands, etc. All with kids on their bikes. I expect that the TOD project at North Berkeley Bart will result in a substantial boost of this kind of traffic.

I'm heartened by this -- and want to point out that this kind of traffic is made possible by infrastructure that specifically protects and encourages bike-use and walking. When I talk to these parents about their cargo bikes (I'm thinking of getting one), what I hear in reply is some version of this: They switched to biking around town because they prefer to buy local, and because they like the convenience of bike travel as weighed against the frustrations, expense and environmental degradation of driving a car.

This is why I'm writing today to urge this Commission to support Option A, Bart's own recommendation, for North Berkeley Bart's TOD project. Option A is the better design because it foregrounds the safety of all, appropriately overriding the convenience of a few. But even if we are to apply convenience as the prime measuring stick, as opponents urge, why should we favor the convenience of those few (whose safety is not at risk under either Option A or B) over the convenience of so many others?

The bike lanes on Virginia at North Berkeley BART are an important node: they help connect to the Hopkins, Gilman, San Pablo, Solano and Shattuck commercial districts for all bike riders. Option A's wider bike lane for Virginia will be key to preventing conflict between cars and bikes (and pedestrians) there, and it will make it appreciably safer, easier and more pleasant for all bike riders, families on cargo bikes especially, to reach each of these commercial districts from this central point.

And it will benefit me, too: I don't haul kids around (my kid is grown), but I ride my bike regularly to shop in various parts of Berkeley, and I depend on well-designed and well-maintained infrastructure, particularly where I have to encounter or pass through car traffic.

Please support Option A.

Respectfully,

Sheila Newbery
1727 Marin Avenue
Berkeley, CA 94707
(510) 524-5188

From: Amy Smolens - Sonic

Sent: Thursday, June 20, 2024 12:01 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca saltzman <Rebecca.Saltzman@bart.gov>; nbb@bridgehousing.com <nbb@bridgehousing.com>; rfactor@bart.gov <rfactor@bart.gov>

Subject: Item B.2. NB BART Station Bike Access Improvements – Virginia Street Bike Boulevard — Keep BART Plan, Option A

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 Berkeley Transportation & Infrastructure Commission and City Staff

I am a resident of Albany and ride my bicycle to North Berkeley BART, Cal and downtown Berkeley several times a week.

Please maintain as full a width as possible for both the cycle track and sidewalk on approach to North Berkeley BART from the north. This serves as the last few feet of prime access for many who walk and roll from Albany to BART. The Ohlone Greenway is a crucial link to North Berkeley BART, and serves as a collector as it proceeds south to the station. The block in question is the **last one** that should be narrowed as it will receive the greatest concentration of folks getting themselves to BART under their own power.

According to the numbers measured by a Telraam device last fall, bikes already appear to be the dominant mode in this neighborhood along Virginia. With additional housing sprouting up soon, including grad students in the UC Village and BART's TOD, the number of people biking that corridor will rise even more. Many of those people will be parents toting kids and people riding cargo bikes, which are longer and wider. And we've all seen kids riding – they don't have as full control as you or I, so tend to weave a bit. Due to these factors, narrowing any trail is ill-advised. If anything, we need wider paths with well marked lanes to keep users separate and safe!

Prioritizing on-street parking of 5-8 residents (most of whom have driveways and/or garages) over the safety of hundreds of people transiting through the area is misguided. And of course, the residents do not own the street in front of their house – that is in the Public Right of Way.

Our Climate Crisis is in full swing and one of the primary ways to combat it is by opting for bikes, feet, scooters and transit as transportation. Please recommend Option A and make Berkeley safer and more welcoming for users of all modes of travel!

Sincerely,
Amy Smolens
Albany resident since 1986

From: Peggy Radel

Sent: Thursday, June 20, 2024 11:56:18 AM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; ashen@cityofberkeley.gov <ashen@cityofberkeley.gov>; erbecca.saltzman@bart.gov <erbecca.saltzman@bart.gov>; nbb@bridgehousing.com <nbb@bridgehousing.com>; rfactor@bart.gov <rfactor@bart.gov>

Subject: North Berkeley Bart development

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 of Berkeley and BART officials, and Bridge Housing:

I am very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Additionally, there needs to be provision for repair services, caregivers (including essential deliveries like Meals On Wheels).

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions.

On what basis of evidence is this change being proposed? I notice that the question framed to the consultant was frontloaded and skewed for a particular answer. It is not just a question of safety- if so, then we could further include that all wheeled vehicles must have a registration renewed periodically so that all vehicular drivers and riders know what the current laws are. The question, if a real urban planning context had been applied, is what is the best overall solution for all parties of interest in the area. **The solutions proposed are highly discriminatory.**

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Sincerely,
Peggy Radel

From: Stewart Smith
Sent: Thursday, June 20, 2024 11:41 AM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov
Subject:

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 and Infrastructure Commission,

I urge you to provide at least a 12-foot wide bike track on the entire block of Virginia St. adjacent to North Berkeley BART ([Option A here](#)).

Thank you,
Stewart Smith, Berkeley, D5

From: Senioravenue
Sent: Thursday, June 20, 2024 11:37 AM
To: Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; rfactor@bart.gov; rebecca.saltzman@bart.gov; Amiri, Wahid <WAmiri@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; nbb@bridgehousing.com
Subject: OPPOSITION TO BART REMOVING PARKING SPACES FOR RESIDENTS ON VIRGINIA ST

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 very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A that takes away residential parking. **PLEASE LEAVE THINGS AS THEY ARE. I'M A 40 YEAR + RESIDENT HERE, AND PARKING IN BERKELEY IS COVETOUS ENOUGH TO HAVE IT TAKEN AWAY, ESPECIALLY HAVING TO SHARE WITH BART CUSTOMERS, AND NOW BIKE RIDERS ITS CURRENTLY PLENTY OF SPACE FOR THE BIKE RIDERS NO WAY JOSE.**

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. It is a very lightly traveled street for both cyclists and cars.

The evidence base for this decision was based on a count of parked cars in June and July 2020--the height of the pandemic social distancing when no one had friends, family, or others coming to their homes who needed to park--landscapers, house cleaners, paid caregivers, electricians, plumber, etc.

It is also necessary to consider the necessity for occasional parking required by people driving trucks owned by PG&E, EMBUD, and professional tree trimmers, to name a few.


With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot--new residents in the development, current area residents, and visitors. The current lot has parking for ~700 cars; we've been told by Bridge Housing that less than half the units will have parking, so somewhere around 350-400 cars- so there'll be LESS traffic going into and out of the site after housing is built--why the need to take away street parking?

Especially since there is plenty of room for both bikes and cars with the existing configuration, it's crucial to maintain the parking that currently exists.

I urge you to drop this completely unnecessary project.

Andrea Brown, Managing Agent of:
Senioravenue LLC

Where your homecare needs will be addressed 
(510)722-1959
<http://www.Senioravenueca.com>

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From: Rob Shashoua
Sent: Thursday, June 20, 2024 11:05 AM
To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Nevels, Ronald <RNevels@berkeleyca.gov>; Amiri, Wahid <WAmiri@berkeleyca.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>
Subject: I Support Option A

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 and Infrastructure Commission,

I am a long term resident of the city of Berkeley. I've read about the plans for the BART station improvement and I'm very happy this is happening. I can't attend the meeting on June 20th since I will be traveling, however I would like to voice my support for Option A of the plan, which provides more space for bikers and pedestrians, while removing parking space. Option A will contribute to a more enjoyable and safe experience at North Berkeley BART which is very important considering the plans to make the area child-friendly.

Thank you,

Rob Shashoua

From: Vicki

Sent: Thursday, June 20, 2024 10:51 AM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Rebecca Saltzman <rebecca.saltzman@bart.gov>; North Berkeley Housing Partners <nbb@bridgehousing.com>; rfactor@bart.gov

Subject: Virginia Street/Bike Boulevard - Preserve on-street parking!

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, BART and Development officials,

You're being asked to recommend the Berkeley City Council strip away the - on street parking -from the homes on Virginia St .

This is unnecessary and would place undue hardship on our neighbors who live on this block.

*** Taking away neighbors street parking was never part of the deal with this development ***

If you want more space for the bikes take it from the BART Side.

Under no circumstances should you recommend Option A

Virginia street has no history of Bike accidents. Bikes are more protected now than ever with the new traffic diverter at Acton and new stop light and traffic diverters at Sacramento & Virginia. Automobile access to this block is severely limited .

Berkeleyside reported that City expenditures are outpacing revenues.

Wouldn't it make more sense to wait and see what the traffic patterns look like before spending money the city doesn't have on an infrastructure project that it may not need?

People on virginia will have trouble parking safely near enough to their homes because:

*** Driveways are not always accessible (and 3/10 homes do not have parkable driveways)

*** The BART survey - which predicted that Virginia street residents, stripped of their on street parking will have no problem parking nearby - was done in June of 2020, Covid Lockdown commenced in March 2020. In these early months of COVID Our neighborhood had Lots of open parking spaces. These data are not at all reflective of current or future parking patterns!

*** Parking in this area will be extremely difficult once the TOD is in.

A lot of numbers are thrown into these power points, but the facts remain:

- Virginia st has limited car access.
- Plan B meets current caltrans standards.
- People need to be able to park on their street.
- There is No Need to remove the on street parking on Virginia st..

- Only the future will tell how much and what kind of bike traffic this street will have. Consider the Richmond Bridge Bikeway. It was predicted *there* that a large number of bicycles would be using that bikeway, but today it is described as being "severely underutilized".

Let's not make the same mistake here
Best course of action is wait and see
But failing that plan **B** is the **B**est choice.

Sincerely,
Vicki Sommer
North Berkeley

From: Sandy Emerson
Sent: Thursday, June 20, 2024 10:46 AM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov
Subject: Please support Option A for Virginia Street Bicycle Boulevard 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.

Dear Commissioners:

As a longtime cyclist and a close neighbor of the North Berkeley BART station, I have enjoyed the evolution of Virginia St. as a bicycle boulevard.

I support Option A, the wider bicycle lane, to continue Virginia Street's progress as a safe route to BART, shopping, and recreation. My bike club more frequently starts rides at North Berkeley BART, now that Virginia Street is more bike-friendly.

Option A is preferable because it aligns better with the Ohlone Greenway and adds space for less-confident cyclists or those new to cycling. Let's keep making it easier and safer for cyclists, whenever there's an opportunity.

Thanks,
Sandy Emerson

Sandy Emerson
Fossil Free California
<https://fossilfreeca.org>
650-743-0524

"Imagine what we could all do together if we really wanted to." - Greta Thunberg

From: Maris Arnold

Sent: Thursday, June 20, 2024 10:24 AM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.com

Subject: 2 WAY BIKEWAY ON VIRGINIA ST.

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.

NO TO OPTIONS A & B!

Can't U ever do something without disrupting neighborhoods & the people who live in them?

Maris Arnold
94703

From: francie maguire

Sent: Thursday, June 20, 2024 10:15 AM

To: Nevels, Ronald <RNevels@berkeleyca.gov>; Amiri, Wahid <WAmiri@berkeleyca.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>

Cc: Taplin, Terry <ttaplin@berkeleyca.gov>

Subject: North Berkeley Bart

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 and Infrastructure Commission,

I've read about the plans for the BART station improvement and I'm very happy this is happening.

I can't attend the meeting on June 20th since I will be traveling, however I would like to voice my support for Option A of the plan, which provides more space for bikers and pedestrians, while removing parking space.

Option A will contribute to a more enjoyable and safe experience at North Berkeley BART which is very important considering the plans to make the area child-friendly.

Thank you,
Francie Maguire

From: John Gilbert

Sent: Thursday, June 20, 2024 9:45 AM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; rebecca.saltzman@bart.gov; nbb@bridgehousing.com; rfactor@bart.gov

Subject: Proposed Bikeway on Virginia 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.

To the City of Berkeley and BART officials, and Bridge Housing: I am strongly opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) must be able to park where they live. Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed? It will also discourage the use of BART by people like me who live too far away to walk or bicycle to the station. You should be encouraging the use of public transportation rather than discouraging it by limiting parking. Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration. I urge you to drop this completely unnecessary project! Sincerely,

John Gilbert
1018 Euclid Avenue
Berkeley, CA 94708

From: general Engineering email box <PWEngineering@berkeleyca.gov>

Sent: Thursday, June 20, 2024 9:45 AM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>

Subject: FW: Call From (510) 525-4680 at Wed, Jun 19 07:26 PM for (510) 981-6400

Internal

Parking complaint with ADA concerns.

From: voicemail@cityofberkeley.info <voicemail@cityofberkeley.info>

Sent: Wednesday, June 19, 2024 7:29 PM

To: general Engineering email box <PWEngineering@berkeleyca.gov>

Subject: Call From (510) 525-4680 at Wed, Jun 19 07:26 PM for (510) 981-6400



f99faf8c-0914-432e-a1
05-31956a07789b.wav

From: Sean Co

Sent: Thursday, June 20, 2024 9:22 AM

To: Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Amiri, Wahid <WAmiri@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; nbb@bridgehousing.com; Budnick, Noah <NBudnick@berkeleyca.gov>;

rebecca.saltzman@bart.gov; rfactor@bart.gov

Subject: Virginia Street Bicycle Boulevard

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.

Commissioners and others,

I am writing to ask you to support Option A, BART's recommended approach, as presented by City staff for Bicycle Access Improvements on Virginia Street Bicycle Boulevard. This proposal is on the June 20th agenda for the Transportation and Infrastructure Commission.

The North Berkeley BART Transit Oriented Development project will obviously introduce substantial changes to the North Berkeley BART area, likely including increased pedestrian and bike traffic and increased car traffic. With increased traffic across travel modes will come increased opportunities for conflicts between modes. Separated bike lanes will protect cyclists and their families riding to and past this transit and residential hub while keeping a clear separation for car traffic, while the wider sidewalks of Option A will support increased pedestrian traffic.

Virginia is an important connection to Milvia Bicycle Boulevard—by far the highest-traffic bike corridor in the city—with the Ohlone Greenway, our best off-street route. This area will increased high traffic from bikes along this critical route with the TOD project in development and many more projects planned in area. The design should not be planned for the minimum width but rather for the larger volume of bike traffic expected in the future.

I urge you to accept BART's recommended Option A and make this neighborhood safer and more welcoming for users of all modes of travel. I'm an employee of StreetLight Data, a subsidiary of Jacobs, the views represented here are my own. Thank you for your consideration.

Thanks,

Sean Co
1311 Neilson St.

From: Amelia Tonkin

Sent: Thursday, June 20, 2024 8:30 AM

To: Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; rfactor@bart.gov; rebecca.saltzman@bart.gov; Amiri, Wahid <WAmiri@berkeleyca.gov>; Anderson, Eric <EAnderson@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; nbb@bridgehousing.com

Subject: Opposition to BART removing residential parking on Virginia 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 very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A that takes away residential parking.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. It is a very lightly traveled street for both cyclists and cars.

The evidence base for this decision was based on a count of parked cars in June and July 2020--the height of the pandemic social distancing when no one had friends, family, or others coming to their homes who needed to park--landscapers, house cleaners, paid caregivers, electricians, plumber, etc.

It is also necessary to consider the necessity for occasional parking required by people driving trucks owned by PG&E, EMBUD, and professional tree trimmers, to name a few.

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot--new residents in the development, current area residents, and visitors. The current lot has parking for ~700 cars; we've been told by Bridge Housing that less than half the units will have parking, so somewhere around 350-400 cars- so there'll be LESS traffic going into and out of the site after housing is built--why the need to take away street parking?

Especially since there is plenty of room for both bikes and cars with the existing configuration, it's crucial to maintain the parking that currently exists.

I urge you to drop this completely unnecessary project.

Sincerely,

Amelia Tonkin

From: Vivian Warkentin
Sent: Wednesday, June 19, 2024 5:39 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: Proposed Virginia bikeway

Is the question whether we need a bike lane on Virginia or how can we get rid of more parking spaces? It seems the bureaucrats in the City of Berkeley want to change everything to their dictatorial vision. It is hard to be polite anymore when the City does not care how traffic changes will affect their constituents. We are enemy number one.

I doubt that the powerful bicycle coalition that advises the city represents even a small fraction of the cyclists who use Berkeley streets. I often ride my bike on Virginia and there is no need for such a change. There is plenty of room for everyone. In fact I don't like all the extra bulb outs and curbs and road furniture and written instructions on the roads {necessary only because the new treatments are so unnatural),

because It actually makes things more dangerous. Takes up space and running into them can cause serious accidents. Has happened to me and people I know.

Please come back to reality.

Sincerely,

Vivian Warkentin

From: Pamela Llewellyn

Sent: Wednesday, June 19, 2024 4:42 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Rebecca Saltzman <Rebecca.Saltzman@bart.gov>; Rachel Factor <RFactor@bart.gov>

Subject: Subject: Proposed Bikeway on Virginia Street

To the City of Berkeley and BART officials, and Bridge Housing:

I am very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed?

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Sincerely,

Pamela Llewellyn
1420 Addison St
Apt 102
Berkeley, CA 94702

[Sent from Yahoo Mail for iPhone](#)

From: Charles Siegel

Sent: Wednesday, June 19, 2024 4:32 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>

Cc: Anderson, Eric <EAnderson@berkeleyca.gov>; Rachel Factor <RFactor@bart.gov>; Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>
Subject: Is Option B Illegal?

Dear Transportation and Infrastructure Commissioners and Staff:

I believe that Option B proposed for Virginia St. next to North Berkeley BART is illegal under the state Daylighting Law (AB 413).

According to this law, in order to make pedestrians crossing the street more visible to drivers, parking is not allowed within 20 feet of an intersection on the side of the street that approaches the intersection.

Option B seems to keep the parking space immediately adjacent to the intersection in violation of this law.

I am not a legal expert, but I urge the commission and staff to look into this issue to see if Option B is legal as proposed.

Charles Siegel

From: Michael Hyatt

Sent: Wednesday, June 19, 2024 12:03 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Rebecca Saltzman <Rebecca.Saltzman@bart.gov>; nbb@bridgehousing.com; Rachel Factor <RFactor@bart.gov>

Subject: Bike Lanes by North Berkeley BART

Hi There!

I got the flyer in the mail about the planned bike lanes next to the north berkeley BART station. We live at 1401 Virginia street, right on the corner of Virginia and Acton, so it looks like we would be one of the houses most affected. I just want to say that we fully support the wider bike lanes - which looks like it is Option A! Losing a few parking spots in front of our house doesn't seem like a big deal to me, there is plenty of parking in the neighborhood and I believe everyone has driveways anyway.

Our kids are pretty young (4 and 6) and when go that direction on bikes and scooters it always feels sketchy. I constantly see drivers blowing through the stop sign on the corner, often at a pretty high speed. I usually tell my kids to just ride on the sidewalk there. Having a new, wide, safe bike lane will make a huge difference. Thank you! Hopefully narrowing the road will slow down drivers going around the corner as well.

Unfortunately I can't attend the meeting as I have a sick kid and my wife is out of town. But I wanted to make sure I had the chance to express my support.

Thank you for making it safer for everyone to get around town!

Michael

From: Jon Spangler

Sent: Wednesday, June 19, 2024 11:48 AM

To: Marc Hedlund; Rachel Factor <RFactor@bart.gov>; Mariana Parreiras <MParrei@bart.gov>

Subject: DRAFT v3 Letter, BBATF support letter for Option A for Virginia Street, Berkeley (6/20/24 Berkeley Transportation and Infrastructure Commission)

BBATF colleagues, BART staff, and friends,

Attached is DRAFT V3 of the proposed BBATF letter to the Berkeley Transportation and Infrastructure Commission for its TH, 6/20/24, meeting at 6:15 PM.

Please comment or make suggestions before 5:00 PM today so we can submit it on time.

Tentative Steering Committee meeting tonight at around 6-7 PM - TBD.

Thanks!

Jon

Jon Spangler

Chair, BART Bicycle Advisory Task Force (BBATF)

League Cycling Instructor #3175

CEL 510-846-5356

goldcoastjon@gmail.com

www.LindaHudsonWriting.net

www.linkedin.com/in/jonmspangler

"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony

From: JoAnn Mar

Sent: Wednesday, June 19, 2024 10:23 AM

To: Rachel Factor <RFactor@bart.gov>

Subject: Virginia St. Bike Lane Proposal

Subject: Proposed Bikeway on Virginia Street

To the City of Berkeley and BART officials, and Bridge Housing:

I am very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed?

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Sincerely,

JoAnn Mar

Virginia Street resident.

From: lauren parsons

Sent: Wednesday, June 19, 2024 5:34 AM

To: Rachel Factor <RFactor@bart.gov>

Subject: Proposed bikeway on Virginia Street

To the City of Berkeley and BART officials, and Bridge Housing:

I am very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed?

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Sincerely,
Lauren Parsons

Sent from my iPhone

From: Lisa Bruce

Sent: Tuesday, June 18, 2024 5:47 PM

To: Rachel Factor <RFactor@bart.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Rebecca Saltzman <Rebecca.Saltzman@bart.gov>; nbb@bridgehousing.com

Subject: Proposed Bikeway on Virginia Street

To the City of Berkeley and BART officials, and Bridge Housing:

I am very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed?

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Sincerely,
Lisa Bruce

From: **Marc Hedlund**

Date: Mon, Jun 17, 2024 at 10:35 PM

Subject: Please support Option A, BART's recommended approach, for Virginia Street improvements

To: Amiri, Wahid <WAmiri@berkeleyca.gov>, Budnick, Noah <nbudnick@berkeleyca.gov>, Kesarwani, Rashi <rkesarwani@berkeleyca.gov>, <ashen@cityofberkeley.info>, <rebecca.saltzman@bart.gov>, <nbb@bridgehousing.com>, <rfactor@bart.gov>

Commissioners and others,

I am the Board Chair and Chair of the Advocacy Committee for Bike East Bay. I am writing to ask you to support Option A, BART's recommended approach, as presented by City staff for Bicycle Access Improvements on Virginia Street Bicycle Boulevard. This proposal is on the June 20th agenda for the Transportation and Infrastructure Commission.

The North Berkeley BART Transit Oriented Development project will obviously introduce substantial changes to the North Berkeley BART area, likely including increased pedestrian and bike traffic and increased car traffic. With increased traffic across travel modes will come increased opportunities for conflicts between modes. Separated bike lanes will protect cyclists and their families riding to and past this transit and residential hub while keeping a clear separation for car traffic, while the wider sidewalks of Option A will support increased pedestrian traffic.

Bikes already appear to be the dominant mode in this neighborhood along Virginia. A Virginia Street resident a couple of blocks east of Sacramento had a Telraam traffic measurement device running last year, which measures passing traffic by mode (bike, car, etc) and speed. Looking at September 1st to October 1st, 2023—a month when local schools were in session—bikes were the dominant mode by a substantial margin:



Many families ride along Virginia and throughout this area, using cargo and other bikes from nearby stores like Blue Heron Bicycles on Gilman, Berkeley Cycle Works on San Pablo, and Rad Power Bikes on San Pablo. Family cargo bikes tend to be larger and need larger lanes for safe passage—which means Option B would be insufficient. Virginia also connects the Milvia Bicycle Boulevard—by far the highest-traffic bike corridor in the city—with the Ohlone Greenway, our best off-street route, which is currently undergoing substantial improvements. In short, we should expect continued and increased high traffic from bikes along this critical route. Residents of the TOD project are likely to add to this bike traffic significantly, as well.

A local neighborhood group has decided to oppose *either* of the options presented by staff for this project, on the rationale these lanes are "unnecessary" and they do not want to lose 5 to 8 parking spaces on Virginia. I find their arguments disingenuous and believe you should reject their claims. They assert that the needs of disabled people, older people, working people, and people with children will be harmed by this project. First, Berkeley has an existing blue-curb program to support disabled residents, and none of the parking spaces in the project area are blue-curbed. Should a future resident need such space, there is close-by space on Acton north of Virginia that could work for that need. Second, our research into pedestrians and cyclists severely injured and killed along the nearby Hopkins corridor showed that their median age was 69. Older people walking and biking in this neighborhood are harmed by insufficient protection from cars, so these bike lanes will protect, not harm, their needs. Third, this same neighborhood group so concerned about "working people" *strenuously* opposed housing for working people at this TOD location. Their claims of concern for the cars of working people seems far greater than their support for homes for that same group. Finally, addressing the concerns of people with children while ignoring the substantial amount of family bike traffic on this street places children and other family members at risk, rather than protecting them. These arguments are contrived to play on natural sympathies for these categories rather than actually supporting their needs.

Most importantly, I urge the Commission to consider the needs of all current *and future* residents of this area, not just the objections of people with homes near 5-8 parking spaces who feel entitled to those spaces. When someone buys or rents a house in Berkeley, their rights to that residence do not extend to the public street in front of it. That curb space—public space—must support us all, and be put to the best use for all current and future residents of and visitors to our city. People walking and biking and driving by, people moving into this neighborhood because of this development, people who come to and from BART for transit, all deserve to have their needs addressed by this project. A small number of houses that don't want to use their existing driveways for car storage should not be able to trump the needs of everyone else transiting through this area.

For all of these reasons, I urge you to accept BART's recommended Option A and make this neighborhood safer and more welcoming for users of all modes of travel. Thank you for your consideration.

-Marc Hedlund

From: Frances Feldon
Sent: Monday, June 17, 2024 9:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: Proposed Bikeway on Virginia Street

To the City of Berkeley and BART officials, and Bridge Housing:

I am very opposed to either Option for the proposed bikeway on Virginia Street, but especially Option A. Taking away parking on a residential block will cause great hardship for the residents. Disabled or elderly people, families with children, and workers who bring equipment to their jobs (plumbers, musicians, gardeners, etc.) **must** be able to park where they live.

Virginia Street is fully safe for cyclists. There is a traffic diverter at Acton and a stop light at Sacramento. There is fully sufficient space for bikes and cars to pass in both directions. On what basis of evidence is this change being proposed?

With BART in dire financial straits, why are they proposing to use precious public money for an unnecessary project?

Many people will be searching for parking after the housing is built on the BART parking lot - both new residents in the development and current area residents. It's crucial to maintain the parking that currently exists - especially since there is plenty of room for both bikes and cars with the existing configuration.

I urge you to drop this completely unnecessary project!

Sincerely, Frances Feldon on Keoncrest Dr/Berkeley
Sent from my iPad

From: Julian Foley
Sent: Monday, June 17, 2024 3:57 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: Bike lane planning at North Berkeley BART

Hi,

I am unable to attend the public meeting about the two-way bikeway on Virginia Street near North Berkeley BART, but would like to express my strong support for Option A. As a parent of two children in the neighborhood who regularly uses public transit and cargo bikes, I welcome infrastructure that is

built to prioritize our safety. Moreover, if we are going to get serious about planning for a transition away from fossil fuels, we need to stop planning around cars! Finally, I would stress to the City of Berkeley that it is **a waste of everyone's time and money** to have a public meeting over 5-8 parking spaces, especially given the obvious alignment of this project with the city's sustainability and public safety goals as well as nationally recognized bicycle and pedestrian planning standards.

Thanks,
Julian Foley
Rose Street

From: Benjamin Fry
Sent: Thursday, June 13, 2024 6:21 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Cc: Rachel Factor <RFactor@bart.gov>
Subject: Options for Virginia next to North Berkeley BART

Dear Transportation and Infrastructure Commission,

I recently was reviewing the options offered from BART in regard to the road infrastructure to support multi-modal options on Virginia next to the North Berkeley BART station. I'd like to suggest a third option, one to make Virginia oneway Westbound from Sacramento to Acton for cars. There are a few points that I would like to offer for consideration based on my personal experience primarily riding a bike to access BART and other areas off Virginia.

1) Virginia is a primary route used for bicycles, generally outnumbering cars. These are both people riding to BART and also using Virginia to traverse the area. Many of these are parents with children on cargo bikes, which are generally wider than standard bikes.

2) After the BART access road was made oneway, there have been rarely (in my experience) any cars traveling Eastbound on this section of Virginia. In most cases there are only bikes and pedestrians waiting for the light to cross Sacramento and no cars.

3) Car traffic on this street is very light, as it is not a through street past Acton for car traffic.

Based on these observations, it seems imprudent to consider any option that will constrain bicycles, which would lead to congestion among different bike riders, some children, some on e-bikes, etc. This suggests that Option B is a poor choice. The residents of the street may be concerned with a loss of parking of Option A. Between Option A and B, A is the clear choice to accommodate the traffic conditions on the street. Offering a third option, one with car traffic restricted to oneway Westbound, a single car lane, would allow all existing on-street parking to be maintained. The cycle track and pedestrian paths would be as wide as needed to accommodate current and future traffic expectations, wider than in Option A. Any concerns about delivery vehicles would be easier to manage by removing the car traffic lane traveling Eastbound. This seems like it would be a win for the current residents on the street by maintaining their on-street parking, and a win for the safety of bicyclists and pedestrians as it wouldn't restrict their movement and safety through the area, all of this without impact traffic on the street.

This is in regard to this design:

<https://cityofberkeley.app.box.com/s/csnouo7qnkqhakebc8llscbu1e5r9fpj>

Thank you for your consideration,
Benjamin Fry, Berkeley, D5

From: Katie Miller

Sent: Thursday, June 13, 2024 3:00 PM

To: Rachel Factor <RFactor@bart.gov>

Subject: Comment: N. Berkeley BART - Virginia Street bicycle lanes

Good afternoon,

I'm writing to comment on the proposed bicycle lanes on Virginia Street near N. Berkeley BART. I'm unable to attend the 6/20 meeting, so I'm submitting my comments below.

I've lived near the intersection of Virginia/Acton (on Virginia, between Acton and West Street) for nearly four years. I also frequently ride my bike, most often down Virginia Street to the Amtrak station to commute to work. I ask that BART either adopt Option B (Alternative) or leave the street as-is.

As a cyclist, I am all too familiar with the safety concerns to bike riders across Berkeley. There are a lot of dangerous intersections. However, I would not count the Virginia/Acton intersection to Sacramento as one of them. The road barriers at Virginia/Acton have done a great job at calming traffic, and I feel very safe traveling from that intersection up Virginia to Sacramento.

On the other hand, I also utilize the street parking on Virginia. Based on the map provided, it appears that parking in front of my residence would be eliminated. I do not want to see this parking eliminated - I share my house with other renters, and between all of us, there are three cars. While we can fit 1-2 on the driveway, we can't fit them all. I also want to make sure that visitors can find parking. Considering that there will likely be more cars in the area when the BART housing is built (which I support), I would like to see this parking area maintained as-is.

Given all of the above, I would support Option B (Alternative) if BART wants to maintain continuity for the bike lane up Virginia Street or would otherwise ask that BART leave the street as-is.

Please let me know if I can provide additional information.

Best,

Katie Miller

From: Jason Warriner

Sent: Monday, June 10, 2024 5:09 PM

To: Rachel Factor <RFactor@bart.gov>

Subject: North Berkeley BART Transit Oriented Development Bicycle Access Improvements on Virginia Street Bicycle Boulevard

Dear Ms. Factor,

Please choose option B for dealing with the changes to the bicycle boulevard on Virginia street for the following reasons:

1) As BART eliminates more and more parking spots, parking will come under greater and greater stress in our neighborhood. Eliminating much needed parking will only make this worse (as much as I wish people wouldn't drive to BART, they will).

2) Those sidewalks are plenty wide and losing a couple of feet won't matter.

3) Bicyclists will ignore these lanes anyway, so why do more damage by removing much needed parking (and may I add *increasingly* needed as more and more people return to the office and the BART lot is more and more full.)

Also, can BART do some much needed maintenance? The property and sidewalks are full of weeds and are really starting to make things look bad.

Jason

From: Emilie Raguso
Sent: Tuesday, August 6, 2024 6:04 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Subject: News article / traffic safety

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Possible to share this with the commission?

<https://www.berkeleyscanner.com/2024/08/06/traffic-safety/berkeley-street-trauma-prevention-program-mike-wilson-meg-schwarzman/>

Many thanks,

Emilie Raguso, editor-in-chief
[The Berkeley Scanner](#)
c: 510-459-8325
e: emr@berkeleyscanner.com
<https://twitter.com/BerkeleyScanner>
Chip in: Keep The Scanner [100% ad-free](#)

From: Barbara Hadenfeldt
Sent: Wednesday, August 7, 2024 3:32 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Cc: info@northshattuck.org
Subject: Parking meters on Shattuck

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Wahid Amiri
Transportation Commission

Dear Mr. Amiri:

I have a complaint about the parking meters installed on the 1500 block of Shattuck Ave., between Cedar and Vine. These meters are old and do not accept credit cards. They are so tall that many people (including myself) cannot see the meter time; and the protective glass is so cloudy and scratched that even for tall people it is almost impossible to read the time remaining.

I lead a band that performs regularly at the Cheese Board. We have great difficulty reading the parking meters and making sure we don't get ticketed during our three-hour daytime stints.

Please have these meters replaced with ones that accept credit cards!

Please refer this to the appropriate city personnel. I've cc'ed the North Berkeley Association as well.

Thank you for your attention.

Barbara Hadenfeldt
BabShad Jazzz